



2026年 第23周市场周报

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本周话题 WEEKLY TOPIC

租船AI是一款利用大模型技术自动整理船货盘邮件、快速检索公开/私密船盘与货盘，并帮助您更高效发布信息的智能工具。
Chartering AI is an AI-powered tool that automatically organises tonnage and cargo circulars, enables fast search and filtering, and helps you publish open tonnage or cargo requirements with ease.

主要用途Key benefits:

- 01 每天收到大量船货盘邮件，阅读工作量大，找船特别费时。HiFleet租船AI使用大模型技术帮您整理船货盘邮件，能高效检索船盘与货盘。
Automatically structures tonnage/cargo emails for efficient review.
- 02 按区域、港口附近智能检索船盘与货盘。Smart search by region or port proximity.
- 03 自动识别发件人角色（船东/OP/经纪人）。Identifies sender type (Owner/Operator/Broker).
- 04 标注 PSC 风险、制裁风险、吊机、舱口等关键技术信息。Tags key technical & risk fields (PSC, sanctions, cranes, hatch specs, etc.).
- 05 支持公开与私密两种模式，适用于不同公司需求。Supports both Public and Private modes for different confidentiality needs.
- 06 按港口多维度筛选预抵船舶，快速锁定目标船舶。Expected Arriving Vessels with multi-dimensional filters for quick targeting.

HiFleet

LLM AI Shipping Chartering Tool

Expected Arrivals Screening

Public or private service modes

AI analysis of cargo & tonnage offers chartering emails

Fast search & filtering of cargo/tonnage offers

Search cargo & tonnage offers by port & its nearby

Chartering AI Vessel | Cargo

Public | Private

Port | Vessel

enter the open port name

Search | Reset | Total 32

Filter: Type Length Draft DWT Capacity Age OPEN Date OPEN Area OPEN Type

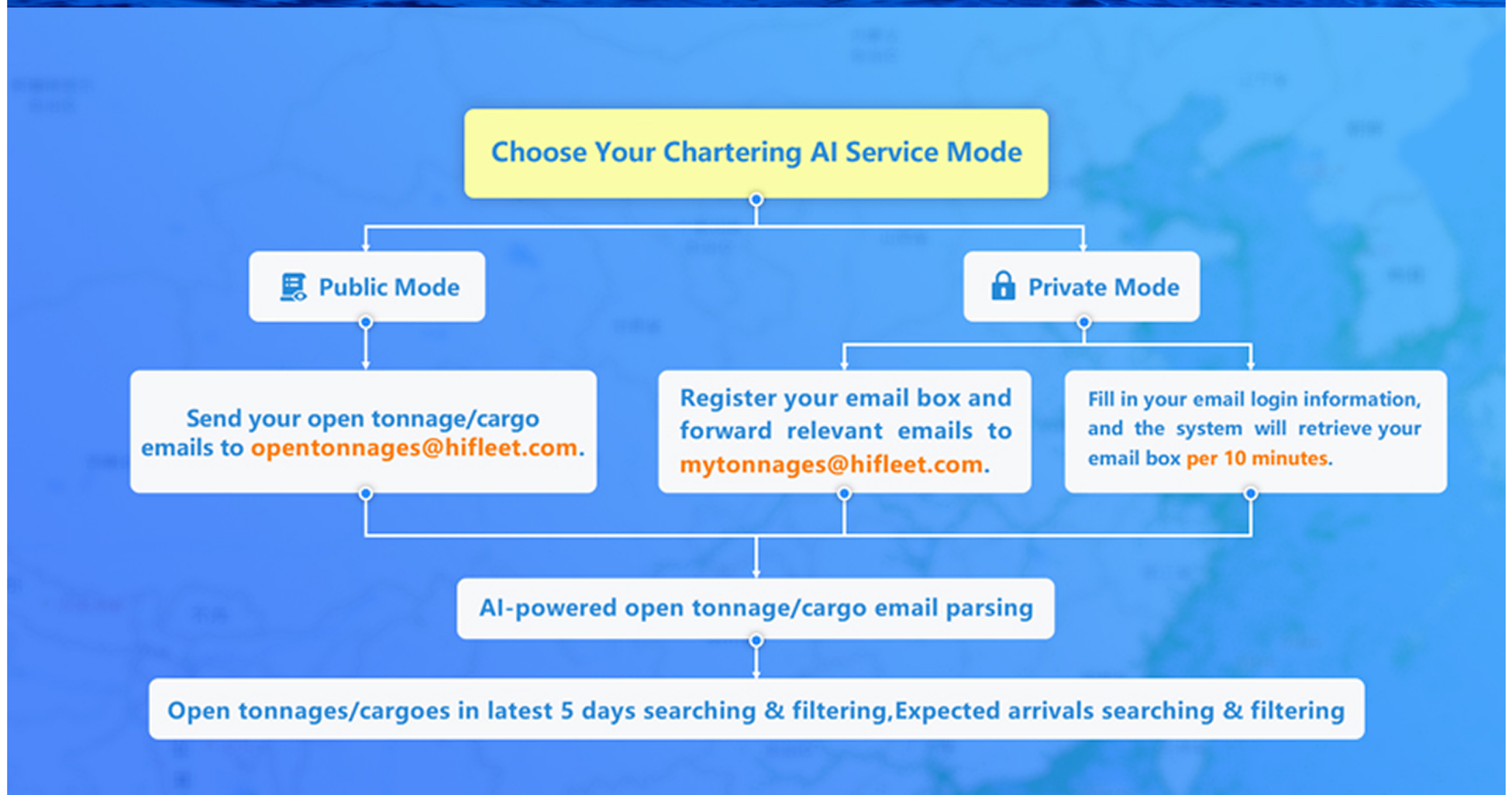
Ship Name	DWT	Age	Sender	Received Time	Open	OPEN Date	OPEN Location	Voyage Intend	Destination	ETA	Duration (day)	Tags
*****	57802	15		2025-10-15 14:49		2025-10-18	DAMMAN	SGP/PN	KIA DAMM...	2025-09-26	-22	Gearless
*****	63342	6		2025-10-15 14:49		2025-10-23	KHALIFA	SGP/PN	Fujairah	2025-10-18	-5	Gearless Ecn DG Approval
*****	56920	14	Owner	2025-10-15 14:10	spot	2025-10-26	SHUWARH	Middle East Ja...	Dammam	2025-09-11	-45	Gearless
*****	63850	0	Owner	2025-10-15 14:10	spot	2025-10-31	DAMMAM	Middle East Ja...	Umm Qasr	2025-10-12	-19	Gearless
*****	64050	5		2025-10-15 11:28		2025-10-16	CHITTAGONG		Chittagong	2025-10-02	-14	Gearless DG Approval
*****	56745	16		2025-10-14 16:42	TCT	2025-10-22	FANGCHENG		CHINA			Gearless Ecn
*****	63522	0		2025-10-14 15:04		2025-10-16	RIO HANNA		Shidao	2025-09-28	-10	Gearless Ecn
*****	10701	13		2025-10-14 15:04	spot	2025-11-14	CEBU PHILIP...	CEBU PHILIP...				Gearless Ecn DG Approval
*****	43125	30	Owner	2025-10-14 11:29		2025-10-26	NANTONG	MIDDLE EAST...	Tokai Ayer	2025-10-05	-21	Gearless Ecn
*****	63850	0	Owner	2025-10-14 09:17	period	2025-10-20	YANGZHOU S...		Yisheng	2025-09-29	-21	Gearless Ecn
*****	33379	12		2025-10-13 16:26	spot	2025-12-03	ABDIANLO	WW EXCL GGA	Kakinada	2025-10-09	-55	Gearless
*****	64726	1		2025-10-13 14:41	spot	2025-10-21	Yangjiang S.C...	Yangjiang S.C...				Gearless Ecn DG Approval
*****	56039	18		2025-10-13 14:21	spot	2025-10-18	KING ABDULL...	RUSSIA/UKR...	King Abdull...	2025-10-05	-13	Gearless
*****	57809	14		2025-10-13 14:21	spot	2025-10-19	PUTTALAM	N.DORE/GGA	PUTTALAM ...	2025-10-15	-4	Gearless
*****	78784	20		2025-10-13 14:21	spot	2025-10-19	KEMANMAN		Kuantan	2025-10-14	-5	Gearless
*****	58705	13	Owner	2025-10-13 09:22	period	2025-10-23	WEIHAI SHIPY...		Wei Hai	2025-10-05	-18	Ecn
*****	72541	14		2025-10-13 08:46	spot	2025-10-17	HALDIA, INDIA					Gearless Ecn
*****	76784	20		2025-10-11 15:27		2025-10-21	KEMANMAN		Kuantan	2025-10-14	-7	Gearless
*****	50815			2025-09-28 15:52		2025-10-10	XINGANG	DAMM				Gearless Box Hold Ocean Fitted CRABS-Full
*****	38340			2025-09-28 15:52		2025-10-31	XINGANG / UL...	DIBOUTI / IED...	Bunati Port	2025-10-17	-14	Gearless

Basic authenticity screening for tonnage offers

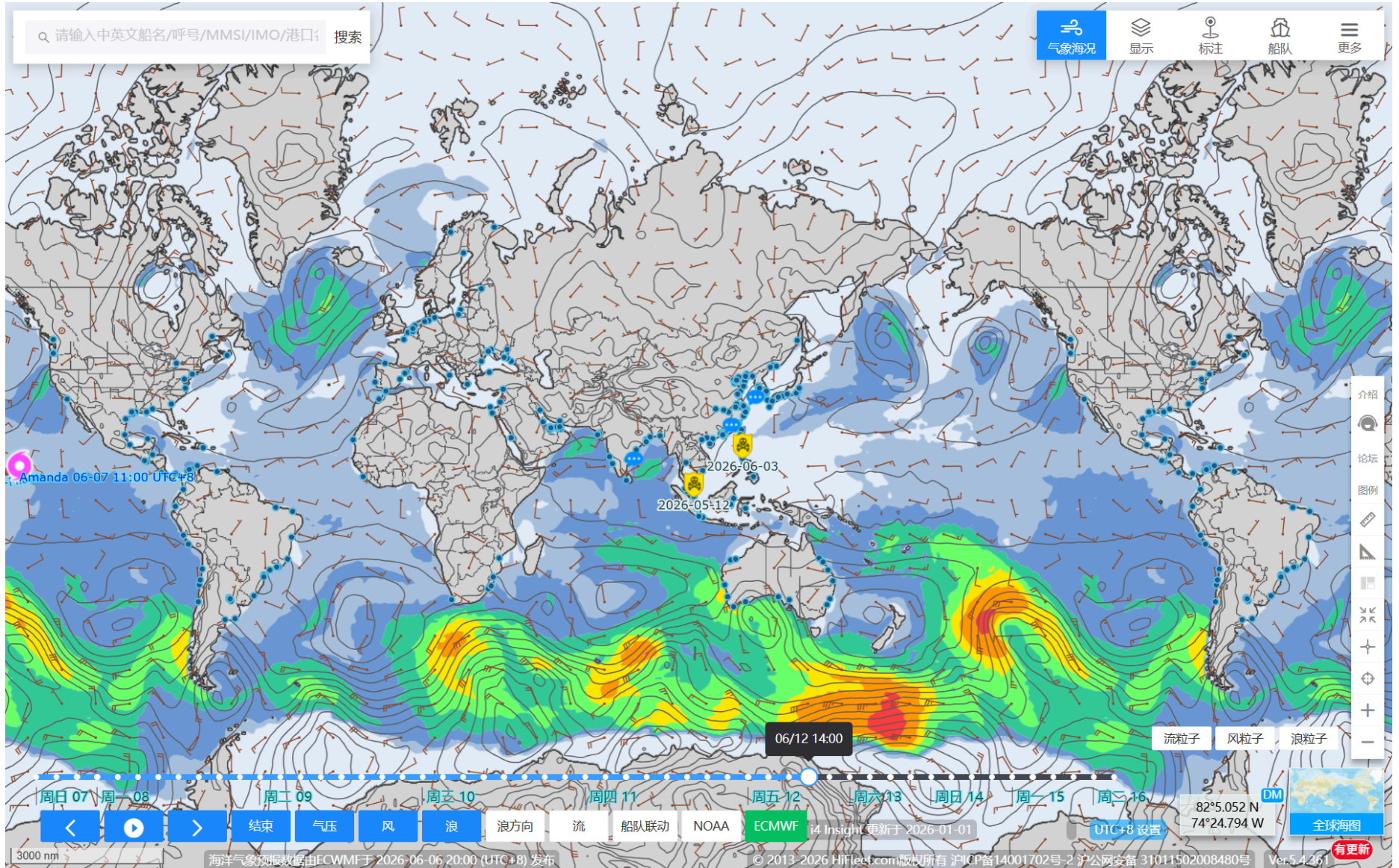
Sanctions-risk alerts for tonnage offers

