2026年
第28周市场周报

Contents

上海迈利船舶科技有限公司

hiFleet 船队在线

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.

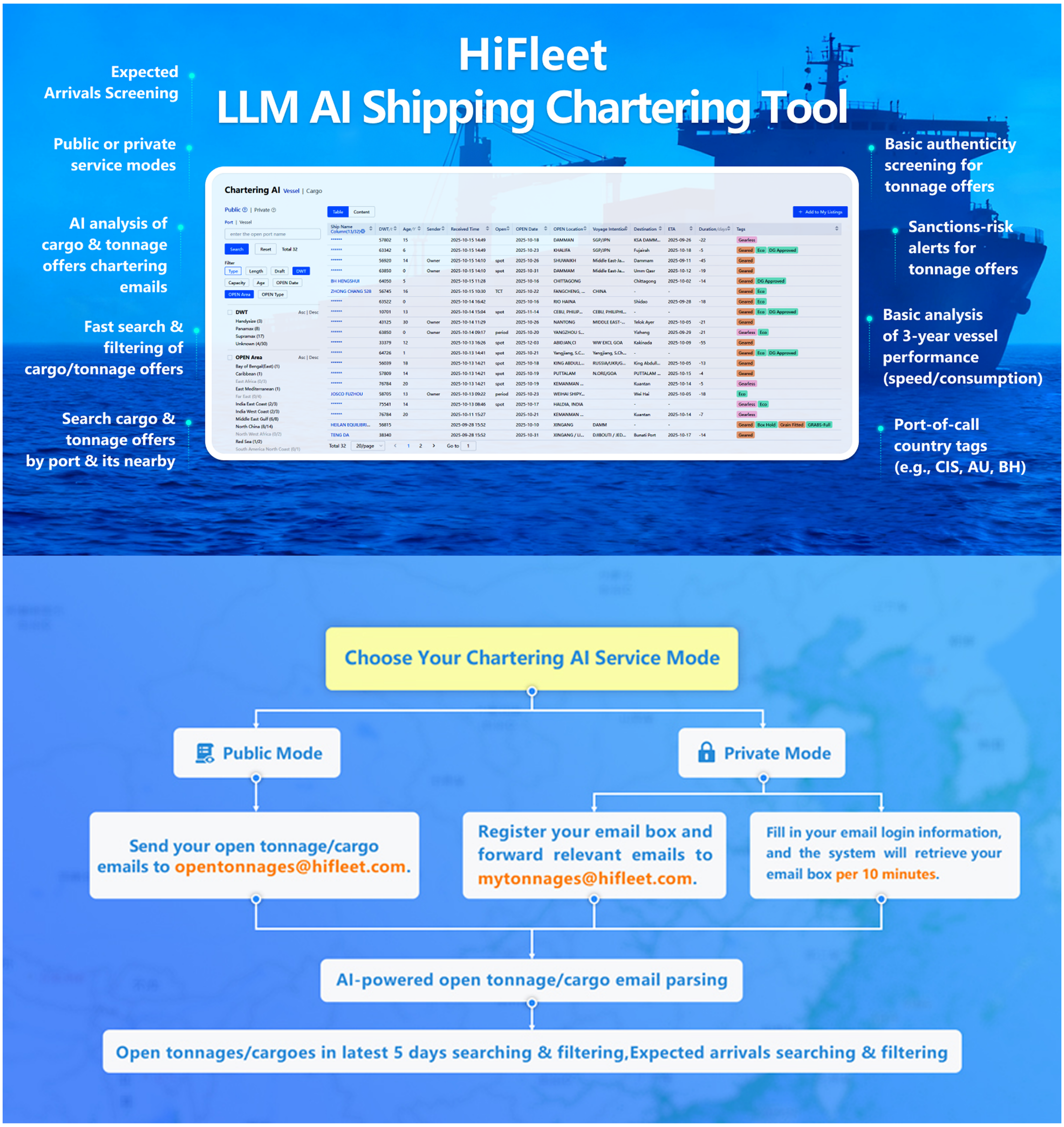
02 按区域、港口附近智能检索船盘与货盘。Smart search by region or port proximity.

03 自动识别发件人角色（船东/OP/经纪人）。Identifies sender type (Owner/Operator/Broker).

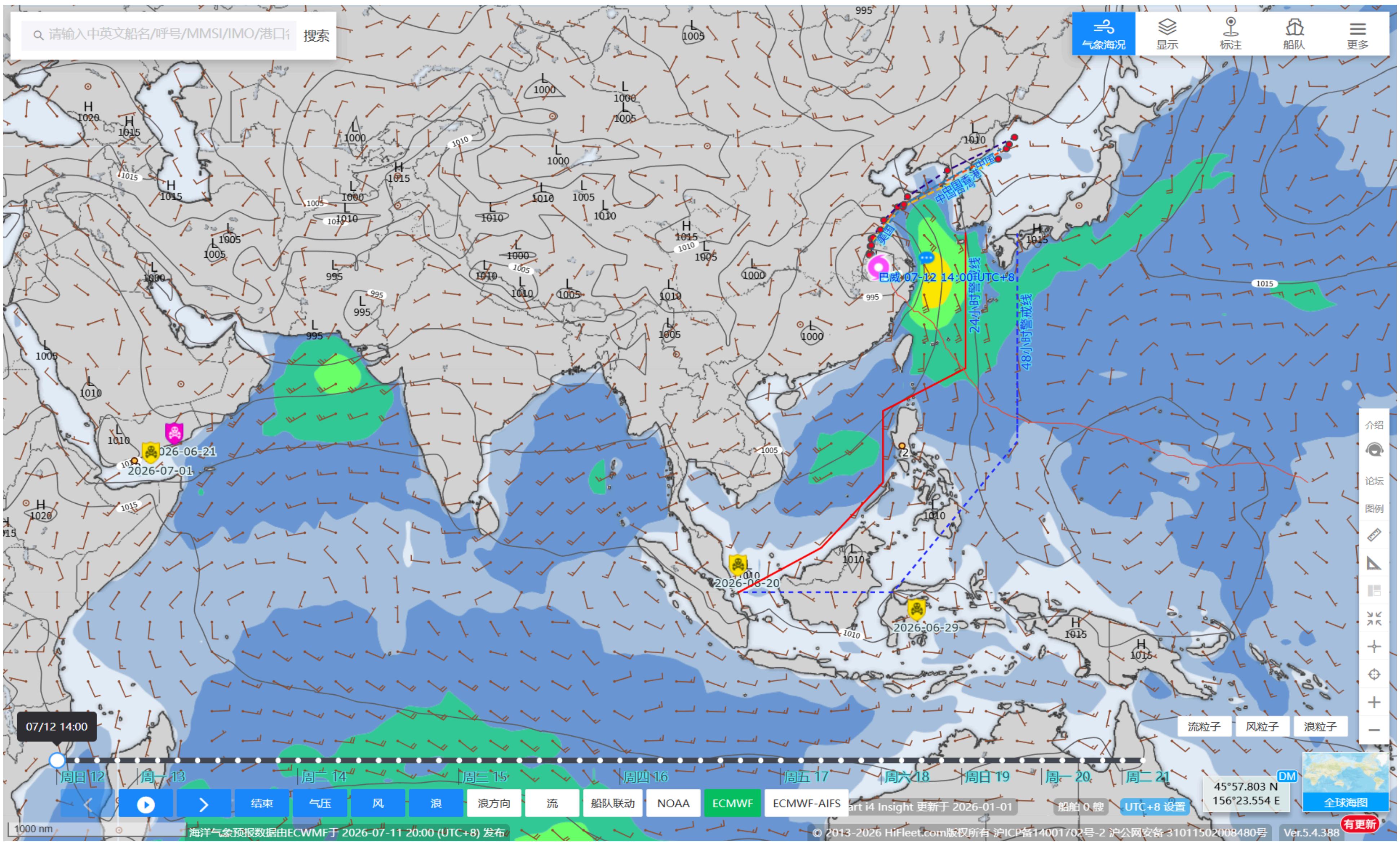
04 标注 PSC 风险、制裁风险、吊机、舱口等关键技术信息。Tags key technical & risk fields (PSC, sanctions, cranes, hatch specs, etc.).

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.



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1332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 1332 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4-5级，有中浪；黄海风力4-7级，有巨浪；东海风力4-8级，有巨浪；台湾海峡4-6级风，中浪；南海大部海域风力4-5级，中浪。The coming week the wind in Bohai Sea is moderate with moderate sea. Yellow Sea the wind becomes weak with very rough sea. And China East Sea becomes weak with very rough sea in the beginning. The wind in the Taiwan Strait is moderate with moderate sea. In most of the South China Sea the wind is moderate with moderate sea.

海盗事件 Piracy

最近一周没有最新海盗报告。There is no piracy report for the latest week.

海上事件 Marine Incidents

2026年7月11日，根据HIFLEET航运大数据，霍尔木兹海峡过境船只数量连续第三日下降，各大航运船舶均避开这条途经阿曼的关键航道航线。July 11, 2026. According to HIFLEET shipping big data, the number of vessels transiting the Strait of Hormuz has declined for the third consecutive day, with major shipping vessels all avoiding this key shipping lane passing through Oman.

