hiFleet 船队在线

2026年第27周市场周报

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本周话题 WEEKLY TOPIC

上海迈利船舶科技有限公司

租船AI产品介绍
Chartering AI PRODUCT INTRODUCTION

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)

Choose Your Chartering AI Service Mode

Public Mode

Send your open tonnage/cargo emails to opentonnages@hifleet.com.

Private Mode

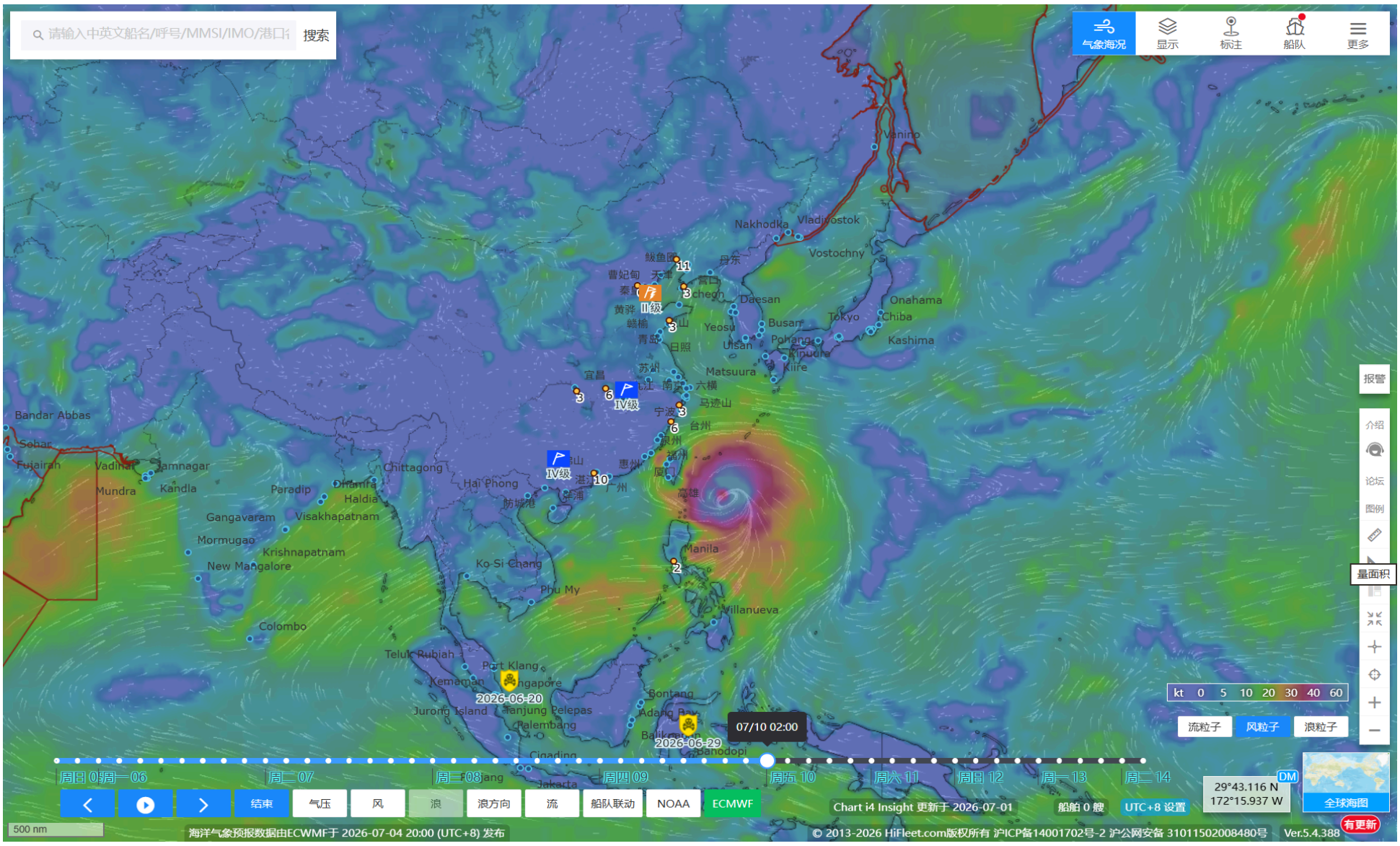
Register your email box and forward relevant emails to mytonnages@hifleet.com.

Fill in your email login information, and the system will retrieve your email box per 10 minutes.

AI-powered open tonnage/cargo email parsing

Open tonnages/cargoes in latest 5 days searching & filtering,Expected arrivals searching & filtering

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1385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 1385 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4-7级，有大浪；东海风力4-12级，巨浪；台湾海峡4-12级风，巨浪；南海大部海域风力4-6级，有大浪。超强台风‘BAVI’在菲律宾以东生成，正在以10节的速度向西北西方向靠近台湾东部。The coming week the wind in Bohai Sea is moderate with slight sea. Yellow Sea the wind becomes strong with rough sea. And China East Sea will experience typhoon in late of the week with very rough sea. The wind in the Taiwan Strait becomes strong with very rough sea in the end of the week. In most of the South China Sea the wind becomes strong with rough sea. The strong typhoon ‘BAVI’ formed and is moving west north west at about 12 knots to east of Taiwan.

海盗事件 Piracy

2026年7月1日，亚丁湾一艘航行中的散货船值班船员发现一艘载有武装海盗的小艇正在逼近。察觉危险后，船长下令停船，启动遇险警报，开启船舶自动识别系统，并安排全体船员撤离至安全舱。一段时间后船员走出安全舱，虽未发现海盗踪迹，但看到登船梯仍搭在船舷，出于安全考虑船员再次返回安全舱。船长研判共有四名海盗曾登船，随后已撤离,全体船员均平安无事。01.07.2026: 0650 UTC: Posn: 12:47N – 048:02E, Gulf of Aden. Duty crew onboard a bulk carrier underway noticed a skiff with armed pirates approaching. Seeing the threat, master stopped the vessel, activated the distress alert, switched on the AIS and instructed all crew to retreat to the citadel. After a while, the crew exited the citadel. While no pirates were seen, the crew noticed the boarding ladders still rigged to the ship side resulting in the crew returning to the citadel as precaution. The Master's assessment indicated that four pirates had boarded the vessel and later departed. All crew reported safe.

海上事件 Marine Incidents

2026年7月2日，一艘散货船在也门附近海域遭遇海盗非法登船，船上所有船员均平安无事。这艘船舶在亚丁湾巴拉夫以南76海里（140公里）海域遭到一艘快艇袭击。小型船只靠近货船后，船员们随即撤至安全堡垒集结；该快艇上载有四名海盗，配备火箭助推榴弹发射器。On July 2, 2026, a bulk carrier was illegally boarded by pirates in waters near Yemen, and all crew members on board were safe. The vessel was attacked by a speedboat 76 nautical miles (140 kilometers) south of Balhaf in the Gulf of Aden. After the small craft approached the cargo ship, the crew immediately retreated to and assembled in the safe citadel. The speedboat carried four pirates armed with rocket-propelled grenade launchers.

其它 Others

没有 Nil

备注 Remark

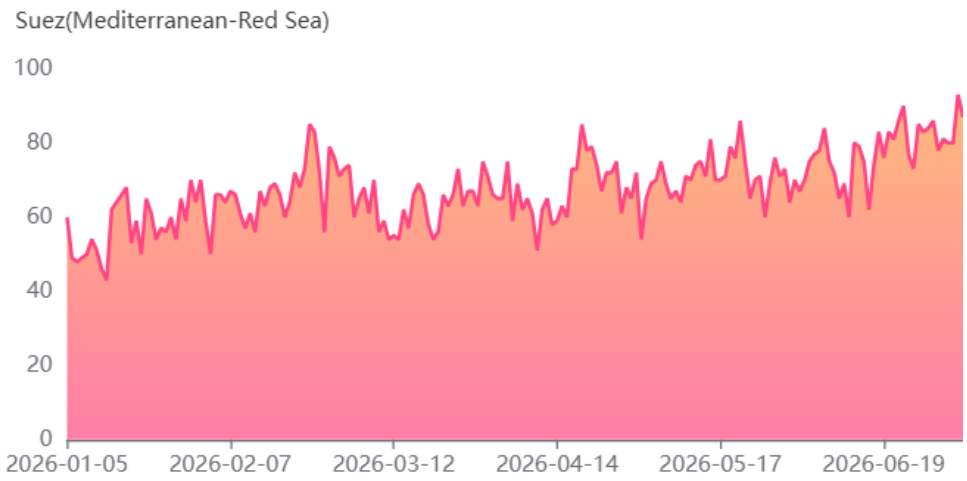
本报告数据截止时间为2026年7月5日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Jul 05th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

