



2026年 第24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

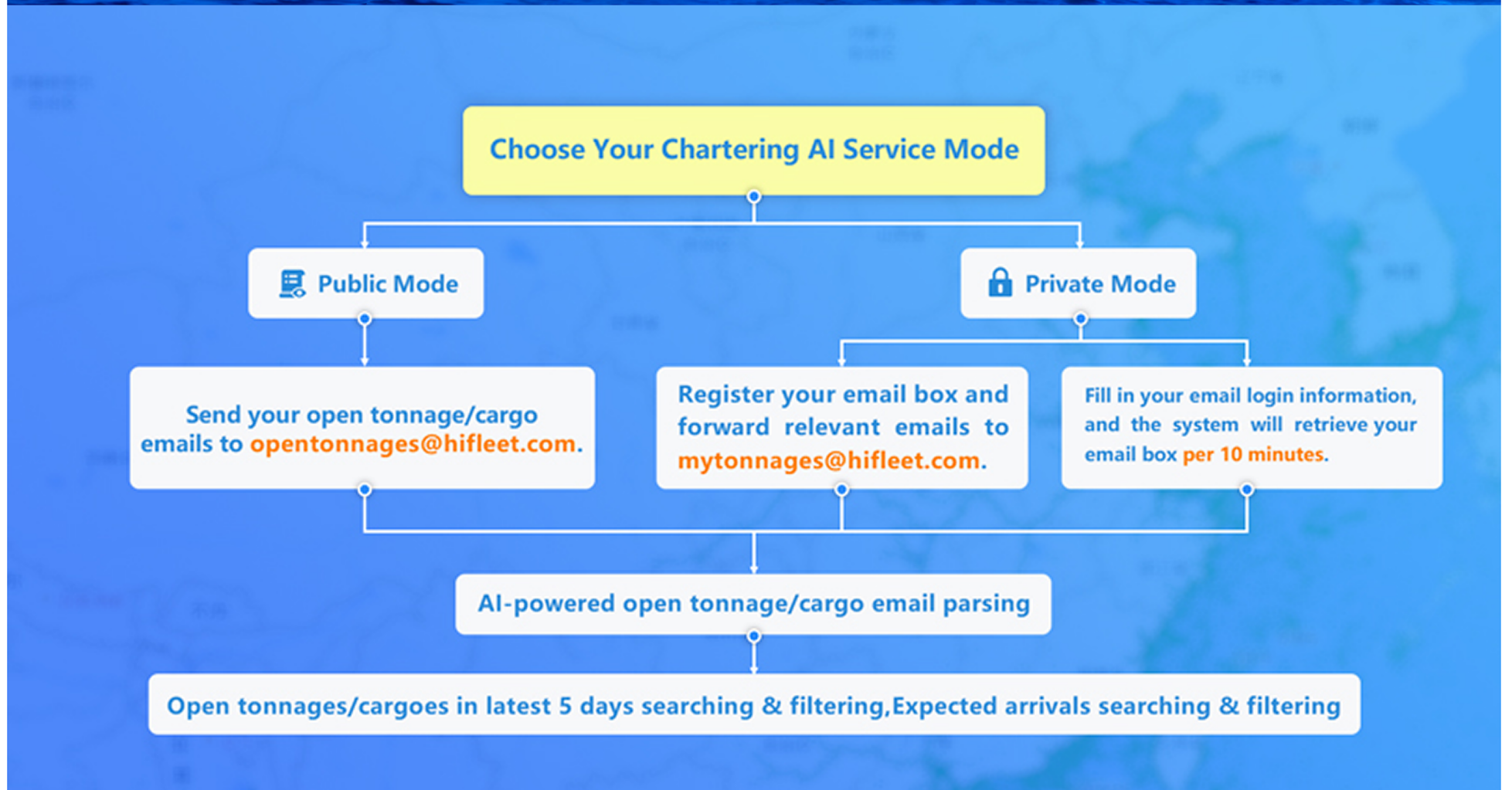
Search cargo & tonnage offers by port & its nearby

Basic authenticity screening for tonnage offers

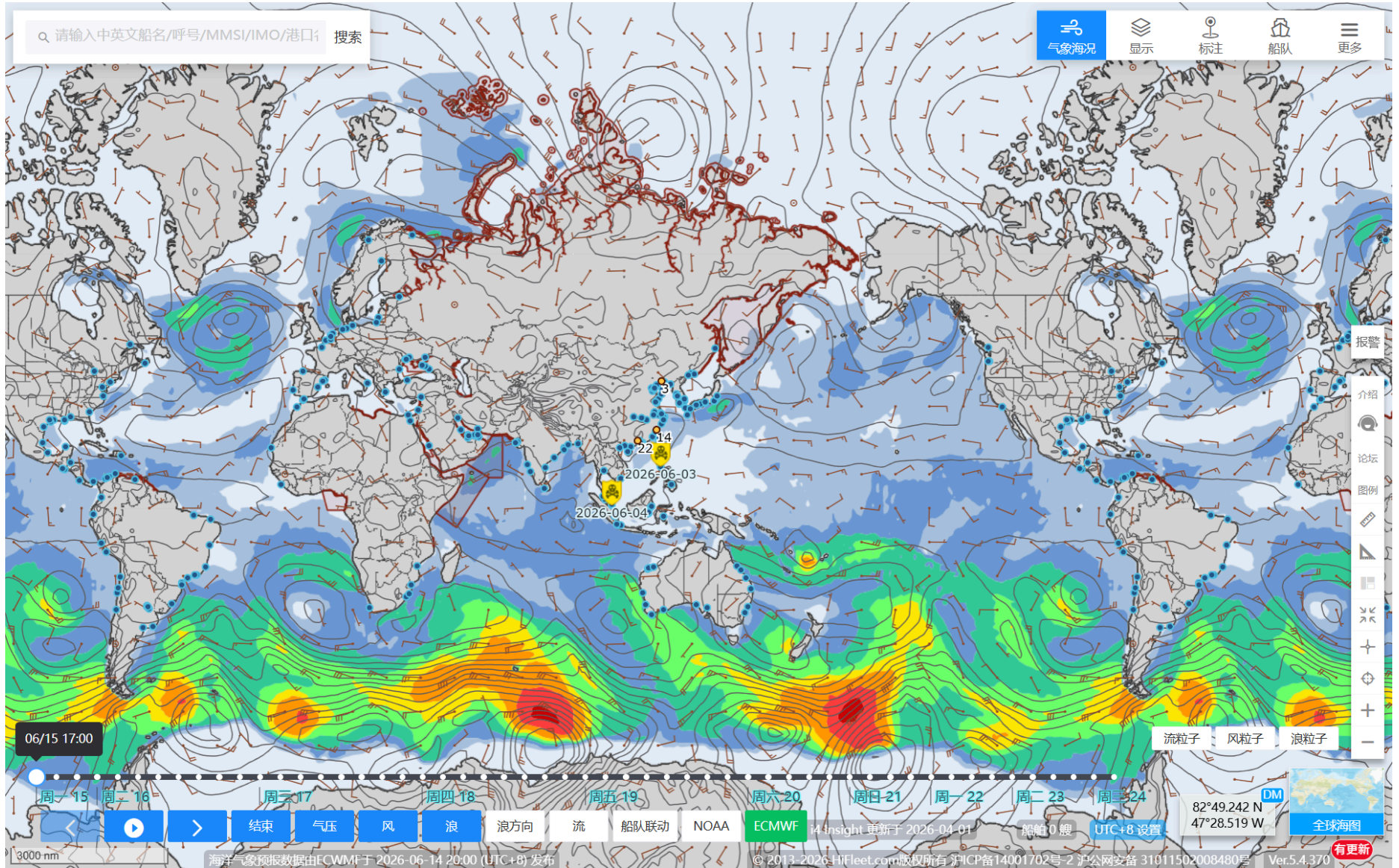
Sanctions-risk alerts for tonnage offers

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1383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 1383 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.

海盗事件 Piracy

最近一周没有海盗事件报告。There is no piracy report for the latest week.

其它 Others

没有 Nil

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2-3级，轻浪；东海风力4-5级，中浪；台湾海峡5-6级风，有中浪；南海大部海域风力4-5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 is fresh with moderate sea. The wind in the Taiwan Strait is strong with moderate sea. In most of the South China Sea the wind is fresh with moderate sea.

海上事件 Marine Incidents

2026年6月9日美军宣布，一架美国战斗机已击中了一艘被制裁的暗黑舰队产品油轮，该油轮据称试图绕过持续封锁前往伊朗。美军的这一宣布，解开了一个谜团，为何一艘排水量为12,800吨、建于2009年的“Marivex”在可疑的情况下起火，导致其全部24名船员被撤离。On June 9, 2026, the US military announced that an American fighter jet had successfully targeted a sanctioned dark fleet product tanker. The tanker was said to have attempted to bypass the ongoing blockade and head towards Iran. This announcement by the US military has solved a mystery: why a 12,800-ton vessel, built in 2009 and named "Marivex", caught fire under suspicious circumstances, resulting in the evacuation of all 24 crew members.

