hiFleet 船队在线

2025年
第17周市场周报

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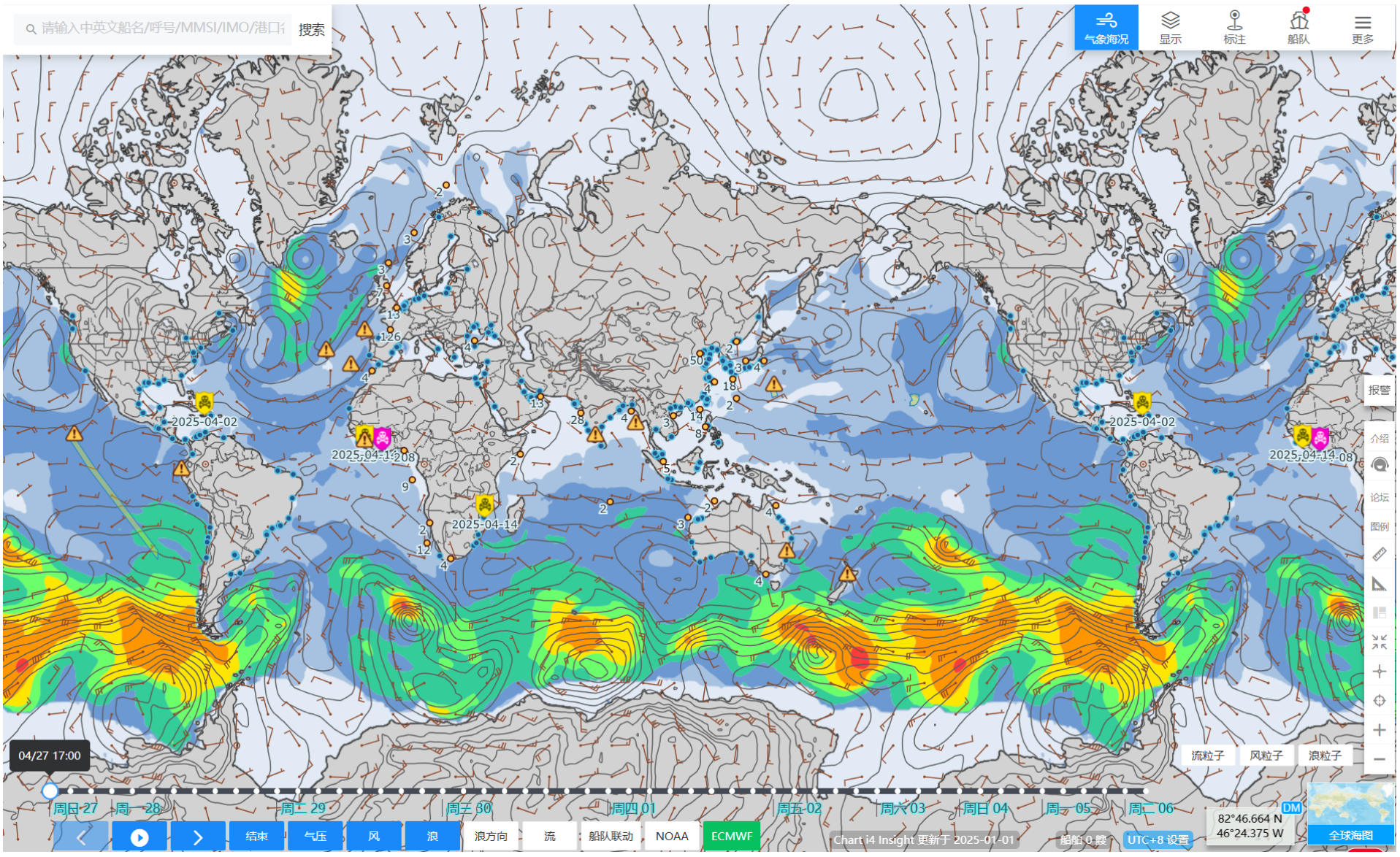
上海迈利船舶科技有限公司

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373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 373 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4-5级，有时中浪；黄海风力4-5级，后半周风力加强，中浪；东海风力3-4级，轻浪；台湾海峡4-6级风，中浪；南海大部海域风力3-4级，轻浪。太平洋北部和北大西洋的低气压开始减弱。欢迎咨询HiFleet咨询气导服务或气象报告抗辩，请联系hiFleet。The coming week the wind in Bohai Sea to become strong with moderate wind and moderate sea occasionally. Wind in Yellow Sea will become strong in the second half of week up to fresh with moderate sea. And China East Sea will be moderate with moderate sea. The wind in the Taiwan Strait will become strong with moderate sea. In most of the South China Sea the wind to be moderate with slight sea. The low pressure activities become small and gentle both in North of Pacific and Atlantic. Welcome to consult the HiFleet weather routing service.

海盗事件 Piracy

4月14日报道，利比里亚蒙罗维亚锚地，一艘停泊的成品油油轮上的船员发现船尾甲板上有一个未经授权的人。他们立即拉响警报，不停地吹响汽笛，广播召集全体船员。对油轮进行了彻底搜查，没有报告失窃，该事件已报告给蒙罗维亚MRCC。On April 14th, 14.04.2025: 0230 UTC: Posn: 06:21.40N – 010:52.64W, Monrovia Anchorage, Liberia. The crew onboard an anchored product tanker spotted an unauthorized person on the poop deck. They immediately raised the alarm, sounded the ship's whistle continuously, made a PA announcement, and mustered the crew. A thorough search of the tanker was conducted, but nothing was reported as stolen. The incident was reported to MRCC Monrovia.

海上事件 Marine Incidents

4月23号，伊朗一家法院对两艘海外油轮上的34名海员进行了罚款和判刑，打击燃油走私的行动仍在继续。据当地新闻报道说，船员被判入狱五年。On April 23rd, an Iranian court fined and sentenced 34 sailors on two overseas oil tankers. The operation to crack down on fuel smuggling is still ongoing. According to local news reports, the crew member was sentenced to five years in prison.

其它 Others

没有 Nil

备注 Remark

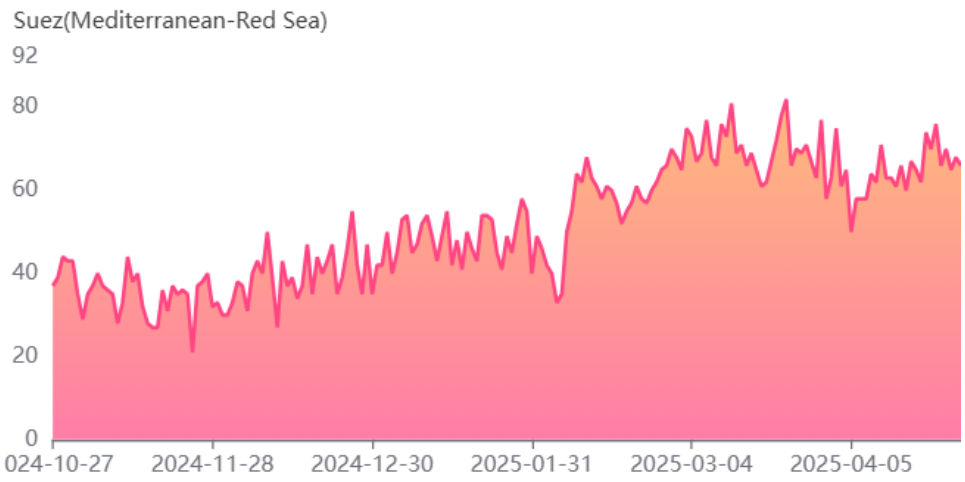
本报告数据截止时间为2025年4月27日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Apr 27th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