Basic analysis of 3-year vessel performance (speed/consumption)

Port-of-call country tags (e.g., CIS, AU, BH)



第一部分 航运安全 SHIPPING SAFETY



航行警告 Navigation Warning

HiFleet显示全球目前有效的航行警告有1334个，远东和环加勒比海居多，请相关水域船舶注意航行警告内容。There are currently 1334 navigational warnings in effect around the ocean on hiFleet with the Far East and around the coastal of Caribbean Sea still being the majority. Please pay attention to the navigational warnings in relevant waters.

航海气象 Meteorology

未来一周中国渤海海域风力3-4级，轻浪；黄海风力3-4级，轻浪；东海风力4-5级，中浪；台湾海峡4-6级风，有中浪；南海大部海域风力4-6级，中浪。The coming week the wind in Bohai Sea is gentle with slight sea. Yellow Sea the wind is gentle with slight sea. And China East Sea becomes strong with moderate sea. The wind in the Taiwan Strait becomes strong with moderate sea. In most of the South China Sea the wind is moderate with moderate sea.

海盗事件 Piracy

2026年6月3日，菲律宾马尼拉锚地，在一艘停泊的集装箱船上执行例行巡逻时，一名值班船员被四名持三支枪和一把刀的劫匪用枪指着。劫匪强迫他打开水手长仓库，用绳子绑住他的双手，并携走被盗的船用物资逃逸。警卫成功脱身后，立即向大副报告，大副随即发出总警报，并召集全体船员到驾驶室集合。随后，该事件被通报给港口管理部门。最近一周没有海盗事件报告。03.06.2026: 2015 UTC: Posn: 14:36.6N - 120:49.0E, Manila Anchorage, Philippines. During routine rounds on an anchored container ship, the duty watchman was held at gunpoint by four robbers armed with three guns and a knife. The robbers forced him to open the bosun's store, tied his hands with rope, and escaped with stolen ship's stores. After freeing himself, the watchman alerted the OOW, who raised the general alarm and mustered the crew on the bridge. The incident was subsequently reported to the port authority.

海上事件 Marine Incidents

2026年6月2日周二，一艘来自地中海航运集团的集装箱船在伊拉克海岸附近再次遭遇袭击，而德黑兰方面宣称对此事件负责，称这是对美国袭击另一艘船只的报复行动。据伊朗国家通讯社塔斯尼姆在其推特频道发布的消息，伊斯兰革命卫队海军证实对一艘名为“Sariska V”（1990年建造，4814标准箱）的商船进行了攻击。On Tuesday, June 2, 2026, a container ship from the Mediterranean Shipping Group was attacked again near the coast of Iraq. Tehran claimed responsibility for this incident, stating that it was a retaliatory action against the US attack on another vessel. According to the message posted by the Iranian state news agency Tasnim on its Twitter channel, the Navy of the Islamic Revolutionary Guard confirmed that it had attacked a merchant ship named "Sariska V" (built in 1990, with 4,814 standard containers).

其它 Others

没有 Nil

备注 Remark

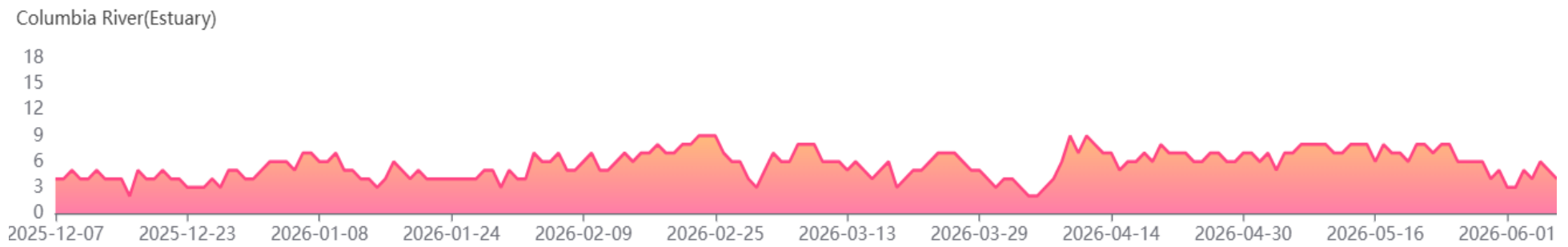
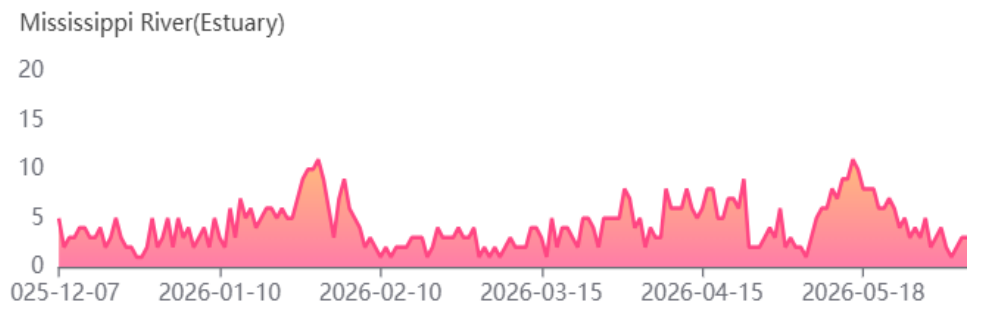
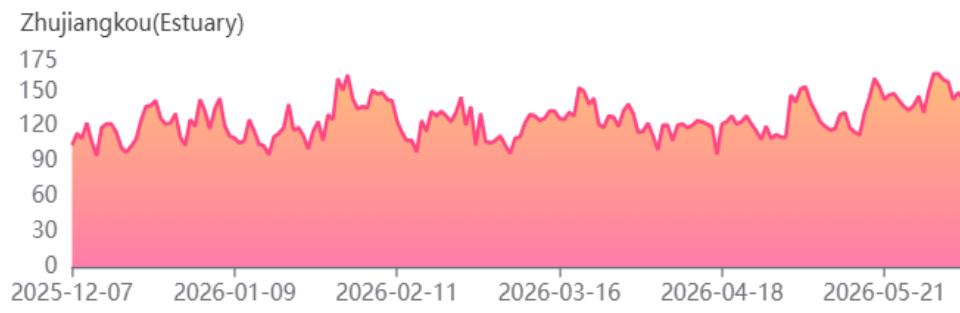
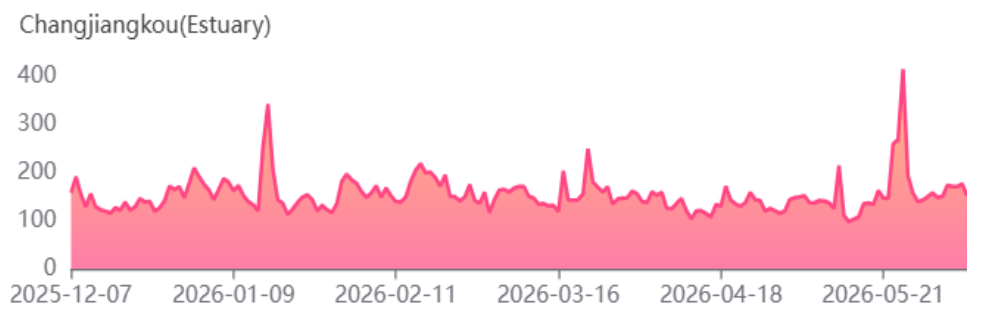
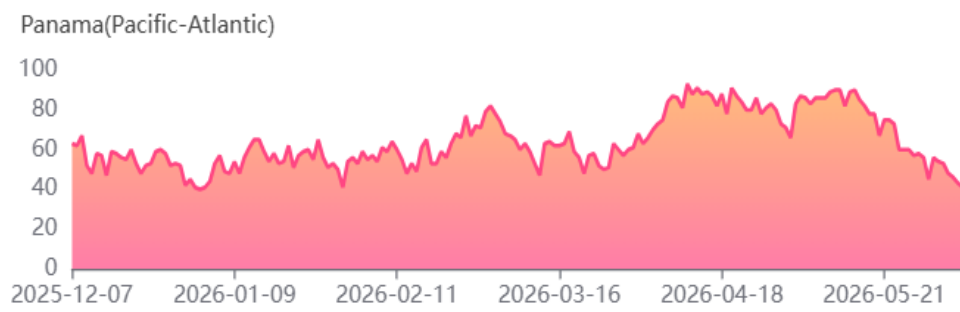
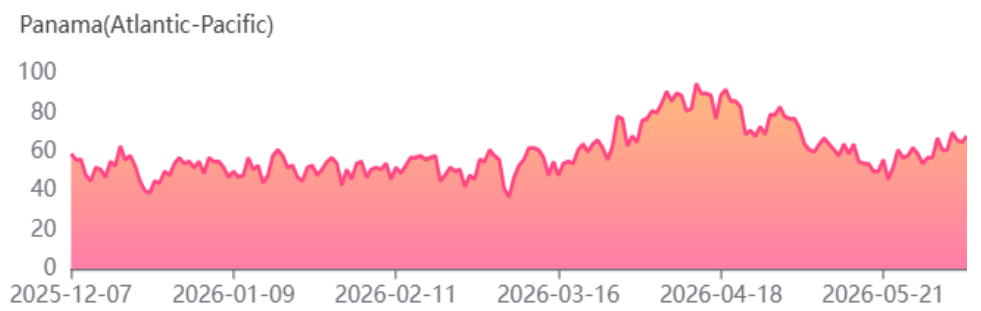
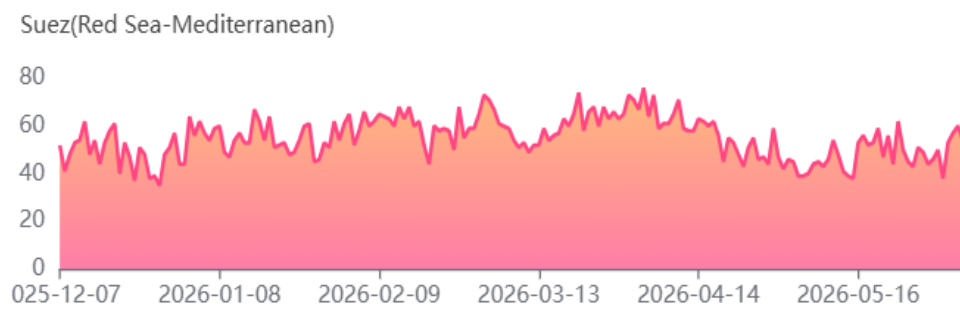
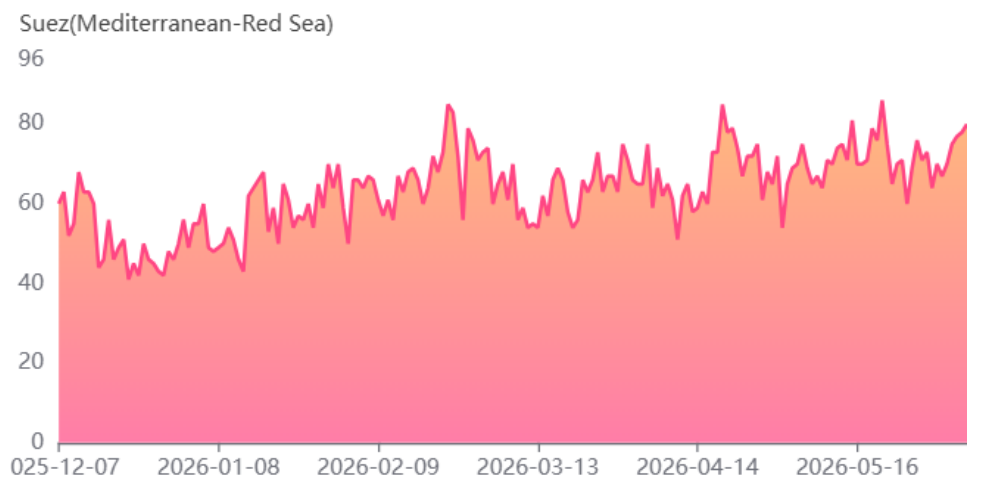
本报告数据截止时间为2026年6月7日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Jun 7th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	50	1438	18	-3
Miss.Riv.	3	159	-12	33
CJK	152	4793	-326	906
Pa.Atlan.	68	1710	50	-524
Colum.Riv.	4	182	-14	-15
Suez.Med.	80	2105	27	117
Pa.Pac.	38	1918	-73	-499
ZJK	107	4044	47	445