其它 Others

没有 Nil

备注 Remark

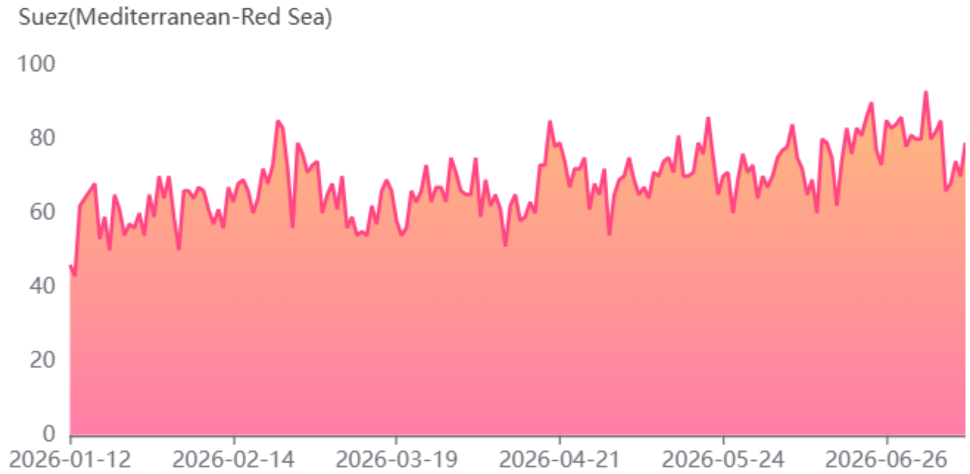
本报告数据截止时间为2026年7月12日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Jul 12th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

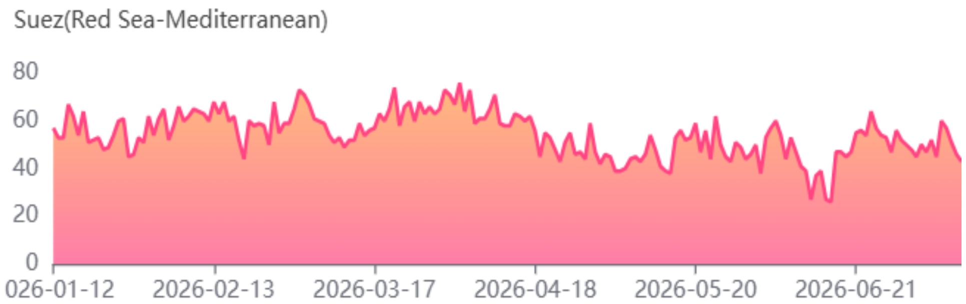
第二部分 航运数据 SHIPPING DATA

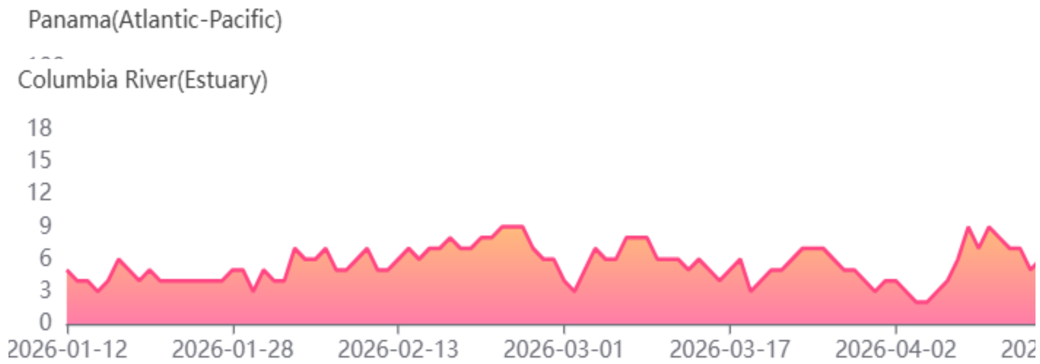
最近一周船舶运河/河口锚地等待数量

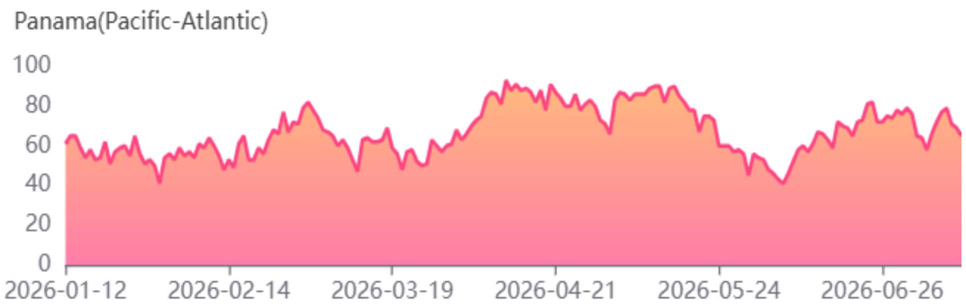
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

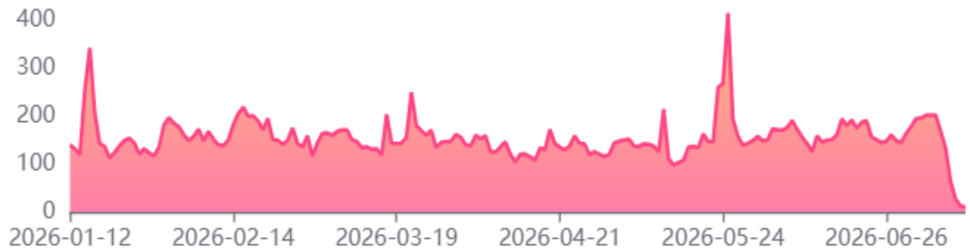
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	43	1420	6	24
Miss.Riv.	2	118	-8	-18
CJK	10	4391	-613	-594
Pa.Atlan.	66	1872	-18	164
Colum.Riv.	4	123	-5	-62
Suez.Med.	79	2293	-58	196
Pa.Pac.	65	2060	-13	328
ZJK	212	5191	509	1076

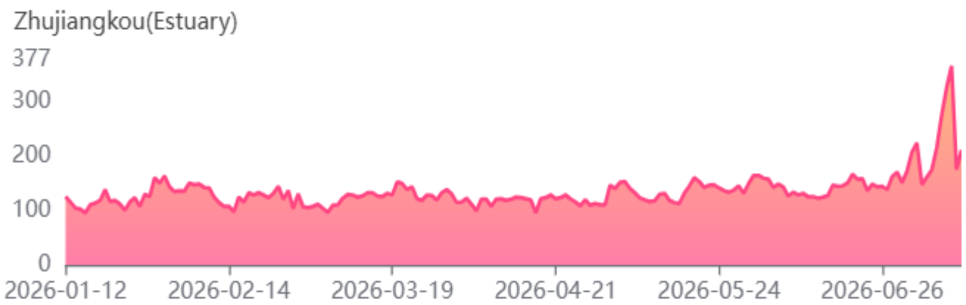


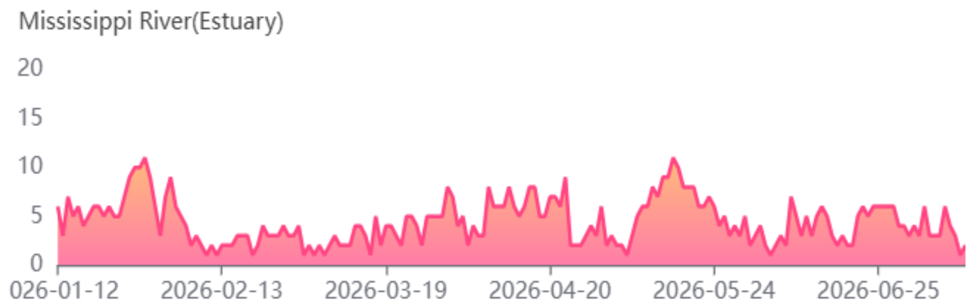










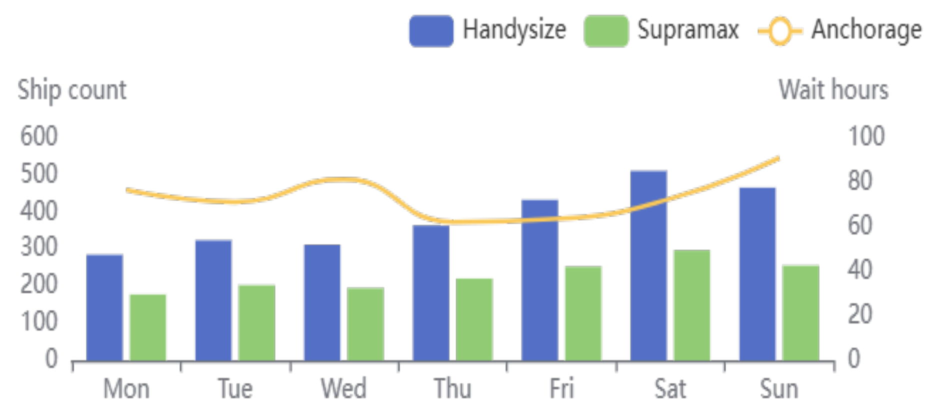


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

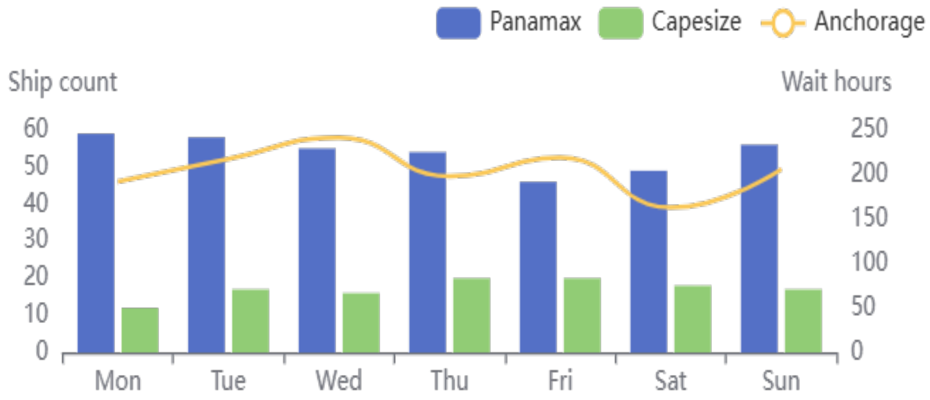
Type	M	T	W	Th	F	Sat	Sun
HDY	285	324	312	364	433	511	466
SMX	178	203	195	221	253	297	256
WT.h.	76.7	71.3	81.5	62.2	63.75	72.7	91