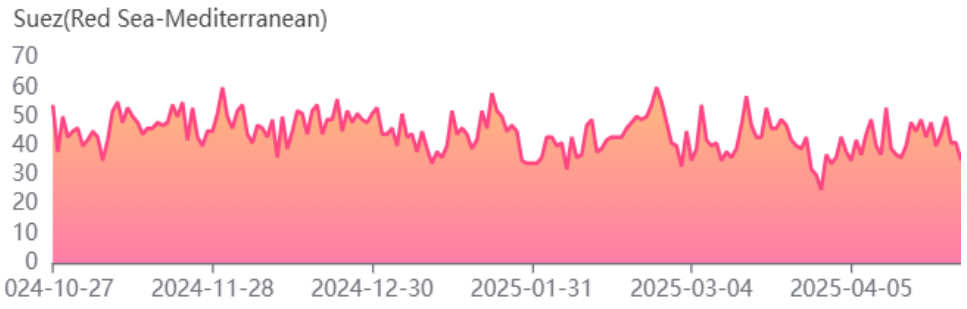
第二部分 航运数据 SHIPPING DATA

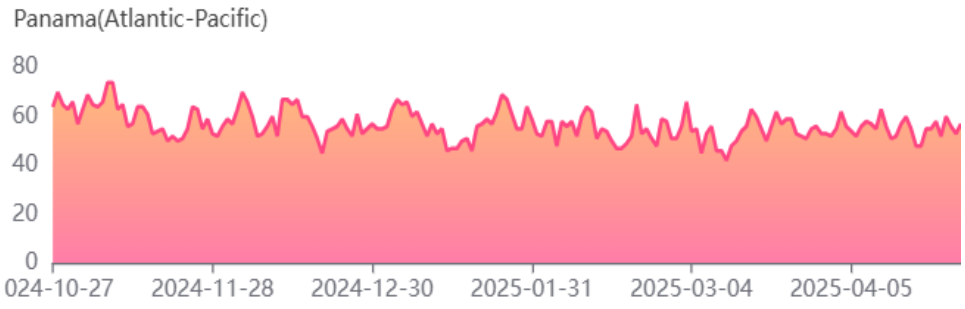
最近一周船舶运河/河口锚地等待数量

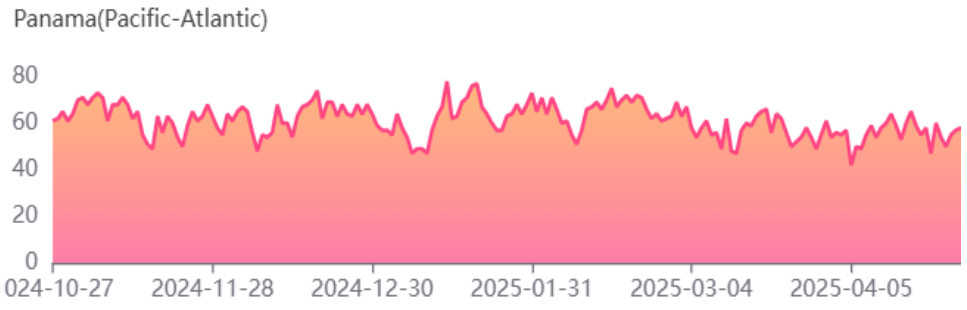
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

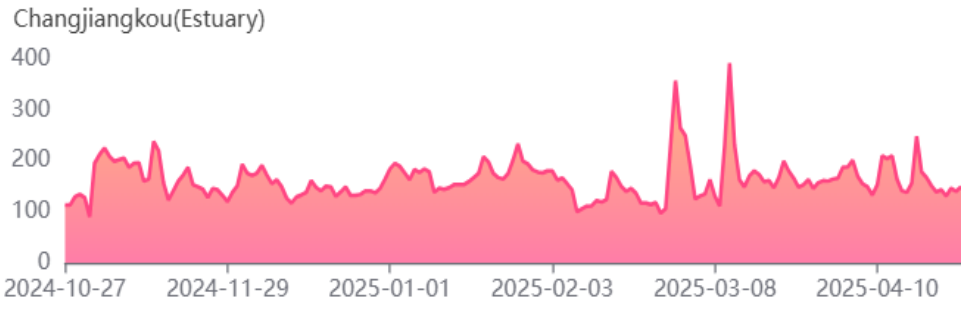
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	35	1186	5	-20
Miss.Riv.	6	124	18	56
CJK	149	4802	-236	-228
Pa.Atlan.	57	1599	20	31
Colum.Riv.	3	166	-2	-21
Suez.Med.	66	1882	37	-153
Pa.Pac.	58	1619	-34	-39
ZJK	59	2547	-66	86

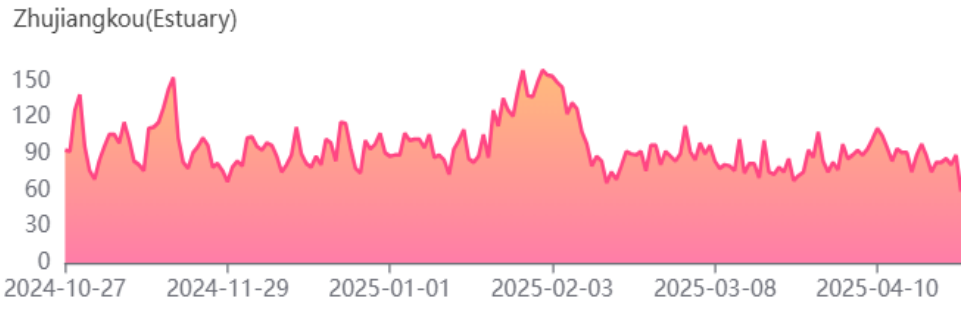


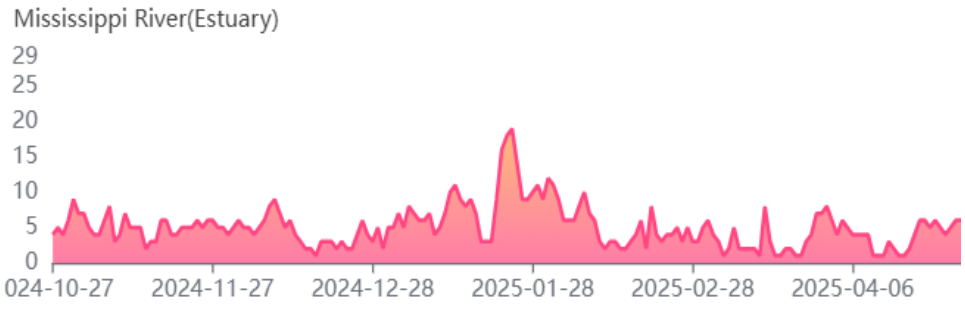


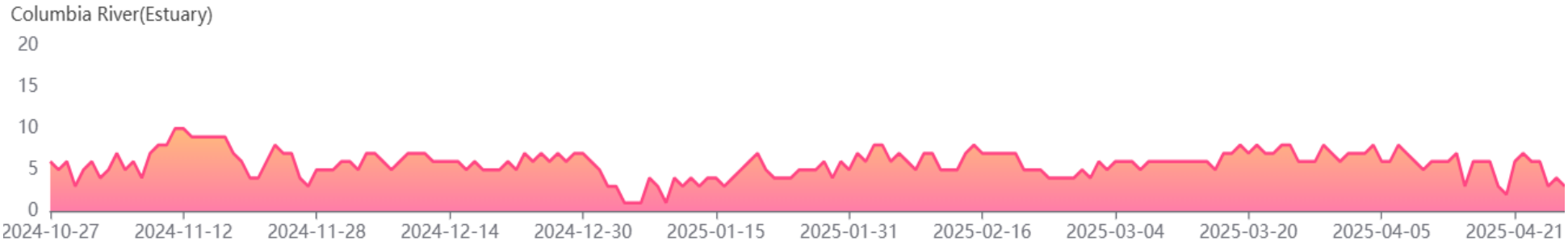










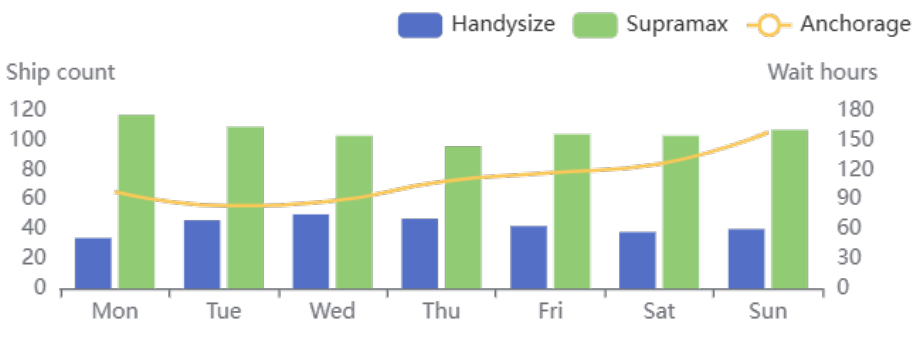


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

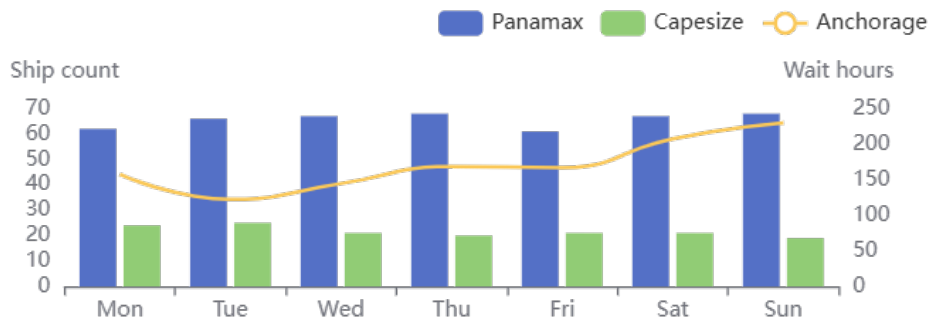
Type	M	T	W	Th	F	Sat	Sun
HDY	34	46	50	47	42	38	40
SMX	117	109	103	96	104	103	107
WT.h.	98	83.8	88.6	108.1	117.1	126.1	158