备注 Remark

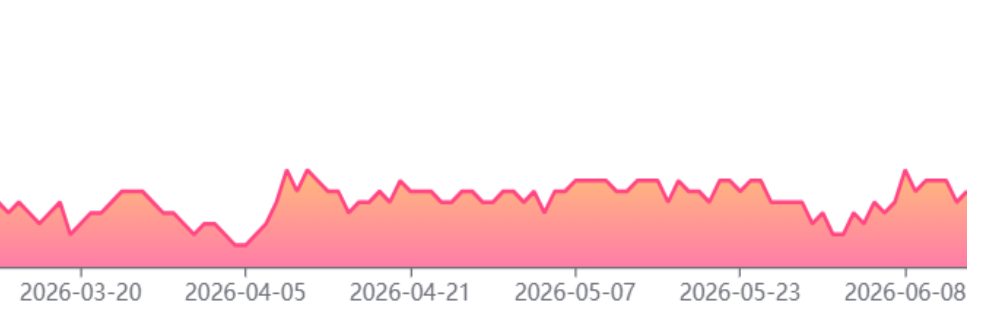
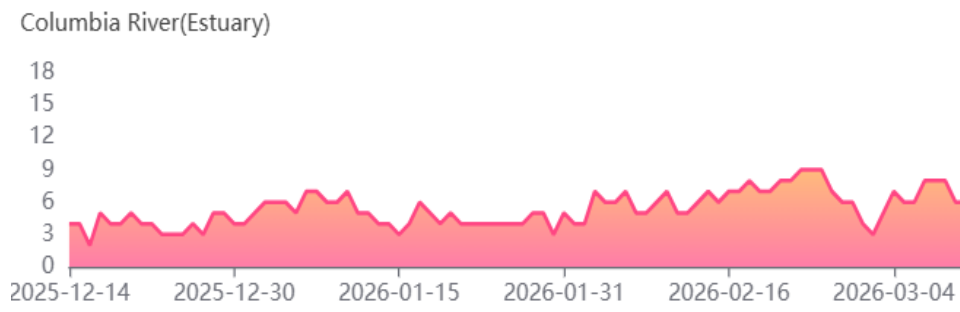
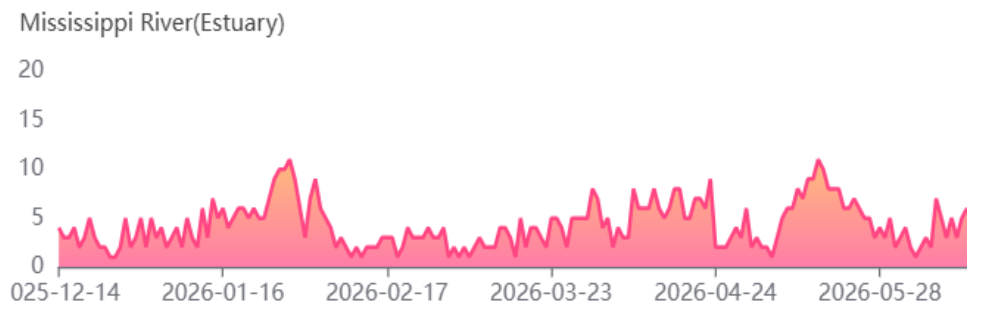
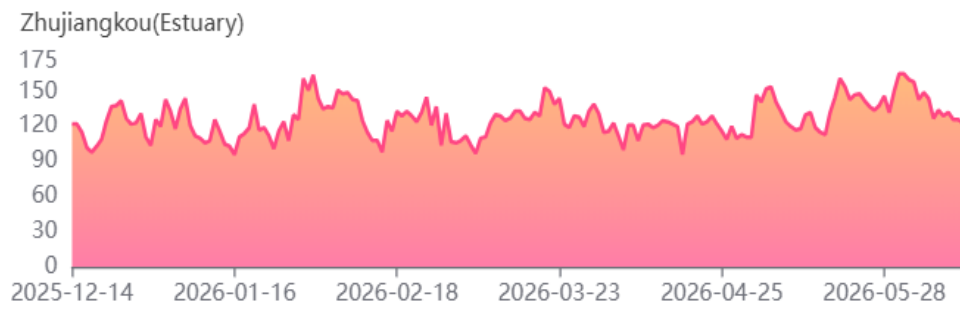
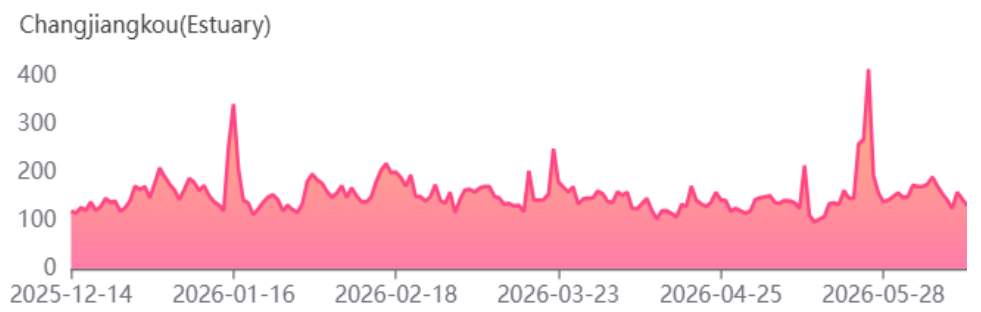
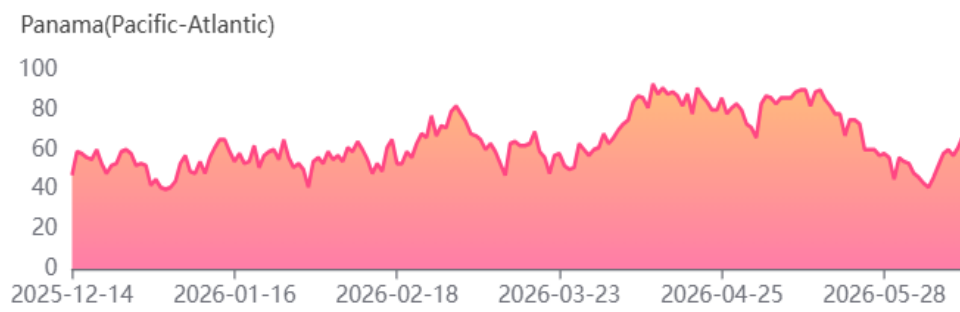
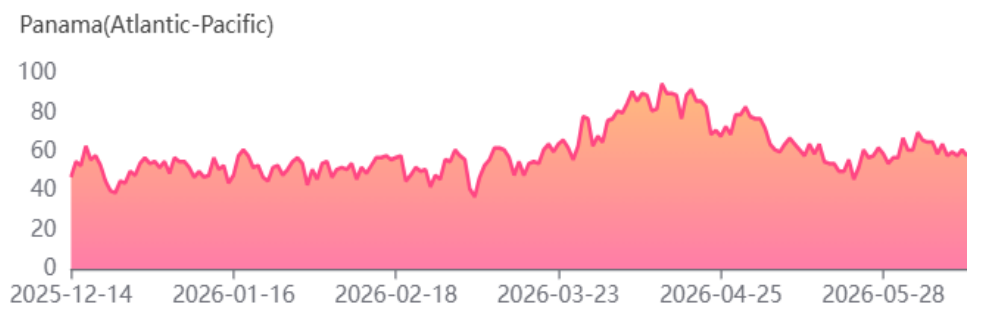
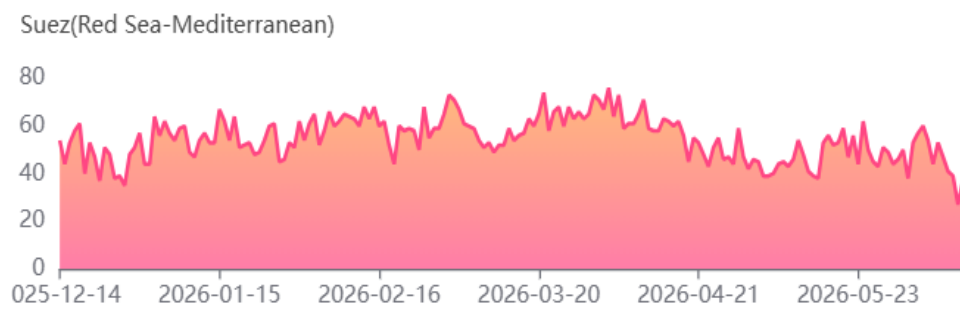
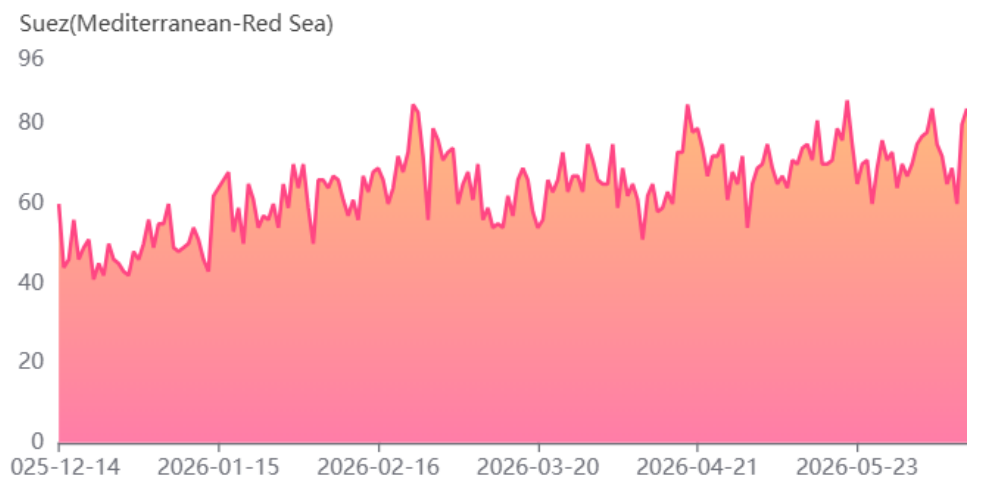
本报告数据截止时间为2026年6月14日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Jun 14th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	39	1396	-75	45
Miss.Riv.	6	137	17	-3
CJK	132	4968	-116	1017
Pa.Atlan.	58	1700	-29	-337
Colum.Riv.	7	185	22	-18
Suez.Med.	84	2102	4	54
Pa.Pac.	69	1735	83	-677
ZJK	101	4091	-213	463

