



# 2025年 第12周市场周报

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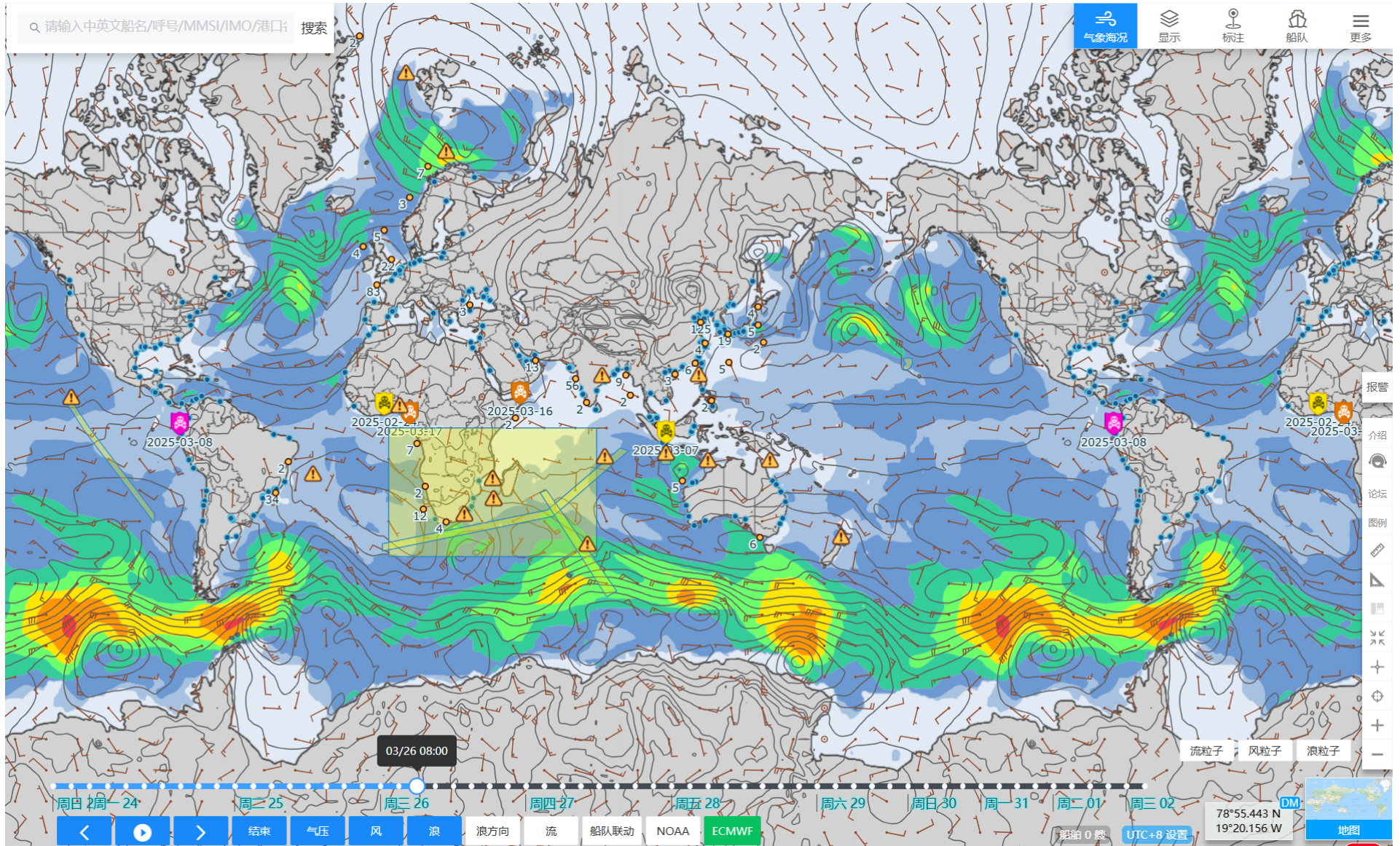
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# 第一部分 航运安全 SHIPPING SAFETY



## 航行警告 Navigation Warning

HiFleet显示全球目前有效的航行警告有475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 475 navigational warnings in effect around the ocean on hiFleet with the Far East 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4-6级，有时中浪；黄海风力4-5级，有时中浪；东海风力4-6级，中浪；台湾海峡4-5级风，中浪；南海大部海域风力3-4级，减弱，轻浪。太平洋北部和北大西洋的低气压还是比较活跃。The coming week the wind in Bohai Sea to be moderate with moderate sea occasionally. Wind in Yellow Sea stays moderate with moderate sea occasionally. And China East Sea will become strong with moderate sea. The wind in the Taiwan Strait stays moderate with moderate sea. In most of the South China Sea the wind becomes weak with slight sea. The low pressure activities still be active both in North of Pacific and Atlantic.

## 海盗事件 Piracy

3月17号，圣安东尼奥、圣多美和普林西比东南约37海里。10名武装海盗登上并劫持了一艘正在航行的油轮。他们绑架了包括船长和轮机长在内的10名船员。剩下的船员把油轮驶向一个安全的港口。这一事件已向当局报告。17.03.2025: 1845 UTC: Posn: 01:17.8N - 008:01.1E, Around 37nm SE of Santo Antonio, Sao Tome and Principe. Ten armed pirates boarded and hijacked a tanker underway. They kidnapped 10 crew members including the Captain and Chief Engineer. The remaining crew members sailed the tanker to a safe port. The incident was reported to the authorities.

## 海上事件 Marine Incidents

3月21号市场消息报道，一群黑客声称进行了一次网络攻击，据称破坏了116艘伊朗货船通信。On March 21, Market News reported that a group of hackers claimed to have carried out a cyber attack that allegedly disrupted the communications of 116 Iranian cargo ships.

## 其它 Others

没有 Nil

## 备注 Remark

本报告数据截止时间为2025年3月23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 Mar 23rd of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