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.	62	66	67	68	61	67	68
Cap	24	25	21	20	21	21	19
WT.h.	157.75	122.4	144.75	168.75	166.9	207.65	230



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

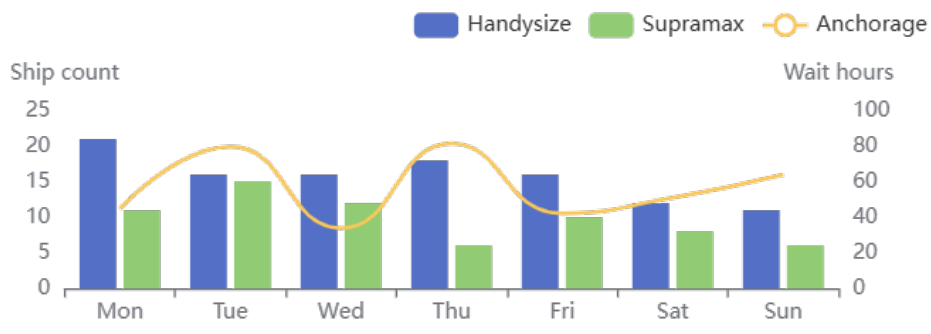
Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

Type	M	T	W	Th	F	Sat	Sun
Pan.	61	59	55	57	60	65	58
Cap	81	82	80	85	78	70	64
WT.h.	150.3	153.1	177.1	146.4	136.5	167	189

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

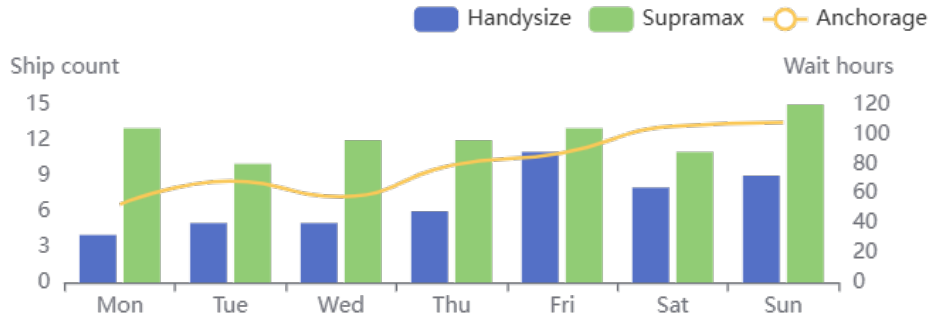
Type	M	T	W	Th	F	Sat	Sun
HDY	21	16	16	18	16	12	11
SMX	11	15	12	6	10	8	6
WT.h.	44.95	79.8	33.9	81.55	42.2	51.05	64



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

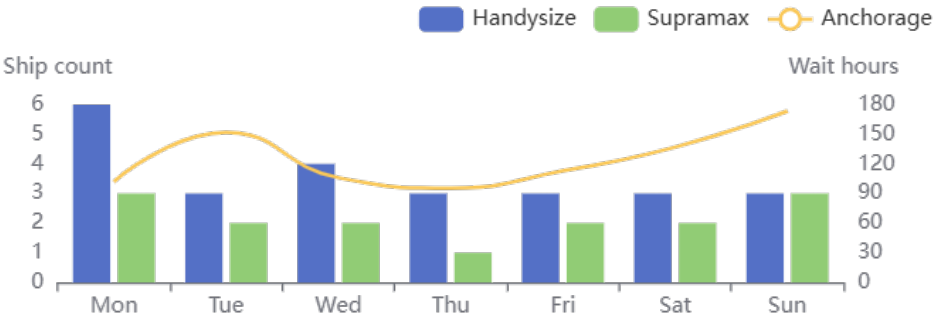
Type	M	T	W	Th	F	Sat	Sun
HDY	4	5	5	6	11	8	9
SMX	13	10	12	12	13	11	15
WT.h.	52.7	68.3	57.9	79.1	87.3	105.4	108



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

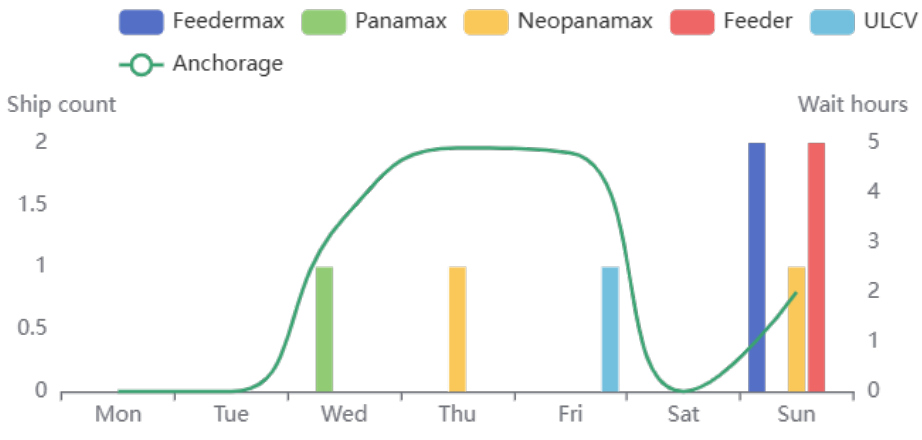
Type	M	T	W	Th	F	Sat	Sun
HDY	6	3	4	3	3	3	3
SMX	3	2	2	1	2	2	3
WT.h.	102.1	151.9	106	95.4	113	137	173.5



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

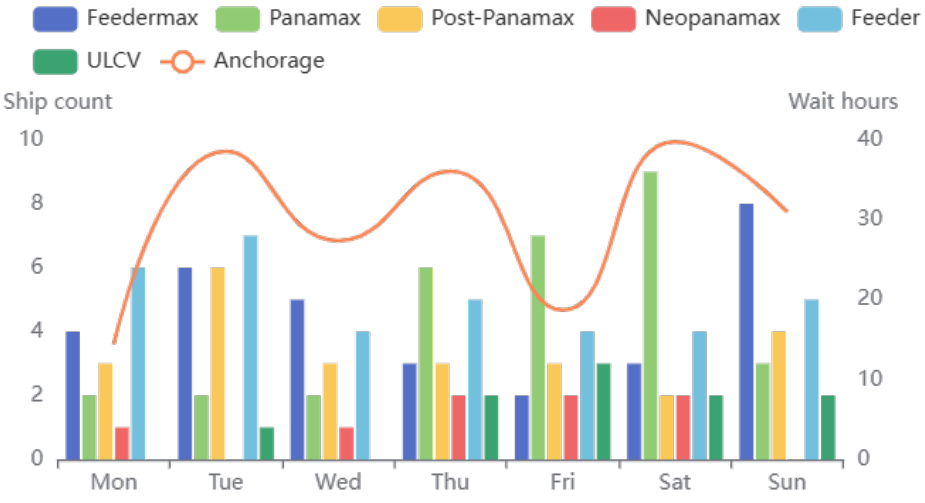
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	2
Pan.	0	0	1	0	0	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	1	0	0	1
Fd	0	0	0	0	0	0	2
WT.h.	0.0	0.0	3.5	4.9	4.8	0.0	2
Ulcv	0	0	0	0	1	0	0



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

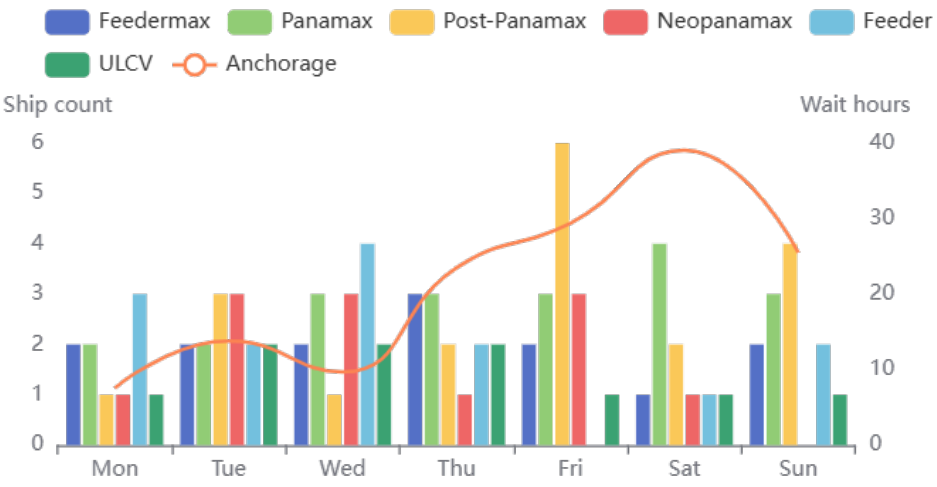
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	6	5	3	2	3	8
Pan.	2	2	2	6	7	9	3
PPx	3	6	3	3	3	2	4
NPx	1	0	1	2	2	2	0
Fd	6	7	4	5	4	4	5
Ulcv	0	1	0	2	3	2	2
WT.h.	14.45	38.6	27.4	36.1	18.7	39.8	31