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

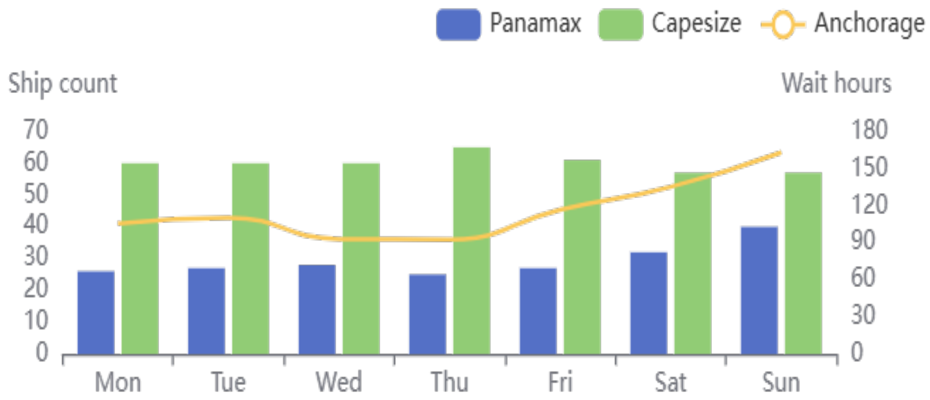
Type	M	T	W	Th	F	Sat	Sun
Pan.	59	58	55	54	46	49	56
Cap	12	17	16	20	20	18	17
WT.h.	191.8	217.4	241.4	198	219.2	162.8	206



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

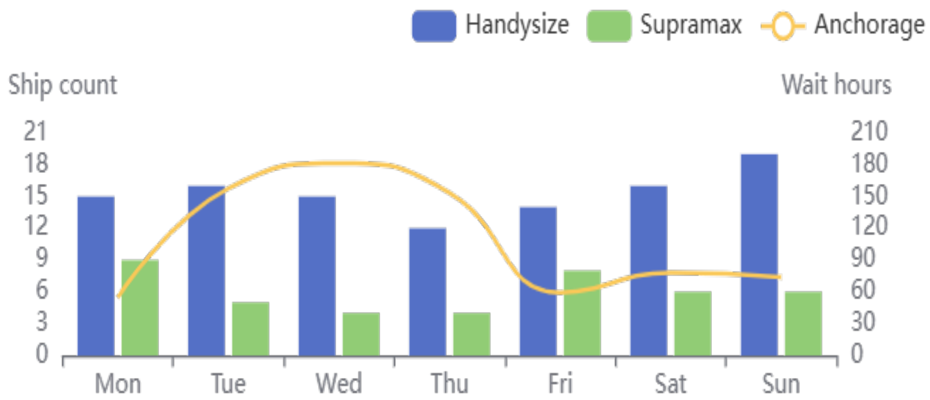
Type	M	T	W	Th	F	Sat	Sun
Pan.	26	27	28	25	27	32	40
Cap	60	60	60	65	61	57	57
WT.h.	105.6	110.2	93.05	92.7	116.7	135.2	163



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

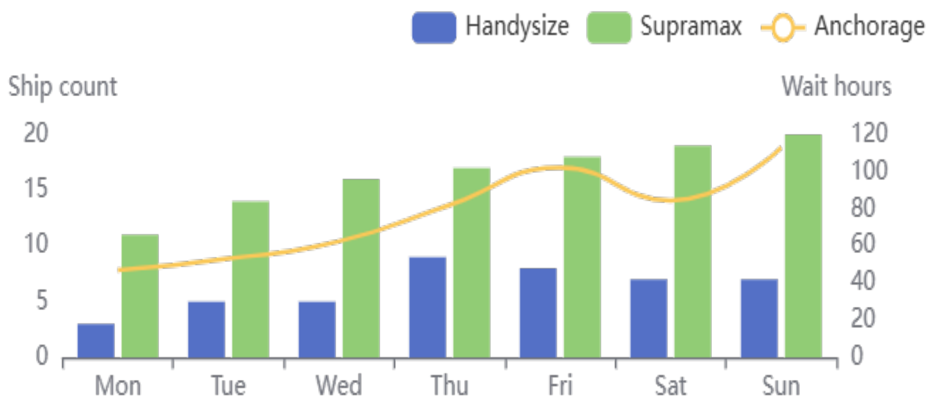
Type	M	T	W	Th	F	Sat	Sun
HDY	15	16	15	12	14	16	19
SMX	9	5	4	4	8	6	6
WT.h.	54.85	157.6	181.6	153.4	59.3	78.25	74



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

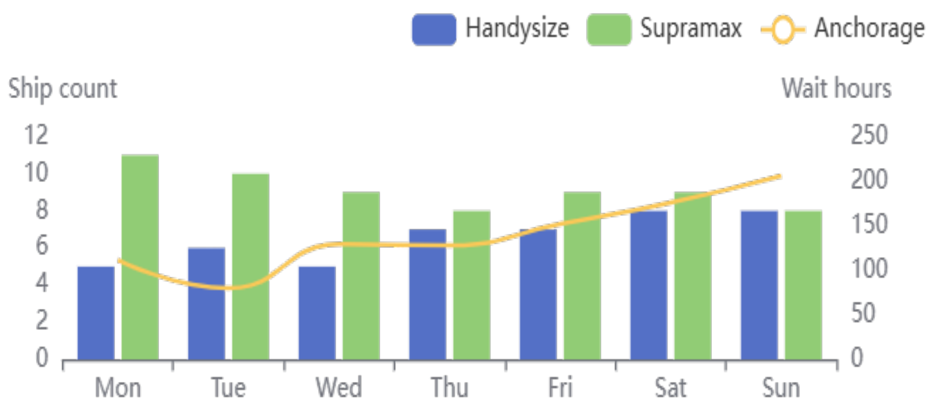
Type	M	T	W	Th	F	Sat	Sun
HDY	3	5	5	9	8	7	7
SMX	11	14	16	17	18	19	20
WT.h.	47.1	53.2	62.5	82.1	102.2	84.55	113



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

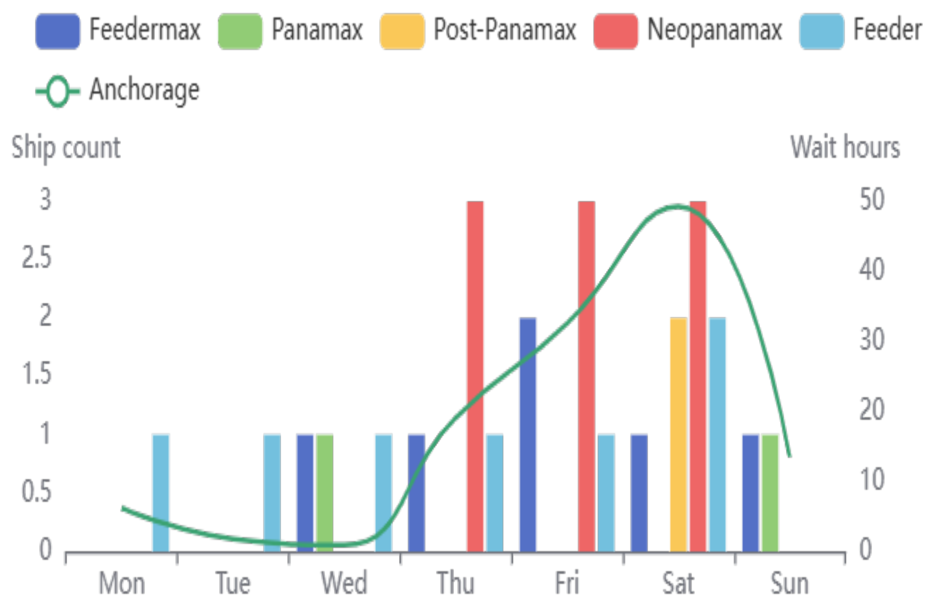
Type	M	T	W	Th	F	Sat	Sun
HDY	5	6	5	7	7	8	8
SMX	11	10	9	8	9	9	8
WT.h.	111.5	79.9	129.3	127.9	151.9	175.9	206



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

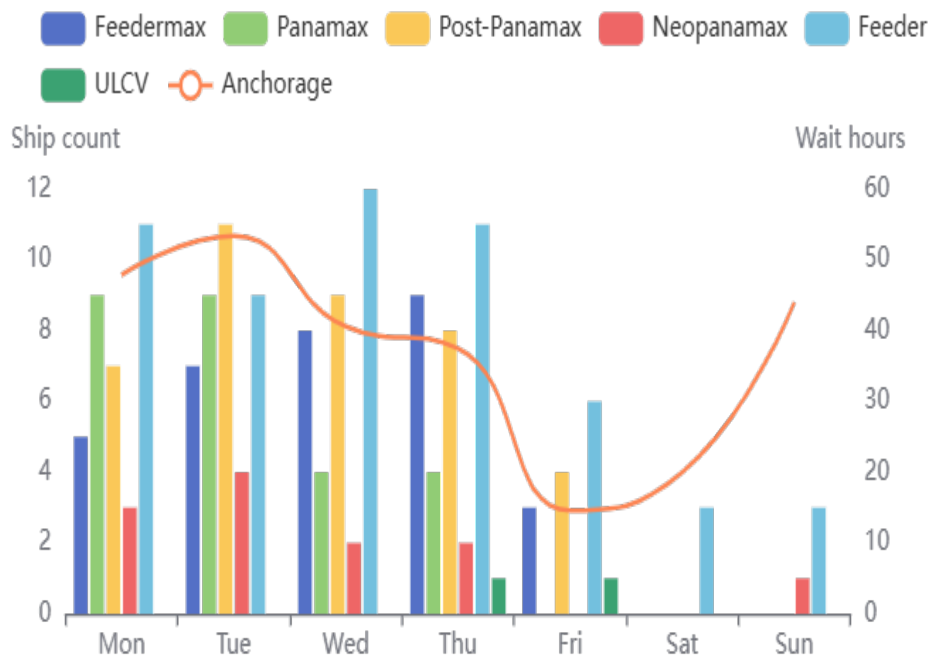
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	1	1	2	1	1
Pan.	0	0	1	0	0	0	1
PPx	0	0	0	0	0	2	0
NPx	0	0	0	3	3	3	0
Fd	1	1	1	1	1	2	0
WT.h.	6.2	1.8	0.9	19.1	32.55	49.3	13.5
Ulcv	0	0	0	0	0	0	0