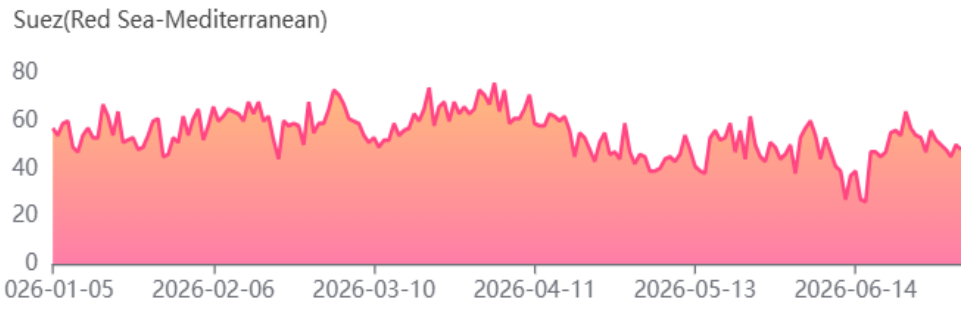
第二部分 航运数据 SHIPPING DATA

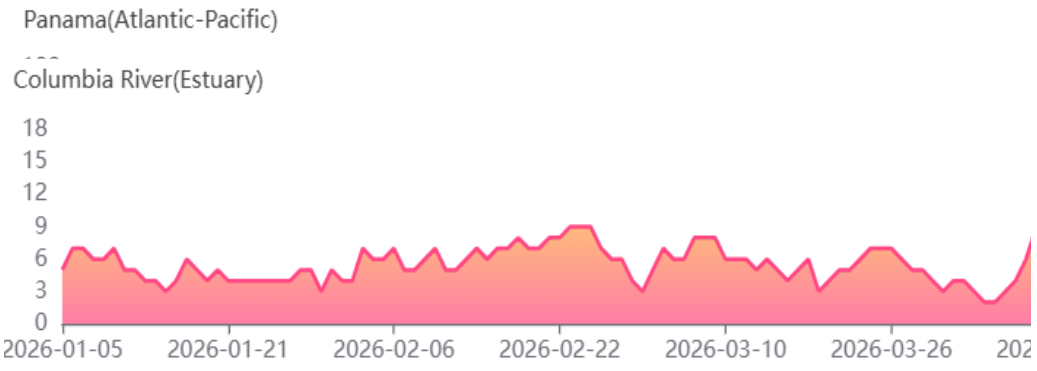
最近一周船舶运河/河口锚地等待数量

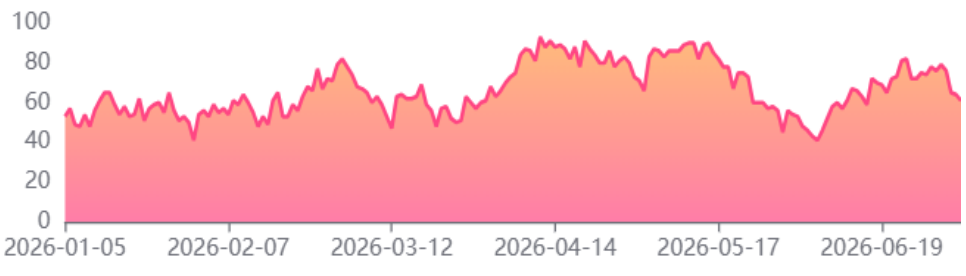
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

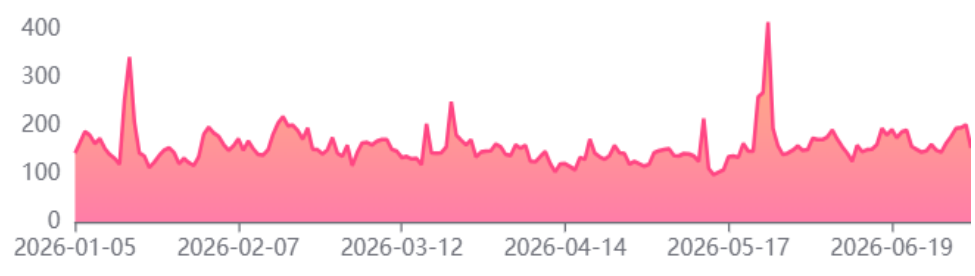
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	48	1355	-44	-77
Miss.Riv.	7	130	-9	-28
CJK	154	4820	94	-11
Pa.Atlan.	70	1865	41	158
Colum.Riv.	6	149	7	-35
Suez.Med.	87	2281	10	172
Pa.Pac.	61	1965	-28	39
ZJK	116	4293	162	229

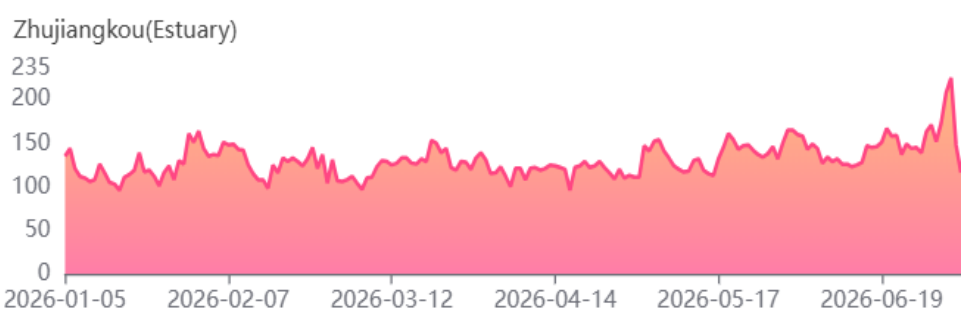


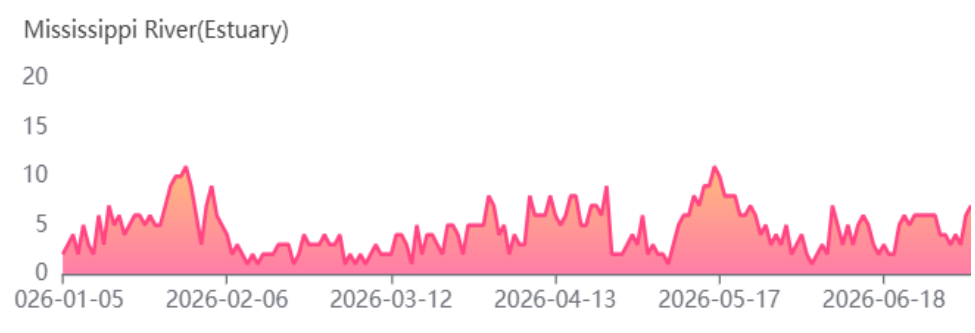










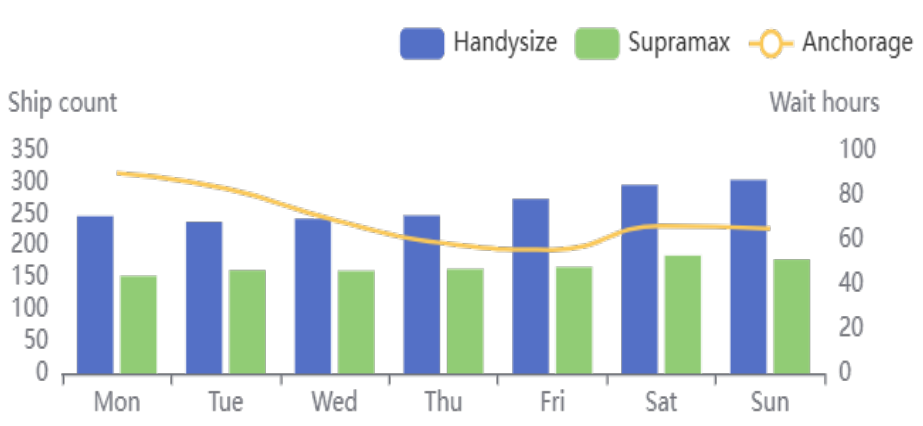


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

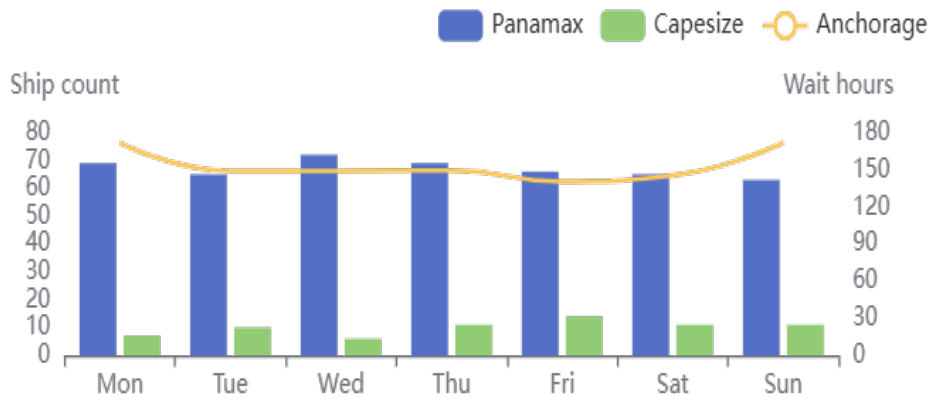
Type	M	T	W	Th	F	Sat	Sun
HDY	247	238	243	248	274	296	304
SMX	153	162	161	164	167	185	179
WT.h.	89.9	83	68.8	58.5	55.5	66.2	65