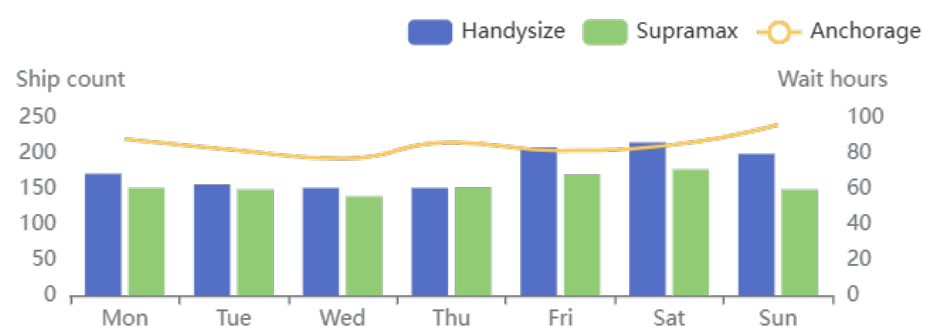


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

最近一周中国区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of China

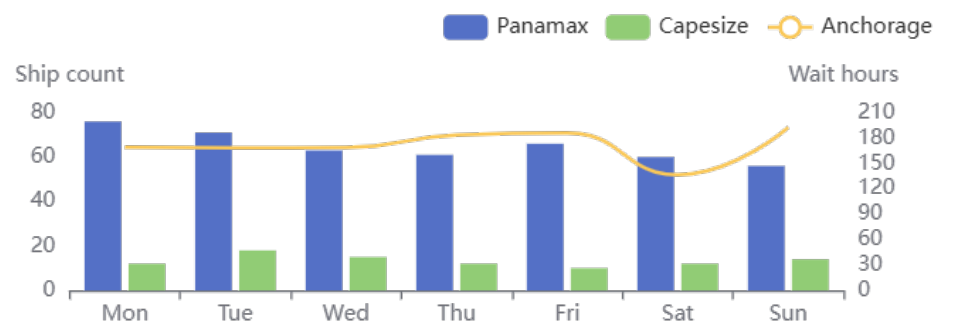
Type	M	T	W	Th	F	Sat	Sun
HDY	171	156	151	151	208	215	199
SMX	151	149	139	152	170	177	149
WT.h.	87.9	81.8	77.1	86	81.5	84.5	96



最近一周巴西区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Brazil

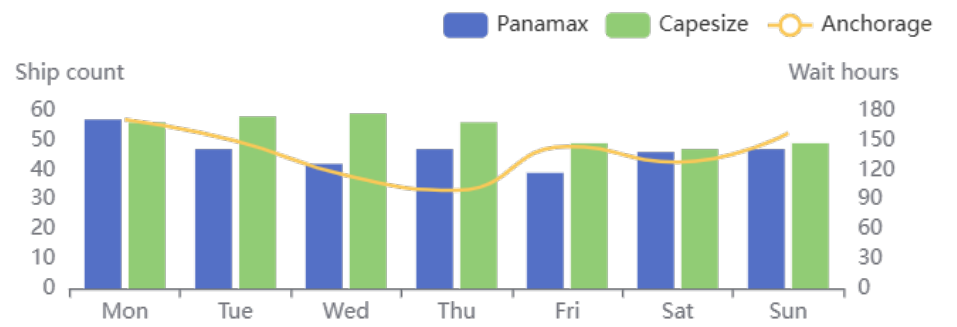
Type	M	T	W	Th	F	Sat	Sun
Pan.	76	71	63	61	66	60	56
Cap	12	18	15	12	10	12	14
WT.h.	169.3	168.3	168.8	183.5	186.1	136.6	192.5



最近一周澳大利亚区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

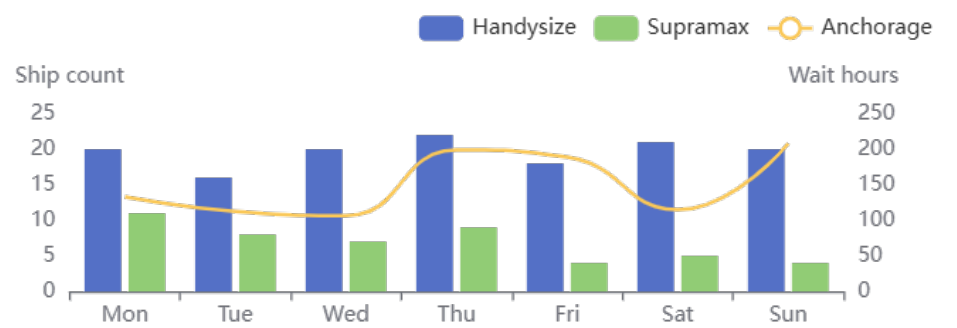
Type	M	T	W	Th	F	Sat	Sun
Pan.	57	47	42	47	39	46	47
Cap	56	58	59	56	49	47	49
WT.h.	171.1	149.4	114.4	99.4	143.8	127.9	157



最近一周黑海区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra & Handy Num. and Waiting Time Information in Anchorages of Black Sea

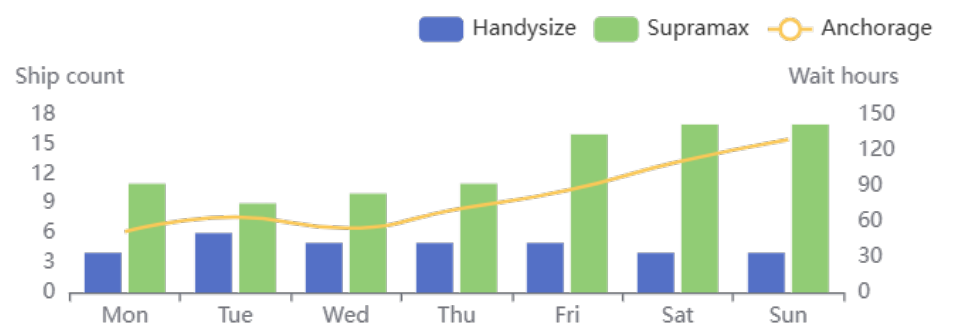
Type	M	T	W	Th	F	Sat	Sun
HDY	20	16	20	22	18	21	20
SMX	11	8	7	9	4	5	4
WT.h.	133.2	112.45	106.6	199.1	188.85	114.8	208



最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of US Gulf

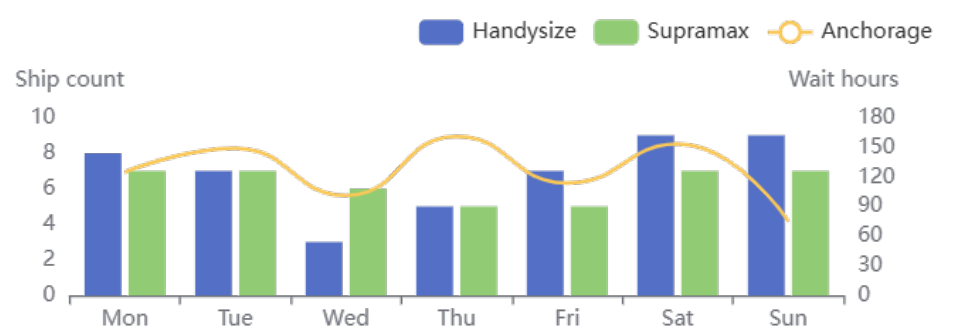
Type	M	T	W	Th	F	Sat	Sun
HDY	4	6	5	5	5	4	4
SMX	11	9	10	11	16	17	17
WT.h.	51.4	63.6	54.2	70.15	86.1	110.1	129



最近一周拉普拉特河区域超大型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of Plate River

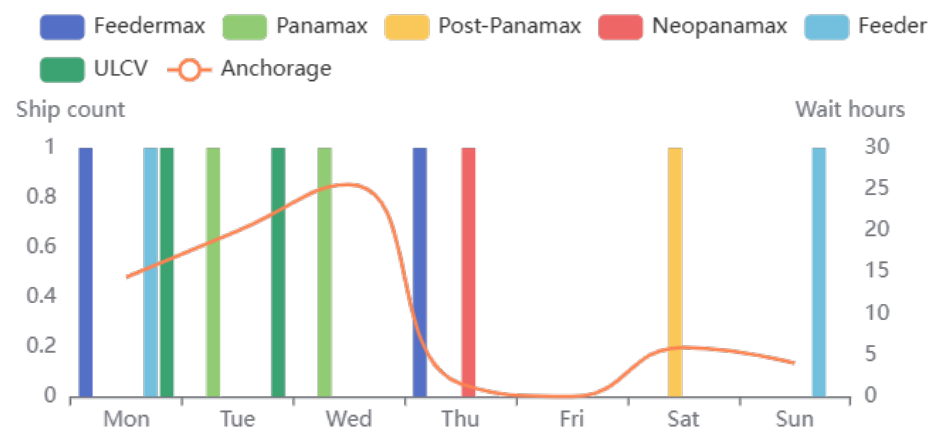
Type	M	T	W	Th	F	Sat	Sun
HDY	8	7	3	5	7	9	9
SMX	7	7	6	5	5	7	7
WT.h.	124.9	148.9	101.2	161.05	113.8	153.5	75



