



2024年 第15周市场周报

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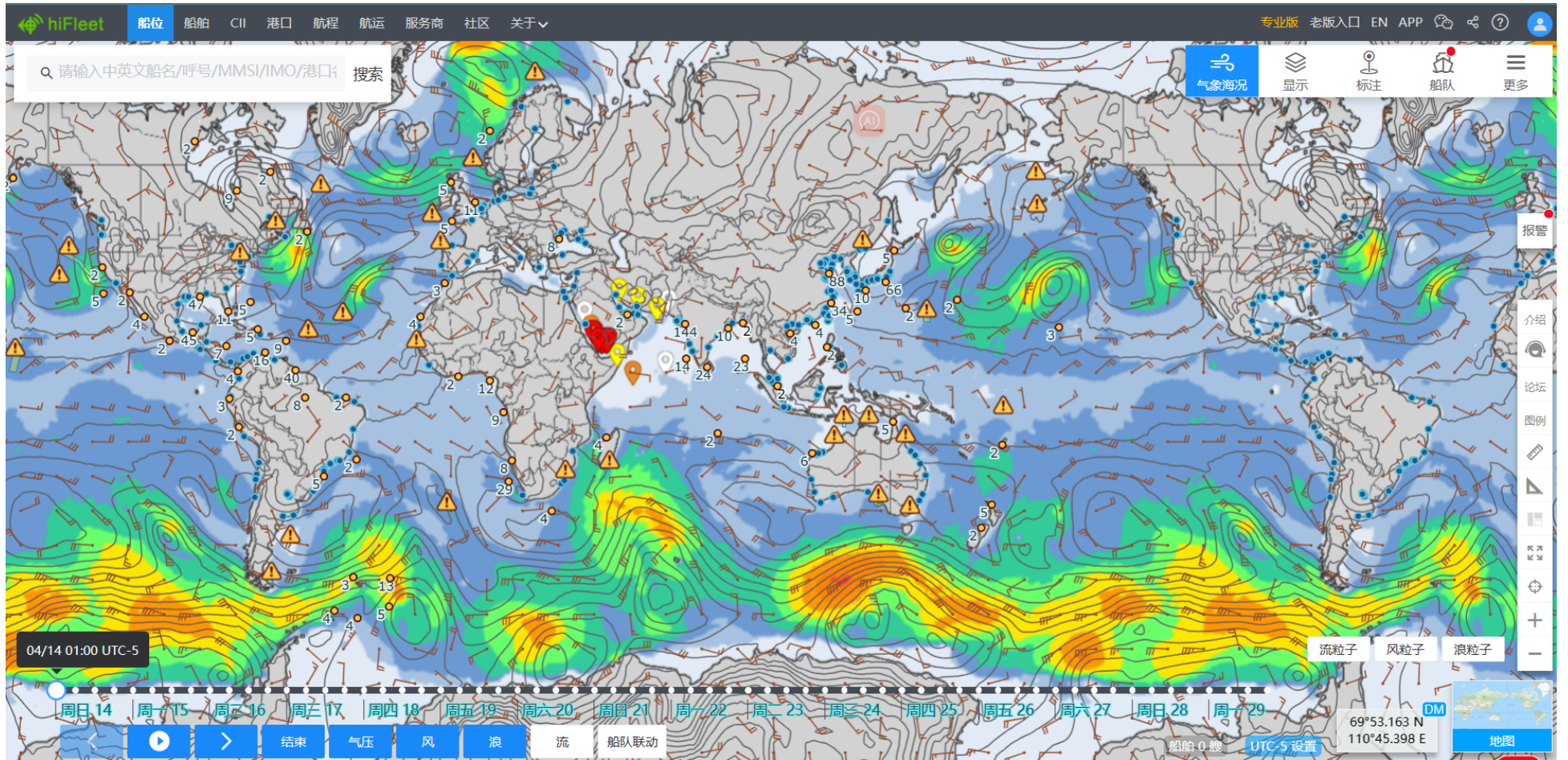
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最新商品价格 LATEST COMMODITIES PRICE

第八部分

本周话题 WEEKLY TOPIC

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871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 871 navigational warnings in effect around the ocean on hiFleet with the Far East and around the coastal of Caribbean Sea still being the majority. Please pay attention to the navigational warnings in relevant waters.