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

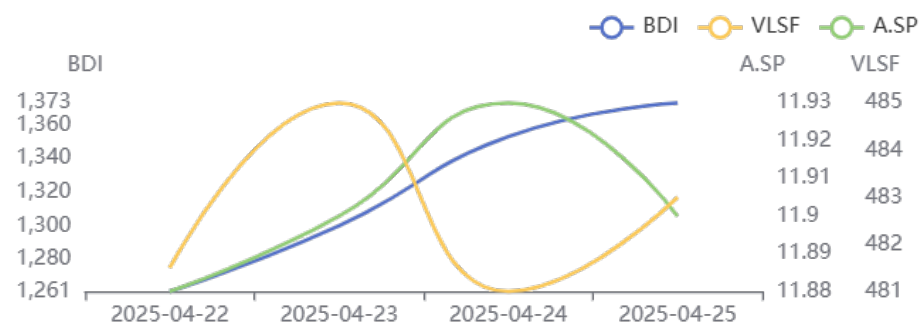
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	2	2	3	2	1	2
Pan.	2	2	3	3	3	4	3
PPx	1	3	1	2	6	2	4
NPx	1	3	3	1	3	1	0
Fd	3	2	4	2	0	1	2
Ulcv	1	2	2	2	1	1	1
WT.h.	7.55	13.8	9.7	23.5	29.4	39.05	25.5



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

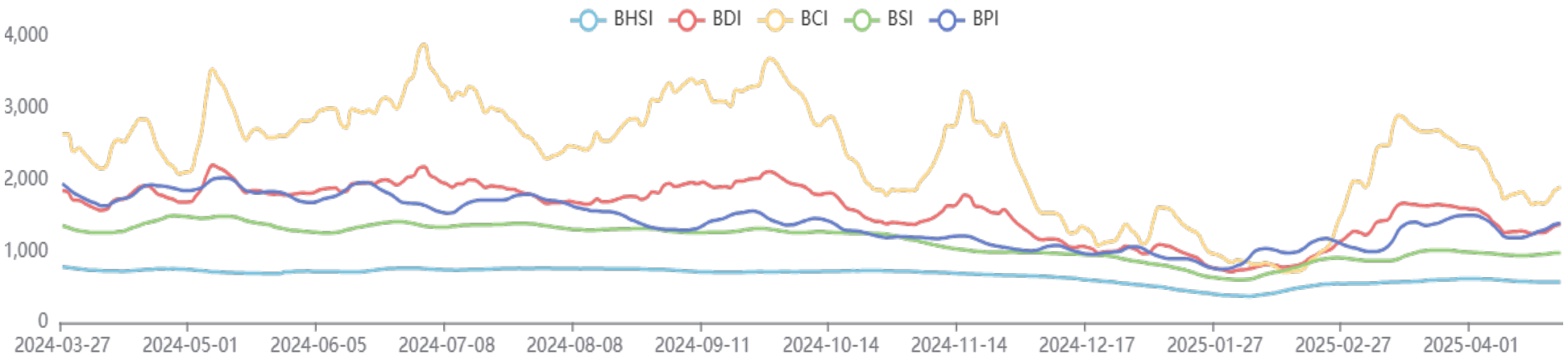
Type	M	T	W	Th	F	Sat	Sun
BDI	1292	1333	1372	1392			
VLSF	478.00	481.50	485.00	481.00	483.00		
A.SP	11.89	11.88	11.9	11.93	11.9	11.87	



第三部分 航运市场 SHIPPING MARKET

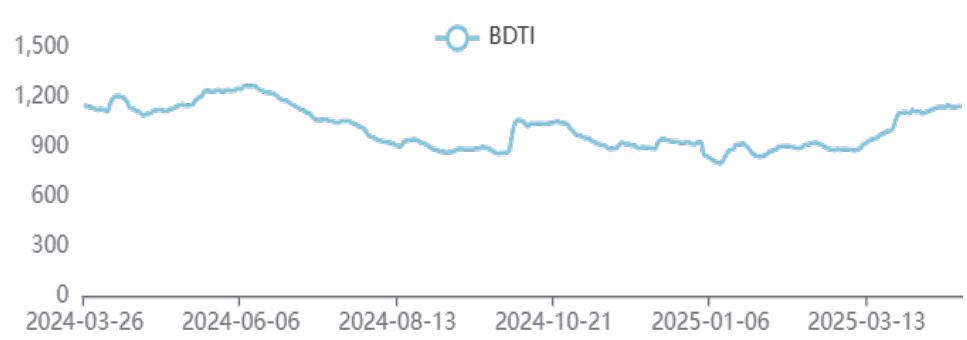
波罗的海干散货指数Baltic Dry Index

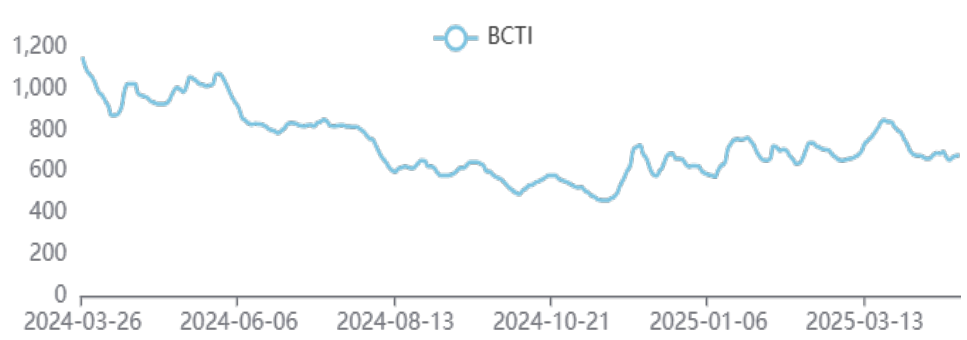
Type	PI	WoW	W%	M%	y%
BDI	1373	112.0	8.88	-14.29	-21.23
BCI	1889	211.0	12.57	-23.58	-15.29
BPI	1392	119.0	9.35	-7.01	-26.58
BSI	977	27.0	2.84	-1.81	-34.34
BHSI	568	-1.0	-0.18	-7.49	-24.27

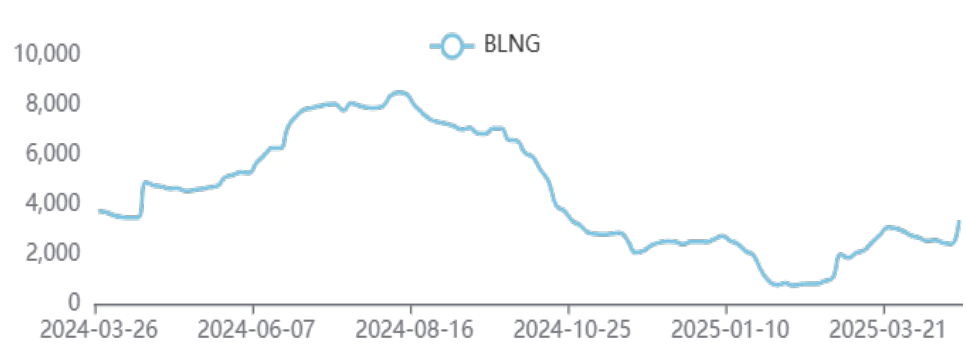


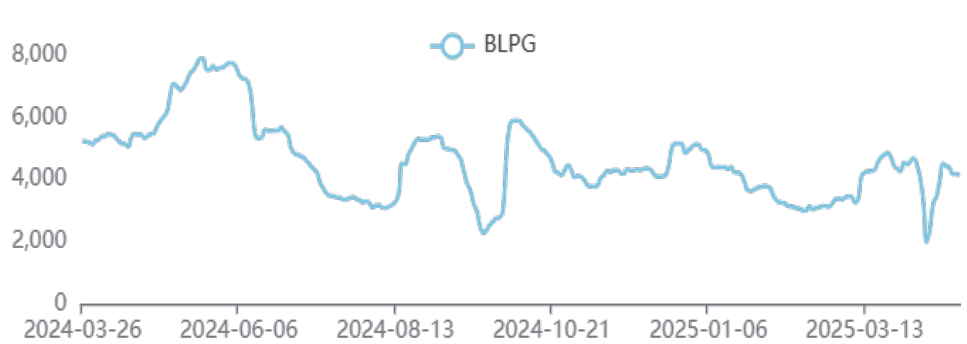
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1142	-10.0	-0.87	3.35	3.82
BCTI	678	8.0	1.19	-14.07	-28.93
BLNG	3340	883.0	35.94	14.78	-29.21
BLPG	4133	-299.0	-6.75	-3.23	-23.52