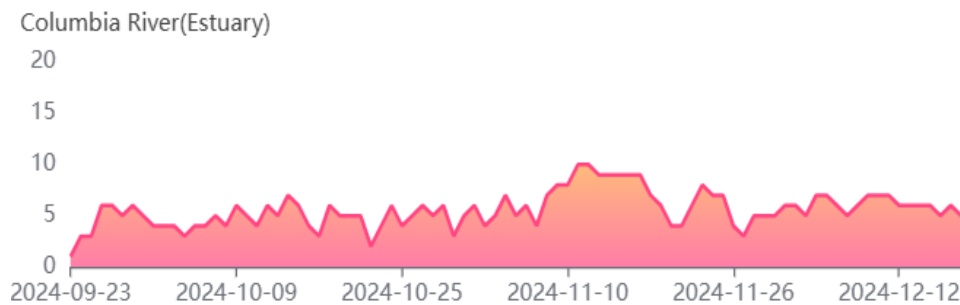
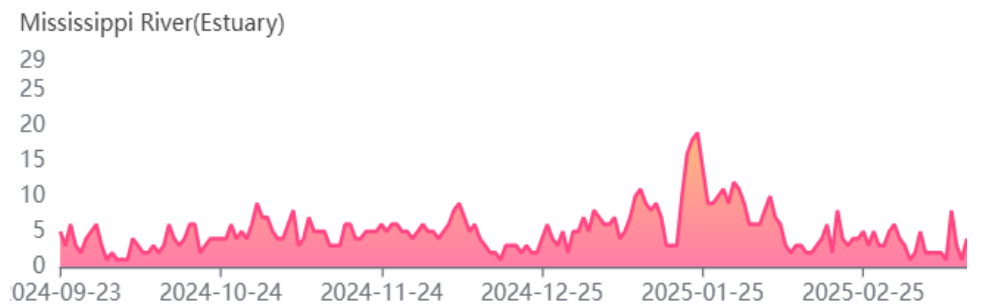
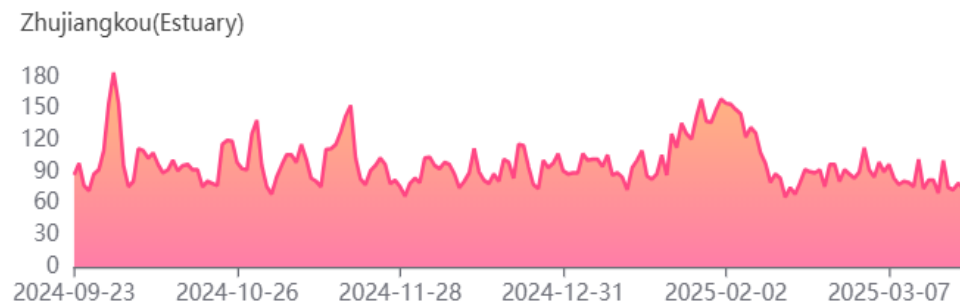
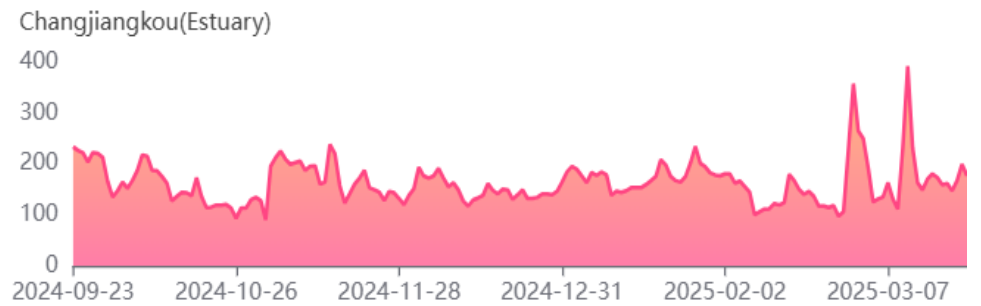
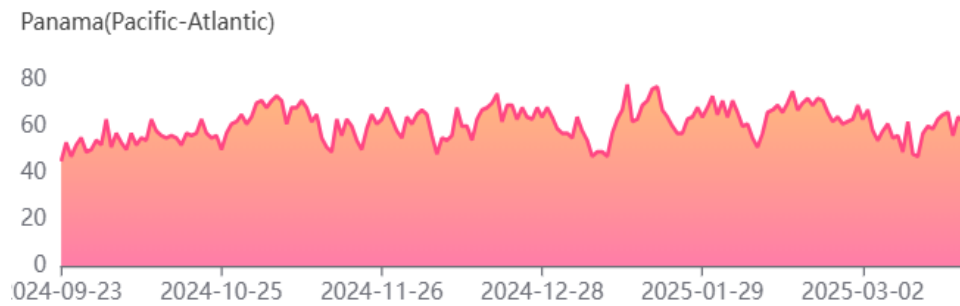
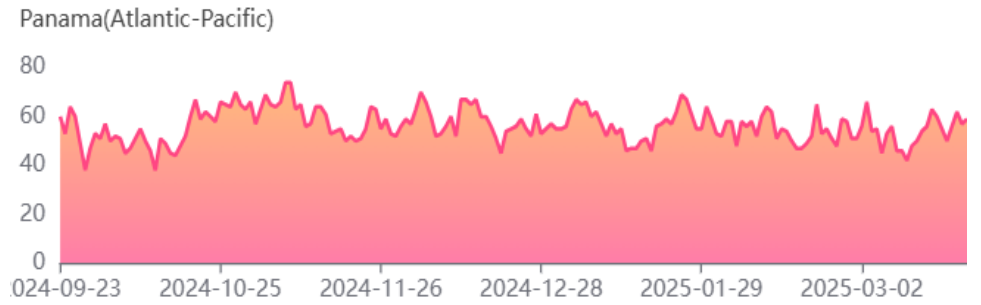
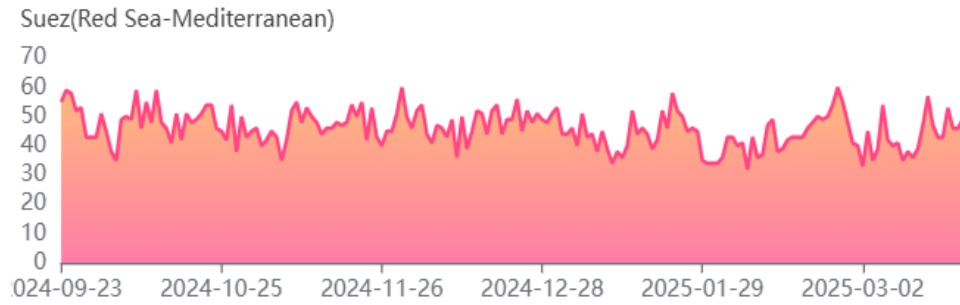
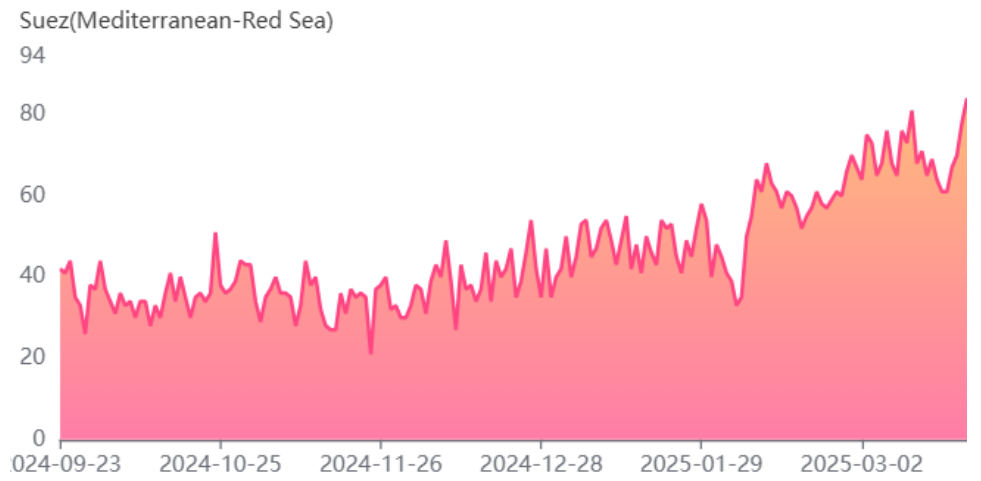


## 第二部分 航运数据 SHIPPING DATA

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	44	1300	31	89
Miss.Riv.	4	78	2	-100
CJK	176	5218	-263	805
Pa.Atlan.	59	1562	57	-56
Colum.Riv.	6	167	8	-11
Suez.Med.	84	1982	-14	446
Pa.Pac.	60	1737	57	-184
ZJK	56	2473	-44	-801

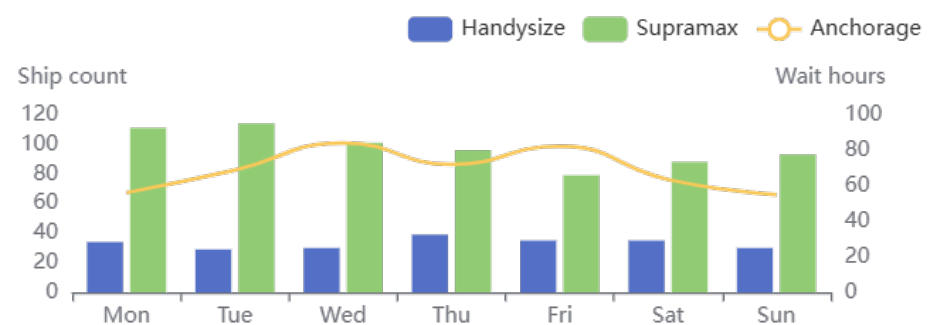


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

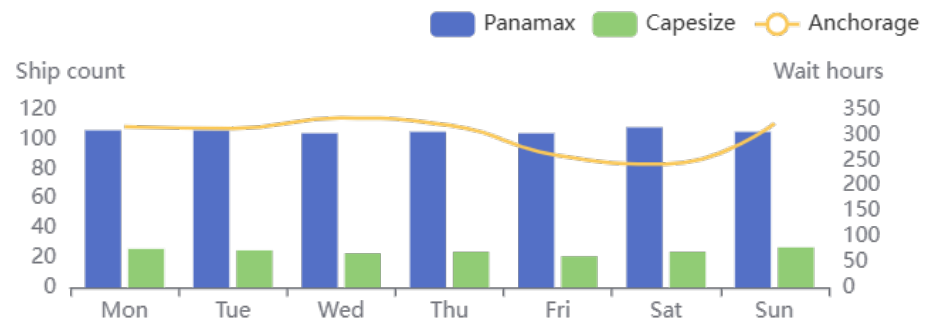
Type	M	T	W	Th	F	Sat	Sun
HDY	34	29	30	39	35	35	30
SMX	111	114	101	96	79	88	93
WT.h.	56.1	68.8	84.1	72	82.3	63.5	55



## 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

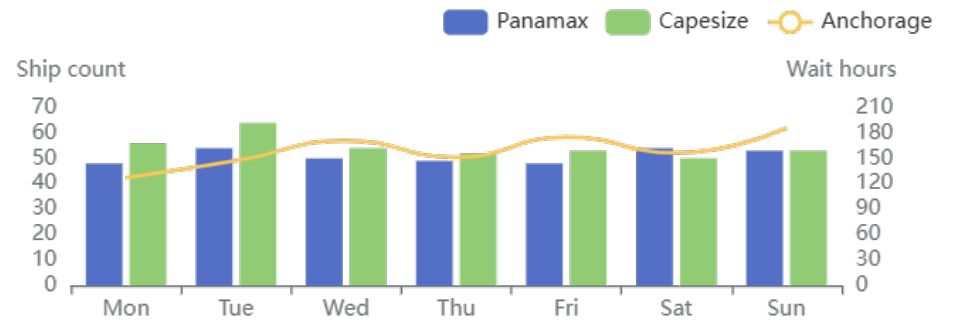
Type	M	T	W	Th	F	Sat	Sun
Pan.	106	106	104	105	104	108	105
Cap	26	25	23	24	21	24	27
WT.h.	316.5	313.1	333.6	319	259.8	242.9	323