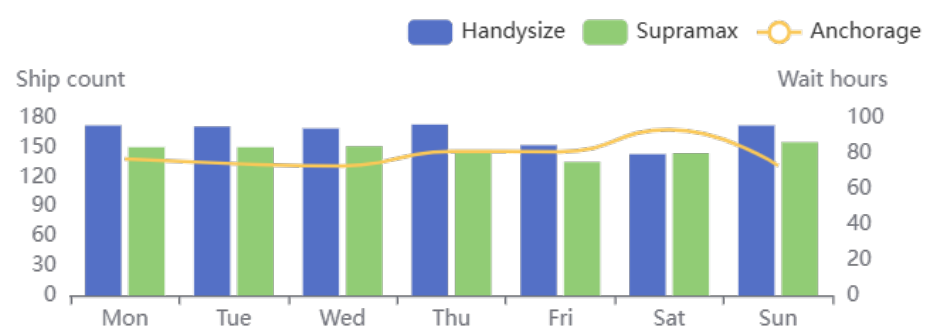


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

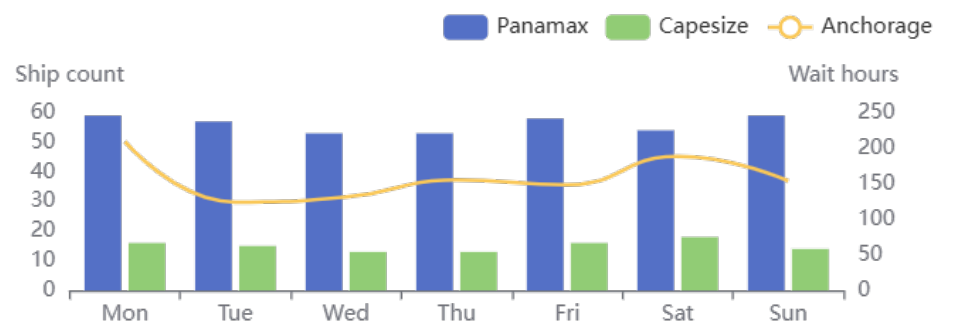
Type	M	T	W	Th	F	Sat	Sun
HDY	172	171	169	173	152	143	172
SMX	150	150	151	147	135	144	155
WT.h.	76.8	74.1	72.9	81	80.9	93.3	73



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

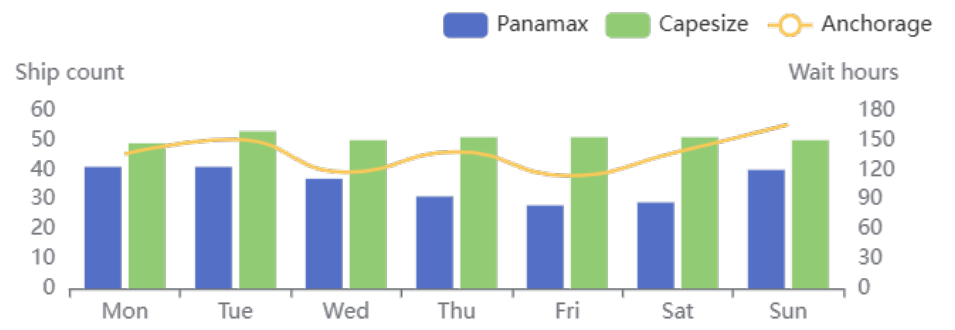
Type	M	T	W	Th	F	Sat	Sun
Pan.	59	57	53	53	58	54	59
Cap	16	15	13	13	16	18	14
WT.h.	209.3	124.2	131.3	155.3	148.5	188.75	154



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

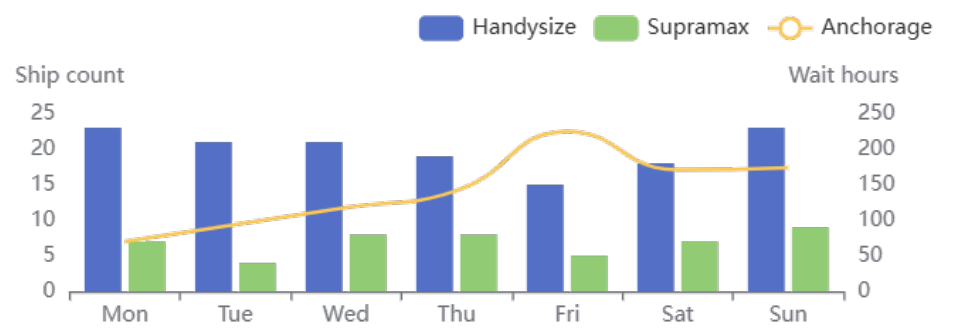
Type	M	T	W	Th	F	Sat	Sun
Pan.	41	41	37	31	28	29	40
Cap	49	53	50	51	51	51	50
WT.h.	136.0	150.8	117.7	138.3	114.3	138.3	166



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

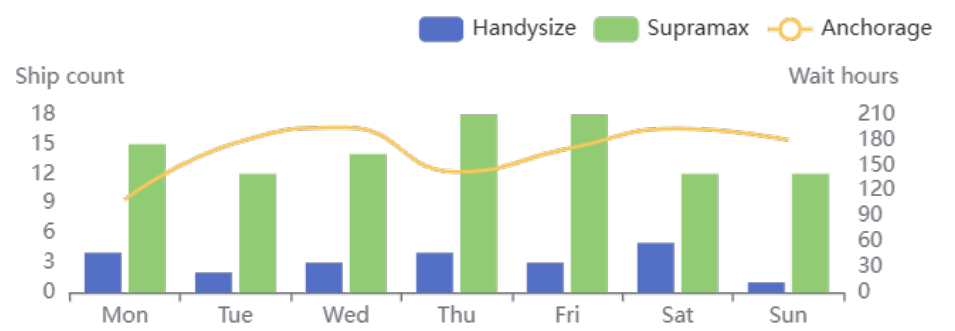
Type	M	T	W	Th	F	Sat	Sun
HDY	23	21	21	19	15	18	23
SMX	7	4	8	8	5	7	9
WT.h.	69.8	93.8	117.8	141.8	224.9	170.9	174



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

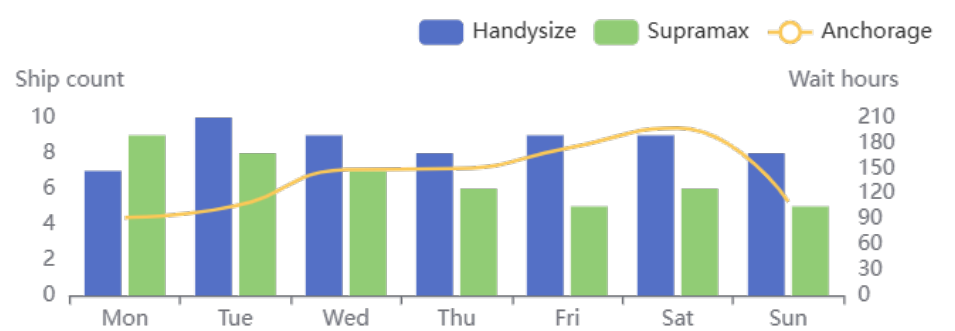
Type	M	T	W	Th	F	Sat	Sun
HDY	4	2	3	4	3	5	1
SMX	15	12	14	18	18	12	12
WT.h.	110.2	176.55	195	142.35	169.6	193.6	180



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

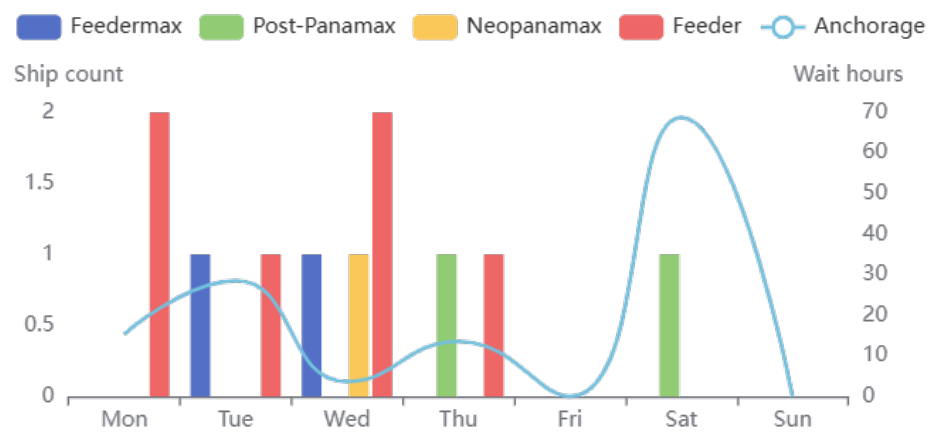
Type	M	T	W	Th	F	Sat	Sun
HDY	7	10	9	8	9	9	8
SMX	9	8	7	6	5	6	5
WT.h.	92.1	105.7	148.5	149.8	173.8	197.8	111