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

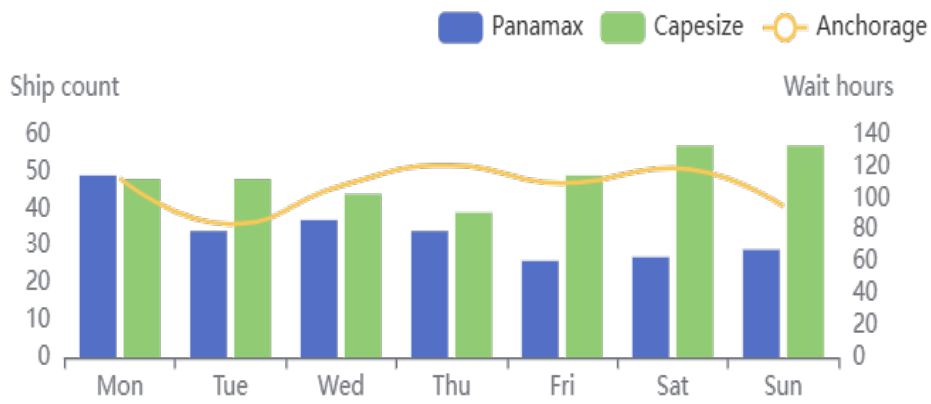
Type	M	T	W	Th	F	Sat	Sun
Pan.	69	65	72	69	66	65	63
Cap	7	10	6	11	14	11	11
WT.h.	171.7	149.1	149.2	149.3	140.5	145.4	172



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

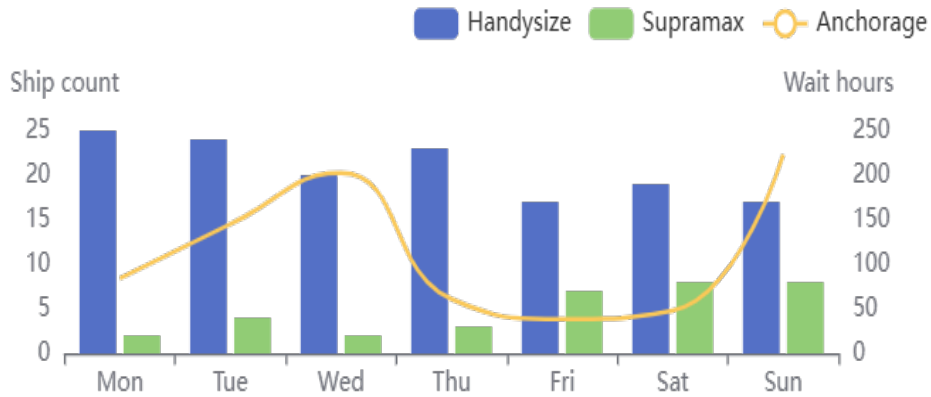
Type	M	T	W	Th	F	Sat	Sun
Pan.	49	34	37	34	26	27	29
Cap	48	48	44	39	49	57	57
WT.h.	112.6	83.8	107.8	120.8	109.4	119	95



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

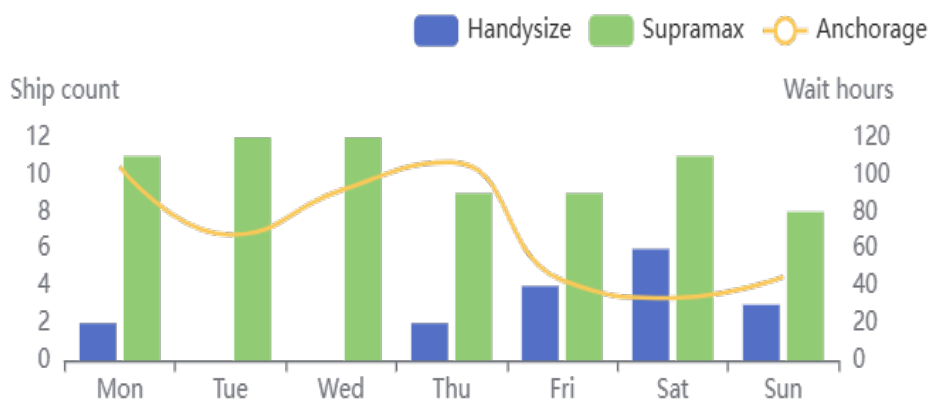
Type	M	T	W	Th	F	Sat	Sun
HDY	25	24	20	23	17	19	17
SMX	2	4	2	3	7	8	8
WT.h.	84.3	145.2	202.65	60.95	38.45	48.1	223



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

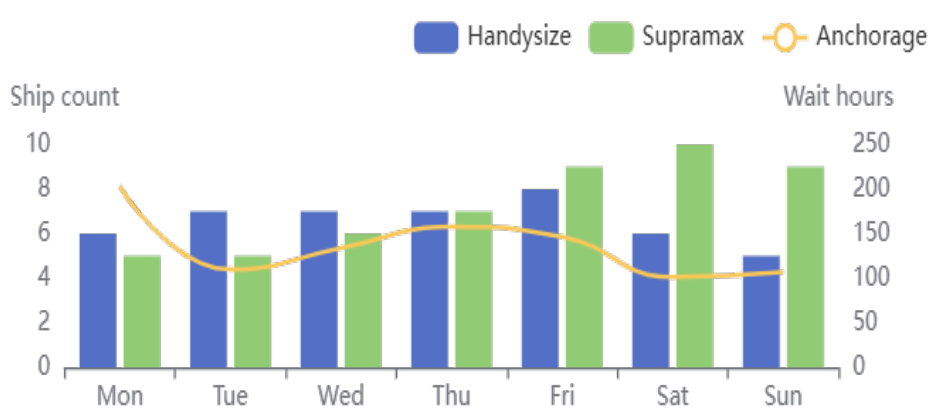
Type	M	T	W	Th	F	Sat	Sun
HDY	2	0	0	2	4	6	3
SMX	11	12	12	9	9	11	8
WT.h.	104.3	67.7	91.7	106.7	43.2	33.6	45



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

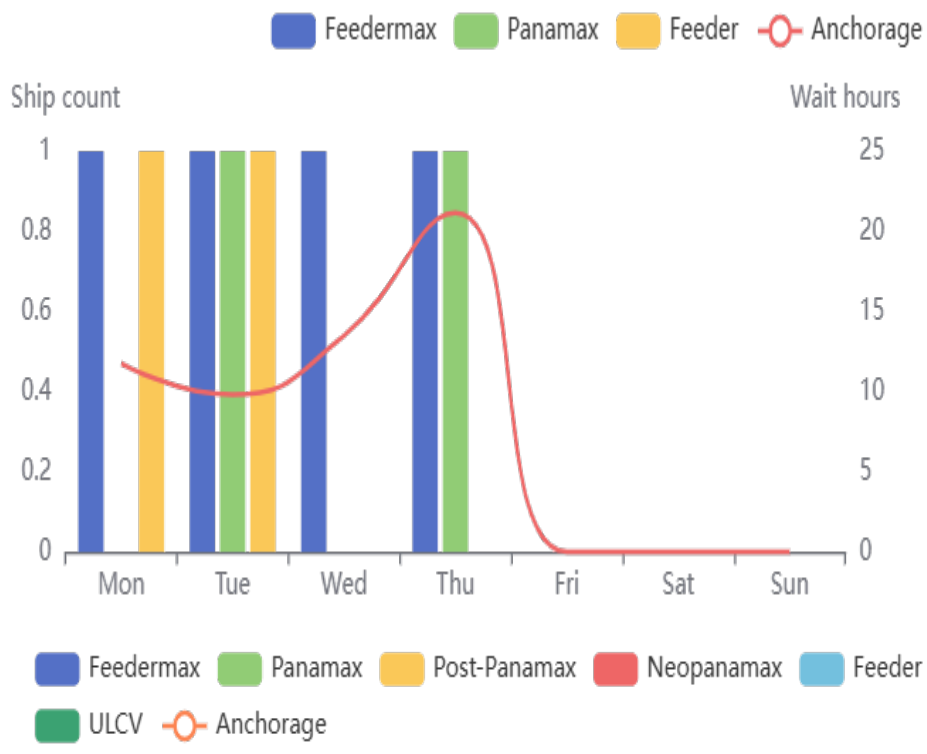
Type	M	T	W	Th	F	Sat	Sun
HDY	6	7	7	7	8	6	5
SMX	5	5	6	7	9	10	9
WT.h.	202.8	109.8	133.8	157.8	146.5	101.4	107