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

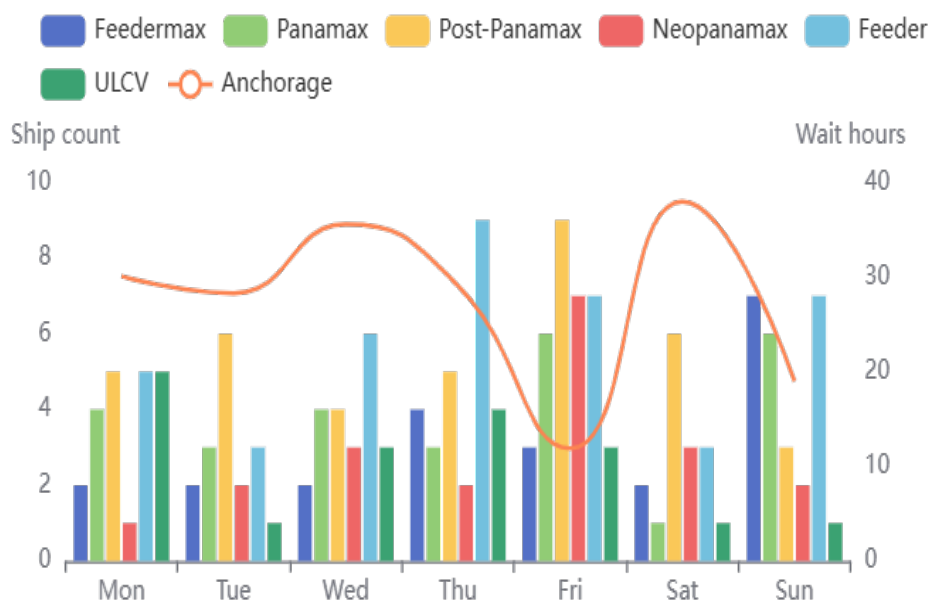
Type	M	T	W	Th	F	Sat	Sun
F.ma.	5	7	8	9	3	0	0
Pan.	9	9	4	4	0	0	0
PPx	7	11	9	8	4	0	0
NPx	3	4	2	2	0	0	1
Fd	11	9	12	11	6	3	3
Ulcv	0	0	0	1	1	0	0
WT.h.	47.9	53.4	40.6	37.5	14.6	20	44



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

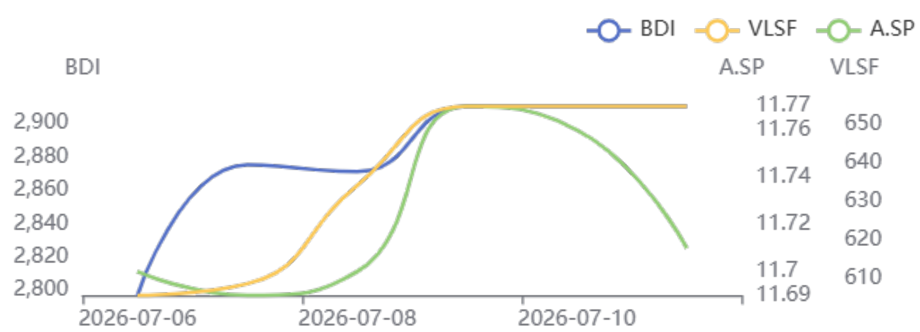
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	2	2	4	3	2	7
Pan.	4	3	4	3	6	1	6
PPx	5	6	4	5	9	6	3
NPx	1	2	3	2	7	3	2
Fd	5	3	6	9	7	3	7
Ulcv	5	1	3	4	3	1	1
WT.h.	30.1	28.3	35.6	29.1	11.9	38	19



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

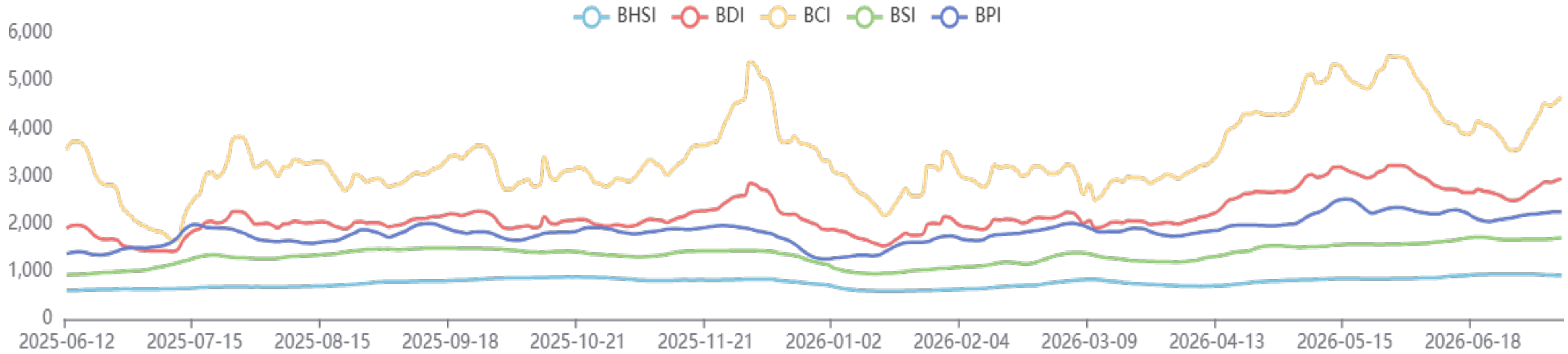
Type	M	T	W	Th	F	Sat	Sun
BDI	2216	2230	2245	2253	2253	2253	2253
VLSF	605.5	608.5	634	654.5	654.5	654.5	654.5
A.SP	11.7	11.69	11.7	11.77	11.76	11.71	



第三部分 航运市场 SHIPPING MARKET

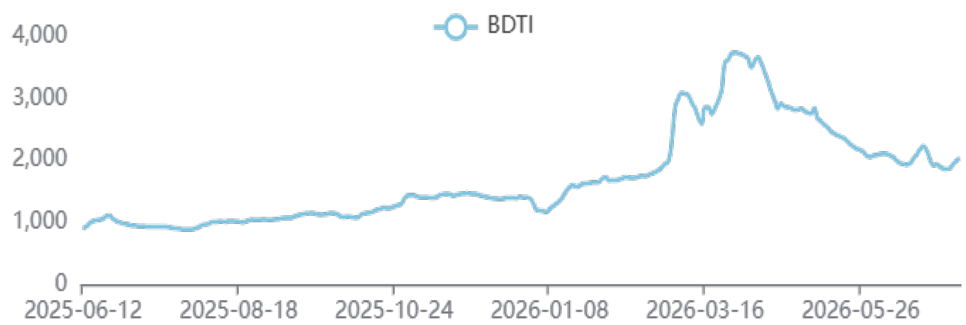
波罗的海干散货指数Baltic Dry Index

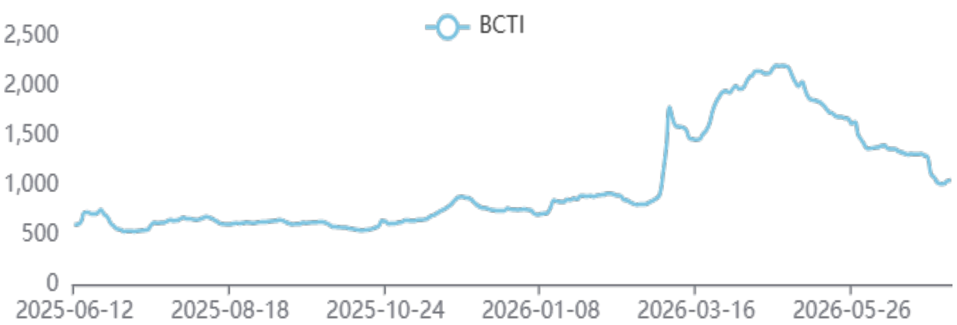
Type	PI	WoW	W%	M%	y%
BDI	2944	227.0	8.35	7.88	100.96
BCI	4655	555.0	13.54	13.34	179.75
BPI	2253	50.0	2.27	-1.31	30.76
BSI	1706	33.0	1.97	3.9	44.33
BHSI	915	-27.0	-2.87	1.67	42.3

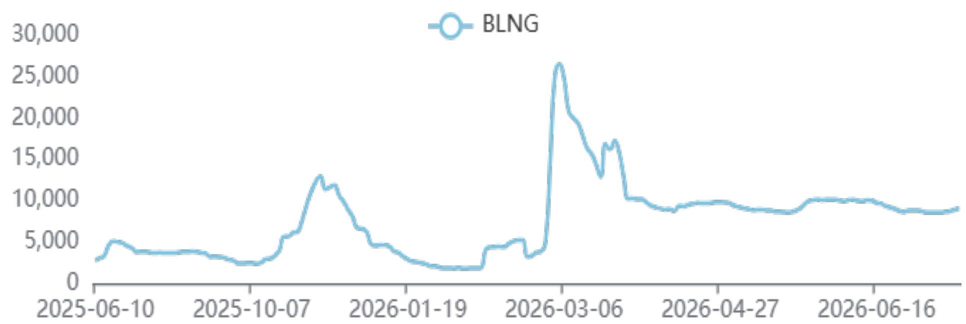


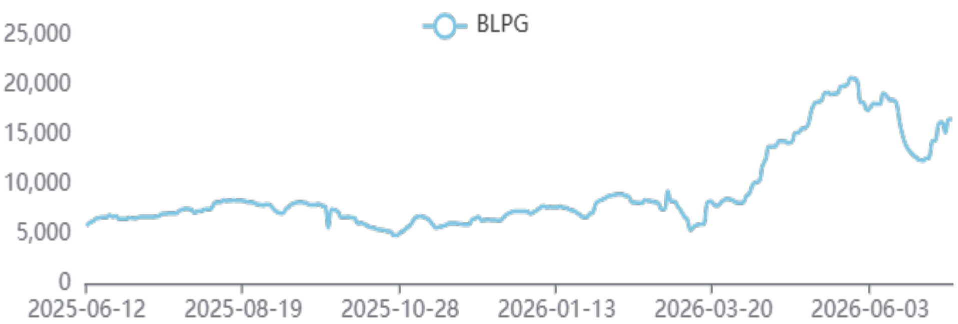
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	2031	175.0	9.43	4.15	118.15
BCTI	1048	25.0	2.44	-23.11	93.36
BLNG	9047	494.0	5.78	-10.27	139.97
BLPG	16534	460.0	2.86	-10.49	147.33