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

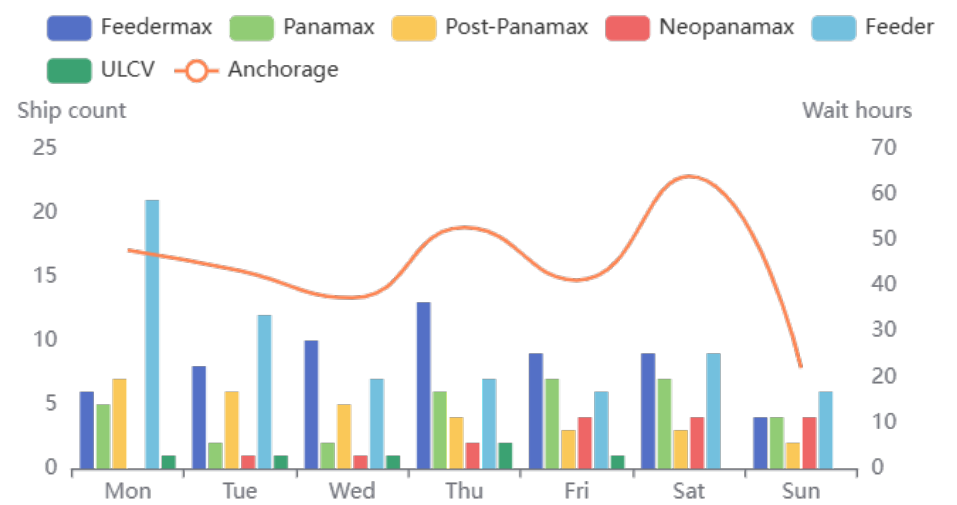
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	1	1	0	0	0	0
Pan.	0	0	0	0	0	0	0
PPx	0	0	0	1	0	1	0
NPx	0	0	1	0	0	0	0
Fd	2	1	2	1	0	0	0
WT.h.	15.35	28.55	3.65	13.55	0.0	68.8	0.0
UlcV	0	0	0	0	0	0	0



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

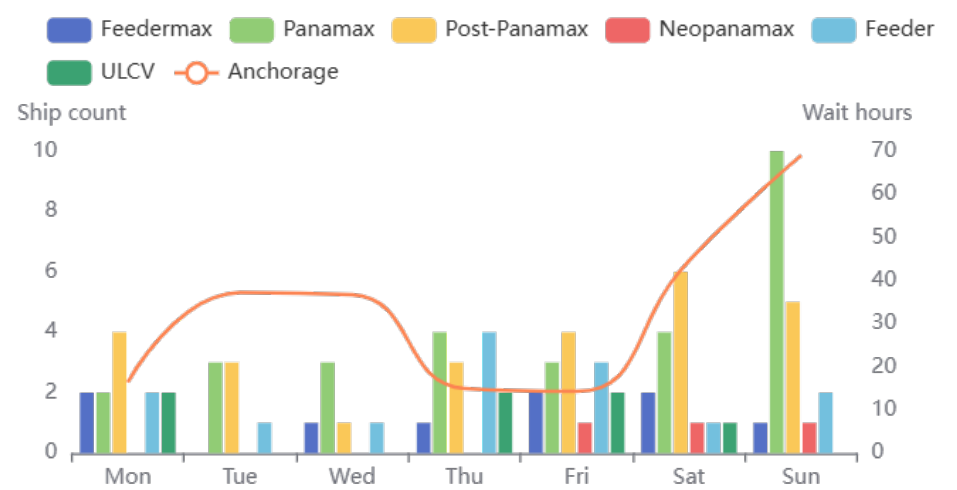
Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	8	10	13	9	9	4
Pan.	5	2	2	6	7	7	4
PPx	7	6	5	4	3	3	2
NPx	0	1	1	2	4	4	4
Fd	21	12	7	7	6	9	6
UlcV	1	1	1	2	1	0	0
WT.h.	47.8	43.3	37.4	52.8	41.25	64	22



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

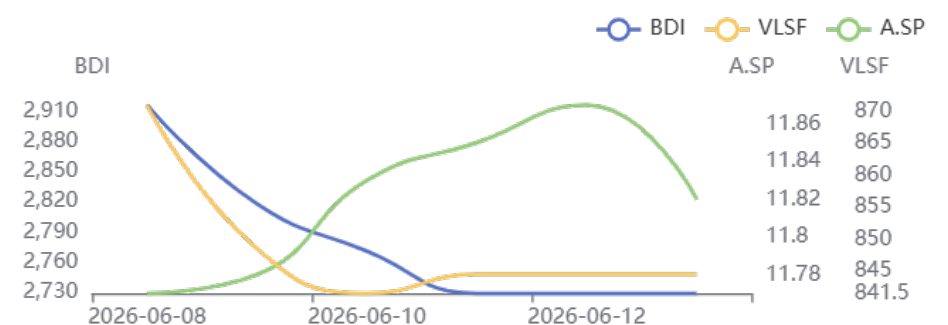
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	0	1	1	2	2	1
Pan.	2	3	3	4	3	4	10
PPx	4	3	1	3	4	6	5
NPx	0	0	0	0	1	1	1
Fd	2	1	1	4	3	1	2
UlcV	2	0	0	2	2	1	0
WT.h.	16.4	37.2	36.7	15	14.3	44.6	69



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

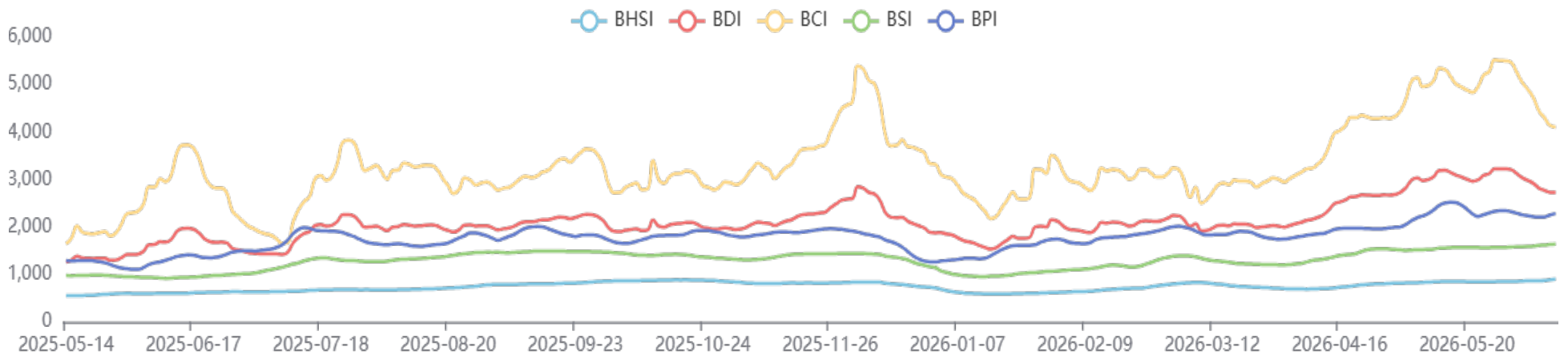
Type	M	T	W	Th	F	Sat	Sun
BDI	2218	2205	2211	2251	2251	2251	2251
VLSF	871	848.5	841.5	844.5	844.5	844.5	844.5
A.SP	11.77	11.78	11.83	11.85	11.87	11.82	



第三部分 航运市场 SHIPPING MARKET

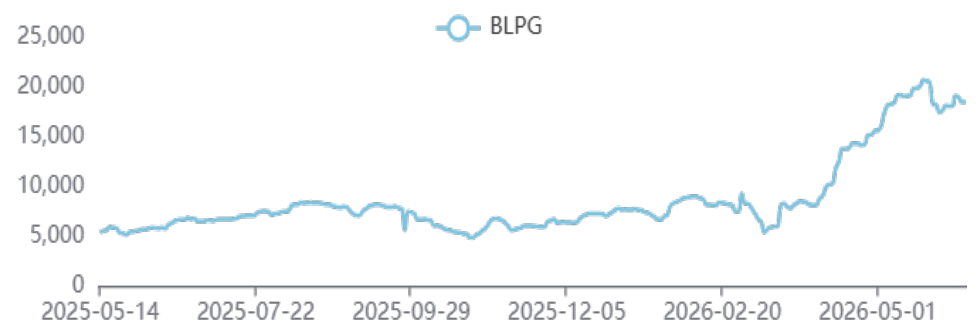
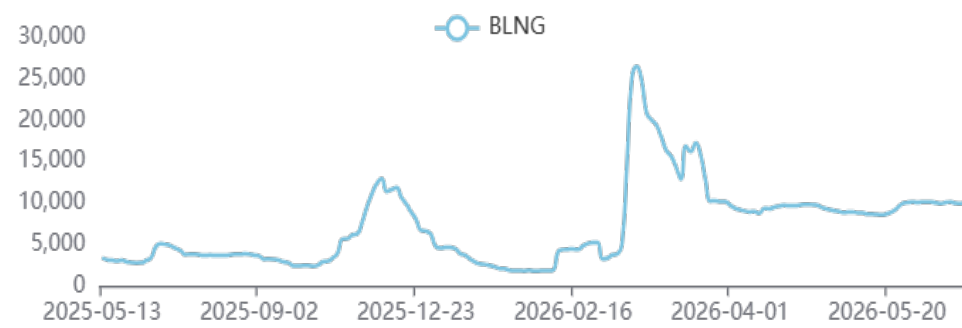
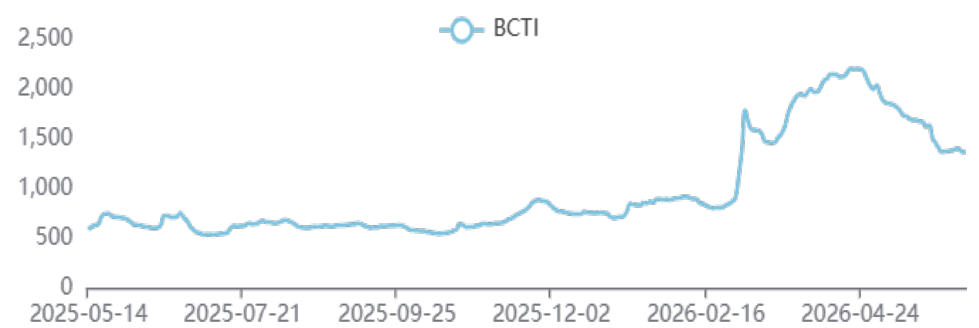
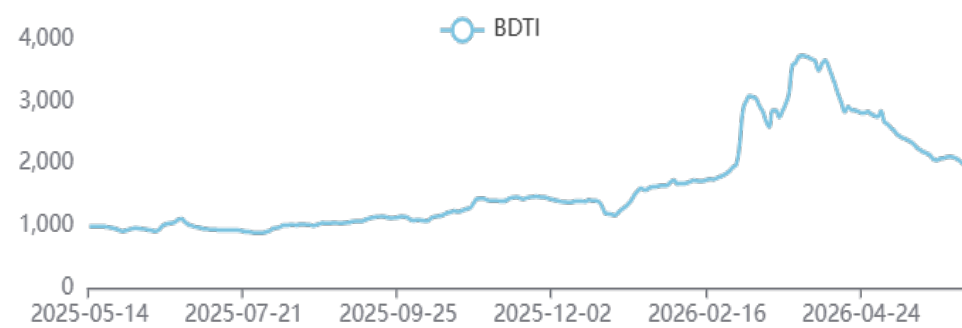
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2729	-252.0	-8.45	-13.39	43.33
BCI	4107	-786.0	-16.06	-20.61	15.53
BPI	2283	47.0	2.1	-9.44	66.04
BSI	1642	54.0	3.4	4.92	75.99
BHSI	900	36.0	4.17	5.88	49.25