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

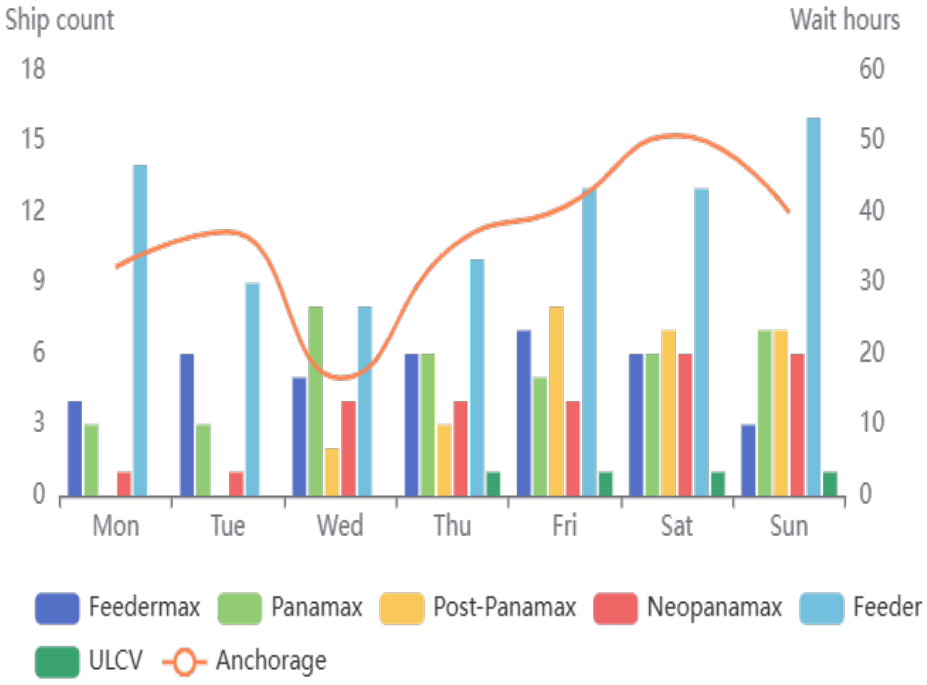
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	1	1	0	0	0
Pan.	0	1	0	1	0	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	1	1	0	0	0	0	0
WT.h.	11.75	9.8	13.5	21.15	0.0	0.0	0.0
Ulcv	0	0	0	0	0	0	0



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

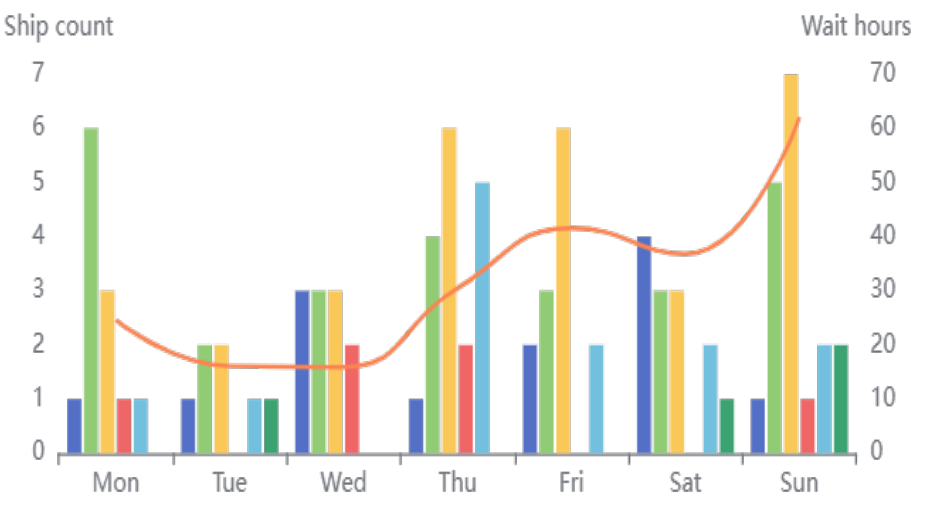
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	6	5	6	7	6	3
Pan.	3	3	8	6	5	6	7
PPx	0	0	2	3	8	7	7
NPx	1	1	4	4	4	6	6
Fd	14	9	8	10	13	13	16
Ulcv	0	0	0	1	1	1	1
WT.h.	32.3	37.3	16.6	35.2	40.8	50.9	40



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

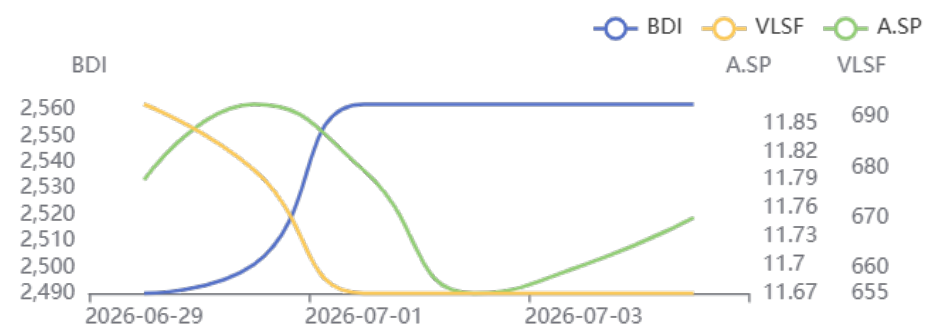
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	3	1	2	4	1
Pan.	6	2	3	4	3	3	5
PPx	3	2	3	6	6	3	7
NPx	1	0	2	2	0	0	1
Fd	1	1	0	5	2	2	2
Ulcv	0	1	0	0	0	1	2
WT.h.	24.6	16.1	15.9	30.5	41.6	36.8	62



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

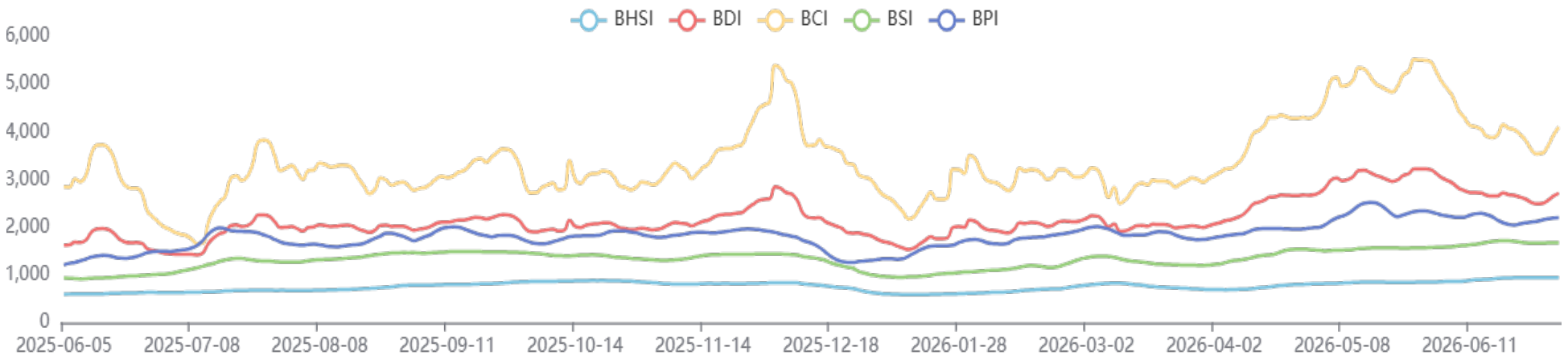
Type	M	T	W	Th	F	Sat	Sun
BDI	2124	2154	2177	2177	2177	2177	2177
VLSF	692.5	679.5	655	655	655	655	655
A.SP	11.79	11.87	11.8	11.67	11.7	11.75	