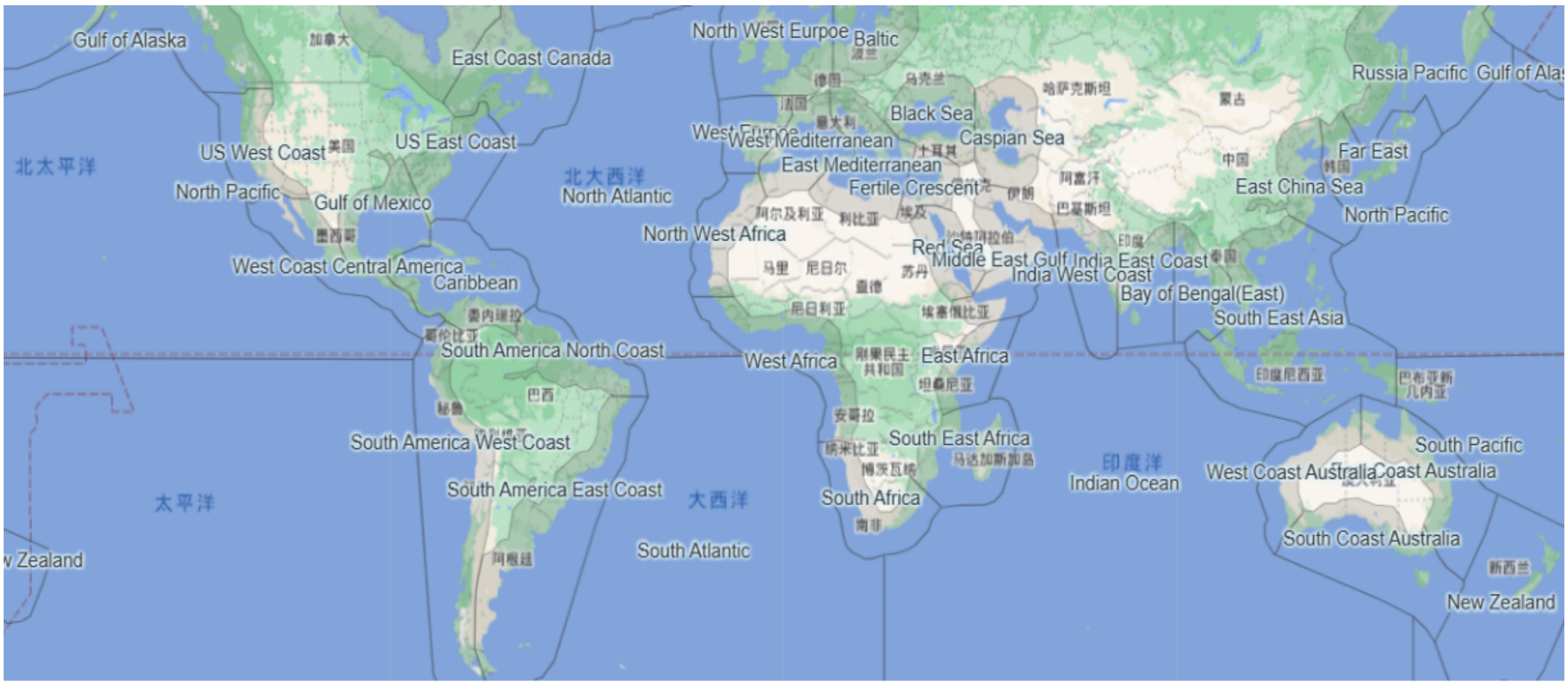








第四部分 运力分布 SUPPLY DISTRIBUTION

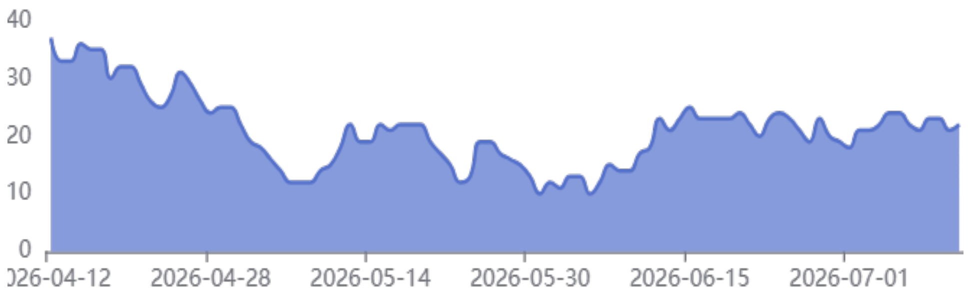


好望角型散货船 Capesize

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.

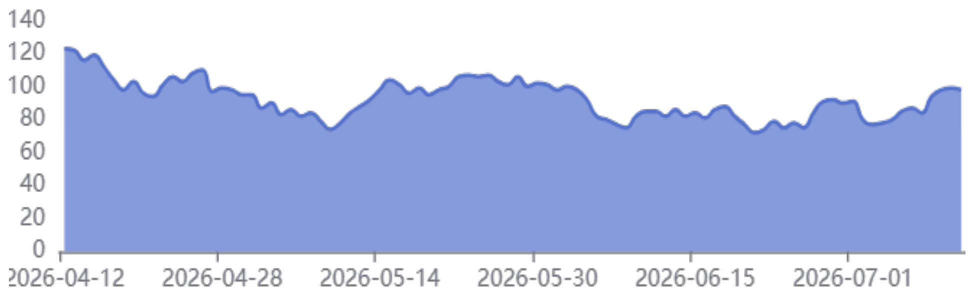
Type	M	T	W	Th	F	Sat	Sun
Cape	24	22	21	23	23	21	22



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.

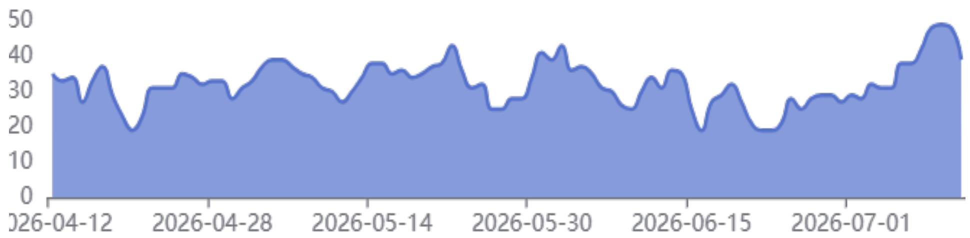
Type	M	T	W	Th	F	Sat	Sun
Cape	85	87	84	94	98	99	98



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	38	38	42	48	49	48	39

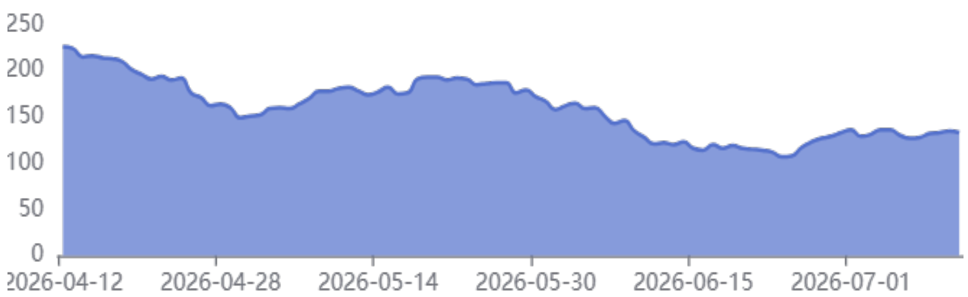


巴拿马型散货船 PANAMAX

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.

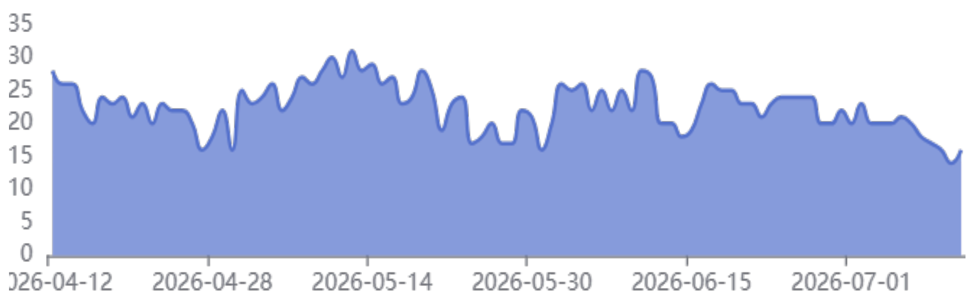
Type	M	T	W	Th	F	Sat	Sun
Pan.	130	127	128	132	133	135	133



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.

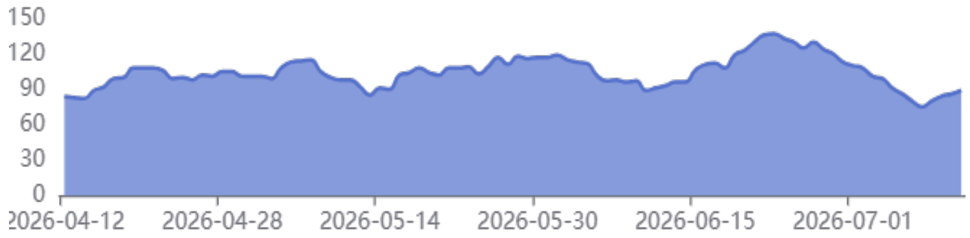
Type	M	T	W	Th	F	Sat	Sun
Pan.	8	8	8	10	10	10	10



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.	86	80	75	80	84	86	89

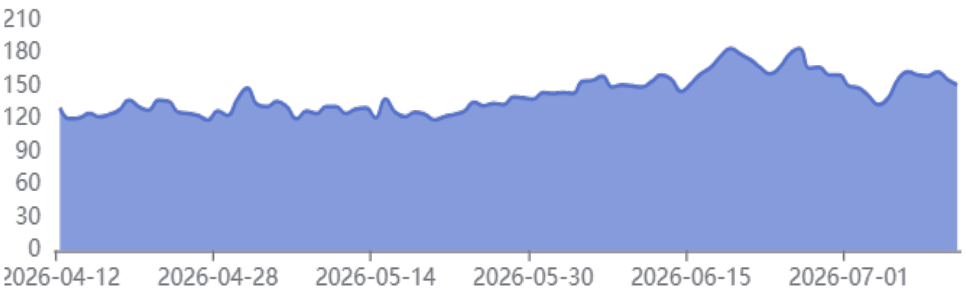


超大灵便型散货 SUPRAMAX

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.