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1950	-160.0	-7.58	-17.89	114.52
BCTI	1363	-13.0	-0.94	-21.03	127.17
BLNG	10083	150.0	1.51	16.39	229.83
BLPG	18471	411.0	2.28	-3.23	219.79



第四部分 运力分布 SUPPLY DISTRIBUTION

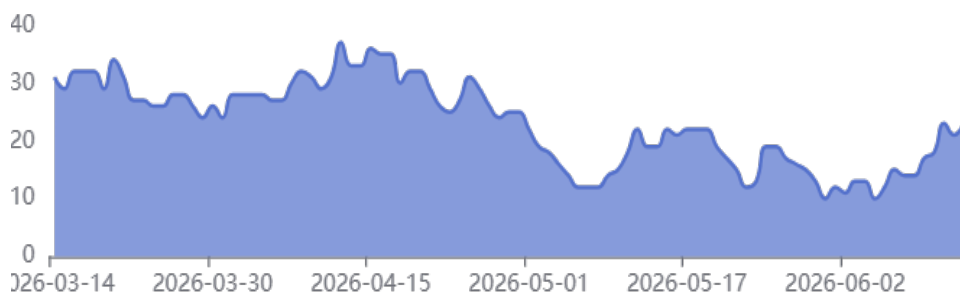


好望角型散货船 Capesize

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.

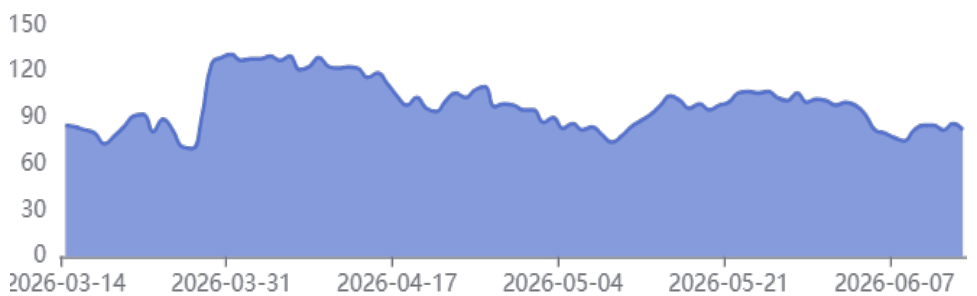
Type	M	T	W	Th	F	Sat	Sun
Cape	14	14	17	18	23	21	23



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.

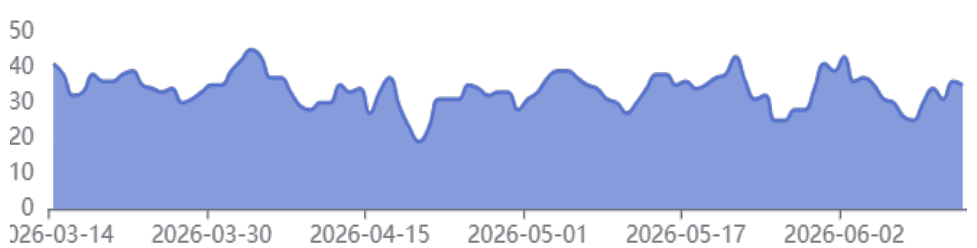
Type	M	T	W	Th	F	Sat	Sun
Cape	75	82	85	85	82	86	82



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	26	25	30	34	31	36	35

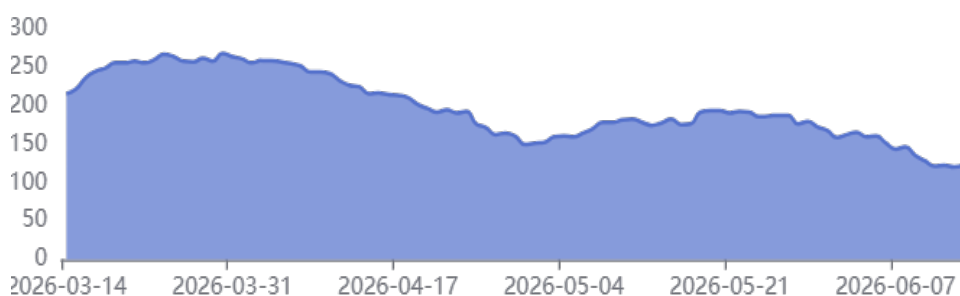


巴拿马型散货船 PANAMAX

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.

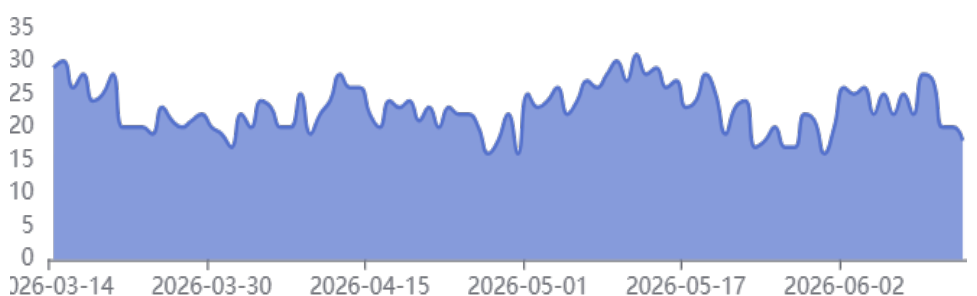
Type	M	T	W	Th	F	Sat	Sun
Pan.	146	135	128	121	122	120	123



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.

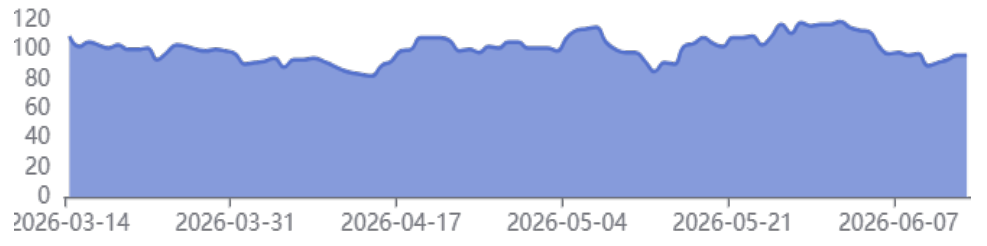
Type	M	T	W	Th	F	Sat	Sun
Pan.	7	7	8	6	5	4	4



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.	96	97	89	91	93	96	96

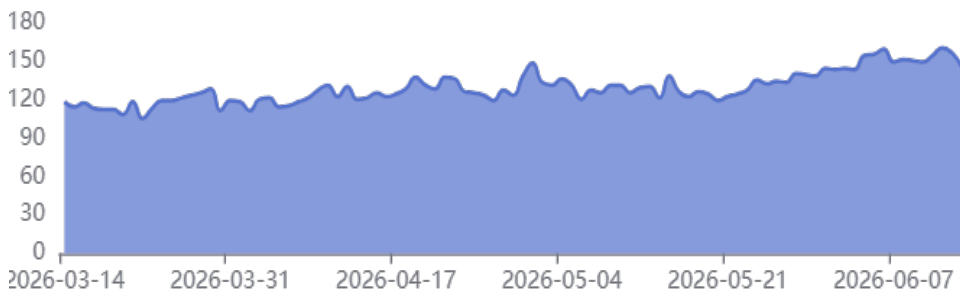


超大灵便型散货 SUPRAMAX

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.

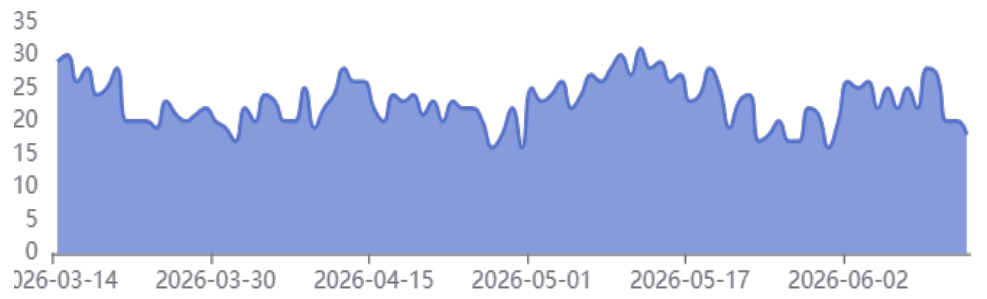
Type	M	T	W	Th	F	Sat	Sun
SMX	151	150	149	154	160	156	145



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.