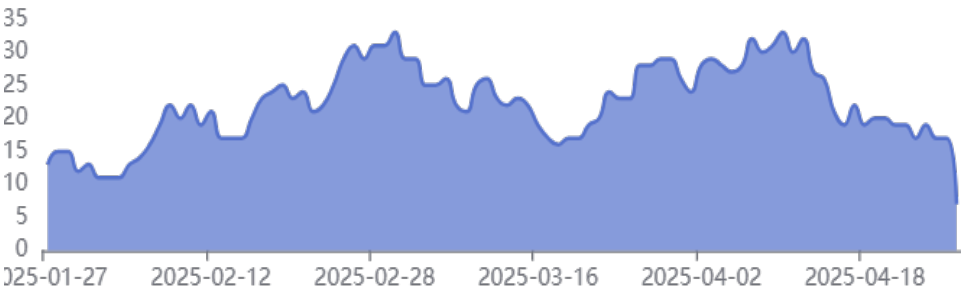
第四部分 运力分布 SUPPLY DISTRIBUTION

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.

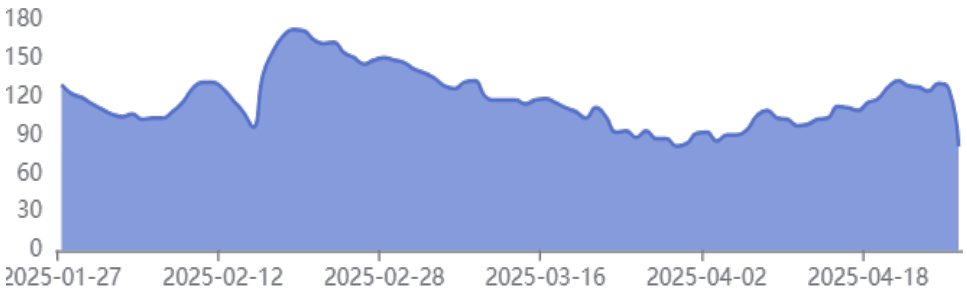
Type	M	T	W	Th	F	Sat	Sun
Cape	19	19	17	19	17	17	7



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.

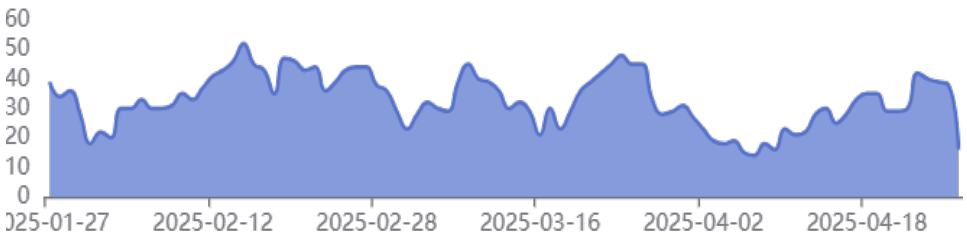
Type	M	T	W	Th	F	Sat	Sun
Cape	132	128	127	124	130	126	81



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	30	42	40	39	38	16

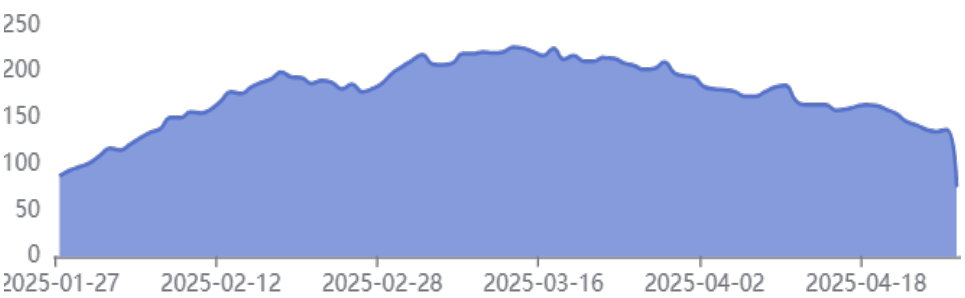


巴拿马型散货船 PANAMAX

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.

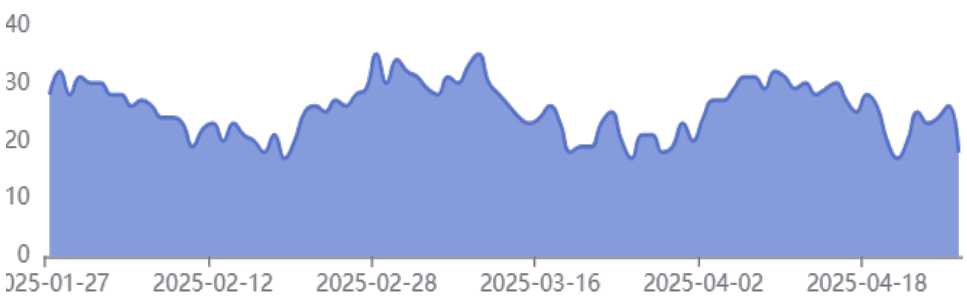
Type	M	T	W	Th	F	Sat	Sun
Pan.	154	146	142	137	135	137	75



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.

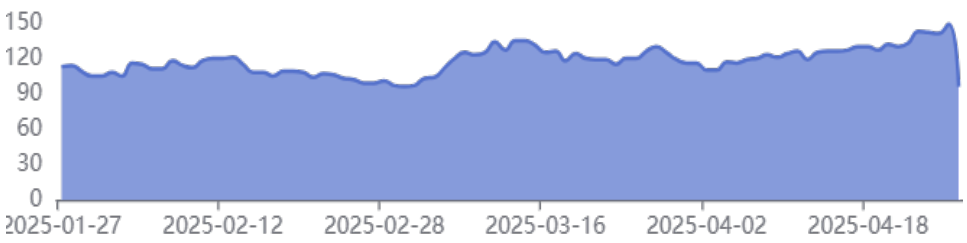
Type	M	T	W	Th	F	Sat	Sun
Pan.	8	10	8	9	9	8	3



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.	130	133	143	142	141	149	96

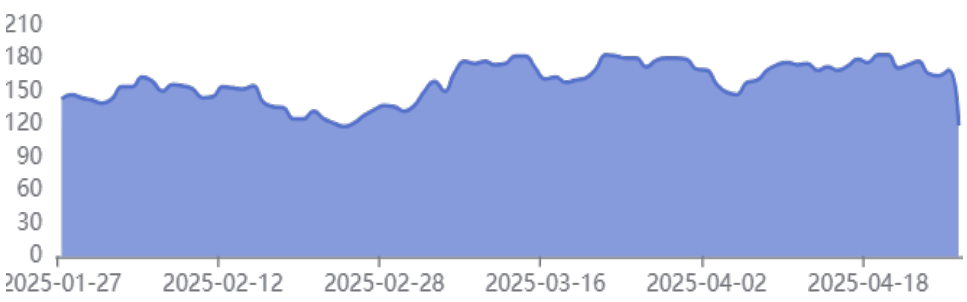


超大灵便型散货 SUPRAMAX

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.

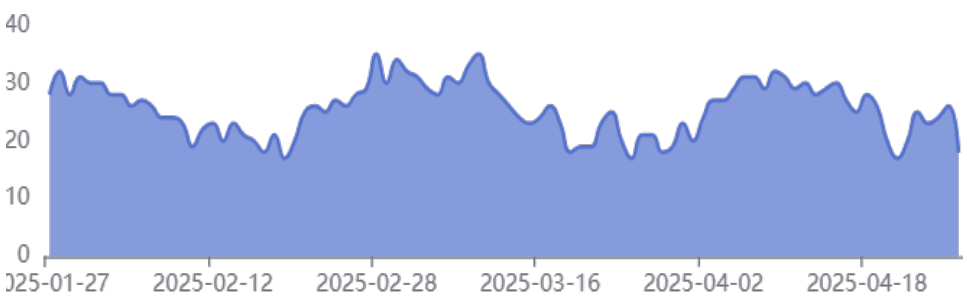
Type	M	T	W	Th	F	Sat	Sun
SMX	171	174	177	166	164	169	119



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.