海盗事件 Piracy

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

其它 Others

没有 Nil

航海气象 Meteorology

未来一周中国渤海、黄海、东海海域风力逐渐减弱到3-4级，相关海域海浪将从2米中浪到1米轻浪；台湾海峡风力4-5级，台湾海峡洋面海浪将经历1米轻浪，南海大部海域风力维持在4-5级，有中浪。我国北方海域易发生大雾过程。大西洋和太平洋北部区域低压活动开始减弱，海域海况也逐步好转。The coming week the wind in Bohai Sea, Yellow Sea and China East Sea become weaker to moderate with the seas from moderate to slight. The wind in the Taiwan Strait become moderate and the sea in the Taiwan Strait happens to experience light. In most of the South China Sea the wind stays moderate with moderate sea. Low-pressure in the north of North Atlantic and Pacific Ocean become easy and sea conditions improving.

海上事件 Marine Incidents

4月9日美国海岸警卫队透露，一艘达飞轮船在纽约最长的悬索桥附近失去了动力。这起事故发生在周五晚上，涉及10,100TEU的APL QINGDAO(2012年建造)，不到两周前，马士基租赁的9,962 TEU集装箱船DALI(2015年建造)失去动力并摧毁了巴尔的摩的弗朗西斯斯科特基桥。On Apr 9th, A CMA CGM boxship lost propulsion near New York's longest suspension bridge, the US Coast Guard has revealed. The incident involving the 10,100-teu APL Qingdao (built 2012) happened on Friday evening, less than two weeks after the Maersk-chartered 9,962-teu container ship Dali (built 2015) lost power and destroyed the Francis Scott Key bridge in Baltimore.