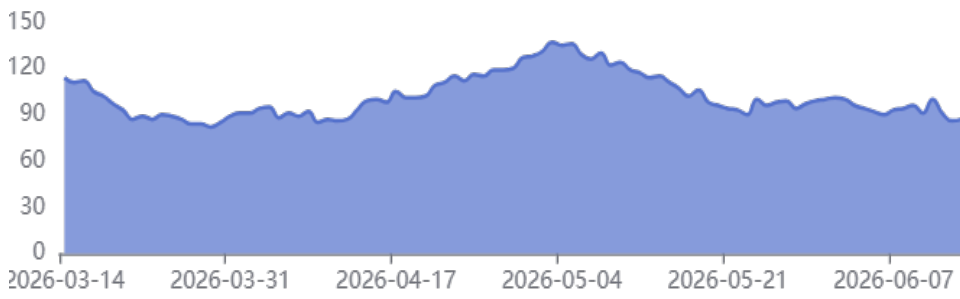
Type	M	T	W	Th	F	Sat	Sun
SMX	25	22	28	27	20	20	18



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.

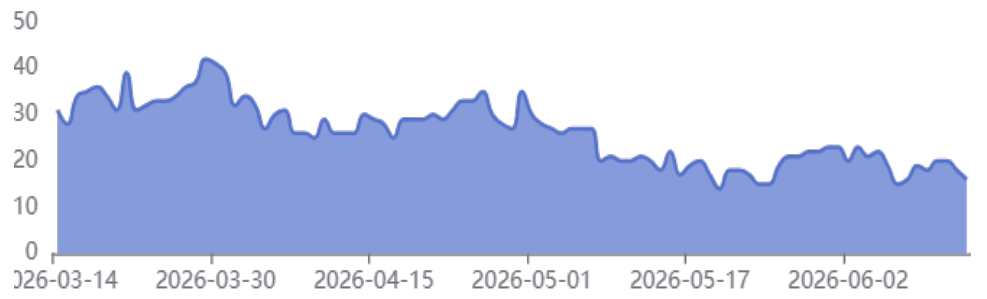
Type	M	T	W	Th	F	Sat	Sun
SMX	16	19	18	20	20	18	16



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.

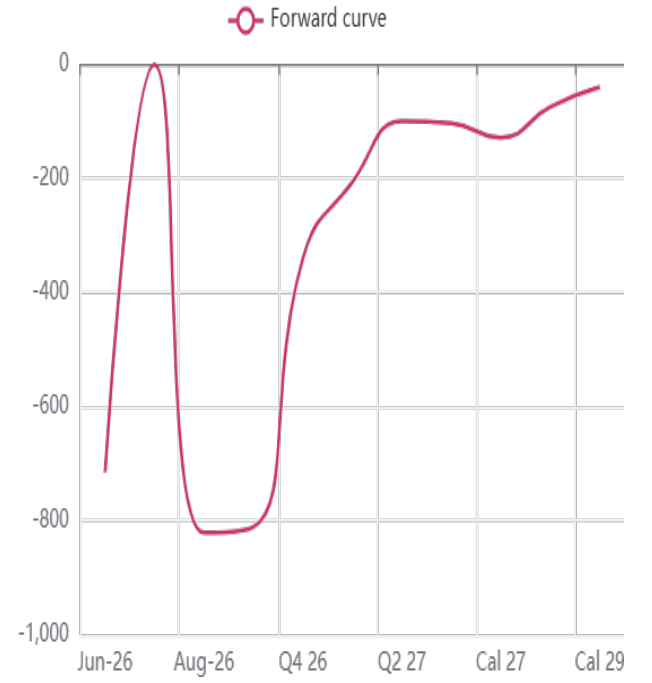
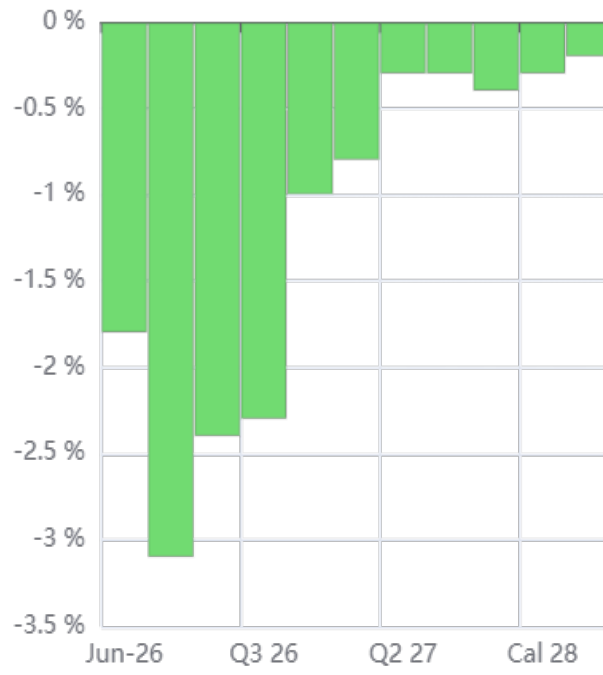
Type	M	T	W	Th	F	Sat	Sun
SMX	94	96	91	100	91	86	87



第五部分 远期运价协议 FFA

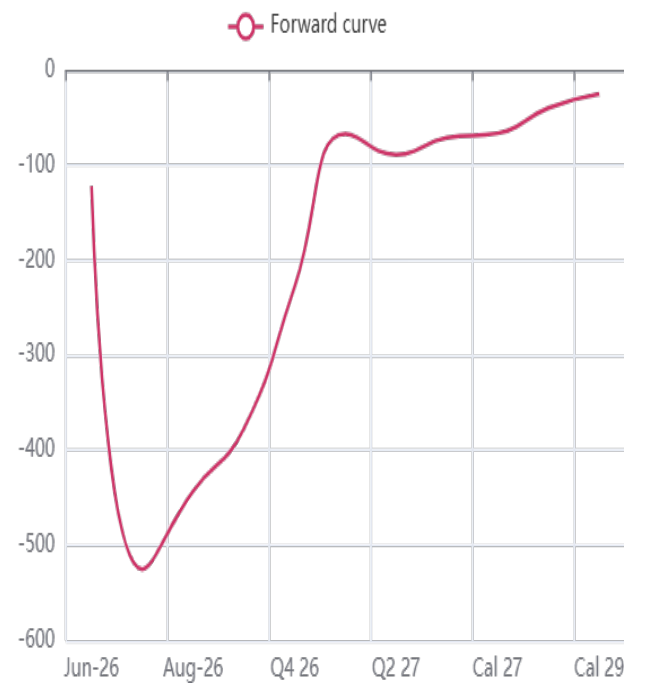
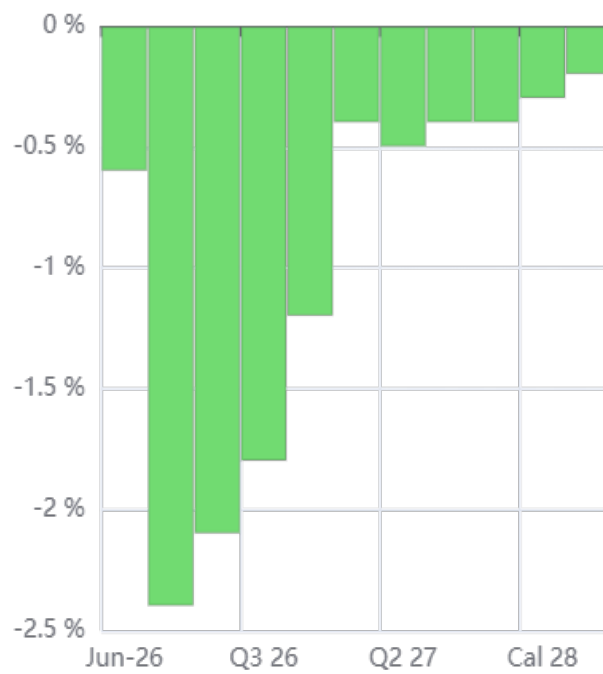
好望角型散货船Capesize

5TC	\$/day	WoW	
Jun-26	38,699.00	-715.0	-1.8 %
Jul-26	33,114.00	-1060.0	-3.1 %
Aug-26	33,724.00	-822.0	-2.4 %
Q3 26	34,115.00	-811.67	-2.3 %
Q4 26	35,187.67	-340.33	-1.0 %
Q1 27	26,210.00	-207.0	-0.8 %
Q2 27	32,074.00	-100.0	-0.3 %
Q3 27	30,885.00	-104.0	-0.3 %
Cal 27	29,998.25	-128.75	-0.4 %
Cal 28	26,560.00	-75.0	-0.3 %
Cal 29	25,417.00	-40.0	-0.2 %