最近一周香港区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information on Anchorages of HongKong

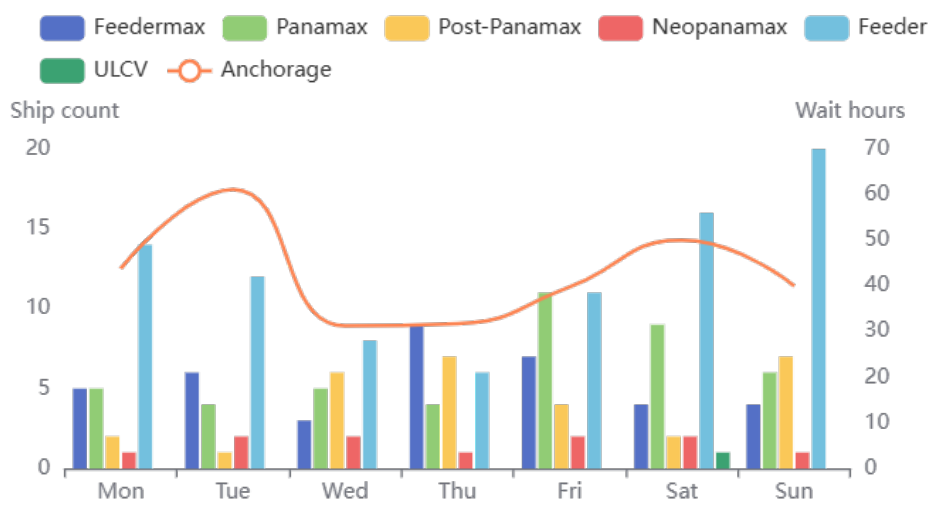
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	1	0	0	0
Pan.	0	1	1	0	0	0	0
PPx	0	0	0	0	0	1	0
NPx	0	0	0	1	0	0	0
Fd	1	0	0	0	0	0	1
WT.h.	14.4	20.0	25.6	1.55	0.0	5.9	4
UlcV	1	1	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Shanghai

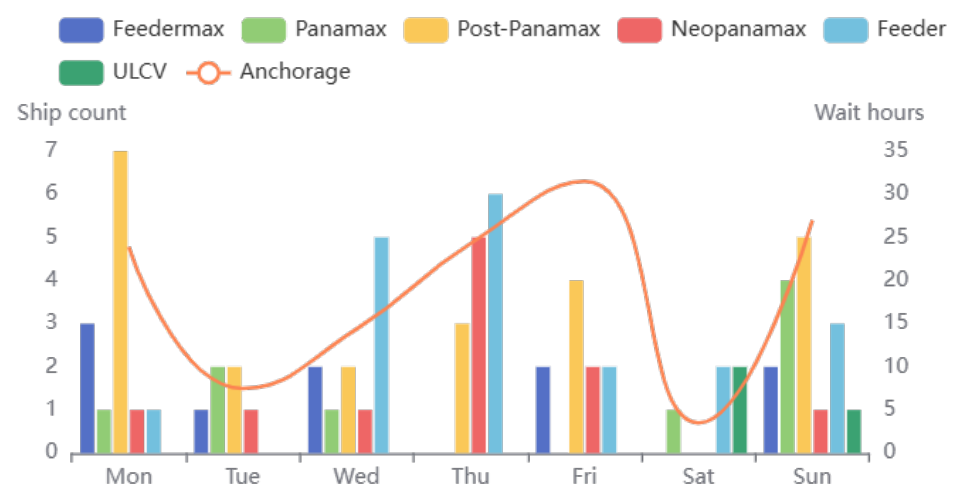
Type	M	T	W	Th	F	Sat	Sun
F.ma.	5	6	3	9	7	4	4
Pan.	5	4	5	4	11	9	6
PPx	2	1	6	7	4	2	7
NPx	1	2	2	1	2	2	1
Fd	14	12	8	6	11	16	20
UlcV	0	0	0	0	0	1	0
WT.h.	43.8	61.1	31.25	31.7	39.8	50.05	40



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

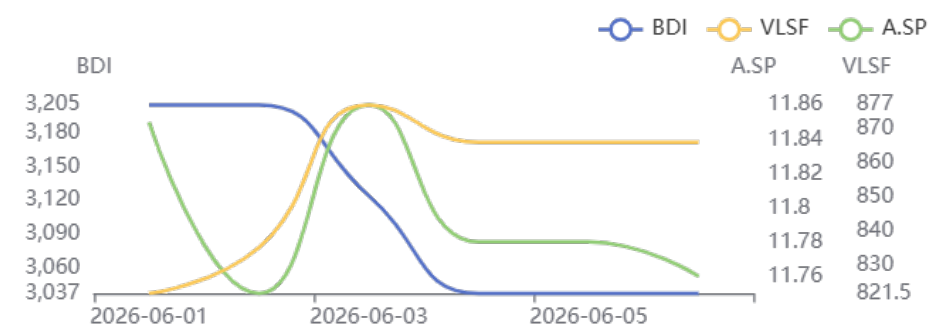
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	1	2	0	2	0	2
Pan.	1	2	1	0	0	1	4
PPx	7	2	2	3	4	0	5
NPx	1	1	1	5	2	0	1
Fd	1	0	5	6	2	2	3
UlcV	0	0	0	0	0	2	1
WT.h.	23.9	7.5	14.4	24.3	31.5	3.5	27



最近一周空载散货船平均航速 Latest Weekly Average Speed for Bulkers during Ballast Voyage

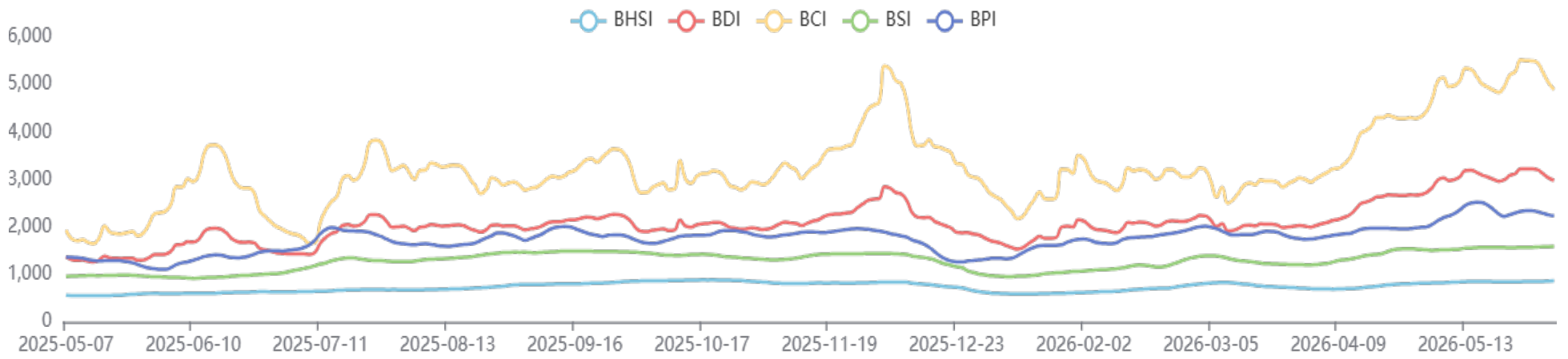
Type	M	T	W	Th	F	Sat	Sun
BDI	2321	2321	2290	2254	2254	2254	2254
VLSF	821.50	835.00	877.00	866	866	866	866
A.SP	11.85	11.75	11.86	11.78	11.78	11.76	



第三部分 航运市场 SHIPPING MARKET

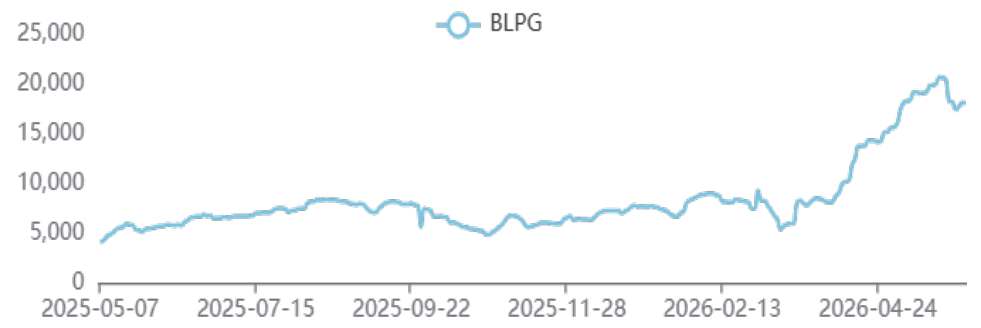
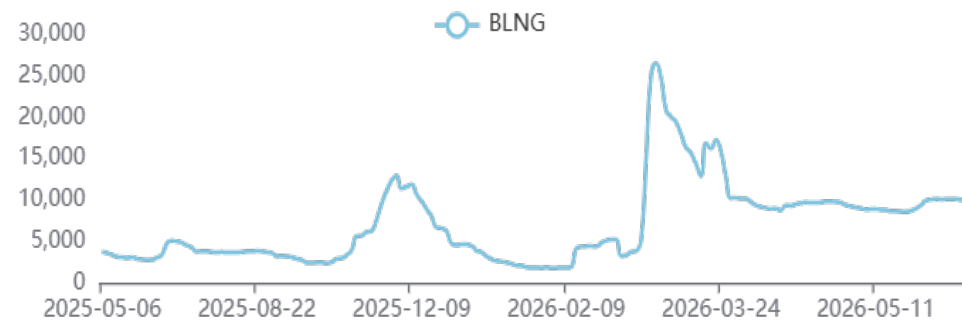
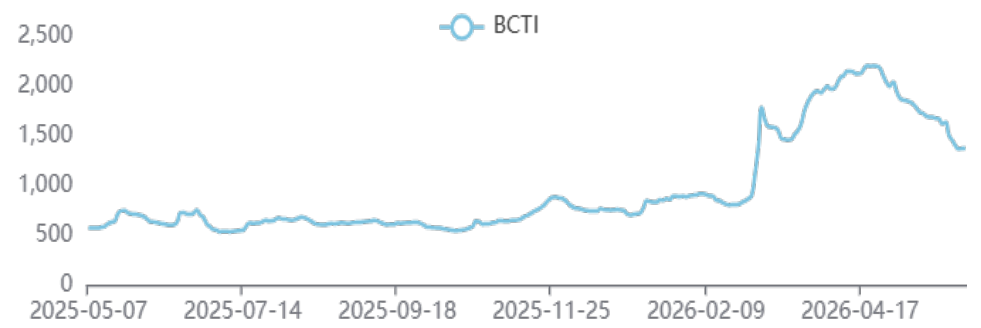
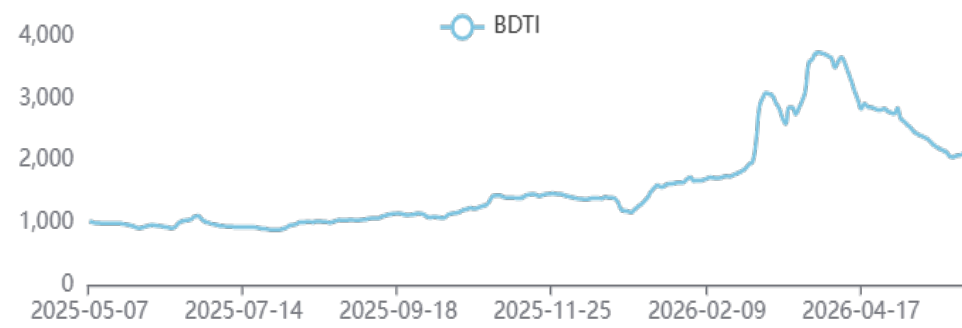
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2981	-243.0	-7.54	0.1	83.33
BCI	4893	-610.0	-11.08	-1.25	71.99
BPI	2236	-107.0	-4.57	0.13	84.64
BSI	1588	19.0	1.21	4.34	69.66
BHSI	864	13.0	1.53	3.72	44.24