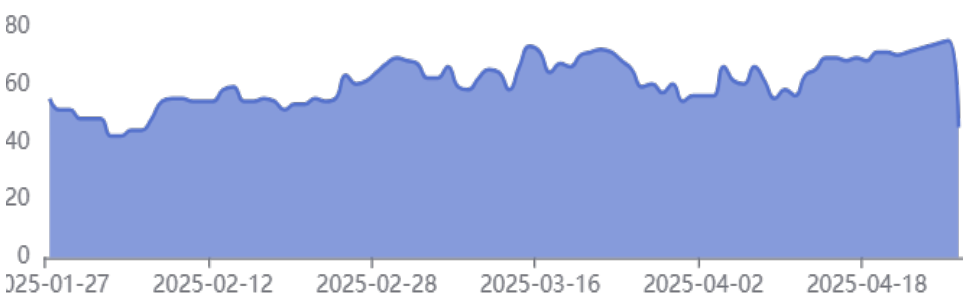
Type	M	T	W	Th	F	Sat	Sun
SMX	17	20	25	23	24	26	18



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.

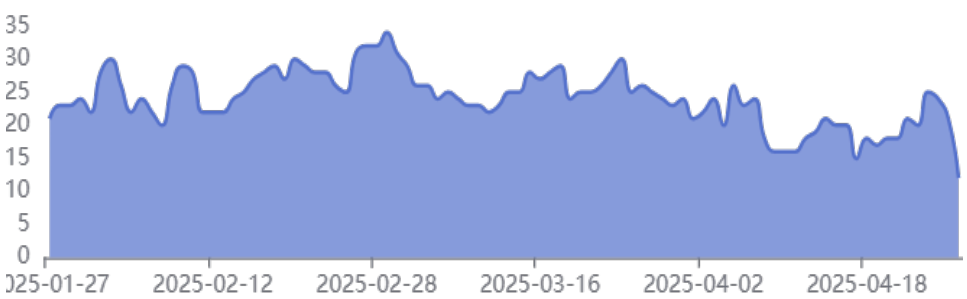
Type	M	T	W	Th	F	Sat	Sun
SMX	18	21	20	25	24	21	12



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.

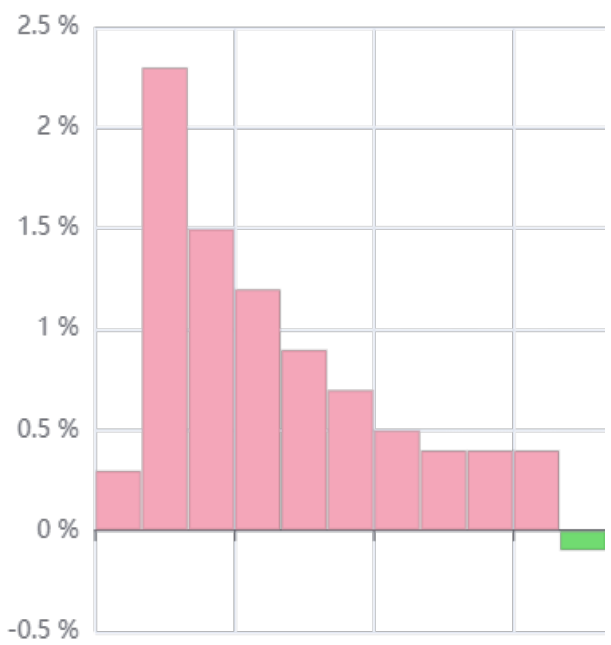
Type	M	T	W	Th	F	Sat	Sun
SMX	70	71	72	73	74	75	45

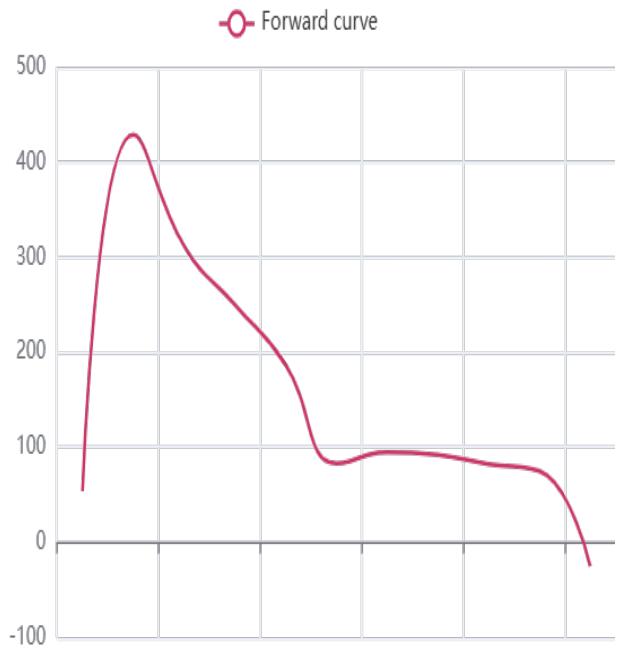


第五部分 远期运价协议 FFA

好望角型散货船Capesize

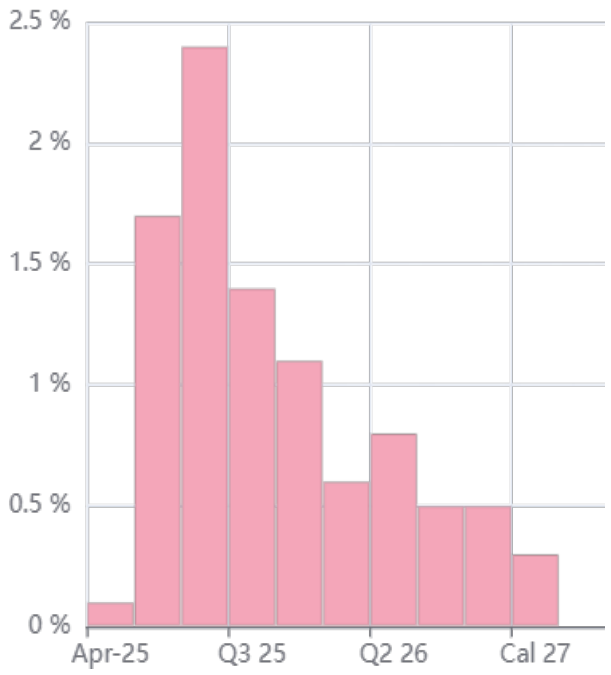
5TC	$/day	WoW	
Apr-25	16,175.00	54.0	0.3 %
May-25	19,358.00	429.0	2.3 %
Jun-25	20,708.00	312.0	1.5 %
Q3 25	20,546.00	250.0	1.2 %
Q4 25	21,483.00	187.0	0.9 %
Q1 26	12,350.00	83.0	0.7 %
Q2 26	17,733.00	95.0	0.5 %
Q3 26	21,450.00	92.0	0.4 %
Cal 26	18,362.50	82.25	0.4 %
Cal 27	19,325.00	75.0	0.4 %
Cal 28	19,021.00	-25.0	-0.1 %