## 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

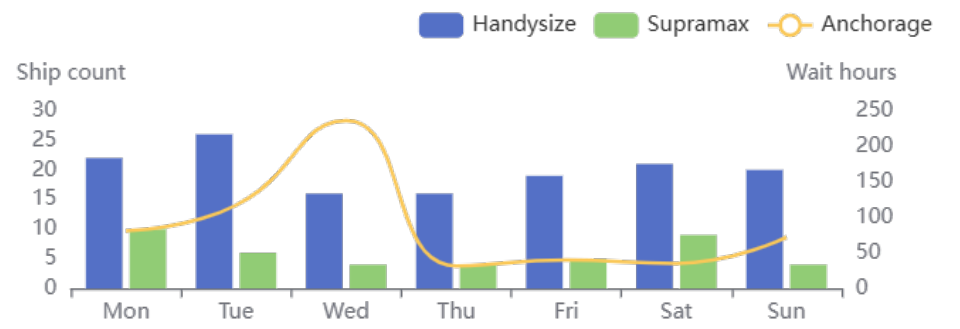
Type	M	T	W	Th	F	Sat	Sun
Pan.	48	54	50	49	48	54	53
Cap	56	64	54	52	53	50	53
WT.h.	127.3	147.3	170.9	151.3	175.3	156.5	186



## 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 &amp; Handy Num. and Waiting Time Information in Anchorages of Black Sea

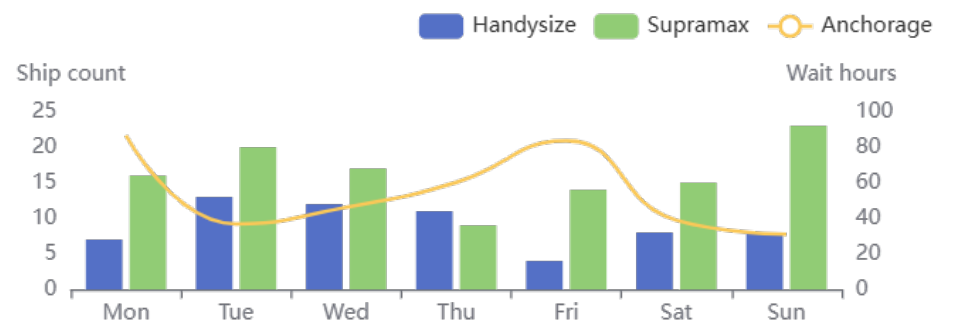
Type	M	T	W	Th	F	Sat	Sun
HDY	22	26	16	16	19	21	20
SMX	10	6	4	4	5	9	4
WT.h.	81.2	117	236.1	31.7	40.1	35.2	72



## 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

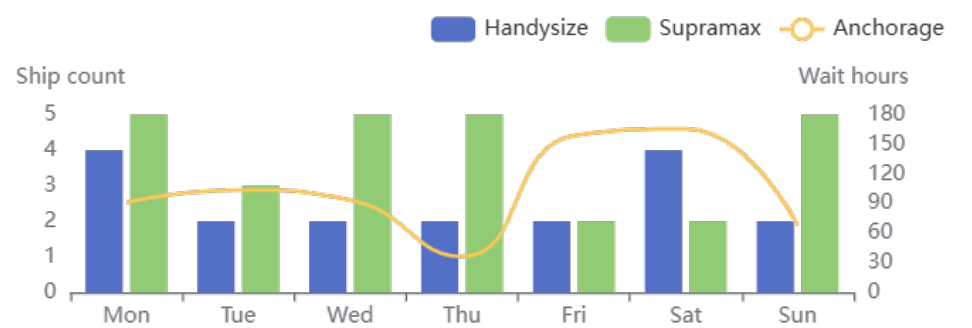
Type	M	T	W	Th	F	Sat	Sun
HDY	7	13	12	11	4	8	8
SMX	16	20	17	9	14	15	23
WT.h.	86.6	36.8	46.2	60.25	83.7	38.9	31



## 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

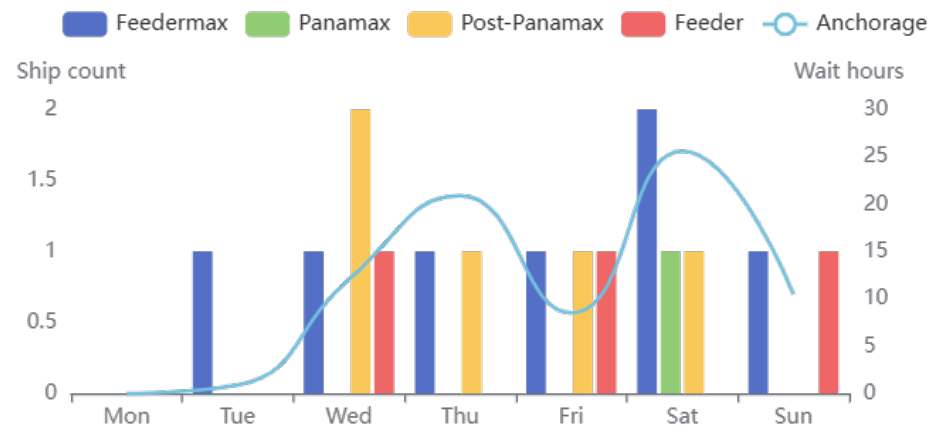
Type	M	T	W	Th	F	Sat	Sun
HDY	4	2	2	2	2	4	2
SMX	5	3	5	5	2	2	5
WT.h.	91.2	103.8	93.6	36.2	158.7	165.6	68



## 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

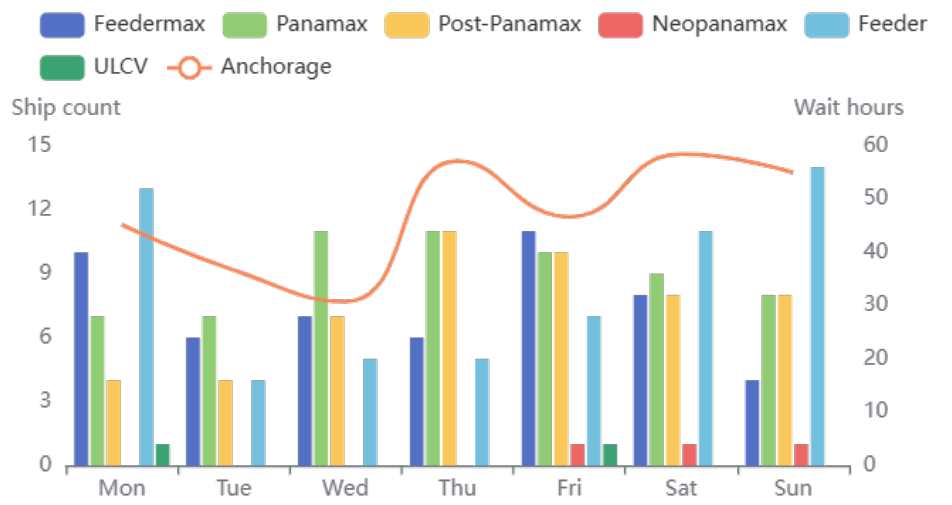
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	1	1	1	1	2	1
Pan.	0	0	0	0	0	1	0
PPx	0	0	2	1	1	1	0
NPx	0	0	0	0	0	0	0
Fd	0	0	1	0	1	0	1
WT.h.	0.0	0.9	12.05	20.9	8.5	25.6	10.5
Ulcw	0	0	0	0	0	0	0



## 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

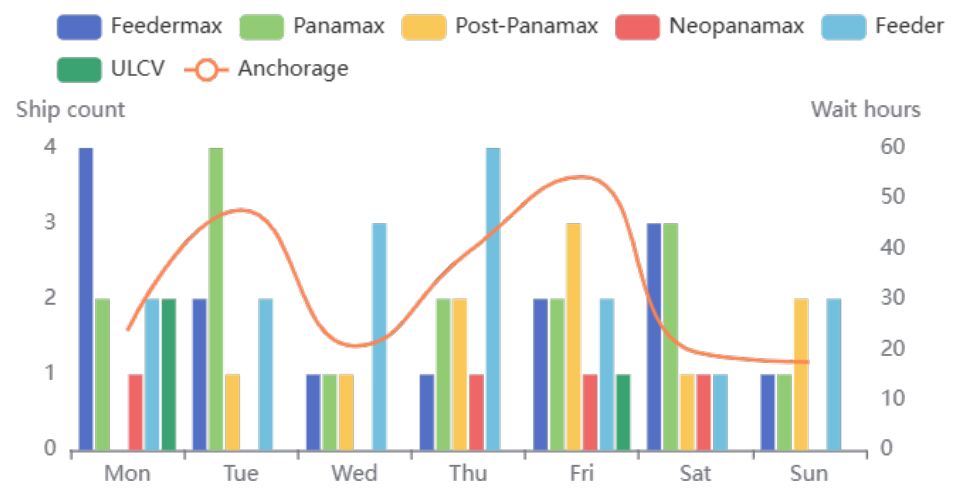
Type	M	T	W	Th	F	Sat	Sun
F.ma.	10	6	7	6	11	8	4
Pan.	7	7	11	11	10	9	8
PPx	4	4	7	11	10	8	8
NPx	0	0	0	0	1	1	1
Fd	13	4	5	5	7	11	14
Ulcw	1	0	0	0	1	0	0
WT.h.	45.2	36.7	30.8	57.2	46.7	58.5	55