第三部分 航运市场 SHIPPING MARKET

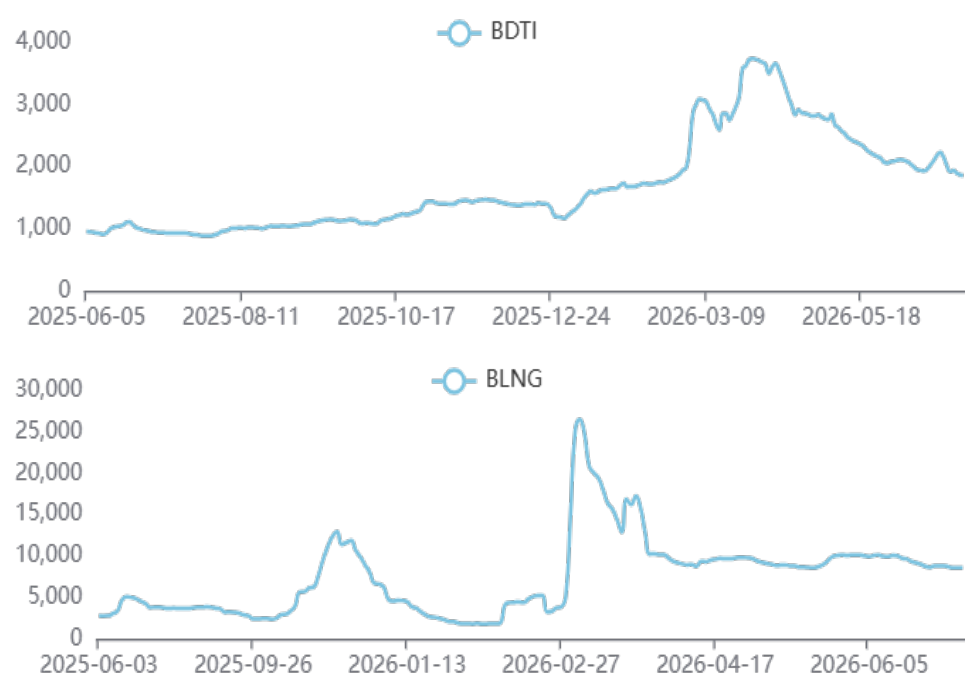
波罗的海干散货指数Baltic Dry Index

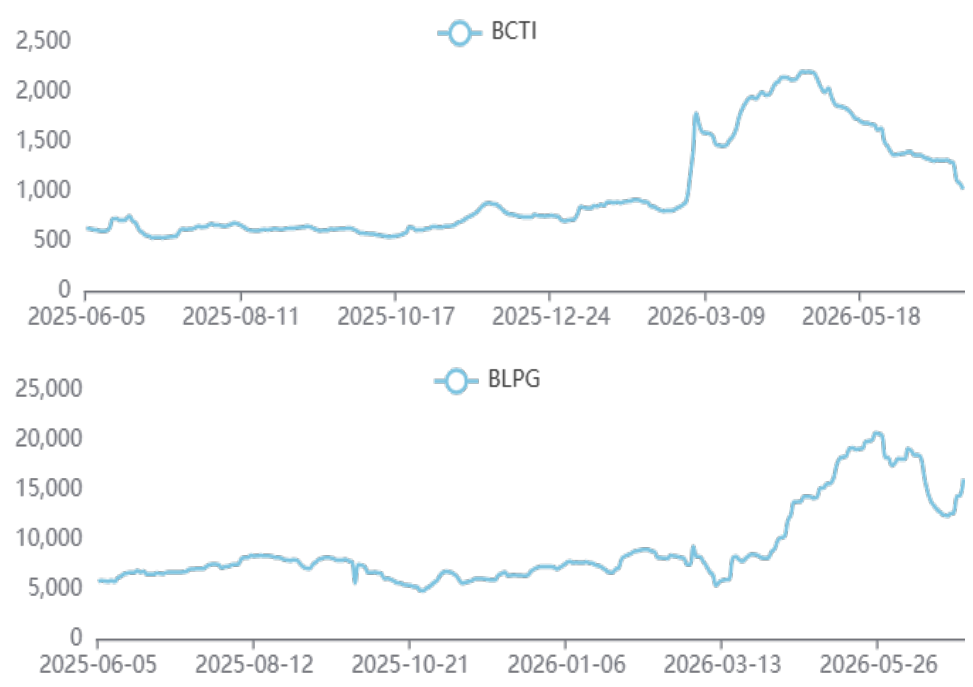
Type	PI	WoW	W%	M%	y%
BDI	2717	193.0	7.65	-8.86	89.47
BCI	4100	460.0	12.64	-16.21	116.47
BPI	2203	93.0	4.41	-1.48	46.18
BSI	1673	3.0	0.18	5.35	59.03
BHSI	942	-3.0	-0.32	9.03	48.82



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1856	-58.0	-3.03	-12.04	95.37
BCTI	1023	-275.0	-21.19	-25.65	91.57
BLNG	8553	-257.0	-2.92	-13.89	89.65
BLPG	16074	3501.0	27.85	-11.0	145.63





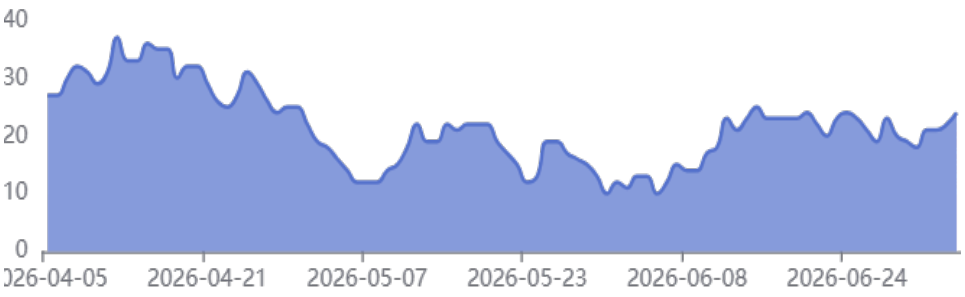
第四部分 运力分布 SUPPLY DISTRIBUTION

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.

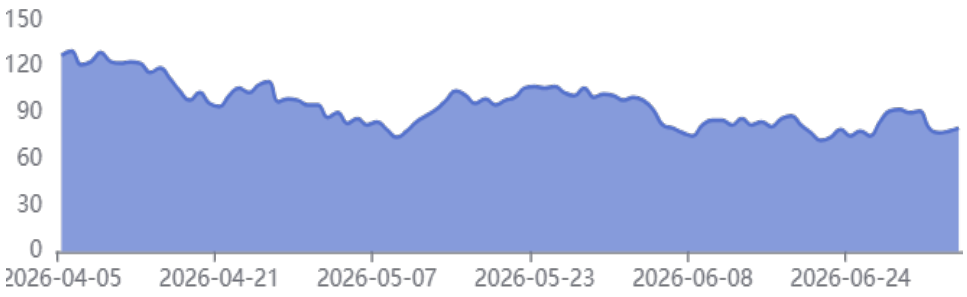
Type	M	T	W	Th	F	Sat	Sun
Cape	20	19	18	21	21	22	24



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.

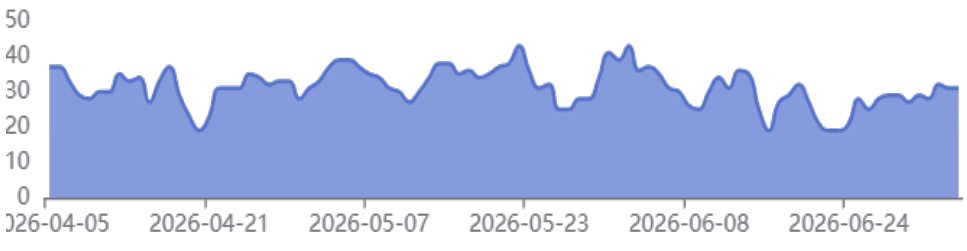
Type	M	T	W	Th	F	Sat	Sun
Cape	92	90	91	80	77	78	80



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	29	27	29	28	32	31	31

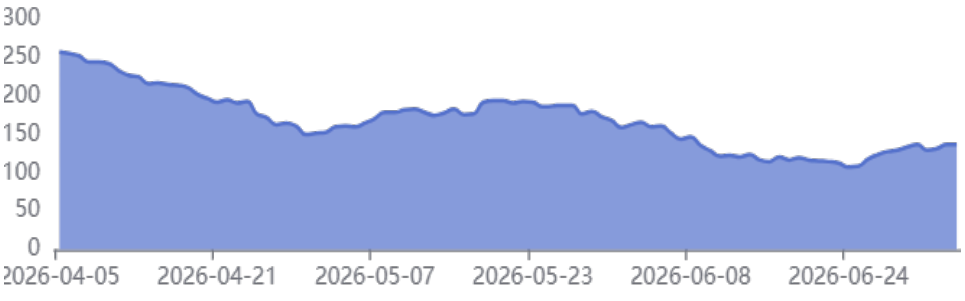


巴拿马型散货船 PANAMAX

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.

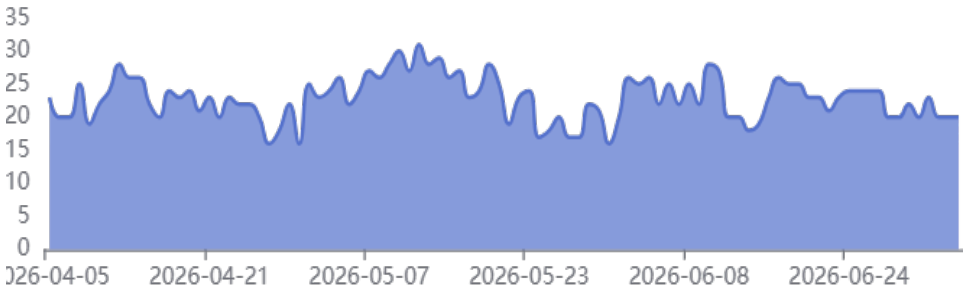
Type	M	T	W	Th	F	Sat	Sun
Pan.	129	133	136	129	131	136	136



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.