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	2110	42.0	2.03	-18.03	120.48
BCTI	1376	-128.0	-8.51	-25.66	118.07
BLNG	9933	-147.0	-1.46	11.77	257.69
BLPG	18060	-202.0	-1.11	-1.15	213.0



第四部分 运力分布 SUPPLY DISTRIBUTION

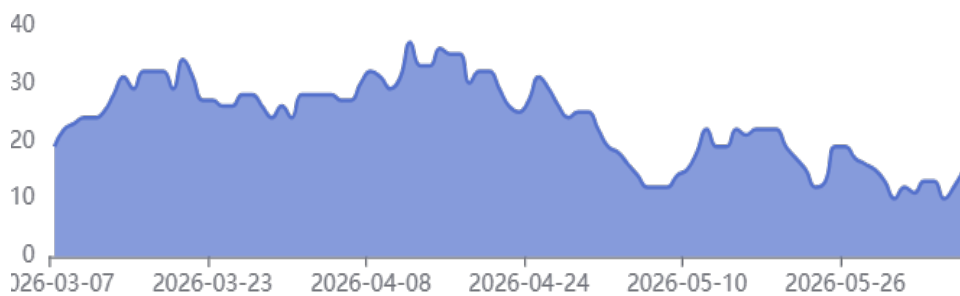


好望角型散货船 Capesize

区域：巴西，最近一周好望角型散货船准备装货船舶数量

Area: Brazil, The latest week update number for Capesize with cargo loading intention.

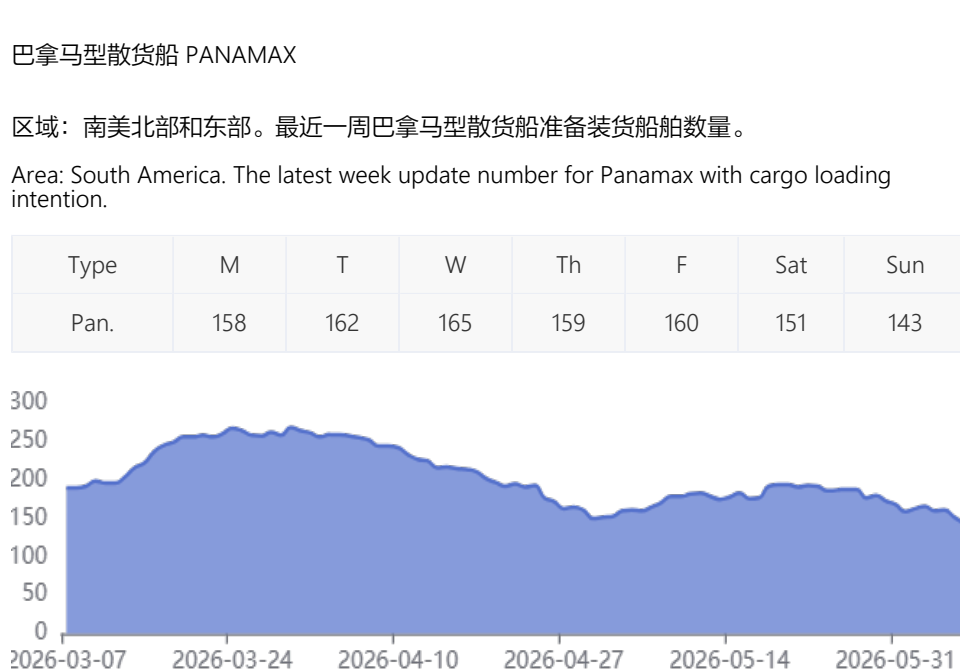
Type	M	T	W	Th	F	Sat	Sun
Cape	12	11	13	13	10	12	15



区域：南非，最近一周好望角型散货船准备装货船舶数量

Area: South Africa, The latest week update number for Capesize with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Cape	39	43	36	37	35	31	30

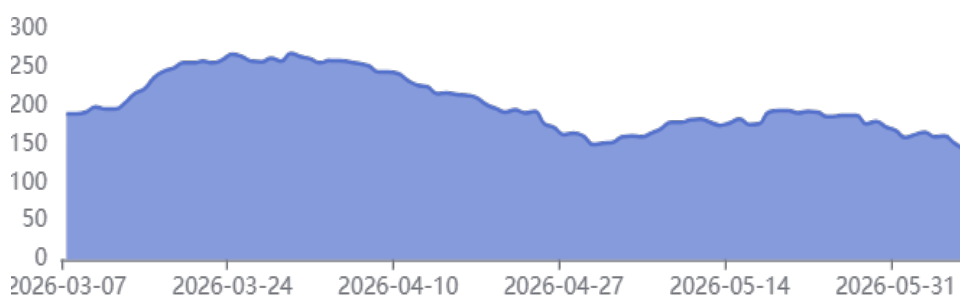


巴拿马型散货船 PANAMAX

区域：南美北部和东部，最近一周巴拿马型散货船准备装货船舶数量。

Area: South America. The latest week update number for Panamax with cargo loading intention.

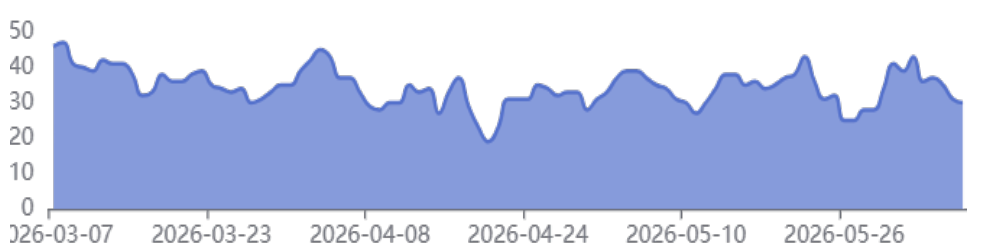
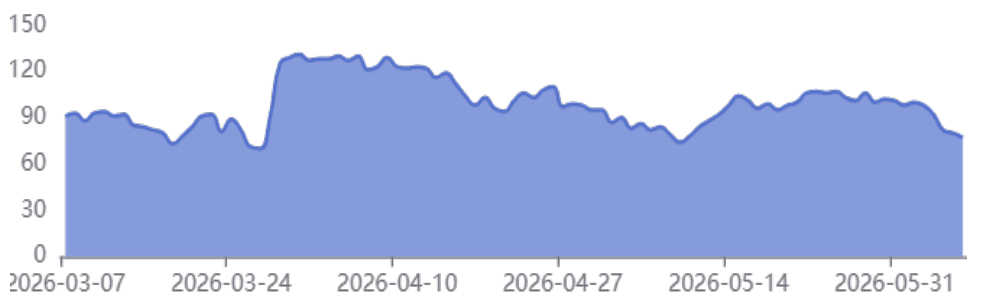
Type	M	T	W	Th	F	Sat	Sun
Pan.	158	162	165	159	160	151	143



区域：澳大利亚，最近一周好望角型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Capesize with cargo loading intention.

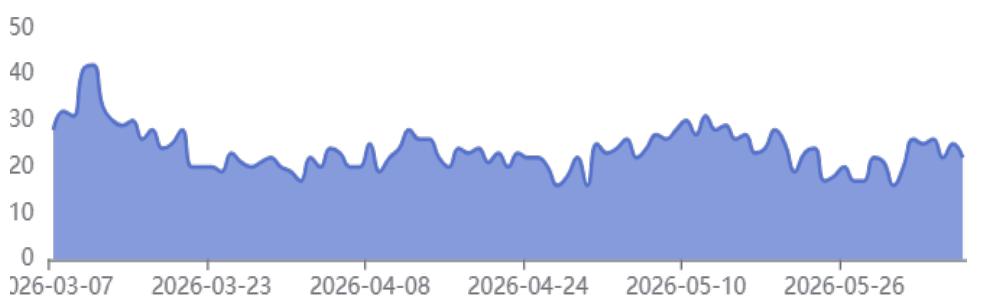
Type	M	T	W	Th	F	Sat	Sun
Cape	98	100	98	92	82	80	77



区域：黑海，最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

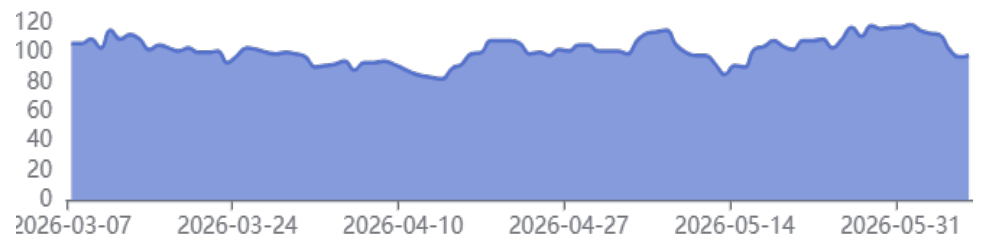
Type	M	T	W	Th	F	Sat	Sun
Pan.	7	9	8	10	7	6	6



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Panamax with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Pan.	119	115	113	112	102	97	98

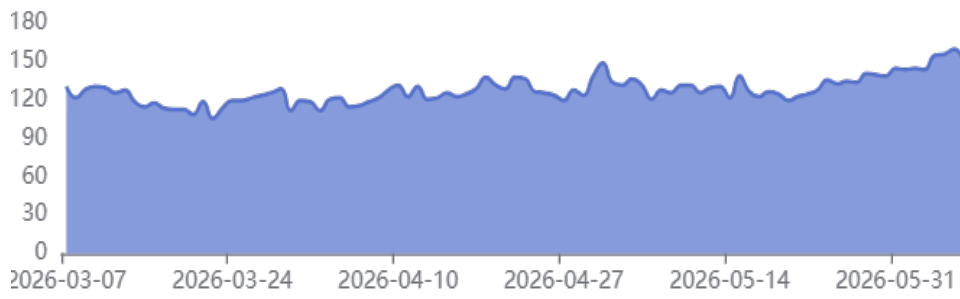


超大灵便型散货 SUPRAMAX

区域：北中国。最近一周超大灵便型散货船准备装货船舶数量。

Area: North China. The latest week update number for Supramax with cargo loading intention.