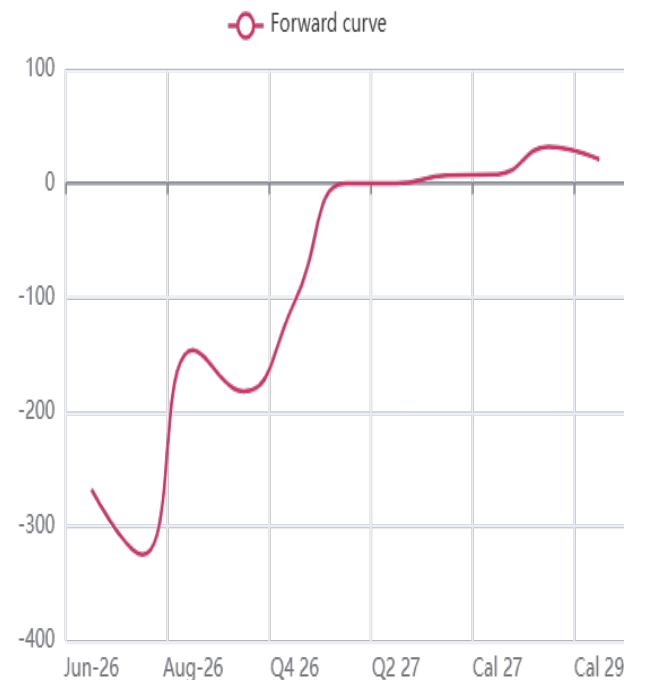
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jun-26	20,807.00	-122.0	-0.6 %
Jul-26	21,479.00	-525.0	-2.4 %
Aug-26	21,043.00	-443.0	-2.1 %
Q3 26	20,992.00	-377.33	-1.8 %
Q4 26	19,622.67	-228.33	-1.2 %
Q1 27	15,354.00	-67.0	-0.4 %
Q2 27	16,461.00	-89.0	-0.5 %
Q3 27	15,750.00	-71.0	-0.4 %
Cal 27	15,702.00	-66.5	-0.4 %
Cal 28	14,471.00	-40.0	-0.3 %
Cal 29	13,832.00	-25.0	-0.2 %



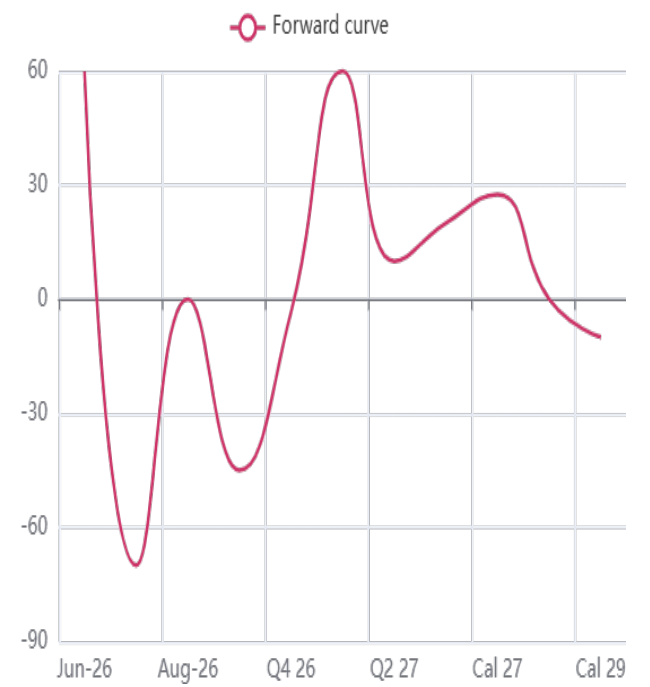
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jun-26	20,891.00	-268.0	-1.3 %
Jul-26	21,820.00	-325.0	-1.5 %
Aug-26	21,484.00	-146.0	-0.7 %
Q3 26	21,479.33	-182.0	-0.8 %
Q4 26	19,868.33	-103.67	-0.5 %
Q1 27	15,127.00	0.0	0.0 %
Q2 27	16,588.00	0.0	0.0 %
Q3 27	15,777.00	7.0	0.0 %
15,775.25	Cal 27	8.0	0.1 %
Cal 28	14,580.00	32.0	0.2 %
Cal 29	14,134.00	21.0	0.1 %



灵便型散货船Handysize

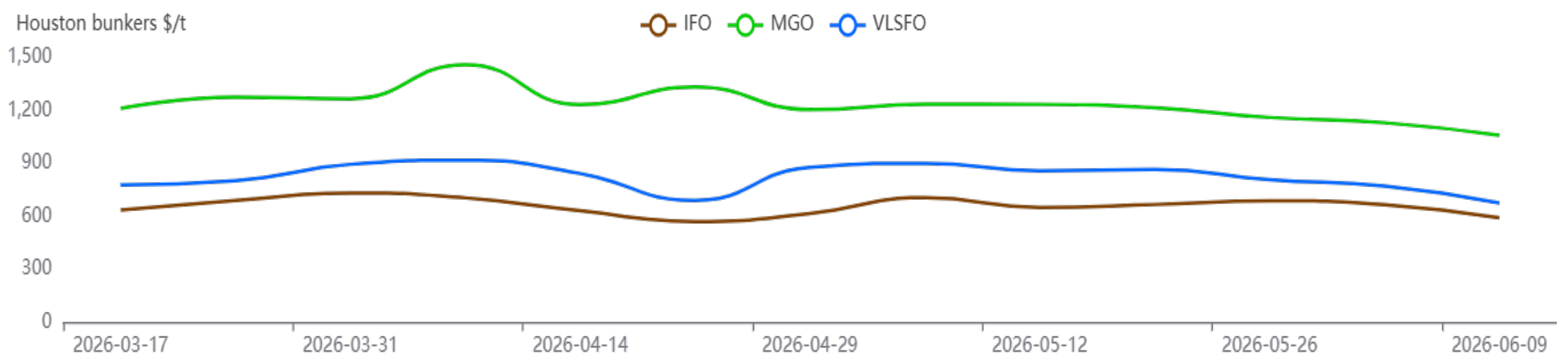
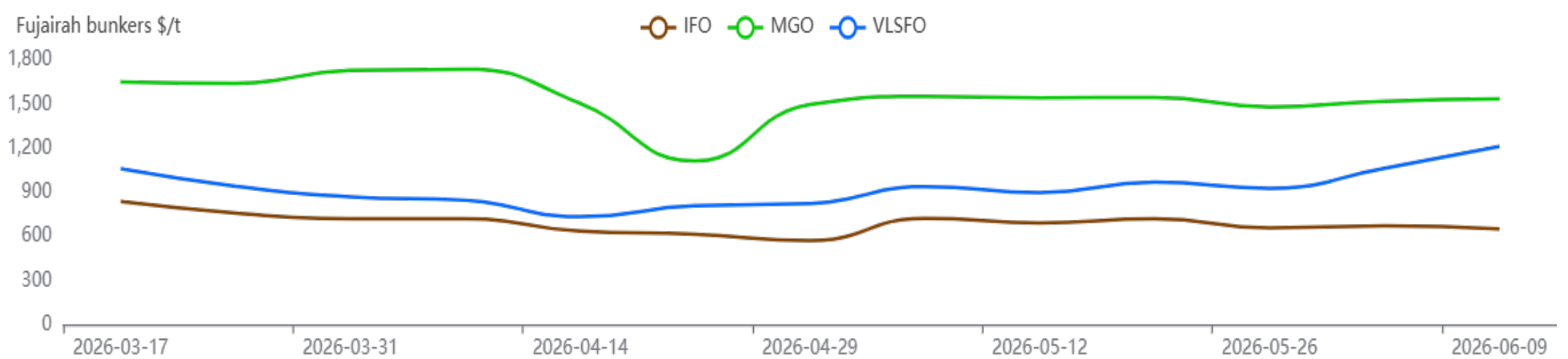
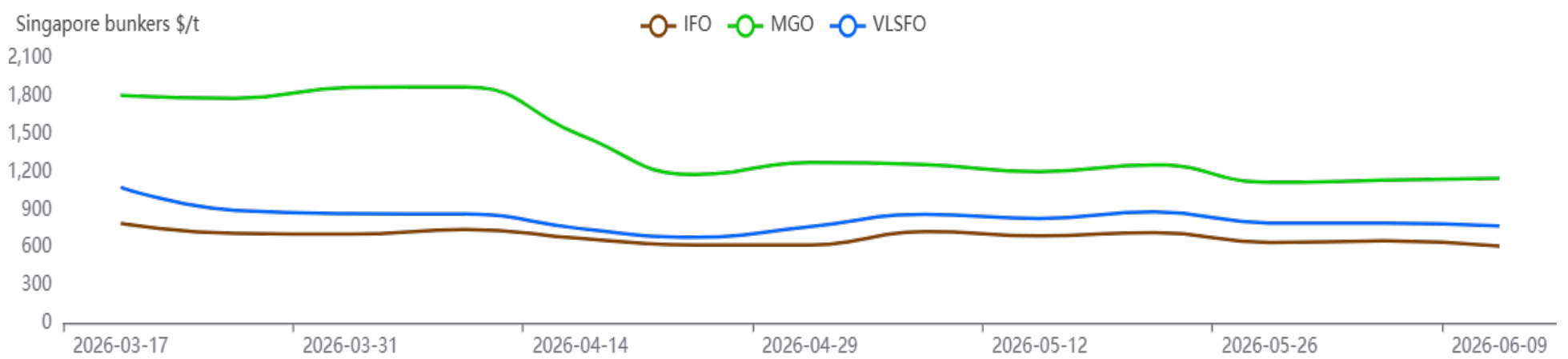
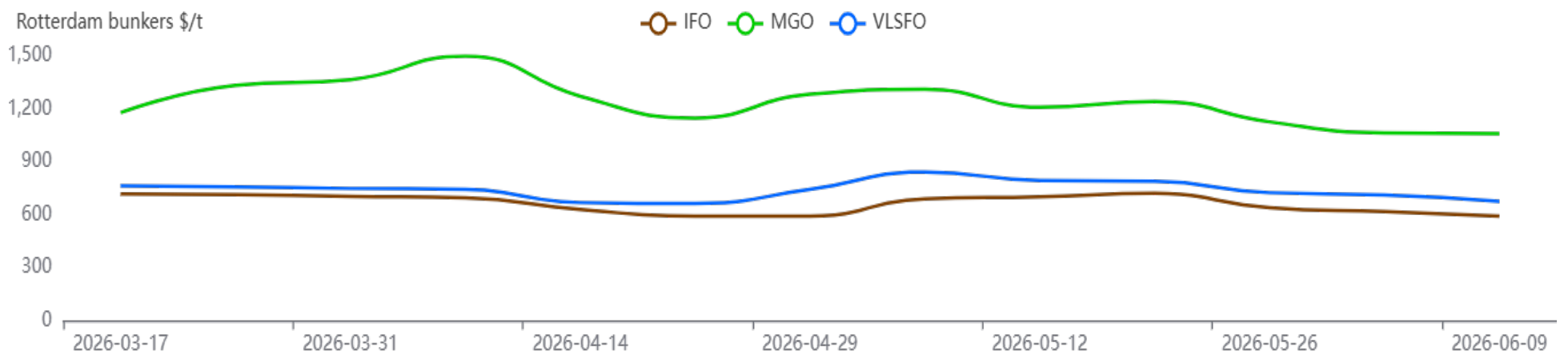
7TC	\$/day	WoW	
Jun-26	16,040.00	60.0	0.4 %
Jul-26	16,910.00	-70.0	-0.4 %
Aug-26	16,365.00	0.0	0.0 %
Q3 26	16,388.33	-45.0	-0.3 %
Q4 26	15,326.67	-3.33	0.0 %
Q1 27	11,910.00	60.0	0.5 %
Q2 27	13,500.00	10.0	10.0
Q3 27	12,970.00	20.0	0.2 %
Cal 27	12,725.00	27.5	0.2 %
Cal 28	11,800.00	0.0	0.0 %
Cal 29	11,560.00	-10.0	-0.1 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	787.5	654.5	1157.5	133.0	22.0	19.82	51.14
Singapore	770.5	611.0	1148.0	159.5	19.0	13.52	15.16
Rotterdam	676.0	592.5	1059.5	83.5	-11.5	-12.11	-9.73
Fujairah	1211.0	650.0	1535.5	561.0	170.0	43.48	172.99
Houston	676.0	592.5	1059.5	83.5	-22.0	-20.85	-60.05