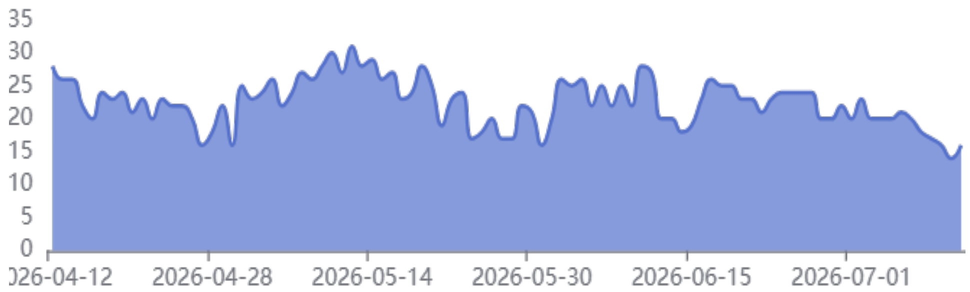
Type	M	T	W	Th	F	Sat	Sun
SMX	156	163	160	159	163	156	151



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.

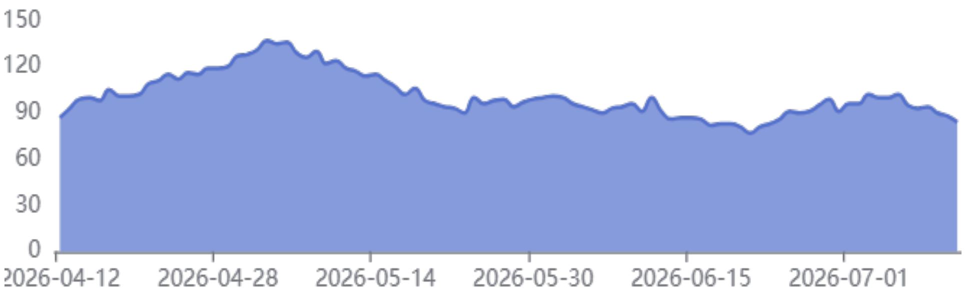
Type	M	T	W	Th	F	Sat	Sun
SMX	21	20	18	17	16	14	16



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.

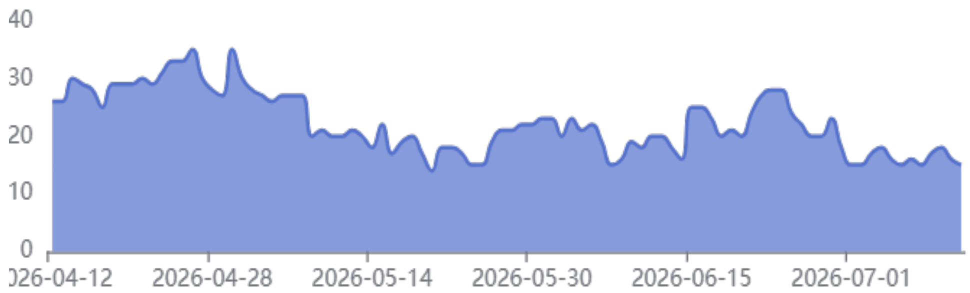
Type	M	T	W	Th	F	Sat	Sun
SMX	15	16	15	17	18	16	15



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.

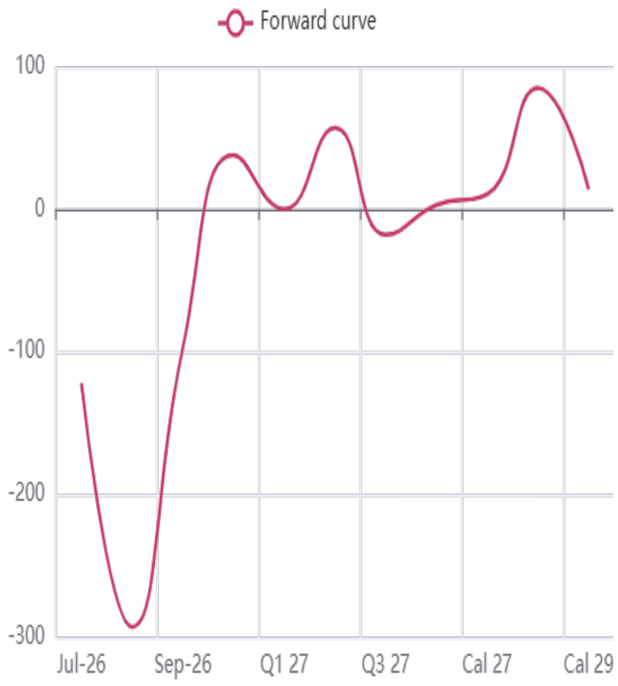
Type	M	T	W	Th	F	Sat	Sun
SMX	102	95	93	94	90	88	84



第五部分 远期运价协议 FFA

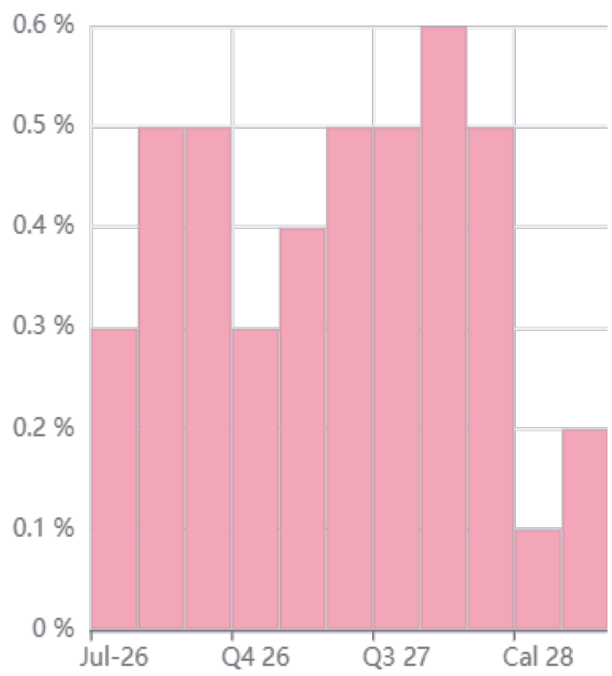
好望角型散货船Capesize

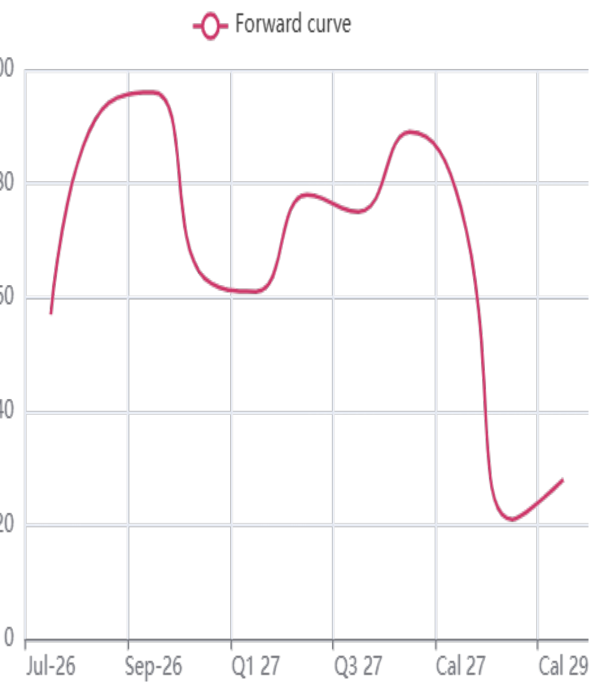
5TC	$/day	WoW	
Jul-26	39,199.00	-122.0	-0.3 %
Aug-26	37,935.00	-293.0	-0.8 %
Sep-26	39,117.00	-97.0	-0.2 %
Q4 26	38,632.67	38.0	0.1 %
Q1 27	28,374.00	0.0	0.0 %
Q2 27	34,574.00	57.0	0.2 %
Q3 27	32,653.00	-18.0	-0.1 %
Q4 27	32,767.00	3.0	0.0 %
Cal 27	32,092.00	10.5	0.0 %
Cal 28	28,317.00	85.0	0.3 %
Cal 29	25,853.00	14.0	0.1 %



巴拿马型散货船Panamax

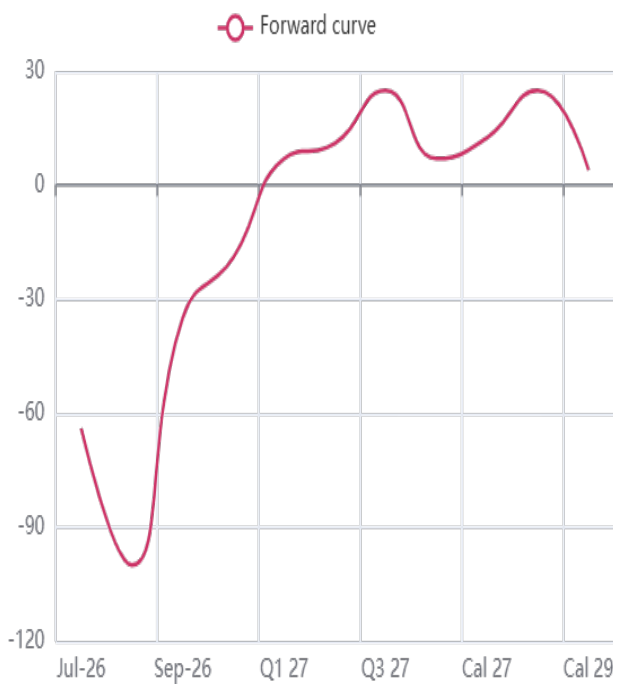
4TC	$/day	WoW	
Jul-26	19,936.00	57.0	0.3 %
Aug-26	19,414.00	93.0	0.5 %
Sep-26	19,771.00	96.0	0.5 %
Q4 26	19,244.00	63.33	0.3 %
Q1 27	15,607.00	61.0	0.4 %
Q2 27	17,171.00	78.0	0.5 %
Q3 27	16,368.00	75.0	0.5 %
Q4 27	15,864.00	89.0	0.6 %
Cal 27	16,252.50	75.75	0.5 %
Cal 28	14,682.00	21.0	0.1 %
Cal 29	13,964.00	28.0	0.2 %