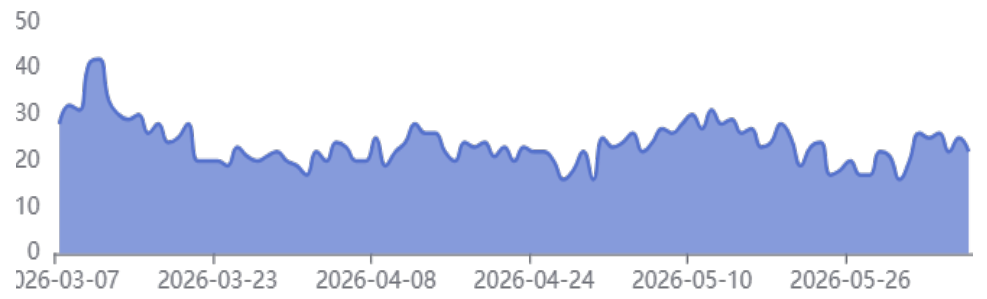
Type	M	T	W	Th	F	Sat	Sun
SMX	143	144	143	154	155	159	149



区域：黑海。最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

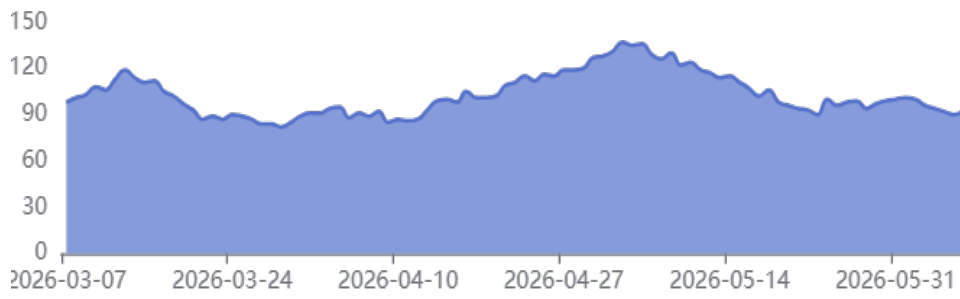
Type	M	T	W	Th	F	Sat	Sun
SMX	20	26	25	26	22	25	22



区域：美湾。最近一周超大灵便型散货船准备装货船舶数量。

Area: US Gulf. The latest week update number for Supramax with cargo loading intention.

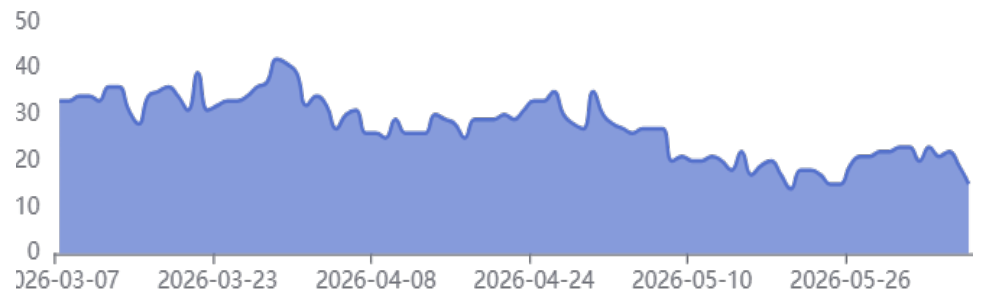
Type	M	T	W	Th	F	Sat	Sun
SMX	23	20	23	21	22	19	15



区域：南美的北部和东部。最近一周超大灵便型散货船准备装货船舶数量。

Area: South America. The latest week update number for Supramax with cargo loading intention.

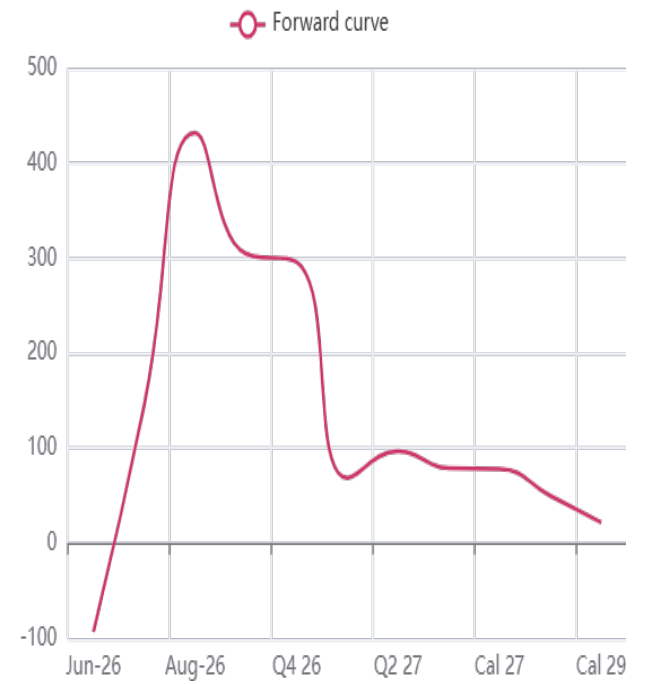
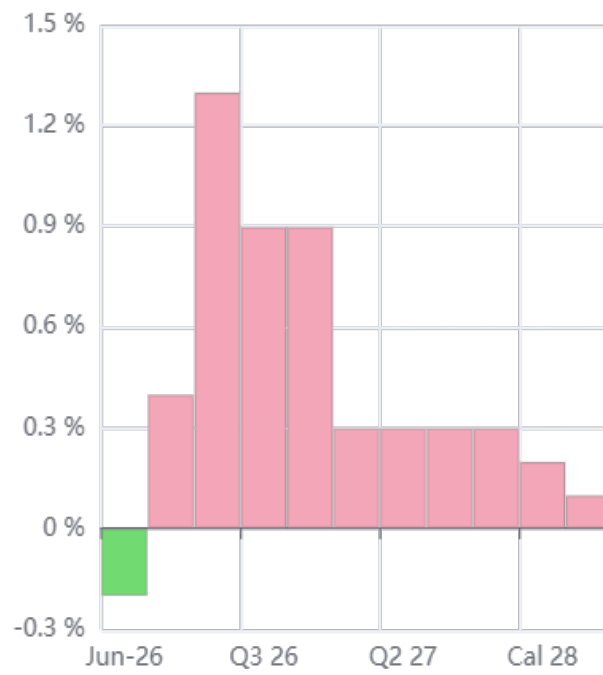
Type	M	T	W	Th	F	Sat	Sun
SMX	101	100	96	94	92	90	93



第五部分 远期运价协议 FFA

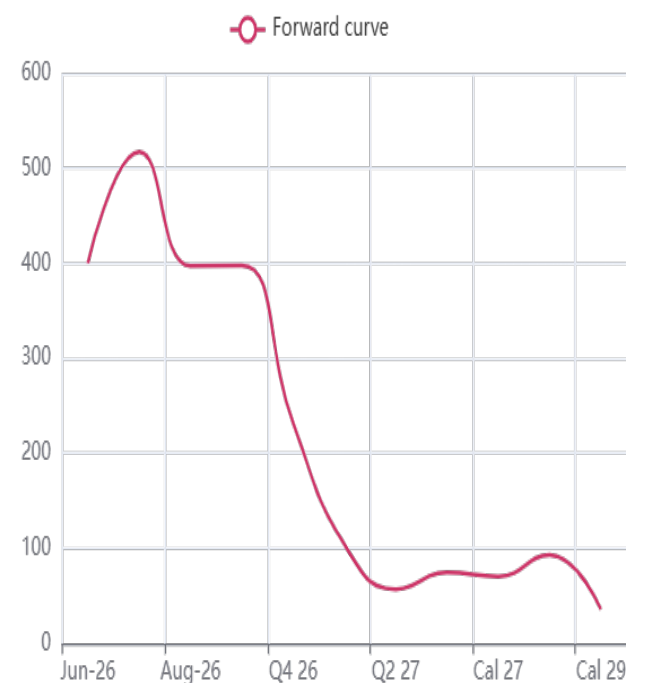
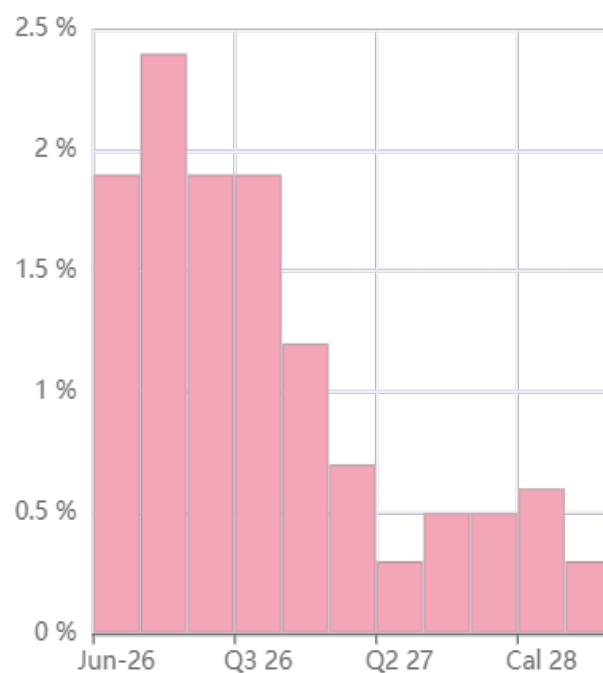
好望角型散货船Capesize

5TC	\$/day	WoW	
Jun-26	42,524.00	-93.0	-0.2 %
Jul-26	36,324.00	146.0	0.4 %
Aug-26	34,803.00	432.0	1.3 %
Q3 26	35,593.33	304.67	0.9 %
Q4 26	34,982.33	296.0	0.9 %
Q1 27	26,372.00	69.0	0.3 %
Q2 27	31,989.00	97.0	0.3 %
Q3 27	30,982.00	79.0	0.3 %
Cal 27	30,068.75	78.25	0.3 %
Cal 28	26,489.00	50.0	0.2 %
Cal 29	25,421.00	22.0	0.1 %



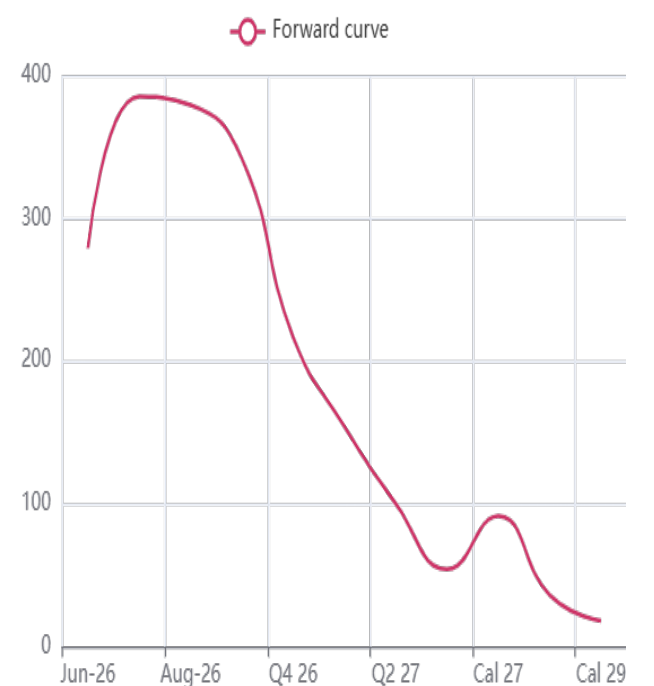
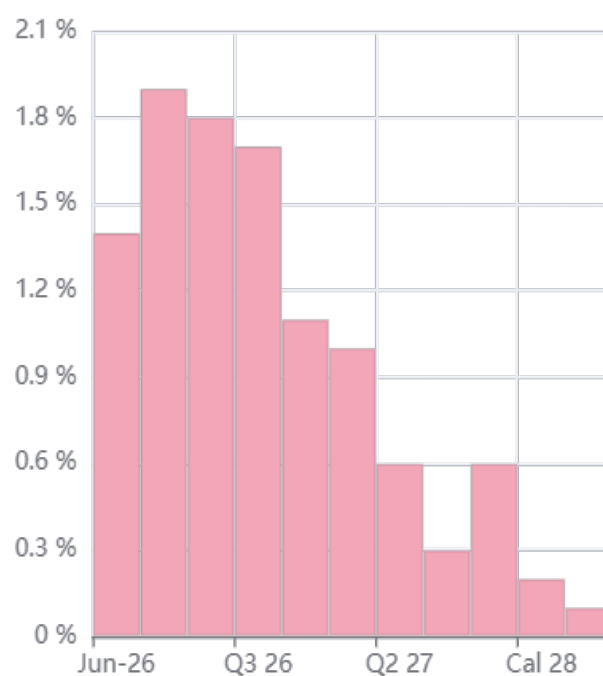
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jun-26	21,236.00	400.0	1.9 %
Jul-26	21,646.00	517.0	2.4 %
Aug-26	21,054.00	397.0	1.9 %
Q3 26	21,009.67	397.67	1.9 %
Q4 26	19,572.67	232.0	1.2 %
Q1 27	15,143.00	104.0	0.7 %
Q2 27	16,350.00	57.0	0.3 %
Q3 27	15,732.00	75.0	0.5 %
Cal 27	15,600.00	70.5	0.5 %
Cal 28	14,425.00	93.0	0.6 %
Cal 29	13,882.00	36.0	0.3 %