## 最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

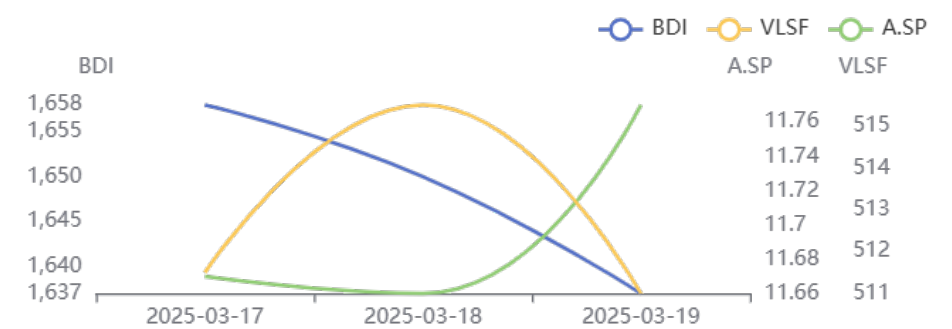
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	2	1	1	2	3	1
Pan.	2	4	1	2	2	3	1
PPx	0	1	1	2	3	1	2
NPx	1	0	0	1	1	1	0
Fd	2	2	3	4	2	1	2
Ulcw	2	0	0	0	1	0	0
WT.h.	23.7	47.7	20.7	39.3	54.3	19.5	17.5



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

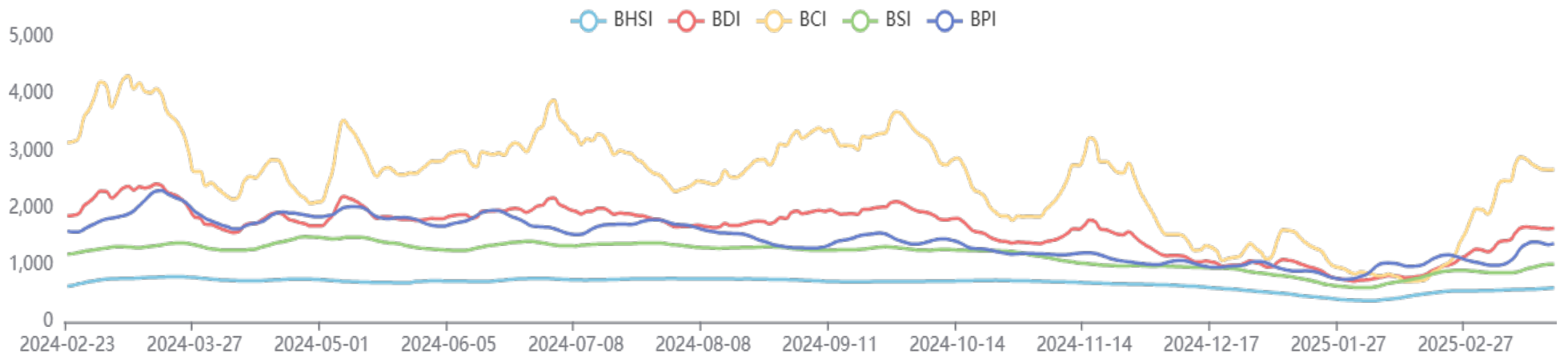
Type	M	T	W	Th	F	Sat	Sun
BDI	1403	1405	1377				
VLSF	511.50	515.50	511.00	512.50			
A.SP	11.67	11.66	11.77	11.81	11.39	11.88	



# 第三部分 航运市场 SHIPPING MARKET

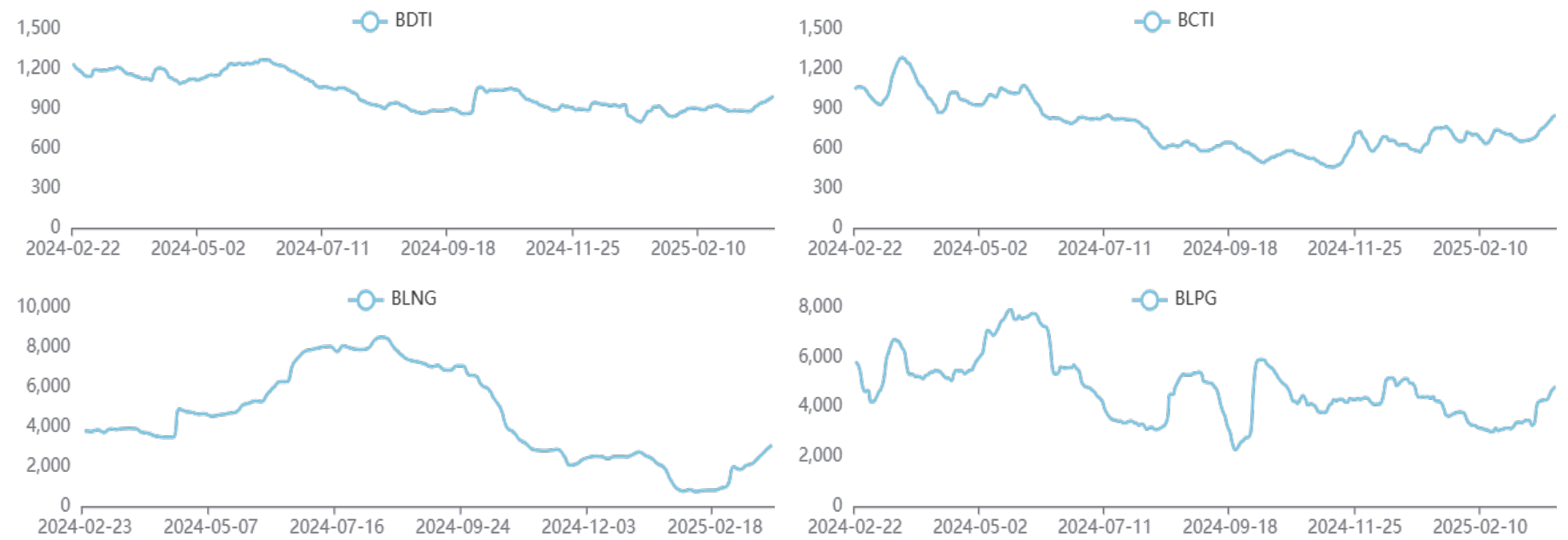
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1643	-26.0	-1.56	67.48	-26.65
BCI	2676	-181.0	-6.34	170.03	-25.42
BPI	1375	10.0	0.73	17.52	-37.61
BSI	1012	82.0	8.82	14.22	-26.61
BHSI	596	24.0	4.2	11.61	-25.03



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	990	49.0	5.21	8.67	-15.6
BCTI	848	98.0	13.07	18.27	-32.05
BLNG	3083	613.0	24.82	234.02	-20.93
BLPG	4791	530.0	12.44	54.15	-13.52





## 第四部分 运力分布 SUPPLY DISTRIBUTION

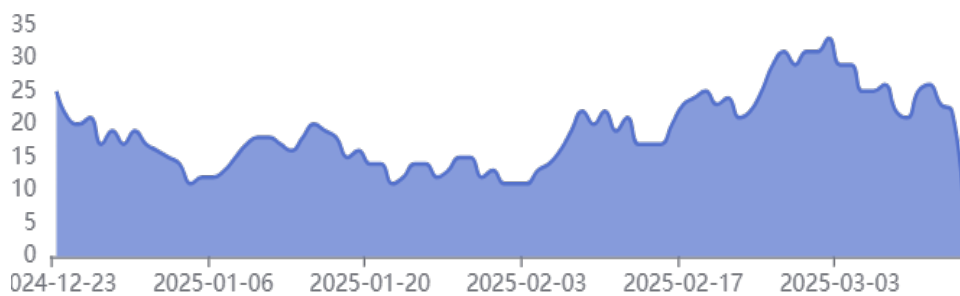


### 好望角型散货船 Capesize

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.