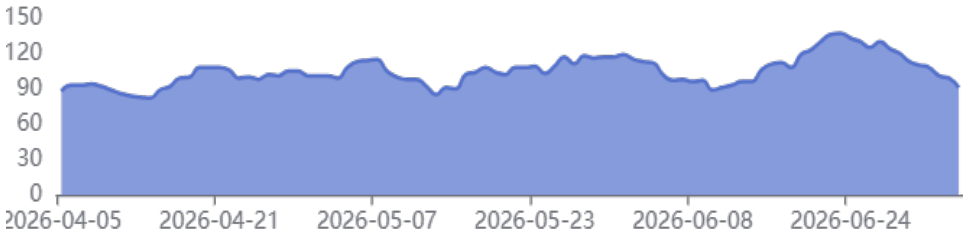
Type	M	T	W	Th	F	Sat	Sun
Pan.	10	11	10	7	8	6	9



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.	120	113	110	108	101	99	91

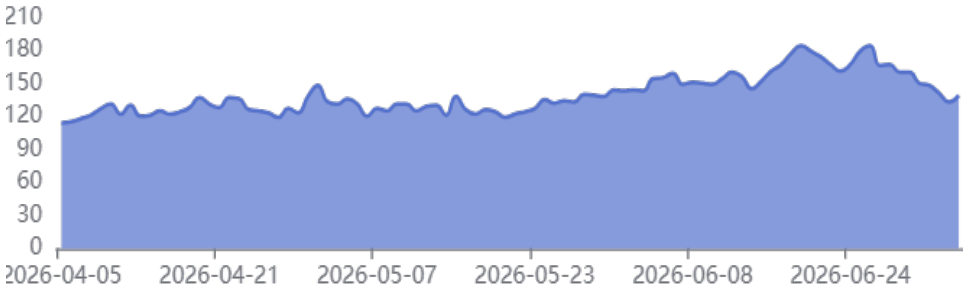


超大灵便型散货 SUPRAMAX

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.

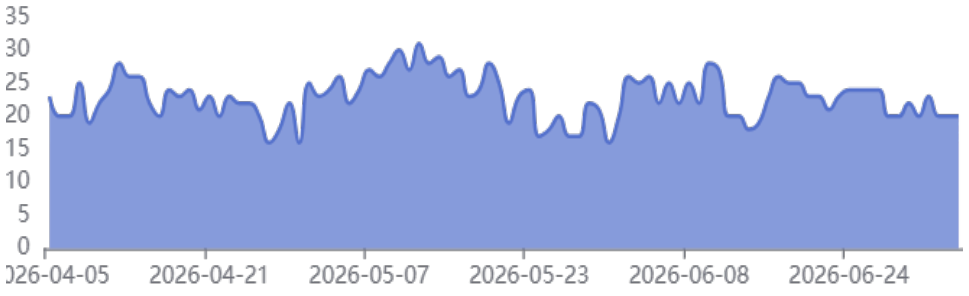
Type	M	T	W	Th	F	Sat	Sun
SMX	160	160	150	148	141	133	139



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.

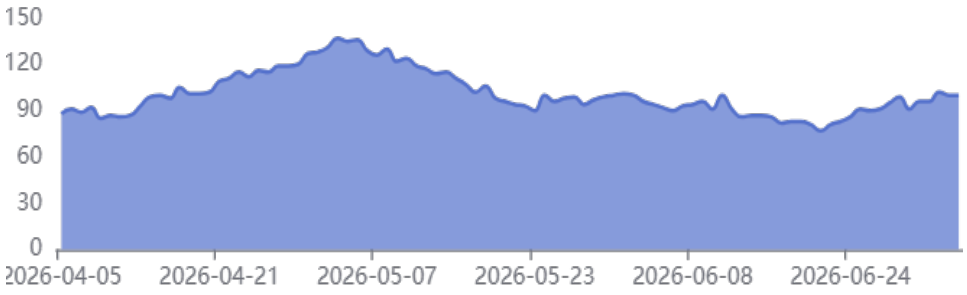
Type	M	T	W	Th	F	Sat	Sun
SMX	20	22	20	23	20	20	20



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.

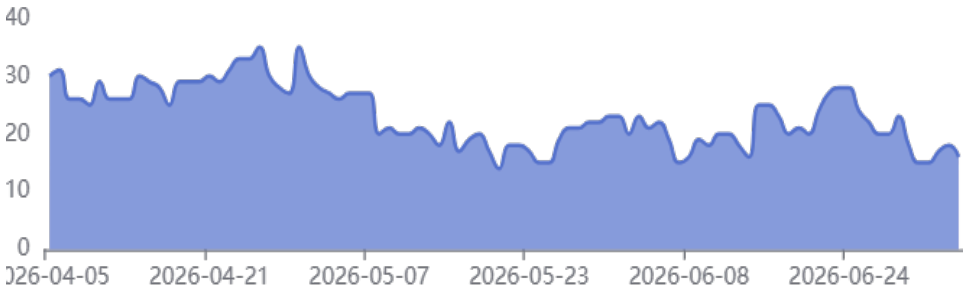
Type	M	T	W	Th	F	Sat	Sun
SMX	23	18	15	15	17	18	16



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.

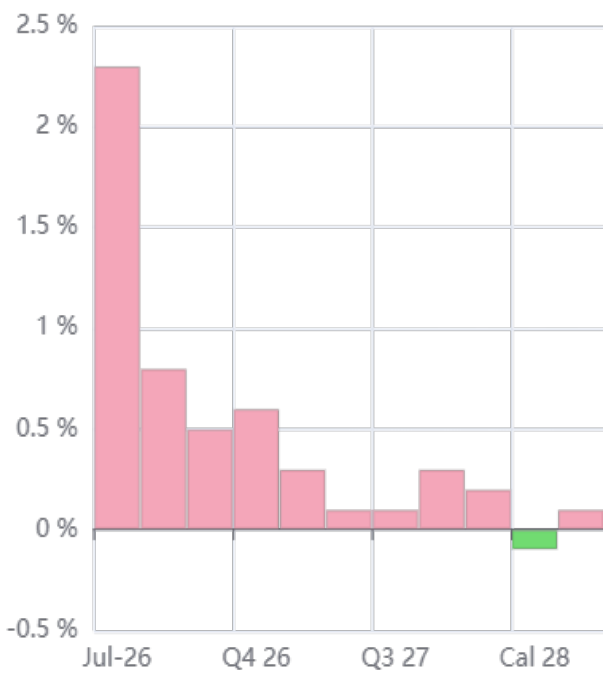
Type	M	T	W	Th	F	Sat	Sun
SMX	99	91	96	96	102	100	100

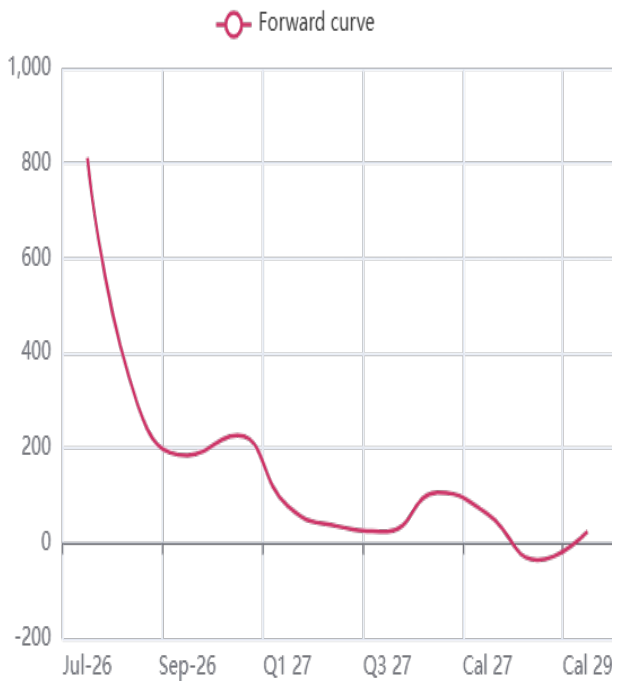


第五部分 远期运价协议 FFA

好望角型散货船Capesize

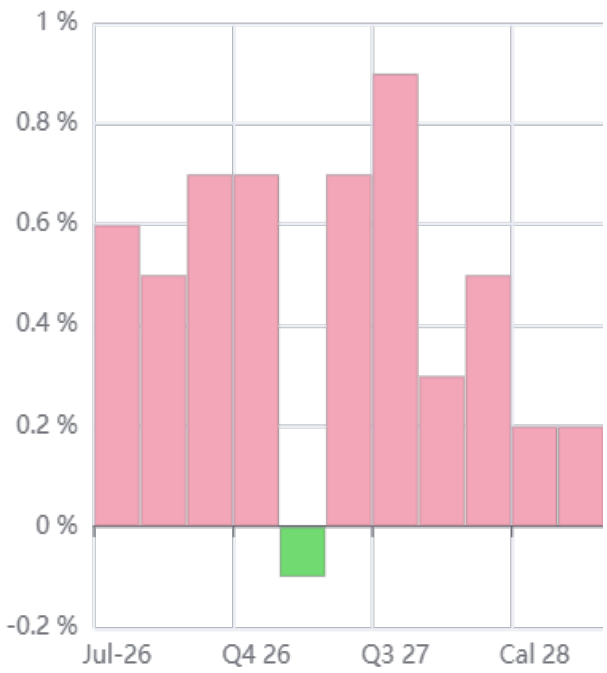
5TC	$/day	WoW	
Jul-26	36,232.00	811.0	2.3 %
Aug-26	36,828.00	293.0	0.8 %
Sep-26	38,092.00	185.0	0.5 %
Q4 26	37,711.33	227.33	0.6 %
Q1 27	28,032.00	79.0	0.3 %
Q2 27	34,160.00	36.0	0.1 %
Q3 27	32,385.00	25.0	0.1 %
Q4 27	32,424.00	107.0	0.3 %
Cal 27	31,750.25	61.75	0.2 %
Cal 28	28,164.00	-35.0	-0.1 %
Cal 29	25,785.00	25.0	0.1 %