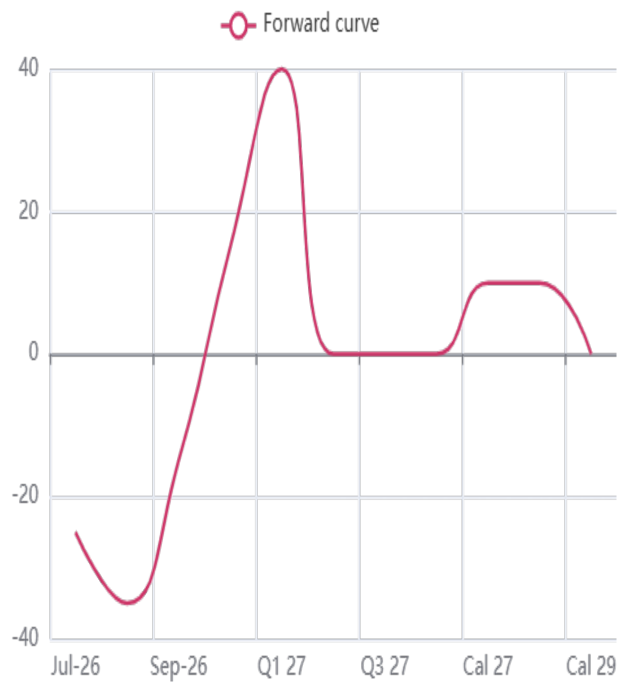
超大灵便型散货船Supramax

10TC	$/day	WoW	
Jul-26	21,077.00	-64.0	-0.3 %
Aug-26	20,830.00	-100.0	-0.5 %
Sep-26	20,595.00	-35.0	-0.2 %
Q4 26	19,912.33	-19.0	-0.1 %
Q1 27	15,820.00	7.0	0.0 %
Q2 27	17,013.00	11.0	0.1 %
Q3 27	16,166.00	25.0	0.2 %
Q4 27	15,945.00	7.0	0.0 %
16,236.00	Cal 27	12.5	0.1 %
Cal 28	14,738.00	25.0	0.2 %
Cal 29	14,434.00	4.0	0.0 %



灵便型散货船Handysize

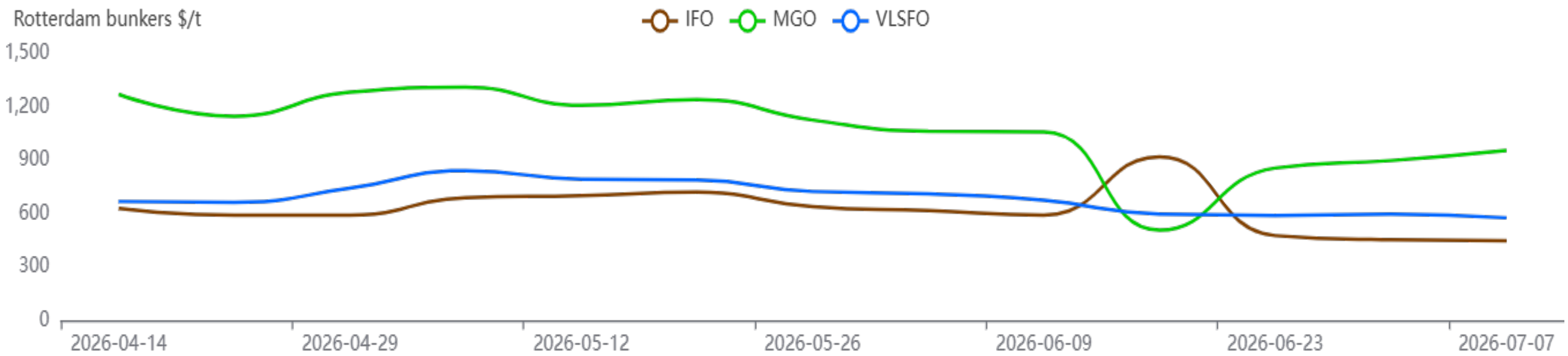
7TC	$/day	WoW	
Jul-26	16,845.00	-25.0	-0.1 %
Aug-26	16,825.00	-35.0	-0.2 %
Sep-26	16,425.00	-15.0	-0.1 %
Q4 26	15,553.33	15.0	0.1 %
Q1 27	12,260.00	40.0	0.3 %
Q2 27	13,810.00	0.0	0.0 %
Q3 27	13,100.00	0.0	0.0
Q4 27	12,670.00	0.0	0.0 %
Cal 27	12,960.00	10.0	0.1 %
Cal 28	11,920.00	10.0	0.1 %
Cal 29	11,635.00	0.0	0.0 %

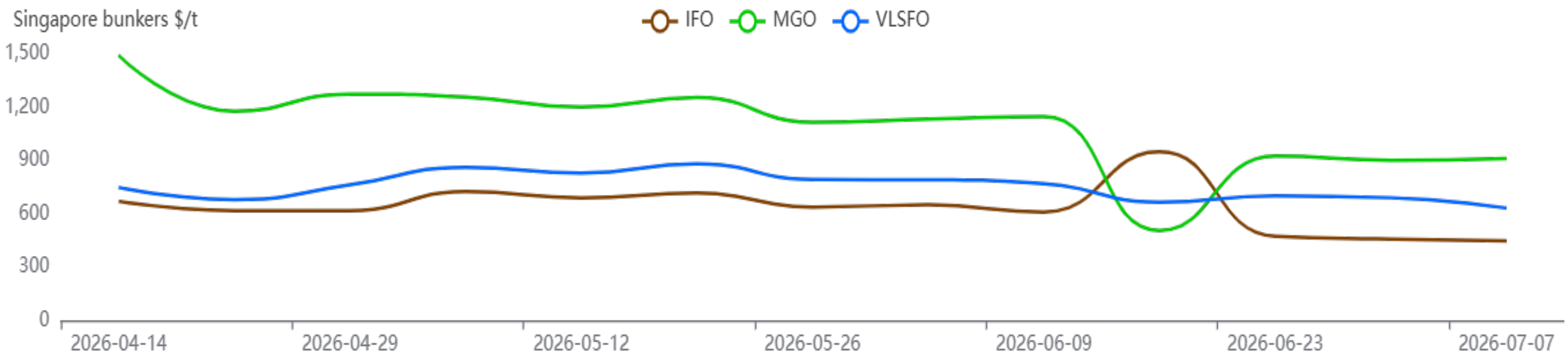


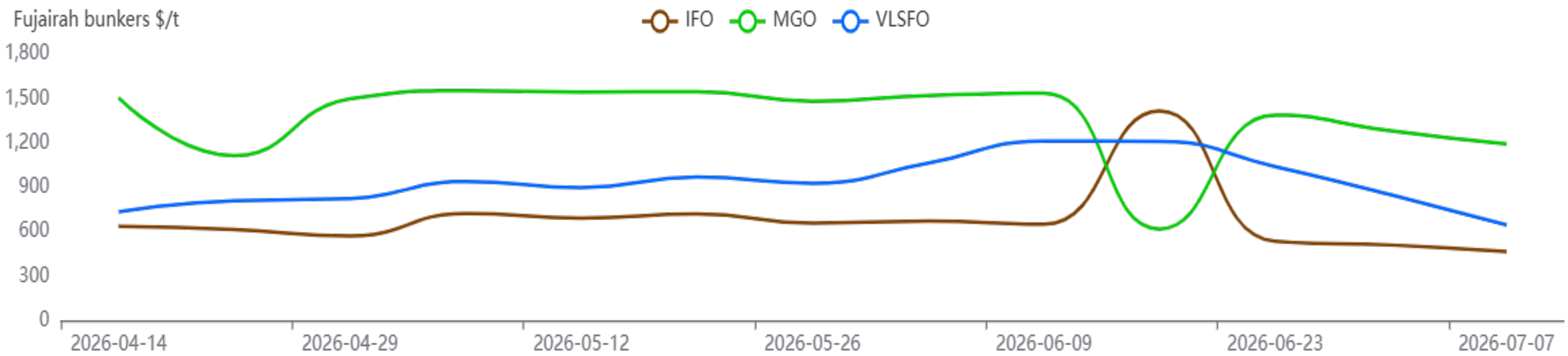
第六部分 燃油价格 BUNKER PRICE

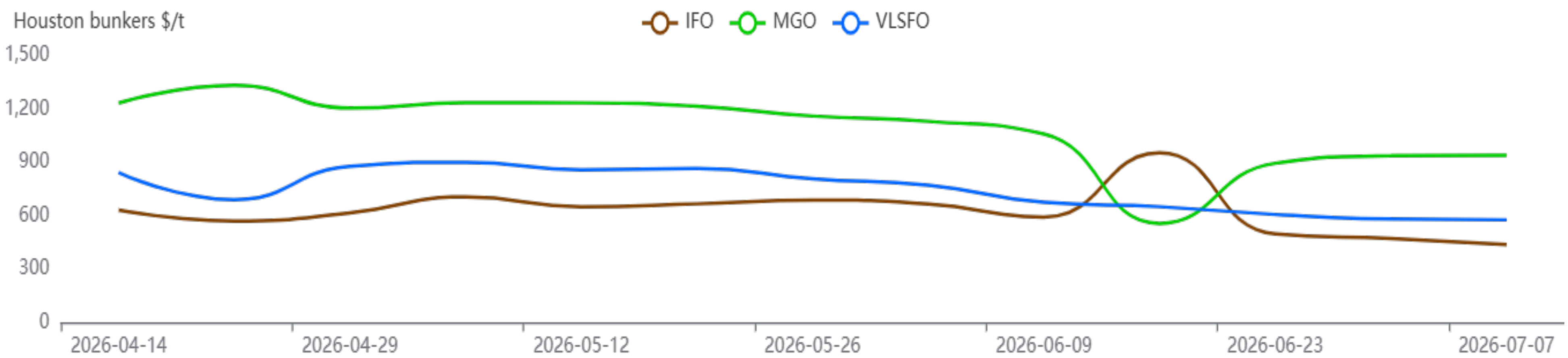
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	643.0	466.0	958.0	177.0	-31.0	-14.9	33.08
Singapore	633.0	448.0	912.0	185.0	-48.0	-20.6	15.99
Rotterdam	577.0	448.0	956.5	129.0	-15.0	-10.42	54.49
Fujairah	646.0	465.0	1193.0	181.0	-158.0	-46.61	-67.74
Houston	577.0	438.0	940.5	139.0	29.5	26.94	66.47