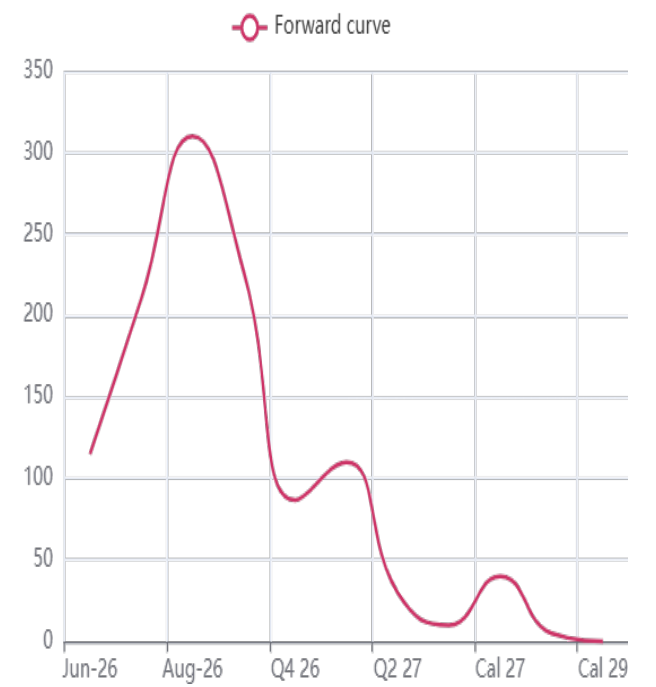
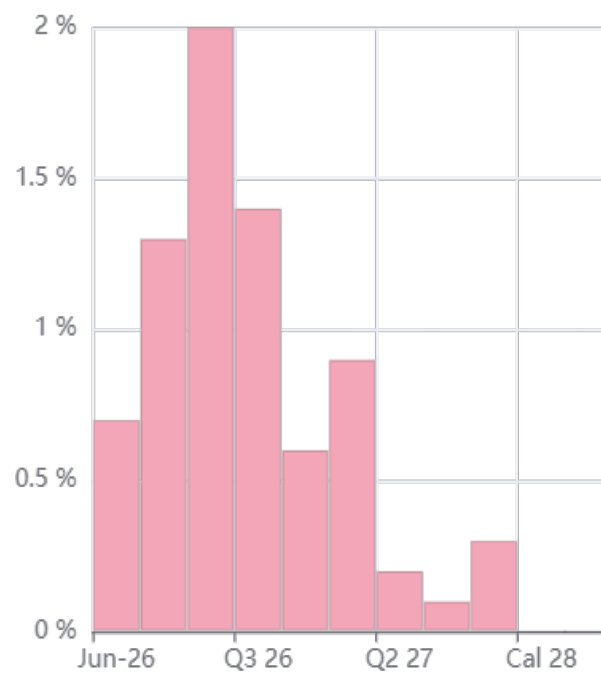
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jun-26	20,577.00	279.0	1.4 %
Jul-26	21,180.00	385.0	1.9 %
Aug-26	20,959.00	379.0	1.8 %
Q3 26	20,891.00	341.67	1.7 %
Q4 26	19,521.00	216.67	1.1 %
Q1 27	15,070.00	154.0	1.0 %
Q2 27	16,534.00	100.0	0.6 %
Q3 27	15,752.00	54.0	0.3 %
15,709.00	Cal 27	91.25	0.6 %
Cal 28	14,470.00	36.0	0.2 %
Cal 29	14,098.00	18.0	0.1 %



灵便型散货船Handysize

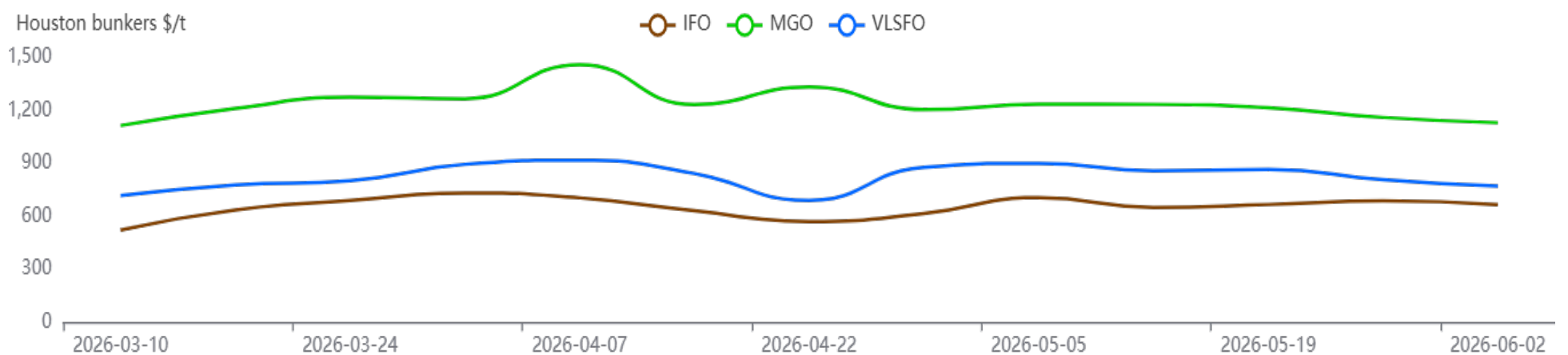
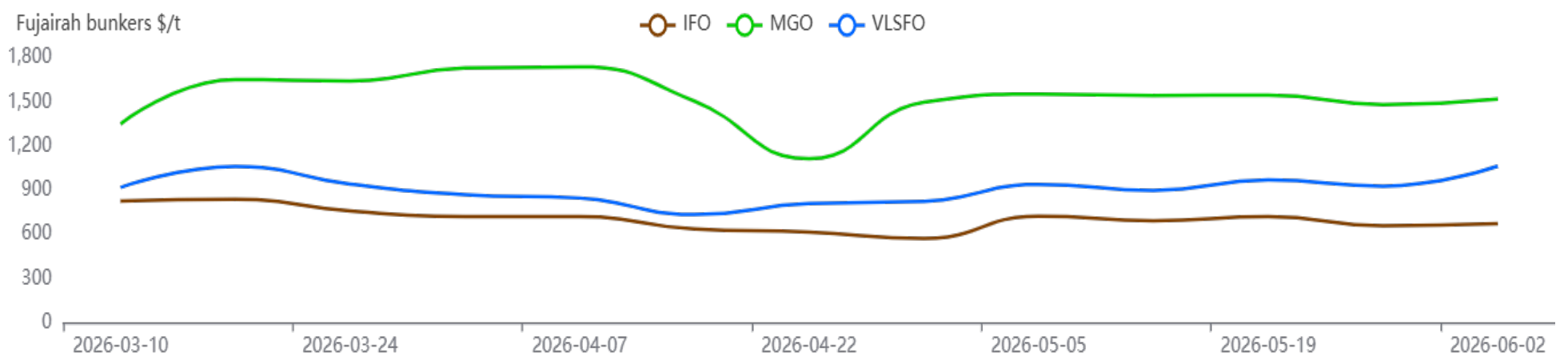
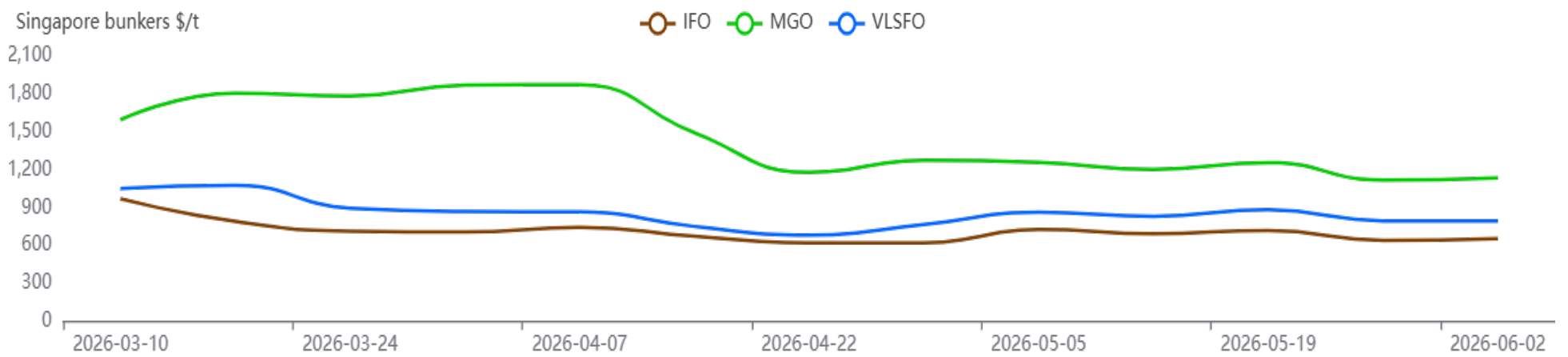
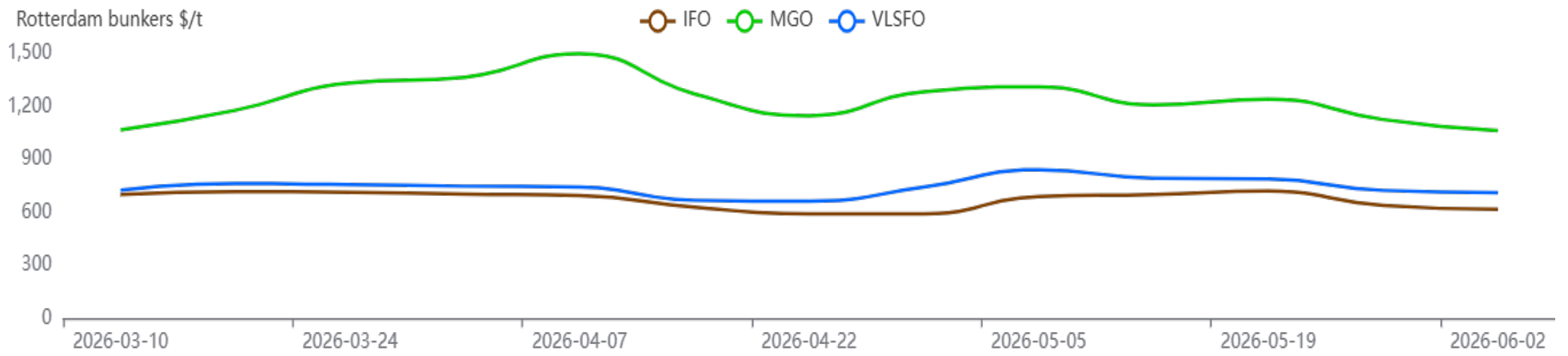
7TC	\$/day	WoW	
Jun-26	15,790.00	115.0	0.7 %
Jul-26	16,200.00	210.0	1.3 %
Aug-26	16,030.00	310.0	2.0 %
Q3 26	15,973.33	226.67	1.4 %
Q4 26	15,253.33	86.67	0.6 %
Q1 27	11,775.00	110.0	0.9 %
Q2 27	13,410.00	30.0	30.0
Q3 27	12,950.00	10.0	0.1 %
Cal 27	12,643.75	40.0	0.3 %
Cal 28	11,750.00	5.0	0.0 %
Cal 29	11,560.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	779.0	668.0	1144.0	111.0	-20.0	-15.27	17.46
Singapore	792.0	651.5	1133.5	140.5	-14.5	-9.35	3.31
Rotterdam	712.5	617.5	1063.5	95.0	9.5	11.11	-37.5
Fujairah	1063.5	672.5	1520.0	391.0	121.5	45.08	81.02
Houston	772.0	666.5	1131.0	105.5	-13.5	-11.34	-45.76