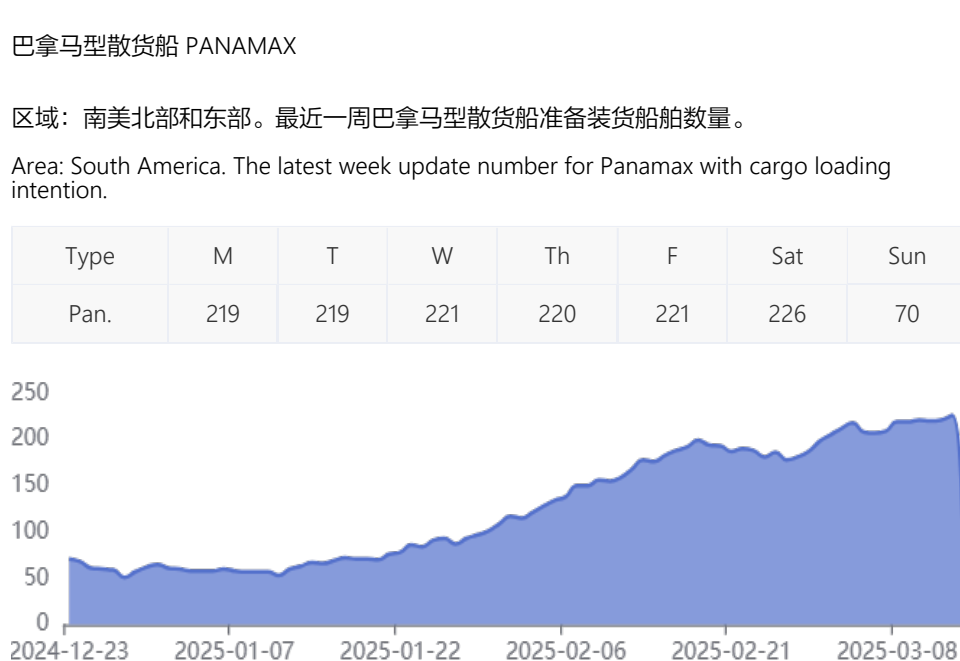
Type	M	T	W	Th	F	Sat	Sun
Cape	22	21	25	26	23	22	8



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.

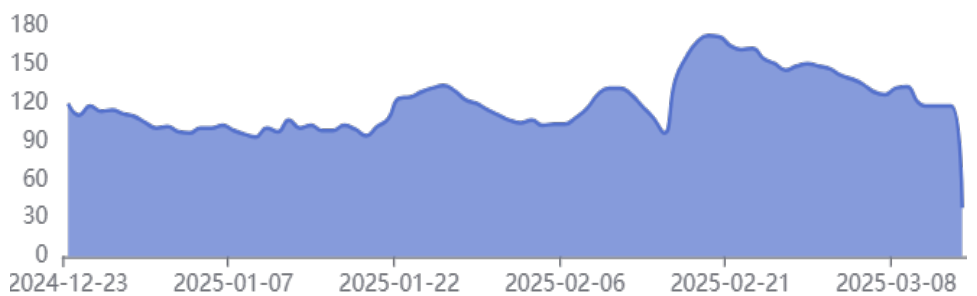
Type	M	T	W	Th	F	Sat	Sun
Cape	39	45	40	39	36	30	9



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.

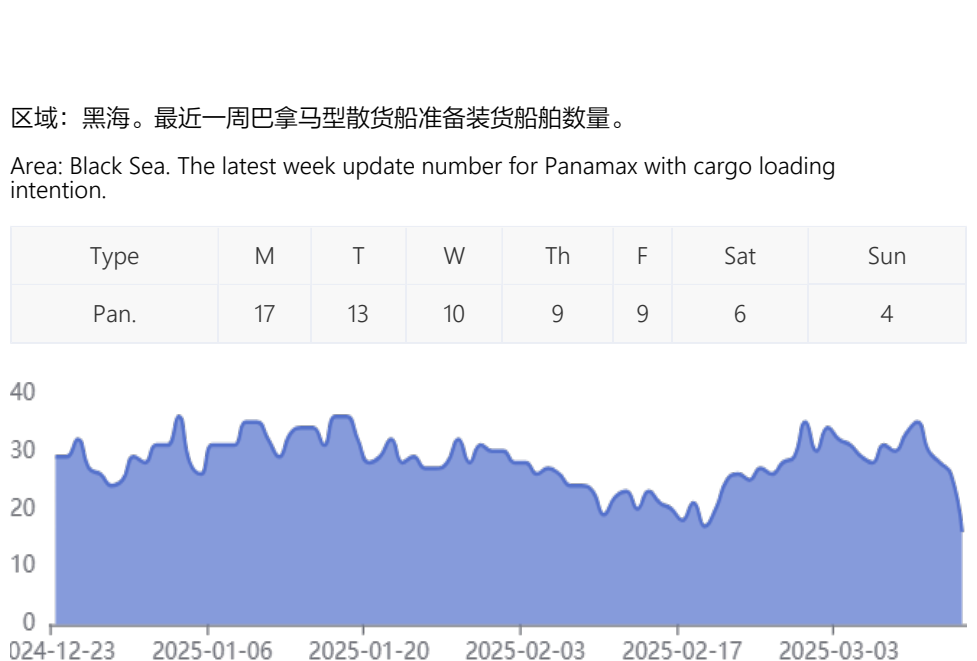
Type	M	T	W	Th	F	Sat	Sun
Cape	131	132	120	117	117	117	38



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.	17	13	10	9	9	6	4

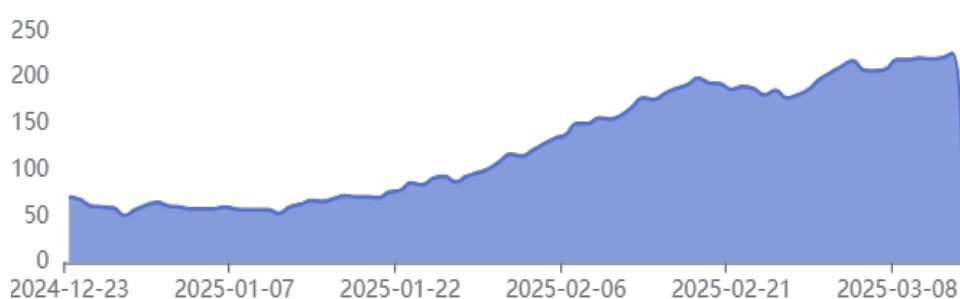


### 巴拿马型散货船 PANAMAX

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.

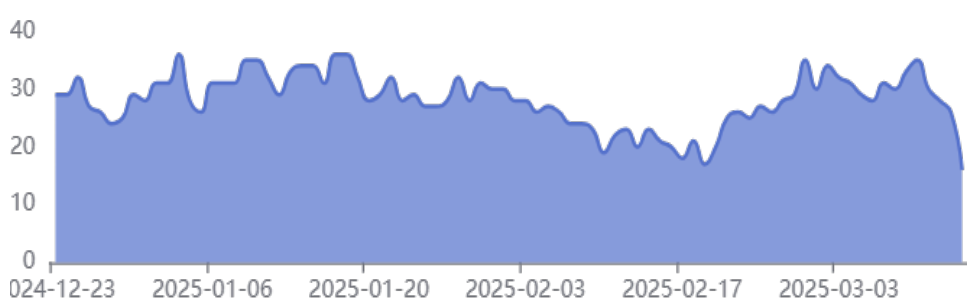
Type	M	T	W	Th	F	Sat	Sun
Pan.	219	219	221	220	221	226	70



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.

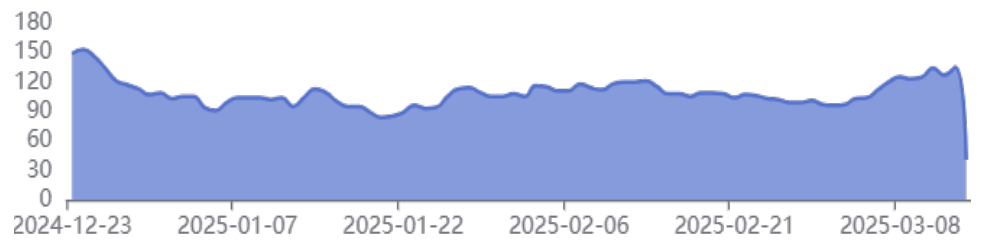
Type	M	T	W	Th	F	Sat	Sun
Pan.	17	13	10	9	9	6	4



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.	125	123	125	134	127	135	41

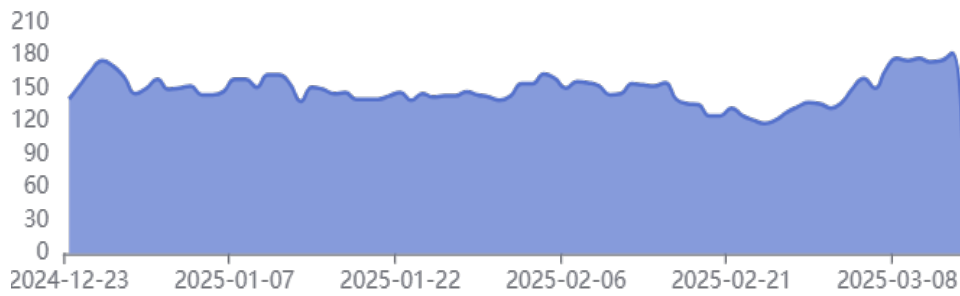


#### 超大灵便型散货 SUPRAMAX

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.