(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	207.0		7.0	3.5	-7.59	2.48
Maize	227.0		9.0	4.13	2.25	2.25
Soybeans	234.0		14.0	6.36	6.85	9.86
Rice	175.0		-1.0	-0.57	1.16	3.55
Barley	229.0		-3.0	-1.29	-3.78	4.09
Energy		**Index**	**+/-**	**Weekly**	**Monthly**	**YTD**
Crude Oil	USD/Bbl	74.67	4.76	6.81	-16.26	10.46
Brent	USD/Bbl	78.64	5.37	7.33	-14.64	13.49
Natural Gas	USD/MMBtu	3.34	0.09	2.77	3.73	-1.47
Gasoline	USD/Gal	3.01	0.1	3.44	-0.66	40.0
Heating Oil	USD/Gal	3.42	0.18	5.56	-3.66	41.91
Ethanol	USD/Gal	1.92	0.04	2.13	0.52	12.94
Naphtha	USD/T	624.45	-60.71	-8.86	-14.23	12.52
Propane	USD/Gal	0.71	-0.01	-1.39	-10.13	-4.05
Uranium	USD/Lbs	85.7	0.2	0.23	0.47	12.84
Methanol	CNY/T	2441.0	2.0	0.08	-24.26	3.74
TTF Gas	EUR/MWh	41.68	0.0	0.0	-15.09	22.16
UK Gas	GBp/thm	117.17	12.72	12.18	-0.71	44.07
Industrial		**Index**	**+/-**	**Weekly**	**Monthly**	**YTD**
Copper	USD/Lbs	6.04	-0.09	-1.47	-3.05	20.8
Coal	USD/T	128.0	-1.65	-1.27	-14.78	16.89
Steel	CNY/T	3085.0	36.0	1.18	-1.94	1.78
Iron Ore	USD/T	98.02	-2.18	-2.18	-3.3	2.94
Aluminum	USD/T	3158.0	59.85	1.93	-9.4	28.79
Lithium	CNY/T	164000.0	7500.0	4.79	-1.06	160.73
Metals		**Index**	**+/-**	**Weekly**	**Monthly**	**YTD**
Gold	USD/t.oz	4049.99	64.43	1.62	-2.86	21.71
Silver	USD/t.oz	58.55	0.37	0.64	-9.0	59.19
Platium	null	1581.1	25.1	1.61	-5.52	15.49
Currencies	**Index**		**+/-**	**Weekly**	**Monthly**	**YTD**
EUR/USD	1.14		0.0	0.0	-0.87	-2.56
USD/CNY	6.8		0.01	0.15	0.29	-5.16

第八部分 本周话题 WEEKLY TOPIC

集装箱船舶重返红海还有多远

7月8号市场信息，马士基集团与赫伯罗特宣布，双方旗下双子座合作航线中的一条将恢复苏伊士运河红海航线运营。此举是恢复经红海航道通行的亚欧集装箱航线的第一步。HIFLEET航运大数据最新监测数据显示，红海航道通行集装箱船数量呈现缓慢回升态势，但整体恢复节奏偏谨慎且不明显，绝大多数大型集装箱船依旧选择绕行非洲好望角规避红海安全风险。

6月18号美伊签署谅解备忘录后，市场对中东冲突升级、红海船只遭袭的恐慌情绪有所缓解，战争险保费小幅回落，降低企业通航成本压力。而脆弱的停火协议在7月9号再一次被打破，霍尔木兹海峡恢复通行变得琢磨不定。

绕行好望角会增加 3500至4000 海里航程，拉长 10至14 天运输时长，燃油消耗、船舶占用、船期延误、仓储资金占用成本同步上涨；红海航线能显著压缩时效、降低综合物流成本，对于生鲜、电商等高时效货种吸引力极强。马士基、赫伯罗特已分批恢复部分亚欧地中海干线经苏伊士通行，达飞、MSC 也开展小规模试航，中小航运公司会跟随头部企业的安全运营数据、风险模型调整航线策略。

红海航线恢复将缩短单船往返周期，同等船队规模下，全球有效集装箱运力预计提升 7%至9%；但航企分批复航，运力增量逐步释放，不会出现短期运力暴增冲击市场。中长期亚欧航线基准运价承压下行，绕行带来的燃油附加费、战争险附加费、拥堵附加费逐步缩减，40 尺集装箱综合运费较危机峰值回落 15%至30%。

那些经苏伊士的红海快线保留少量时效溢价，好望角慢线主打低价走量，两类航线价差长期存在，替代此前统一高价的市场格局。运价波动幅度收窄：航道多一条备选方案，地缘冲突带来的运价暴涨风险降低，现货运价稳定性提升。

欧洲地中海沿岸贸易商优先选择红海快线，北欧、西欧大宗货物仍偏好低成本好望角航线，区域贸易物流路径分化。所有航企建立 “双航线应急预案”，同步储备红海通行、好望角绕行两套运营方案，地缘风险纳入长期航线规划。苏伊士航线航程更短、燃油消耗更低，碳排放更少，契合欧盟碳税政策，长期会进一步推动航企在安全可控前提下优先选择红海通道。

若美伊协议破裂、胡塞武装重启大规模红海袭船，市场将快速逆转，集装箱船再度集体绕行好望角，运力收缩、运价再度冲高，港口拥堵、供应链延误问题重演，短期抵消航道复苏带来的所有利好。

Market Information on July 8th: Maersk Group and Hapag-Lloyd announced that one of their Gemini cooperation routes will resume operations on the Red Sea route through the Suez Canal. This move is the first step towards restoring the Asia-Europe container routes via the Red Sea shipping lane. The latest monitoring data from HIFLEET shipping big data shows that the number of container ships passing through the Red Sea route has shown a slow recovery trend, but the overall recovery pace is cautious and not obvious. The vast majority of large container ships still choose to bypass the Cape of Good Hope in Africa to avoid the safety risks in the Red Sea.

After the US and Iran signed the memorandum of understanding on June 18th, the market's panic over the escalation of conflicts in the Middle East and the attacks on ships in the Red Sea eased somewhat. The war insurance premiums slightly decreased, reducing the pressure on enterprises' transportation costs. However, the fragile ceasefire agreement was broken again on July 9th, and the resumption of traffic in the Strait of Hormuz became uncertain.

Taking a detour around the Cape of Good Hope will increase the voyage distance by 3,500 to 4,000 nautical miles, extend the transportation duration by 10 to 14 days, and simultaneously increase fuel consumption, vessel occupation, shipping schedule delays, and storage capital occupation costs. The Red Sea route can significantly shorten the delivery time and reduce the overall logistics costs, and is highly attractive for high-velocity goods such as fresh produce and e-commerce. Maersk and Hapag-Lloyd have partially resumed some of the Asia-Europe-Mediterranean trunk lines passing through Suez. CMA CGM and MSC have also conducted small-scale trial voyages. Small shipping companies will adjust their route strategies in accordance with the safety operation data and risk models of leading enterprises.

The resumption of the Red Sea route will shorten the round-trip cycle for individual vessels. Under the same fleet size, the global effective container transportation capacity is expected to increase by 7% to 9%. However, as airlines gradually resume operations and release the incremental capacity, there will be no sudden surge in short-term transportation capacity that would impact the market. In the medium and long term, the benchmark freight rates for the Asia-Europe routes are under pressure and are expected to decline. The additional charges for detouring, war risk insurance, and congestion are gradually reduced. The comprehensive freight rate for 40-foot containers has dropped by 15% to 30% compared to the peak during the crisis.

The Red Sea Express Line passing through Suez retains a small premium for time, while the Cape of Good Hope Slow Line focuses on low prices and large volumes. The price gap between these two routes has persisted for a long time, replacing the previous unified high-price market pattern. The fluctuation range of freight rates has narrowed: there is an additional alternative route for the shipping lanes, the risk of freight rate spikes caused by geopolitical conflicts has decreased, and the stability of current freight rates has improved.

Traders along the Mediterranean coast of Europe prefer the Red Sea route. In contrast, large-scale goods from Northern and Western Europe still favor the low-cost Cape of Good Hope route. The regional trade logistics routes have become differentiated. All airlines have established "dual-route contingency plans", simultaneously preparing two operation schemes: one for Red Sea passage and the other for detour via the Cape of Good Hope. Geopolitical risks have been incorporated into the long-term route planning. The Suez route has a shorter voyage, lower fuel consumption, and less carbon emissions. It is in line with the EU's carbon tax policy. In the long run, it will further encourage airlines to prioritize the Red Sea route under the premise of safety and controllability.

If the US-Iran agreement collapses and the Houthi rebels resume large-scale attacks on ships in the Red Sea, the market will quickly reverse. Container ships will once again collectively take a detour around the Cape of Good Hope. Capacity will shrink and freight rates will soar again. Port congestion and supply chain delays will recur. The short-term impact will completely offset all the positive effects brought about by the recovery of shipping routes.