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy High Sulphur Fuel Oil; MO-MGO; SP-Spread;)



第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds		Index	+/-	Weekly	Monthly	YTD
Wheat		206.0	-6.0	-2.83	-2.83	1.98
Maize		223.0	-8.0	-3.46	-5.51	0.9
Soybeans		225.0	-5.0	-2.17	-1.32	10.84
Rice		171.0	2.0	1.18	5.56	-1.72
Barley		243.0	-5.0	-2.02	-1.22	9.46
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	92.81	5.1	5.81	-3.02	48.09
Brent	USD/Bbl	94.7	3.27	3.58	-6.62	46.23
Natural Gas	USD/MMBtu	3.28	-0.03	-0.91	17.56	-11.11
Gasoline	USD/Gal	3.04	-0.03	-0.98	-12.89	47.57
Heating Oil	USD/Gal	3.75	0.22	6.23	-4.09	82.93
Ethanol	USD/Gal	1.95	-0.07	-3.47	-1.02	11.43
Naphtha	USD/T	751.33	16.12	2.19	-9.18	41.46
Propane	USD/Gal	0.84	-0.03	-3.45	-2.33	13.51
Uranium	USD/Lbs	86.1	0.9	1.06	-0.17	19.75
Methanol	CNY/T	3135.0	116.0	3.84	1.95	37.98
TTF Gas	EUR/MWh	48.46	1.29	2.73	8.22	36.74
UK Gas	GBP/thm	116.92	2.74	2.4	9.4	41.26
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	6.5	0.14	2.2	6.21	37.71
Coal	USD/T	146.25	8.75	6.36	10.63	38.82
Steel	CNY/T	3155.0	-22.0	-0.69	-2.89	7.64
Iron Ore	USD/T	103.71	-5.33	-4.89	-6.53	8.09
Aluminum	USD/T	3651.95	-5.55	-0.15	4.84	48.93
Lithium	CNY/T	168250.0	-9250.0	-5.21	-11.68	179.02
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4498.71	-27.77	-0.61	-4.74	33.86
Silver	USD/t.oz	74.36	-1.06	-1.41	-7.07	117.17
Platium	null	1906.4	-15.0	-0.78	-7.39	81.41
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.16	0.0	0.0	-0.85	1.75
USD/CNY		6.77	0.0	0.0	-0.44	-5.84

第八部分 本周话题 WEEKLY TOPIC



美国临时豁免《琼斯法案》对航运的影响几何

《琼斯法案》1920 年正式落地，是美国沿海航运保护性法规，美国境内两港之间内贸水运货物，仅限美国建造、美方持股 75% 以上、配备美国籍船员的美籍船舶承运，核心目的为保护美国本土造船产业、本土船员就业、战时后备商船运力储备。受法案约束，美国合规内贸油轮保有量稀缺，本土船舶建造、人工运营成本远超国际市场，本土内贸海运运价长期偏高，大量美国内陆能源货运被迫转向铁路、公路运输。

受中东地缘冲突、霍尔木兹海峡航运受阻、全美能源价格暴涨影响，特朗普于2026 年 3 月 17 日签发临时豁免政令，首批豁免覆盖近 700 类能源相关货物（原油、汽油、航煤、沥青、化肥等），初始豁免周期 60 天，后续延期至当年 8 月中旬；豁免窗口期内，外籍非合规船舶可合法承运美国国内港口间能源货物，不再受美造船、美籍船东、美籍船员条款限制。截至 2026 年 5 月初，美国海事管理局（MARAD）统计落地豁免航次共计 59 航次，Frontline、Scorpio Tankers、Hafnia、International Seaways、Weco Tankers 等国际头部油轮船企均有船舶落地美国内贸航线，其中中国天津西南航运旗下大明山轮（沥青船）完成路易斯安那至佛罗里达沥青运输，数据显示约 29% 豁免航次由中方关联船舶参与承运。

此次豁免政策对美国能源产业链与货主端带来积极影响，运力供给扩容，缩短能源调配周期，外籍油轮大批量进入墨西哥湾至美东海岸、墨西哥湾至加州、德州至波多黎各等传统内贸航线，打破美国本土合规船队运力瓶颈。原本依赖欧美进口成品油的美国西海岸、东北部地区，可直接依托墨西哥湾本土炼厂油品补给，优化全美能源储运布局。美国内陆运输成本下行，外籍船舶运营成本显著低于美籍合规船，成品油航运运价回落，炼厂、石化企业燃料跨区运输成本下降，美国燃料与石化制造商协会（AFPM）明确表态支持豁免，认为政策切实改善美国本土油品流通效率，间接利好终端消费者用油成本管控。

对国际航运企业而言开辟了新增盈利航线。全球成品油轮、沥青船、化工船盘活闲置运力，新增美国沿岸内贸短途运输业务。国际石油公司（Gunvor、Phillips66、Citgo、Chevron）优先租用全球低成本外籍船队，头部油轮船企新增稳定货源收入。此次美国豁免政策优化全球船舶调度。国际船东可灵活调配闲置远洋船舶穿插美国内贸短线，提升船舶年营运天数与舱位利用率，改善全球油轮船东收益水平。

美国的豁免政策对全球油品贸易格局产生影响。美国墨西哥湾炼化产能向外辐射能力增强，本土原油、成品油国内流转效率提升，减少美国对海外成品油进口依赖，全球成品油跨洋贸易流向小幅调整，中东、欧洲成品油发往美国本土的长途海运需求阶段性收缩。

豁免政策针对美国本土航运承压。原本专属美国内贸能源货源大量被低价外籍船舶抢占，美国本土合规油轮船东货源锐减、船舶闲置率上升，本土沿海航运企业营收受挫；由 130 家美国海事高管组成的行业联盟联名致信国会反对豁免延期，核心诉求为保护本土船东与船员利益。短期外资船舶持续抢占美国内贸能源海运市场，国际油轮短线订单维持高位，美国本土船企被动收缩内贸业务。

The Jones Act was officially implemented in 1920. It is a protective regulation for coastal shipping in the United States. For domestic water transportation within the country, only ships built in the United States, with more than 75% of the shares held by the US and crewed by US citizens, can undertake such transportation. The core purpose of this act is to protect the domestic shipbuilding industry in the US, the employment of local seafarers, and the reserve of war-time merchant shipping capacity. Due to the constraints of this act, the number of compliant domestic oil tankers in the US is scarce. The cost of local shipbuilding and manual operation in the US is much higher than that in the international market. As a result, the domestic shipping rates for domestic transportation have been consistently high, and a large amount of inland energy transportation in the US has been forced to shift to railways and highways.

Affected by the geopolitical conflicts in the Middle East, the disruption of shipping in the Strait of Hormuz, and the soaring energy prices across the United States, Trump issued a temporary exemption decree on March 17, 2026. The first batch of exemptions covered nearly 700 types of energy-related goods (crude oil, gasoline, aviation kerosene, asphalt, fertilizers, etc.). The initial exemption period was 60 days, and it was later extended to mid-August of the same year. During the exemption period, foreign non-compliant vessels could legally carry energy goods between domestic ports in the United States, and were no longer subject to restrictions based on American shipbuilding, American shipowners, or American crew members.

As of the beginning of May 2026, the U.S. Maritime Administration (MARAD) has recorded a total of 59 landing exemption voyages. International leading oil tanker companies such as Frontline, Scorpio Tankers, Hafnia, International Seaways, and Weco Tankers all have vessels landing on domestic U.S. routes. Among them, the Damingshan vessel (asphalt carrier) under the Southwest Shipping of China completed the asphalt transportation from Louisiana to Florida. The data shows that approximately 29% of the exemption voyages were carried out by vessels associated with China.

This exemption policy has had a positive impact on the US energy industry chain and the cargo owner sector. It has expanded the supply capacity of transportation, shortened the energy distribution cycle, and enabled a large number of foreign oil tankers to enter traditional domestic trade routes such as the Gulf of Mexico to the eastern coast of the US, the Gulf of Mexico to California, and Texas to Puerto Rico. This has broken the bottleneck of the domestic compliant shipping fleet in the US. Regions in the west and northeast of the US that previously relied on imports of refined oil from Europe and the US can now directly rely on local refineries in the Gulf of Mexico for fuel supply, optimizing the energy storage and transportation layout across the entire United States. The inland transportation costs in the US have decreased, the operating costs of foreign vessels are significantly lower than those of US compliant vessels, the shipping prices of refined oil have dropped, and the transportation costs for fuel across regions have decreased for refineries and petrochemical enterprises. The American Association of Fuel and Petrochemical Manufacturers (AFPM) has clearly expressed its support for the exemption, believing that the policy effectively improves the efficiency of oil circulation in the US and indirectly benefits the cost control of end consumers in terms of fuel usage.

For international shipping enterprises, it has opened up new profit-making routes. Global oil tankers, asphalt ships, and chemical ships have revitalized idle transportation capacity and have launched new domestic short-distance transportation services along the US coast. International oil companies (Gunvor, Phillips66, Citgo, Chevron) have prioritized renting global low-cost foreign fleets. Leading oil tanker companies have gained stable revenue from cargo sources. This US exemption policy has optimized global ship scheduling. International shipowners can flexibly allocate idle ocean-going vessels to undertake domestic short-distance transportation within the US, increasing the annual operating days and cargo space utilization of ships, and improving the revenue levels of global oil tanker owners.

The exemption policy of the United States has an impact on the global oil trade pattern. The radiation capacity of the refining and processing capacity in the Gulf of Mexico of the United States has been enhanced, the domestic circulation efficiency of crude oil and refined oil within the country has improved, reducing the United States' reliance on overseas refined oil imports, and the global cross-ocean trade flow of refined oil has slightly adjusted. The long-distance maritime transportation demand from the Middle East and Europe to the United States has temporarily contracted in a phased manner.