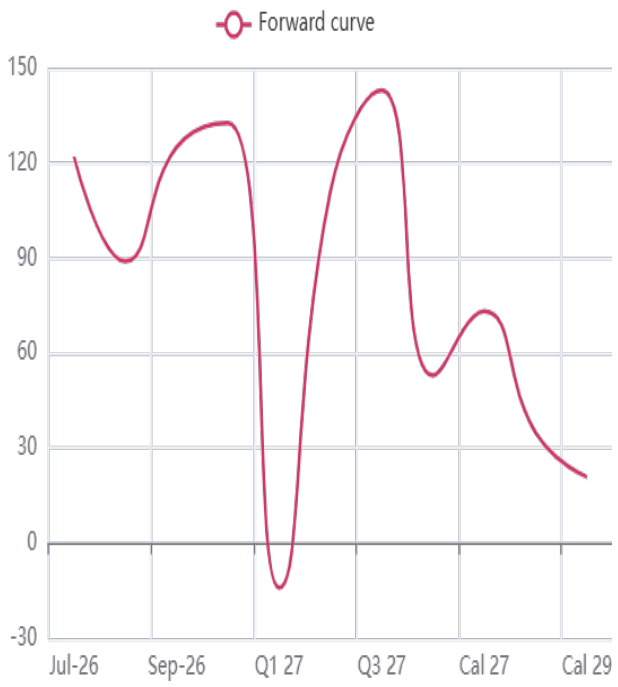




巴拿马型散货船Panamax

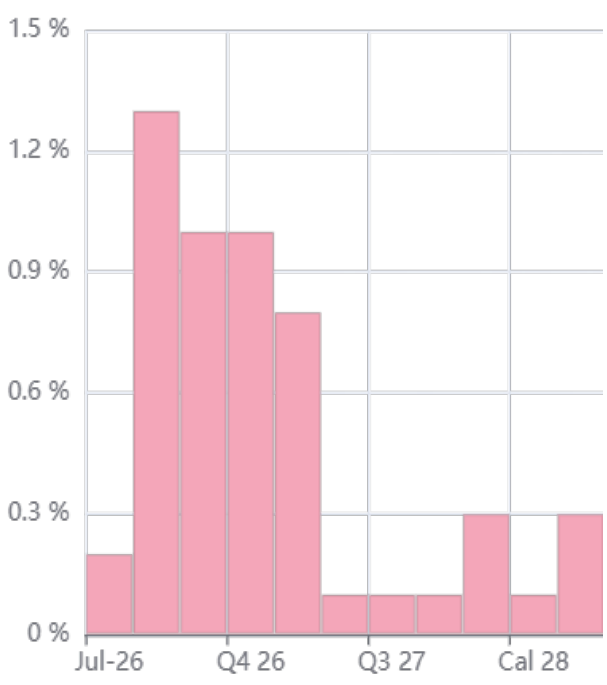
4TC	$/day	WoW	
Jul-26	19,618.00	122.0	0.6 %
Aug-26	19,125.00	89.0	0.5 %
Sep-26	19,011.00	125.0	0.7 %
Q4 26	18,340.67	132.67	0.7 %
Q1 27	15,268.00	-14.0	-0.1 %
Q2 27	16,661.00	111.0	0.7 %
Q3 27	15,829.00	143.0	0.9 %
Q4 27	15,389.00	53.0	0.3 %
Cal 27	15,786.75	73.25	0.5 %
Cal 28	14,564.00	35.0	0.2 %
Cal 29	13,875.00	21.0	0.2 %

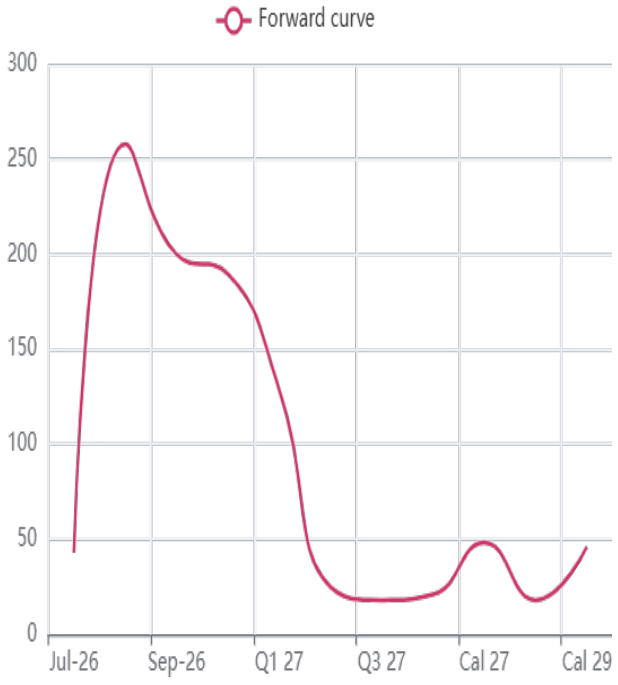




超大灵便型散货船Supramax

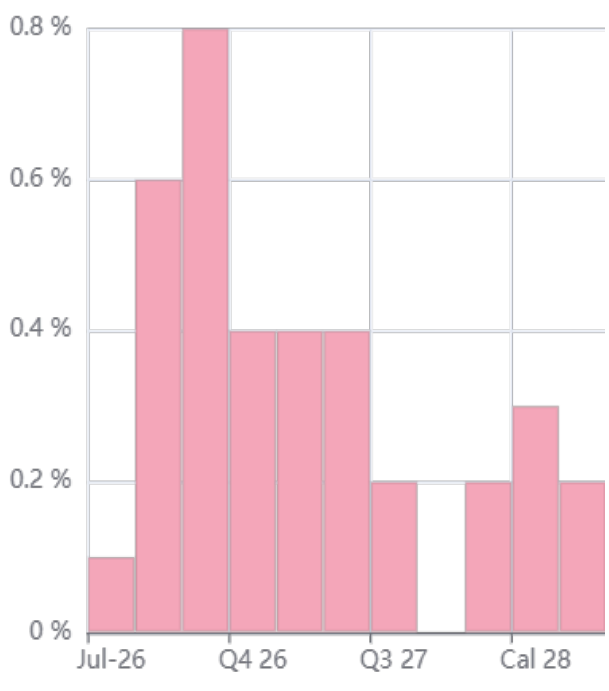
10TC	$/day	WoW	
Jul-26	20,941.00	43.0	0.2 %
Aug-26	20,763.00	258.0	1.3 %
Sep-26	20,345.00	200.0	1.0 %
Q4 26	19,424.67	189.67	1.0 %
Q1 27	15,459.00	129.0	0.8 %
Q2 27	16,841.00	25.0	0.1 %
Q3 27	15,945.00	18.0	0.1 %
Q4 27	15,816.00	21.0	0.1 %
16,015.25	Cal 27	48.25	0.3 %
Cal 28	14,659.00	18.0	0.1 %
Cal 29	14,430.00	46.0	0.3 %

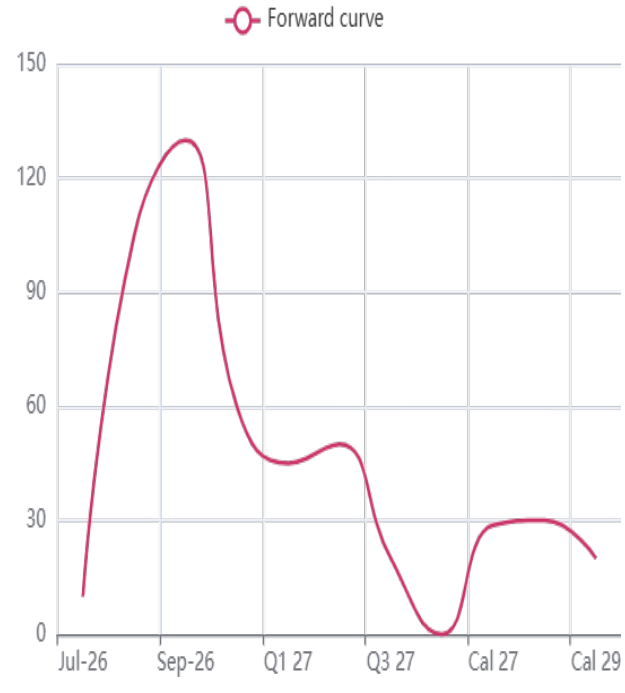




灵便型散货船Handysize

7TC	$/day	WoW	
Jul-26	16,930.00	10.0	0.1 %
Aug-26	16,625.00	105.0	0.6 %
Sep-26	16,150.00	130.0	0.8 %
Q4 26	15,350.00	60.0	0.4 %
Q1 27	12,165.00	45.0	0.4 %
Q2 27	13,760.00	50.0	0.4 %
Q3 27	13,100.00	20.0	20.0
Q4 27	12,640.00	0.0	0.0 %
Cal 27	12,916.25	28.75	0.2 %
Cal 28	11,900.00	30.0	0.3 %
Cal 29	11,630.00	20.0	0.2 %