(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		224.0	18.0	8.74	5.66	10.34
Maize		222.0	-1.0	-0.45	-5.93	0.91
Soybeans		219.0	-6.0	-2.67	-3.95	5.8
Rice		173.0	2.0	1.17	6.79	0.0
Barley		238.0	-5.0	-2.06	-3.25	7.69
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	89.17	-3.64	-3.92	-12.17	36.43
Brent	USD/Bbl	92.13	-2.57	-2.71	-14.1	37.26
Natural Gas	USD/MMBtu	3.22	-0.06	-1.83	13.38	-11.29
Gasoline	USD/Gal	3.03	-0.01	-0.33	-17.66	44.98
Heating Oil	USD/Gal	3.55	-0.2	-5.33	-14.25	65.89
Ethanol	USD/Gal	1.91	-0.04	-2.05	-3.05	15.06
Naphtha	USD/T	728.01	-23.32	-3.1	-19.01	34.12
Propane	USD/Gal	0.79	-0.05	-5.95	-11.24	6.76
Uranium	USD/Lbs	85.3	-0.8	-0.93	-1.16	20.99
Methanol	CNY/T	3223.0	88.0	2.81	5.95	39.95
TTF Gas	EUR/MWh	49.09	0.63	1.3	5.46	39.62
UK Gas	GBP/thm	118.01	1.09	0.93	3.27	44.46
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	6.23	-0.27	-4.15	-5.32	28.19
Coal	USD/T	150.2	3.95	2.7	13.36	42.71
Steel	CNY/T	3146.0	-9.0	-0.29	-2.12	6.54
Iron Ore	USD/T	101.37	-2.34	-2.26	-8.77	6.01
Aluminum	USD/T	3485.65	-166.3	-4.55	-3.95	42.15
Lithium	CNY/T	165750.0	-2500.0	-1.49	-17.33	174.65
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4169.2	-329.51	-7.32	-11.26	25.28
Silver	USD/t.oz	64.34	-10.02	-13.47	-25.48	76.18
Platium	null	1673.5	-232.9	-12.22	-21.61	38.47
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.15	-0.01	-0.86	-1.71	0.88
USD/CNY		6.78	0.01	0.15	-0.15	-5.7

第八部分 本周话题 WEEKLY TOPIC



霍尔木兹海峡通行收费

最近，希腊船东协会最大成员之一Capital Group总裁埃万耶洛斯·马里纳基斯（Evangelos Marinakis）在某船东论坛上提出了一项颇具争议的建议。马里纳基斯表示，如果缴纳一定费用能够帮助重新开放霍尔木兹海峡，那么这种形式的“过路费”或许是值得付出的代价。这一言论随即引发了行业内的广泛讨论和争议。

从法律层面分析，根据《联合国海洋法公约》(UNCLOS)第三部分第 37至44 条，用于国际航行的海峡适用过境通行制度，其核心规定包括：所有船舶和飞机均享有过境通行的权利，过境通行不应受阻碍；明确禁止对外国船舶征收过路费，仅可对提供特定服务收取费用。

UNCLOS 严格界定了沿岸国的管辖权范围：可监管的事项包含航行安全与交通管理、防止船舶污染、渔业资源保护、海关 / 移民 / 卫生检疫；禁止事项包含不得中止过境通行权、不得对单纯过境行为征收费用、不得实施歧视性待遇；收费例外情况包含仅可针对引航、VTS 交通管理、助航设施等实际提供的服务收取合理费用。

霍尔木兹海峡完全符合 UNCLOS 第 37 条对国际海峡的定义：地理特征，最窄处仅 21 海里，完全处于伊朗和阿曼各自 12 海里领海范围内；功能定位，连接波斯湾与阿拉伯海，是全球最重要的能源运输通道，承担全球约 30% 海运石油贸易；法律定性，国际海事组织（IMO）、联合国及绝大多数国家均明确认定其为国际航行海峡。

伊朗对过境通行制度的挑战基于两点，一则伊朗未批准 UNCLOS，二则伊朗主张适用更具限制性的无害通过制度，要求船舶提前申请并接受监管。但是过境通行权已成为国际习惯法，即便未批准 UNCLOS 的国家也受其约束。

巴拿马 / 苏伊士运河属于人工开挖、需持续巨额维护投入，收费是服务对价。霍尔木兹海峡系天然形成的公共水道，伊朗无人工改造投入，缺乏收费的法理基础。

伊朗主张霍尔木兹海峡收费属于谈判博弈策略，将收费作为谈判筹码，迫使美国解除制裁、承认地区影响力。美国的立场，拒绝承认收费权，坚持要求伊朗无条件开放海峡。中间国家寻求利益平衡，既声明维护航行自由，又避免与伊朗直接对抗。

伊朗针对霍尔木兹海峡船舶通行收费的想法在国际法层面缺乏合法依据，在实际操作中面临多重根本性障碍，难以成为获得国际社会普遍认可的常态化制度。希腊船东马里纳基斯提出的“付费换开放”仅为特定冲突背景下的权宜之计，不代表该收费主张具备法律可行性与长期可持续性。

Recently, Evangelos Marinakis, the president of Capital Group, one of the largest members of the Greek Shipowners Association, proposed a controversial suggestion at a shipowners forum. Marinakis stated that if paying a certain fee could help reopen the Strait of Hormuz, then this form of "passage fee" might be a price worth paying. This statement immediately sparked extensive discussions and controversy within the industry.

From a legal perspective, according to Articles 37 to 44 of Part III of the United Nations Convention on the Law of the Sea (UNCLOS), straits used for international navigation are subject to the transit passage system. The core provisions include: All ships and aircraft have the right to transit passage, and such passage should not be obstructed; It is explicitly prohibited to levy tolls on foreign ships, and only fees can be charged for providing specific services.

UNCLOS strictly defines the jurisdictional scope of coastal states: The matters that can be regulated include navigation safety and traffic management, prevention of ship pollution, protection of fishery resources, customs / immigration / health quarantine; the prohibited matters include not being allowed to suspend the right of transit passage, not being allowed to charge fees for mere transit activities, and not being allowed to implement discriminatory treatment; the exceptions for charging include only being able to charge reasonable fees for actual services provided such as pilotage, VTS traffic management, and navigation aids.

The Strait of Hormuz fully complies with Article 37 of the UNCLOS regarding international straits: it has geographical features with the narrowest point being only 21 nautical miles, and it is entirely within the 12-nautical-mile territorial waters of both Iran and Oman; its functional positioning is to connect the Persian Gulf and the Arabian Sea, being the most important global energy transportation route, handling approximately 30% of global maritime oil trade; and its legal characterization is that the International Maritime Organization (IMO), the United Nations, and the vast majority of countries have clearly recognized it as an international navigation strait.

Iran's challenge to the transit passage system is based on two points: first, Iran has not ratified UNCLOS; second, Iran advocates applying a more restrictive transit passage regime, requiring ships to apply in advance and undergo supervision. However, the right of transit passage has become an international customary law, and even countries that have not ratified UNCLOS are bound by it.

Panama / The Suez Canal is an artificial excavation project that requires continuous huge maintenance costs. The toll is the service price. The Strait of Hormuz is a naturally formed public waterway. Iran has not made any artificial modifications and thus lacks the legal basis for charging.

Iran argues that the toll collection in the Strait of Hormuz is a negotiation strategy. They use the toll collection as a bargaining chip to force the US to lift sanctions and recognize its regional influence. The US stance is to refuse to recognize the toll collection rights and insist that Iran unconditionally open the strait. Middle countries seek a balance of interests, while declaring their commitment to maintaining freedom of navigation and avoiding direct confrontation with Iran.

Iran's idea of charging for vessel passage through the Strait of Hormuz lacks legal basis at the international law level and faces multiple fundamental obstacles in practical implementation, making it difficult to become a commonly recognized regular system by the international community. The "pay-to-access" proposal put forward by Greek shipowner Marinakis is merely a temporary measure under specific conflict circumstances and does not represent the legal feasibility or long-term sustainability of this charging claim.