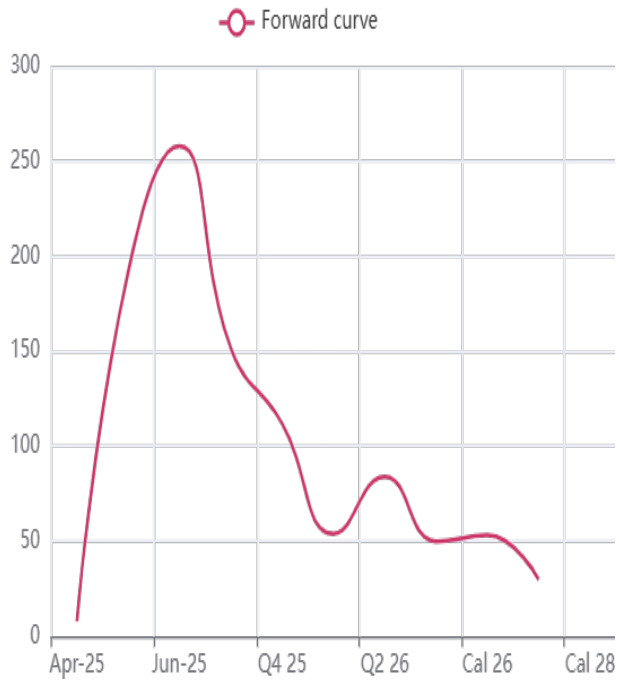




巴拿马型散货船Panamax

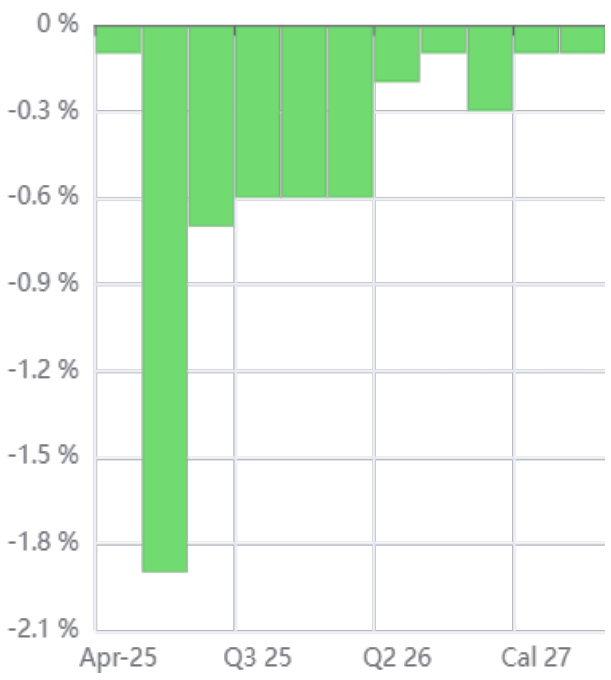
4TC	$/day	WoW	
Apr-25	10,596.00	8.0	0.1 %
May-25	11,425.00	192.0	1.7 %
Jun-25	11,196.00	258.0	2.4 %
Q3 25	11,101.67	151.67	1.4 %
Q4 25	10,458.00	112.0	1.1 %
Q1 26	8,767.00	54.0	0.6 %
Q2 26	10,788.00	84.0	0.8 %
Q3 26	10,475.00	50.0	0.5 %
Cal 26	10,025.25	53.25	0.5 %
Cal 27	10,288.00	30.0	0.3 %
Cal 28	-	-	-

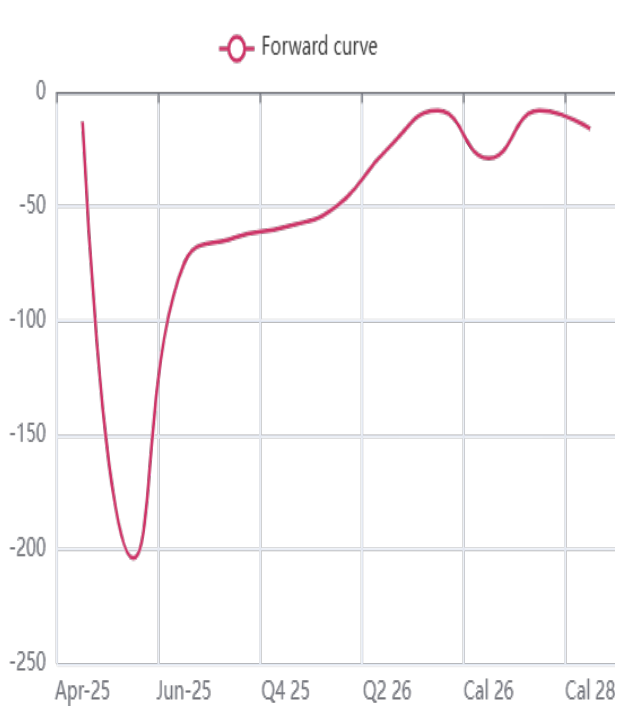




超大灵便型散货船Supramax

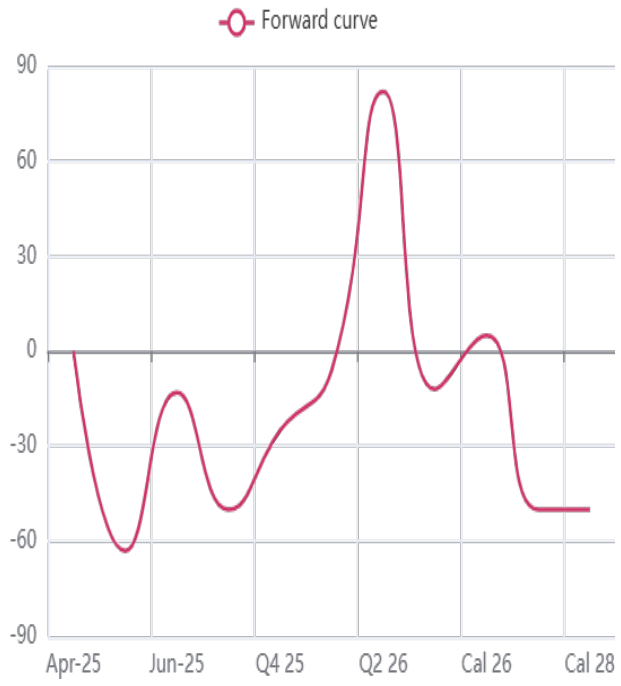
10TC	$/day	WoW	
Apr-25	10,204.00	-13.0	-0.1 %
May-25	10,779.00	-204.0	-1.9 %
Jun-25	10,742.00	-75.0	-0.7 %
Q3 25	10,825.00	-63.67	-0.6 %
Q4 25	10,258.00	-59.0	-0.6 %
Q1 26	8,775.00	-50.0	-0.6 %
Q2 26	10,721.00	-25.0	-0.2 %
Q3 26	10,700.00	-8.0	-0.1 %
10,136.50	Cal 26	-29.0	-0.3 %
Cal 27	10,400.00	-8.0	-0.1 %
Cal 28	10,717.00	-16.0	-0.1 %





灵便型散货船Handysize

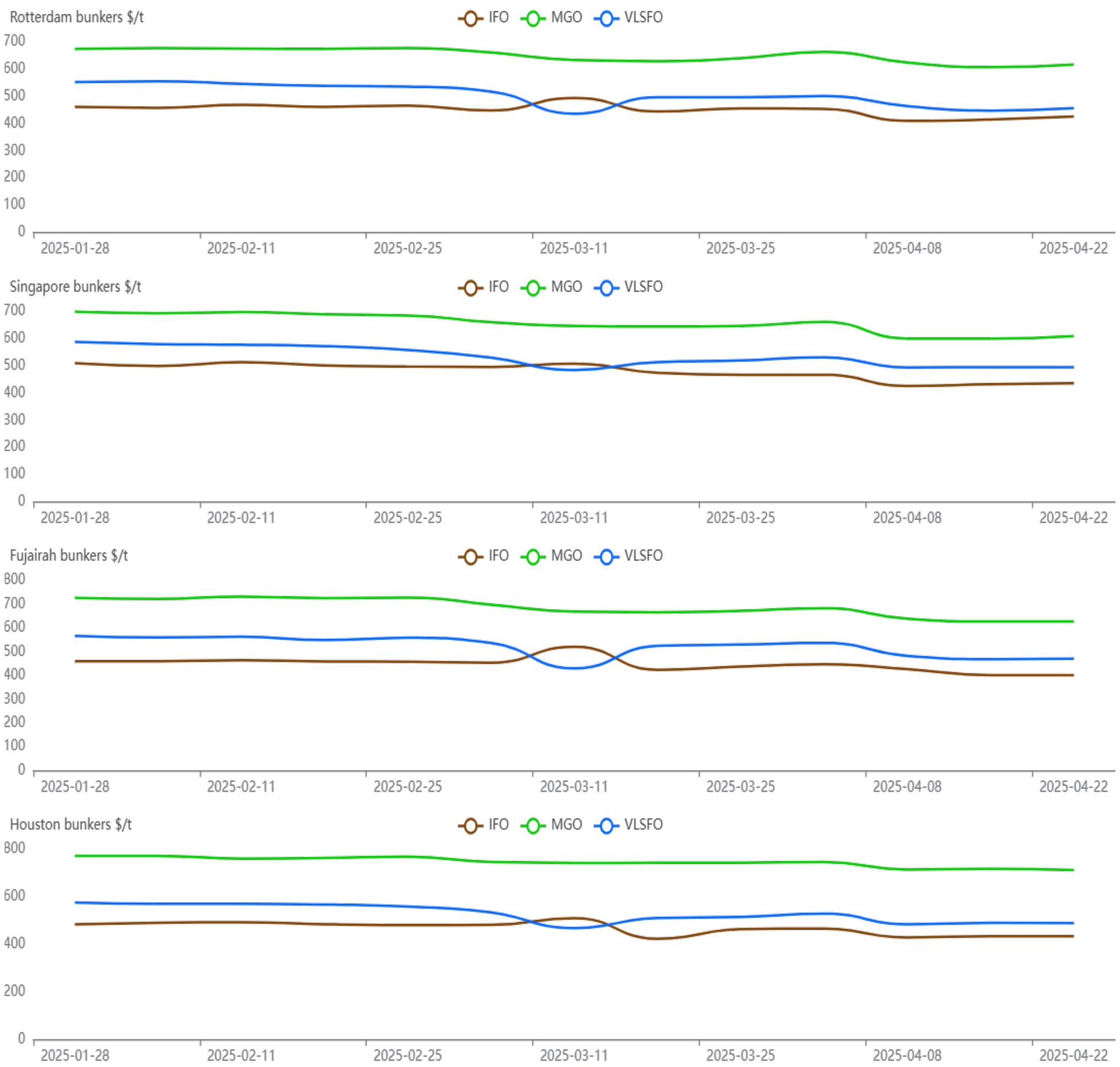
7TC	$/day	WoW	
Apr-25	10,500.00	0.0	0.0 %
May-25	10,500.00	-63.0	-0.6 %
Jun-25	10,300.00	-13.0	-0.1 %
Q3 25	10,521.00	-50.0	-0.5 %
Q4 25	10,150.00	-25.0	-0.2 %
Q1 26	8,775.00	-6.0	-0.1 %
Q2 26	10,388.00	82.0	82.0
Q3 26	10,463.00	-12.0	-0.1 %
Cal 26	9,950.25	5.0	0.1 %
Cal 27	10,238.00	-50.0	-0.5 %
Cal 28	10,475.00	-50.0	-0.5 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	498.5	455.0	651.0	43.5	-13.0	-23.01	4.82
Singapore	495.0	435.5	609.5	59.5	-3.0	-4.8	13.33
Rotterdam	456.5	426.0	617.0	30.5	-2.5	-7.58	-25.61
Fujairah	470.5	401.0	627.5	69.5	2.0	2.96	-24.86
Houston	489.5	434.5	713.0	55.0	-1.0	-1.79	6.8