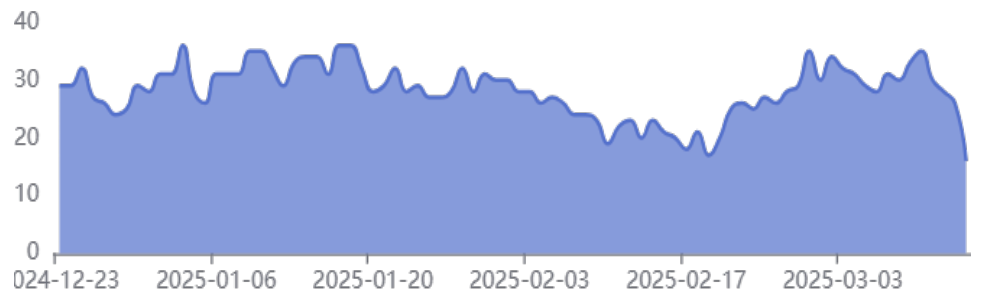
Type	M	T	W	Th	F	Sat	Sun
SMX	177	175	177	174	175	182	77



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.

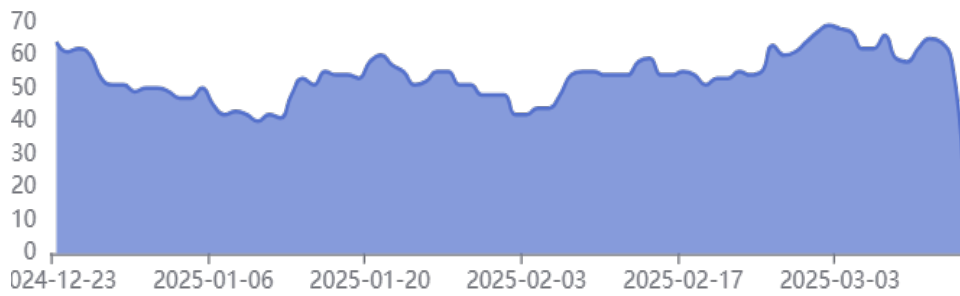
Type	M	T	W	Th	F	Sat	Sun
SMX	30	33	35	30	28	26	16



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.

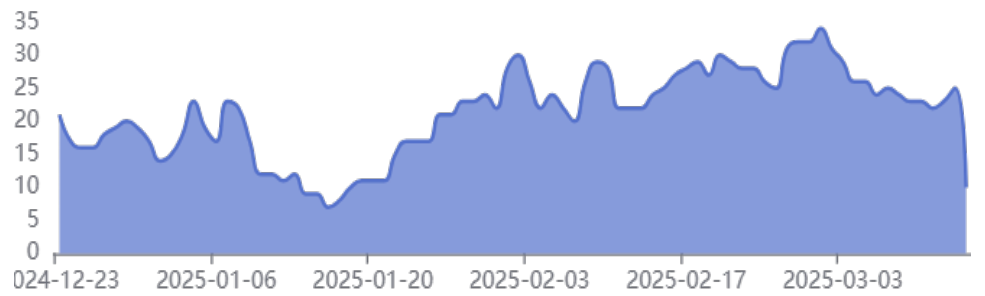
Type	M	T	W	Th	F	Sat	Sun
SMX	24	23	23	22	23	25	10



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	59	58	62	65	64	58	25

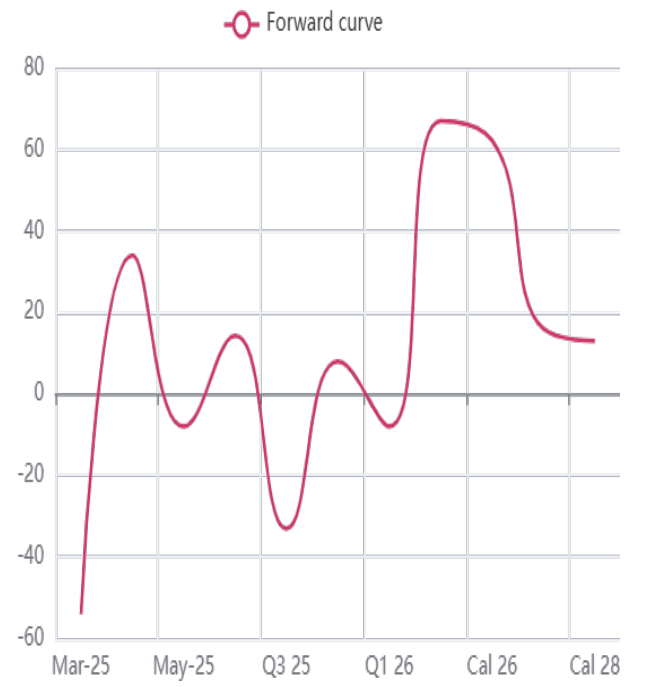




# 第五部分 远期运价协议 FFA

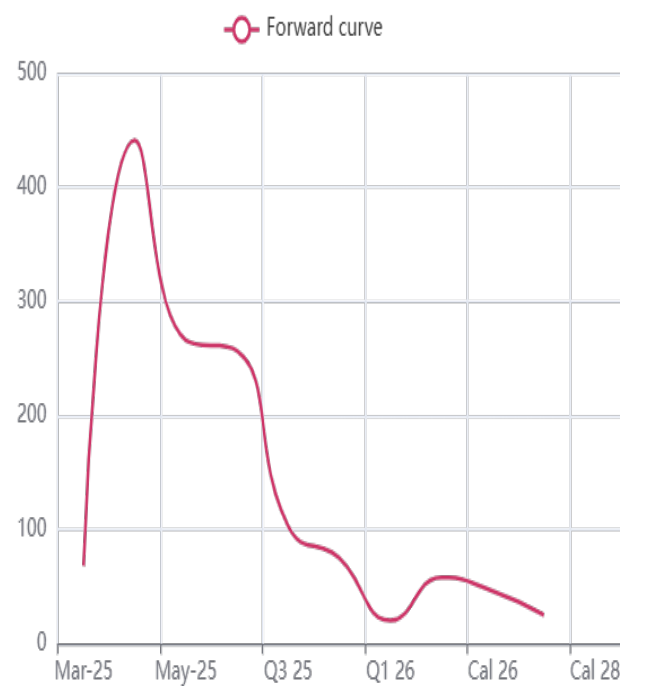
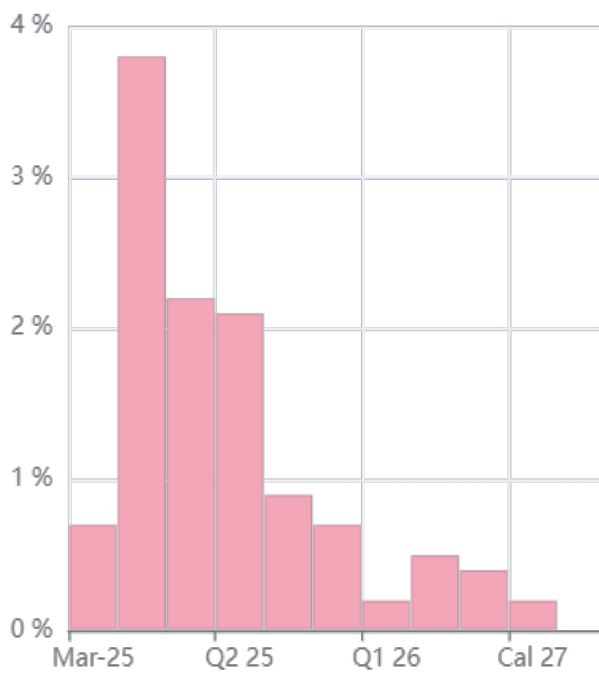
## 好望角型散货船Capesize

5TC	\$/day	WoW	
Mar-25	21,304.00	-54.0	-0.3 %
Apr-25	21,888.00	34.0	0.2 %
May-25	22,925.00	-8.0	0.0 %
Q2 25	22,587.67	14.33	0.1 %
Q3 25	22,901.67	-33.0	-0.1 %
Q4 25	23,000.00	8.0	0.0 %
Q1 26	13,275.00	-8.0	-0.1 %
Q2 26	19,125.00	67.0	0.4 %
Cal 26	19,858.00	62.25	0.3 %
Cal 27	20,029.00	16.0	0.1 %
Cal 28	19,442.00	13.0	0.1 %