第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	677.5	469.5	954.5	208.0	34.0	19.54	87.39
Singapore	691.0	458.0	902.0	233.0	5.0	2.19	65.84
Rotterdam	597.5	453.5	899.0	144.0	30.0	26.32	51.58
Fujairah	849.0	510.0	1280.5	339.0	-166.0	-32.87	-13.3
Houston	581.5	472.0	937.0	109.5	0.0	0.0	3.79

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy Hight 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	200.0	-6.0	-2.91	-2.91	1.52
Maize	218.0	0.0	0.0	-2.24	0.46
Soybeans	220.0	-1.0	-0.45	-2.22	6.8
Rice	176.0	1.0	0.57	2.92	3.53
Barley	232.0	-6.0	-2.52	-4.53	5.45
Energy	**Index**	**+/-**	**Weekly**	**Monthly**	**YTD**
Crude Oil	USD/Bbl	69.91	-2.65	-3.65	-24.67	7.57
Brent	USD/Bbl	73.27	-3.15	-4.12	-22.63	10.0
Natural Gas	USD/MMBtu	3.25	0.11	3.5	-0.91	-4.41
Gasoline	USD/Gal	2.91	-0.02	-0.68	-4.28	40.58
Heating Oil	USD/Gal	3.24	0.1	3.18	-13.6	43.36
Ethanol	USD/Gal	1.88	0.06	3.3	-3.59	11.9
Naphtha	USD/T	685.16	-0.4	-0.06	-8.81	22.48
Propane	USD/Gal	0.72	0.0	0.0	-14.29	-5.26
Uranium	USD/Lbs	85.5	-0.25	-0.29	-0.7	8.57
Methanol	CNY/T	2439.0	-194.0	-7.37	-22.2	1.37
TTF Gas	EUR/MWh	41.68	0.0	0.0	-13.99	24.68
UK Gas	GBp/thm	104.45	4.16	4.15	-10.67	32.82
Industrial	**Index**	**+/-**	**Weekly**	**Monthly**	**YTD**
Copper	USD/Lbs	6.13	0.01	0.16	-5.69	20.2
Coal	USD/T	129.65	-14.3	-9.93	-11.35	17.97
Steel	CNY/T	3049.0	-30.0	-0.97	-3.36	2.94
Iron Ore	USD/T	100.2	-0.33	-0.33	-3.38	6.07
Aluminum	USD/T	3098.15	-160.05	-4.91	-15.16	26.35
Lithium	CNY/T	156500.0	-1000.0	-0.63	-6.98	155.3
Metals	**Index**	**+/-**	**Weekly**	**Monthly**	**YTD**
Gold	USD/t.oz	3985.56	-89.67	-2.2	-11.41	19.13
Silver	USD/t.oz	58.18	-3.38	-5.49	-21.76	59.01
Platium	null	1556.0	-85.3	-5.2	-18.38	15.32

Currencies	Index	+/-	Weekly	Monthly	YTD
EUR/USD	1.14	0.0	0.0	-1.72	-3.39
USD/CNY	6.79	-0.02	-0.29	0.3	-5.17

第八部分 本周话题 WEEKLY TOPIC

欧盟燃料油法规联合合规池

欧盟燃料法规首个申报周期已正式收官，各船东均已向欧洲海事安全局（EMSA）提交合规报告，行业目光随即转向下一履约周期。2025 年是该法规落地后，碳配额联合合规池（Pooling）机制接受真实市场检验的第一年，全年实践验证合规池是一套落地可行、成本可控的合规解决方案，也是海运行业主流选择；但该模式能否高效落地，取决于船东提前布局、合作方资质靠谱以及成熟的运营实操能力。

该法规适用于所有总吨位 5000 吨以上、挂靠欧盟港口的船舶，船籍不限。行业测算显示，存在碳减排赤字的船舶中，超 90% 均选择联合合规池方案，足以证明市场高度认可该模式的实操价值，行业普遍存在对灵活合规工具的刚需。

整合持有碳盈余额度的船舶与存在碳减排赤字的船舶，应用而生的商业化运作合规池，帮助航运企业低成本、高效率满足欧盟海运燃料法规的减排要求。

多数船东可能低估了 THETIS-MRV 申报系统的操作难度，任何一处填报失误，都会直接影响整套统筹池的合规架构。配套专业团队全程协助客户完成全流程申报，提供覆盖欧盟海运燃料法规全链条的一体化合规支持，越来越吸引船东的依赖。

越来越多的船东认识到提前敲定碳配额联合合规池，进出欧盟水域不再提心吊胆，其碳配额申报流程顺畅、选择空间充足、行政事务压力变小。分析欧盟碳配额市场走势，越临近履约截止日期，配额需求激增将推高配额价格。2026 年当前配额价格整体平稳，但随着各大统筹池额度逐步饱和，市场供给收紧将成为必然趋势。

市面上各类联合合规池统筹服务的能力、运营安全标准差距明显。中国船东更倾向欧盟本土咨询平台。

欧盟海运燃料法规当前要求船舶全生命周期温室气体强度降低 2%；2030 年减排目标提升至 6%，减排标准持续收紧，直至 2050 年实现温室气体强度削减 80% 的终极目标，航运企业合规压力将逐年递增。

首个碳配额执行周期暴露三大痛点，申报系统操作复杂、晚入场企业成本更高、市面上统筹服务透明度差异大；长期来看，欧盟海运减排标准将持续提升，建议船东提前布局、锁定优质长期服务商，通过可靠合规池统筹缓解逐年加重的合规压力。

The first reporting period of the EU fuel regulations has officially completed. All shipowners have submitted compliance reports to the European Maritime Safety Agency (EMSA), and the industry's attention now turns to the next compliance period. 2025 is the first year after the implementation of this regulation when the carbon quota pooling mechanism (Pooling) is subject to real market testing. The full-year practice has verified that the compliance pool is a feasible and cost-effective compliance solution for the shipping industry, and it is also the mainstream choice in the shipping sector. However, whether this model can be efficiently implemented depends on the shipowners' early planning, the reliability of the partners' qualifications, and the mature operational practical capabilities.

This regulation applies to all vessels with a total tonnage of 5,000 tons or more that are berthing at EU ports, regardless of their nationality. Industry estimates show that among vessels with a carbon emission reduction deficit, over 90% have chosen the joint compliance pool solution, which is sufficient to prove that the market highly recognizes the practical value of this model. There is a widespread demand in the industry for flexible compliance tools.

By integrating ships with carbon surplus and those with carbon emission deficits, a commercial operation compliance pool has been created. This helps shipping companies meet the emission reduction requirements of the EU maritime fuel regulations at a low cost and with high efficiency.

Most shipowners may underestimate the operational complexity of the THETIS-MRV declaration system. Any error in the input will directly affect the compliance framework of the entire consolidated pool. The professional support team provides full assistance to customers throughout the declaration process, offering integrated compliance support covering the entire chain of EU maritime fuel regulations, which is increasingly attracting the reliance of shipowners.

More and more shipowners have realized that by pre-determining the joint compliance pool of carbon quotas, they no longer have to worry about entering or leaving the waters of the European Union. The carbon quota declaration process is smooth, there are ample choices, and the administrative burden is reduced. Analyzing the trend of the EU carbon quota market, the demand for quotas will surge as the deadline for compliance approaches, pushing up the price of quotas. Currently, the overall price of the current quotas is stable, but as the quotas in various pooling pools gradually reach saturation, a tightening of market supply will become an inevitable trend.

There is a significant disparity in the capabilities and operational safety standards of various joint compliance pool coordination services available on the market. Chinese shipowners are more inclined to use the consulting platforms based in the European Union.

The current EU maritime fuel regulations require a 2% reduction in the greenhouse gas intensity of ships throughout their entire lifecycle; the 2030 emission reduction target has been raised to 6%, and the emission standards continue to tighten, until the ultimate goal of reducing greenhouse gas intensity by 80% is achieved by 2050. The compliance pressure on shipping enterprises will increase year by year.

The first carbon quota implementation cycle has exposed three major problems: the operation of the reporting system is complex, enterprises that enter late face higher costs, and the transparency of the overall planning services in the market varies greatly. In the long term, the EU's maritime emission reduction standards will continue to increase. It is recommended that shipowners make early preparations, lock in high-quality long-term service providers, and alleviate the increasing compliance pressure through reliable and compliant pooling.