(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	203.0	-1.0	-0.49	-0.49	2.01
Maize	240.0	-3.0	-1.23	2.56	18.23
Soybeans	206.0	-2.0	-0.96	0.98	-5.5
Rice	176.0	1.0	0.57	-2.22	-28.46
Barley	235.0	-2.0	-0.84	0.43	12.98

Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	63.11	1.22	1.97	-8.95	-21.92
Brent	USD/Bbl	66.9	1.65	2.53	-8.62	-22.14
Natural Gas	USD/MMBtu	3.04	-0.31	-9.25	-22.84	74.71
Gasoline	USD/Gal	2.09	0.06	2.96	-5.43	-22.01
Heating Oil	USD/Gal	2.13	0.03	1.43	-5.75	-15.14
Ethanol	USD/Gal	1.77	-0.05	-2.75	-1.67	5.36
Naphtha	USD/T	545.5	4.5	0.83	-10.52	-20.35
Propane	USD/Gal	0.84	0.03	3.7	-4.55	3.7
Uranium	USD/Lbs	65.25	0.85	1.32	1.08	-26.93
Methanol	CNY/T	2353.0	-23.0	-0.97	-11.84	-10.09
TTF Gas	EUR/MWh	35.43	1.07	3.11	-15.96	18.46
UK Gas	GBp/thm	87.03	2.42	2.86	-15.01	16.27

Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.75	0.13	2.81	-6.68	5.56
Coal	USD/T	95.05	-0.45	-0.47	-1.91	-32.95
Steel	CNY/T	3056.0	-5.0	-0.16	-4.62	-14.97
Iron Ore	USD/T	99.92	-0.16	-0.16	-2.24	-7.7
Aluminum	USD/T	2379.85	-3.95	-0.17	-8.97	-10.78
Lithium	CNY/T	70400.0	-1150.0	-1.61	-4.99	-36.29

Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3477.0	249.52	7.73	15.39	47.57
Silver	USD/t.oz	32.5	0.22	0.68	-1.81	17.33
Platium	null	964.1	16.3	1.72	-0.05	N/A

Currencies	Index	+/-	Weekly	Monthly	YTD
EUR/USD	1.15	0.02	1.77	6.48	7.48
USD/CNY	7.31	0.0	0.0	0.55	0.83

第八部分 本周话题 WEEKLY TOPIC

豪华游艇船员赢得数百万美元赔偿

最近的航运市场，特别是集装箱船美线市场，被美国和中国之间的关税战给弄蒙了，这些话题在航运界都麻木了，本期周报说说一个轻松和令人羡慕的真实事件，该事件是有关豪华游艇Utopia IV号上的三名船员，他们将获得高达288万美金的赔偿。

目前这艘豪华游艇Utopia IV正常停靠在美国迈阿密港湾沐浴着阳光，该游艇长62.6米，宽10.8米，吃水2.1米，载重165吨，悬挂美国国旗，2018年意大利建造。这艘豪华游艇在2021年12月与一艘1989年建造750载重的成品油轮Tropic Breeze发生碰撞，造成该油轮全损，该油轮也是一家位于迈阿密的船东所有。

美国国家运输安全局（NTSB）裁定，这起发生在2021年12月巴哈马群岛附近的船舶碰撞可能是由于游艇船员未能保持适当的警戒造成的，当然和该成品油轮也有密切的关系。

三名在游艇Utopia IV工作的船员埃里克·沃德、塞缪尔·帕罗特和弗雷德·温伯格根据《琼斯法》向佛罗里达州法院起诉这家Utopia游艇公司，指控其疏忽、游艇不适航以及未能提供保养物质对游艇进行及时和充分的维护。根据披露的法庭文件，这三名船员都声称自己在事故中受伤。据报道，为期18天的审判现已结束，陪审团裁定船东分别赔偿沃德80.5万美元，帕罗特59.1万美元，温伯格149万美元。

这次在美国海域发生碰撞并导致一艘老旧成品油轮全损的案件，造成近790万美金的损失。成品油轮是尾部被刺穿而导致沉没，所幸该油轮上的7名船员逃上救生艇，全部安全获救。这艘成品油轮当时正按照惯例从新普罗维登斯岛出发进行短途航行，船上损失了15.65万加仑的船舶燃料。这艘豪华游艇的所有者是美国零售业亿万富翁JR Ridinger，他于2022年去世。

美国国家运输安全委员会表示，导致碰撞的直接原因是游艇驾驶室的船员没有识别出他们正在超越该艘油轮，而Tropic Breeze值班驾驶员也没有发现此碰撞风险，未能保持适当的瞭望和警戒。

1972年《国际海上避碰规则公约》（Convention on the International Regulations for Preventing collision at Sea）要求受过STCW适当合格训练的船员随时保持符合当时环境的瞭望，这对判断碰撞风险和采取对应措施至关重要。

The current shipping market, especially the container ship market on the US line, has been confused by the tariff war between the United States and China. These topics have become numb in the shipping industry. This week's report tells a light-heartening and enviable real event. The event is about the three crew members on the luxury yacht Utopia IV, who will receive compensation of up to 2.88 million US dollars.

At present, the luxury yacht Utopia IV is docked normally in the Miami Harbor of the United States, basking in the sunshine. The yacht is 62.6 meters long, 10.8 meters wide, has a draft of 2.1 meters, a payload of 165 tons, flies the American flag, and was built in Italy in 2018. This luxury yacht collided with the Tropic Breeze, a 750-load product tanker built in 1989, in December 2021, causing total damage to the oil tanker, which is also owned by a shipowner based in Miami.

The National Transportation Safety Administration (NTSB) of the United States ruled that the ship collision that occurred near the Bahamas in December 2021 might have been caused by the yacht crew's failure to maintain proper vigilance, and of course, it was also closely related to the product oil tanker.

Three crew members working on the yacht Utopia IV, Eric Ward, Samuel Parot and Fred Weinberg, filed a lawsuit against the Utopia yacht company in a Florida court under the Jones Act, accusing it of negligence, unseaworthiness of the yacht and failure to provide maintenance materials for timely and adequate maintenance of the yacht. According to the disclosed court documents, all three crew members claimed that they were injured in the accident. It is reported that the 18-day trial has now ended. The jury ruled that the shipowners should compensate Ward $805,000, Parot $591,000 and Weinberg $1.49 million respectively.

The collision that occurred in the waters of the United States this time and led to the total damage of an old refined oil tanker caused losses of nearly 7.9 million US dollars. The product oil tanker sank when its tail was punctured. Fortunately, all seven crew members on board escaped onto the lifeboat and were safely rescued. The product oil tanker was on a short voyage from New Providence Island as usual at that time and lost 156,500 gallons of ship fuel. The owner of this luxury yacht was JR Ridinger, an American retail billionaire, who passed away in 2022.

The National Transportation Safety Board of the United States stated that the direct cause of the collision was that the crew in the yacht's cab failed to recognize that they were overtaking the oil tanker, and the Tropic Breeze duty driver also failed to detect this collision risk and failed to maintain appropriate lookout and vigilance.

the Convention on the International Regulations for Preventing Collisions at Sea 1972 (Sea) requires crew members who have received appropriate and qualified training from STCW to maintain lookout in line with the prevailing environment at all times, which is crucial for assessing collision risks and taking corresponding measures.