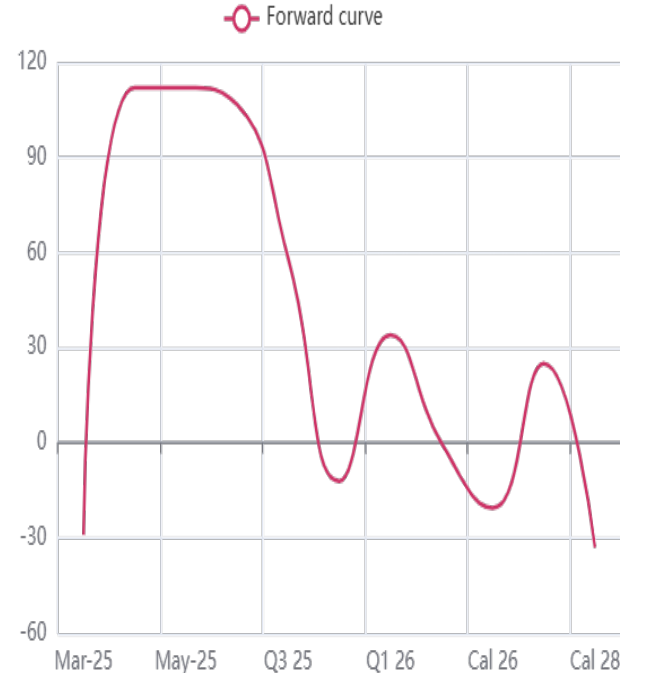
## 巴拿马型散货船Panamax

4TC	\$/day	WoW	
Mar-25	9,933.00	68.0	0.7 %
Apr-25	12,104.00	441.0	3.8 %
May-25	12,508.00	266.0	2.2 %
Q2 25	12,343.00	256.67	2.1 %
Q3 25	12,215.33	103.0	0.9 %
Q4 25	11,413.00	75.0	0.7 %
Q1 26	9,758.00	20.0	0.2 %
Q2 26	11,475.00	58.0	0.5 %
Cal 26	10,787.75	46.0	0.4 %
Cal 27	10,888.00	25.0	0.2 %
Cal 28	-	-	-



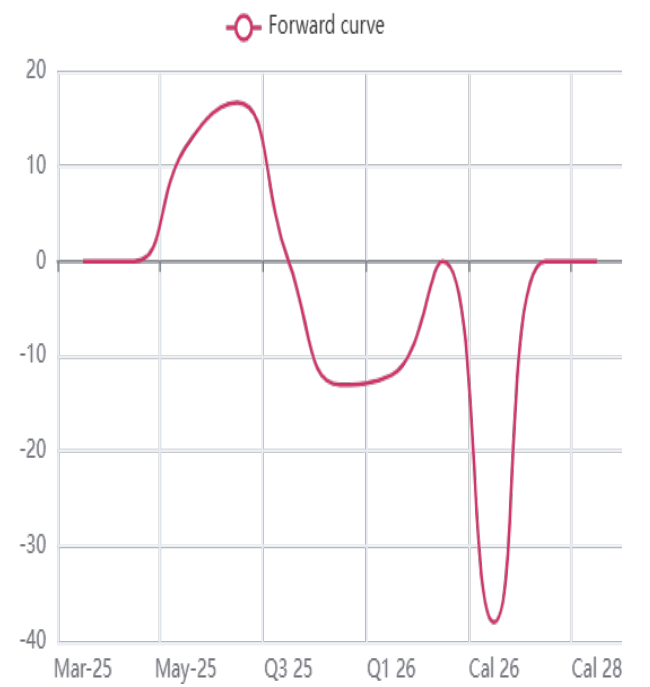
## 超大灵便型散货船Supramax

10TC	\$/day	WoW	
Mar-25	9,938.00	-29.0	-0.3 %
Apr-25	11,625.00	112.0	1.0 %
May-25	12,075.00	112.0	0.9 %
Q2 25	11,941.67	106.67	0.9 %
Q3 25	11,972.33	58.33	0.5 %
Q4 25	11,446.00	-12.0	-0.1 %
Q1 26	9,613.00	34.0	0.4 %
Q2 26	11,058.00	0.0	0.0 %
10,846.25	Cal 26	-20.5	-0.2 %
Cal 27	10,904.00	25.0	0.2 %
Cal 28	11,142.00	-33.0	-0.3 %



灵便型散货船Handysize

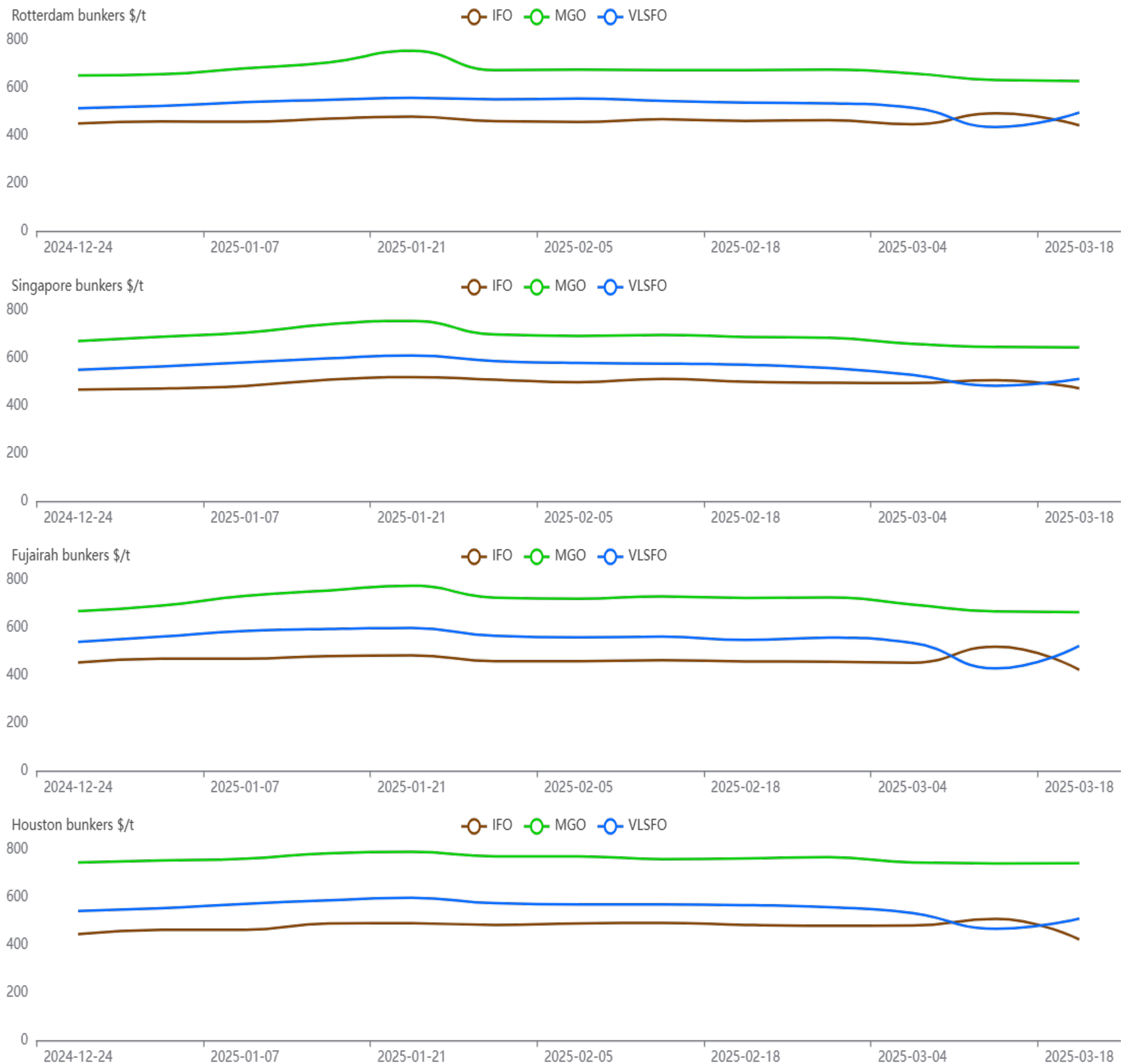
7TC	\$/day	WoW	
Mar-25	10,388.00	0.0	0.0 %
Apr-25	11,450.00	0.0	0.0 %
May-25	11,650.00	12.0	0.1 %
Q2 25	11,579.33	16.67	0.1 %
Q3 25	11,491.67	0.0	0.0 %
Q4 25	11,150.00	-13.0	-0.1 %
Q1 26	9,469.00	-12.0	-12.0
Q2 26	10,831.00	0.0	0.0 %
Cal 26	10,525.00	-38.0	-0.4 %
Cal 27	10,775.00	0.0	0.0 %
Cal 28	10,769.00	0.0	0.0 %



## 第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	506.5	472.5	679.0	34.0	9.0	36.0	-37.04
Singapore	513.5	474.0	645.0	39.5	63.0	-268.09	-44.37
Rotterdam	497.0	444.0	629.5	53.0	111.0	-191.38	-31.17
Fujairah	524.5	423.5	666.0	101.0	192.5	-210.38	11.6
Houston	511.0	423.5	743.0	87.5	129.0	-310.84	5.42

(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		203.0	4.0	2.01	-2.4	3.57
Maize		231.0	-2.0	-0.86	-4.94	17.26
Soybeans		204.0	0.0	0.0	0.49	-19.69
Rice		180.0	-1.0	-0.55	-3.23	-18.18
Barley		235.0	1.0	0.43	0.43	15.2
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	67.94	1.89	2.86	-5.73	-17.69
Brent	USD/Bbl	71.48	2.12	3.06	-5.98	-17.5
Natural Gas	USD/MMBtu	4.04	-0.46	-10.22	2.02	133.53
Gasoline	USD/Gal	2.19	0.1	4.78	4.78	-20.07
Heating Oil	USD/Gal	2.22	0.04	1.83	-9.02	-19.57
Ethanol	USD/Gal	1.76	0.06	3.53	-4.86	9.32
Naphtha	USD/T	608.3	7.77	1.29	-7.17	-14.66
Propane	USD/Gal	0.86	0.02	2.38	-6.52	6.17
Uranium	USD/Lbs	63.8	-0.6	-0.93	-3.99	-29.89
Methanol	CNY/T	2620.0	-30.0	-1.13	2.18	1.0
TTF Gas	EUR/MWh	41.22	-0.21	-0.51	-17.39	43.17
UK Gas	GBP/thm	100.62	-0.94	-0.93	-13.21	36.69
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.95	0.31	6.68	8.32	21.62
Coal	USD/T	98.75	-5.85	-5.59	-2.08	-23.89
Steel	CNY/T	3217.0	-3.0	-0.09	-0.8	-9.25
Iron Ore	USD/T	102.32	1.33	1.32	-4.22	-2.09
Aluminum	USD/T	2690.5	0.5	0.02	0.75	18.76
Lithium	CNY/T	74900.0	0.0	0.0	-1.64	N/A
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3012.03	113.32	3.91	2.49	39.86
Silver	USD/t.oz	33.92	1.71	5.31	3.38	36.22
Platium	null	1026.2	69.3	7.24	3.43	N/A
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.09	0.0	0.0	4.81	0.93
USD/CNY		7.23	-0.01	-0.14	-0.82	0.28



## 第八部分 本周话题 WEEKLY TOPIC



### 液化天然气燃料的实际需求到底有多大

根据hiFleet航运大数据分析，LNG双燃料新造船的签约数量从2024年年中开始急剧上升，去年订购了264艘，是前一年的两倍多，液化天然气加注也正在获得一些重要的需求。越来越多的港口提供液化天然气燃料补给，最新统计数据显示为198个。今年前两个月至少新增7个液化天然气燃料补给船订单，占2024年全年订单总量的一半。

最近万海航运称，本计划使用甲醇的集装箱船将切换改装使用液化天然气燃料，这一改装涉及2.4亿美元预算。该班轮公司准备为每艘船支付逾3000万美元改装费，将新船升级为液化天然气双燃料船，这是继AP穆勒-马士基（AP Moller-Maersk）和Evergreen等知名公司之后，最新一家选择液化天然气作为燃料而非甲醇的班轮公司。绿色甲醇的稀缺和高价格被认为是班轮公司从甲醇转向液化天然气的原因。未来全球船舶燃料的发展将呈现多元化与清洁化并行的趋势，其中液化天然气（LNG）及其衍生的生物LNG（液化生物甲烷）作为过渡燃料占据重要地位。

LNG因供应链完善、技术成熟，已广泛用于双燃料船舶。与传统燃油相比，LNG可减少20%的二氧化碳排放，而生物LNG（由有机废物制成）的减排更高达92%。目前全球LNG动力船数量已从2015年的62艘增至2023年的471艘，且中国新造船订单中LNG双燃料船舶占比显著提升。

香港等航运枢纽近期完成“船对船”LNG加注作业，标志着区域加注网络的完善。中国沿海地区依托工业

基础与政策支持，成为LNG双燃料动力船制造与改造的核心区域。

IMO的硫排放限制（2020年起硫含量 $\leq 0.5\%$ ）推动低硫燃料需求，而欧盟碳关税等政策进一步强化LNG的过渡地位，LNG路径可能是当前唯一可规模化实现2050减排目标的方案。甲醇凭借与柴油相似的特性，成为改装双燃料船舶的首选。截至2024年底，全球手持订单中甲醇燃料船达322艘，远超氨燃料的27艘。马士基等企业已启动多艘集装箱船的甲醇动力改装，投资超1.2亿美元。

氨虽可实现零碳排放，但发动机技术、安全标准及加注网络尚未成熟。2024年全球首次氨燃料船对船转运试验成功，但大规模应用仍需5-10年时间。

中国占据全球74.7%的新船订单，现代造船推动LNG双燃料动力船制造；欧洲则通过严格环保法规（如欧盟碳排放交易体系）主导标准制定。

未来十年，全球船舶燃料将呈现“过渡燃料规模化、零碳燃料试点化”的格局。LNG及生物LNG凭借现有优势主导中期市场，而绿色甲醇、氨等燃料需突破技术瓶颈与供应链限制。区域政策差异、企业战略选择及国际合作将成为行业转型的关键变量。中国作为造船大国，需加强绿色燃料技术投入与金融工具创新，以把握全球航运脱碳机遇。

According to hiFleet Shipping Big Data analysis, the number of new LNG dual-fuel shipbuilding contracts has risen sharply since mid-2024, with 264 units ordered last year, more than double the previous year, and LNG bunkering is also gaining some significant demand.

An increasing number of ports offer LNG refuelling, 198 at the latest count. At least seven new orders for LNG fuel resupply vessels were placed in the first two months of this year, accounting for half of the total orders for the whole of 2024.

Recently, Wanhai Shipping said that the container ships planned to use methanol will be converted to liquefied natural gas fuel, which involves a \$240 million budget. The liner, which is prepared to pay more than \$30m per vessel to upgrade the new vessels to LNG dual-fuel vessels, is the latest liner to choose LNG as a fuel instead of methanol, following well-known companies such as AP Moller-Maersk and Evergreen. The scarcity and high price of green methanol have been cited as reasons for the shift by liner companies from methanol to LNG.

In the future, the development of global Marine fuel will show a parallel trend of diversification and cleanliness, in which liquefied natural gas (LNG) and its derivative biological LNG (liquefied biomethane) occupy an important position as a transition fuel.

LNG has been widely used in dual-fuel ships due to its perfect supply chain and mature technology. Compared to conventional fuel oil, LNG can reduce CO<sub>2</sub> emissions by 20%, while bio-LNG (made from organic waste) can reduce emissions by 92%. The global number of LNG-powered vessels has increased from 62 in 2015 to 471 in 2023, and the proportion of LNG dual-fuel vessels in China's new shipbuilding orders has increased significantly.

Hong Kong and other shipping hubs have recently completed "ship-to-ship" LNG bunkering operations, marking the improvement of regional bunkering networks. Relying on the industrial base and policy support, China's coastal areas have become the core areas for the manufacturing and renovation of LNG dual-fuel power vessels.

With IMO sulfur emission limits (less than 0.5% sulfur from 2020) driving demand for low-sulfur fuels, and policies such as EU carbon tariffs further strengthening LNG's transitional position, the LNG path may be the only option currently available to achieve the 2050 emissions reduction target at scale.

Methanol, with its similar properties to diesel, has become the first choice for conversion of dual-fuel vessels. By the end of 2024, the number of methanol fuel ships on global orders reached 322, far exceeding the 27 for ammonia fuel. Maersk and other companies have started the methanol power conversion of a number of container ships, investing more than \$120 million.

Although ammonia can achieve zero carbon emissions, engine technology, safety standards and filling networks are not yet mature. The world's first ship-to-ship ammonia fuel transfer test was successful in 2024, but large-scale application is still 5-10 years away.

China accounted for 74.7% of the world's new ship orders, and Hyundai Shipbuilding promoted the production of LNG dual-fuel power ships; Europe has led the way with stringent environmental regulations, such as the European Union's emissions trading System.

In the next ten years, the global ship fuel will show a pattern of "transition fuel scale and zero carbon fuel pilot". LNG and bio-LNG dominate the medium-term market with their existing advantages, while fuels such as green methanol and ammonia need to break through technical bottlenecks and supply chain constraints. Regional policy differences, corporate strategic choices and international cooperation will be the key variables for industry transformation. As a shipbuilding country, China needs to strengthen investment in green fuel technology and innovation in financial instruments to grasp the opportunities of global shipping decarbonization.