备注 Remark

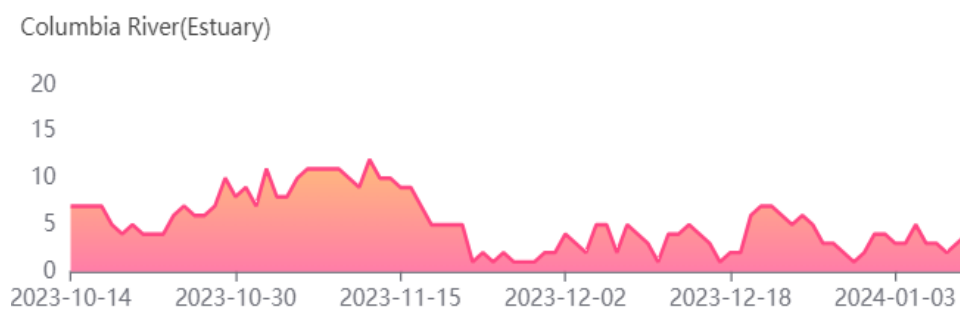
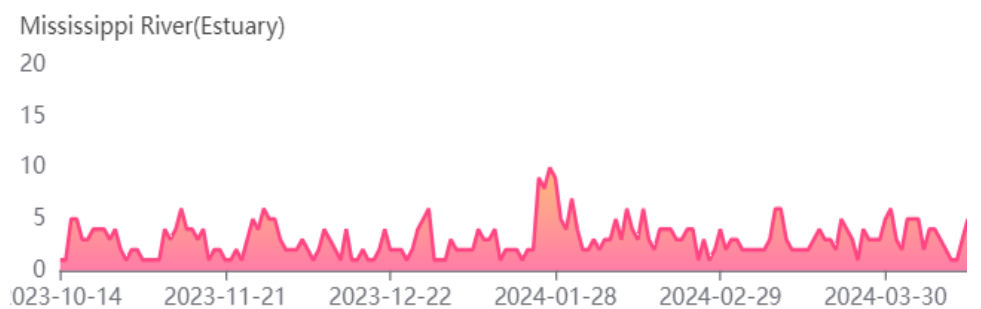
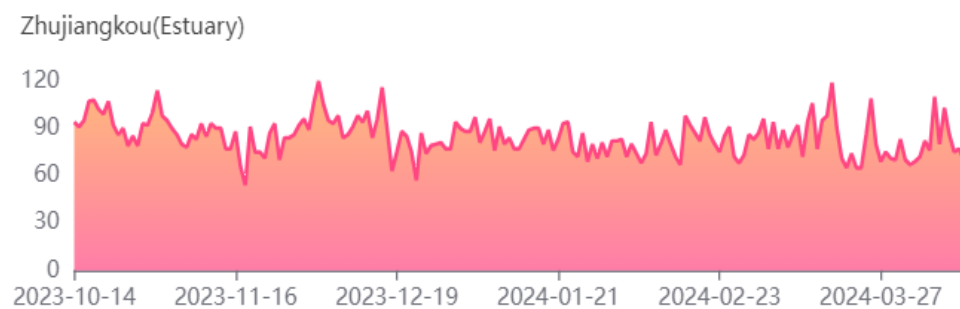
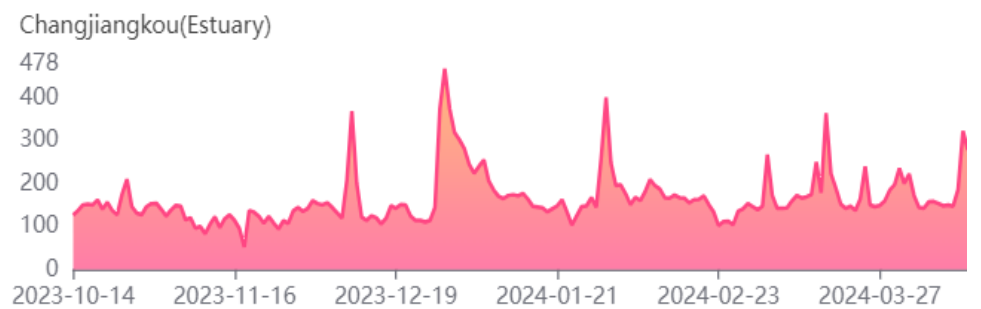
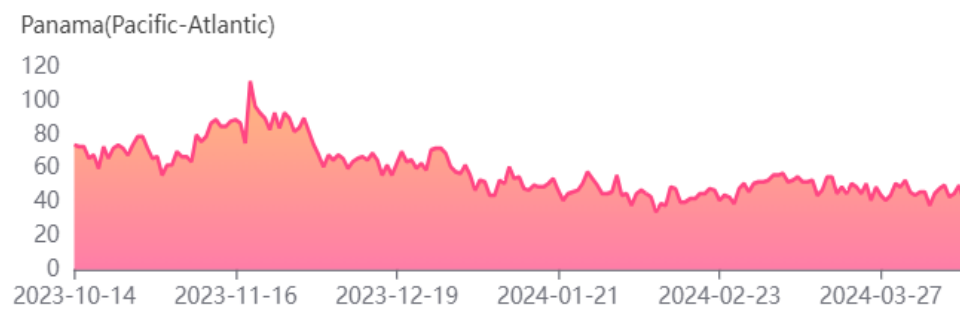
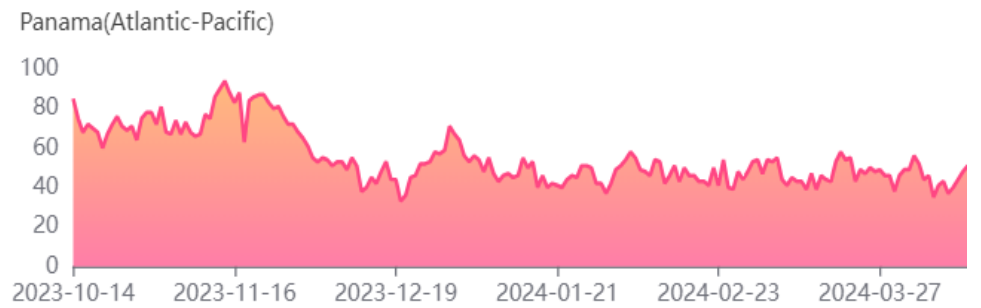
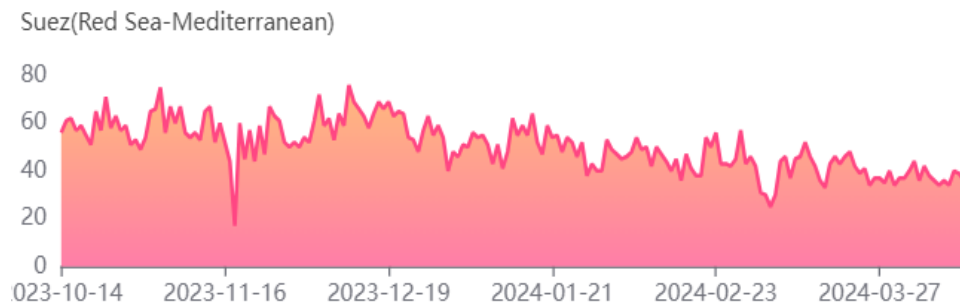
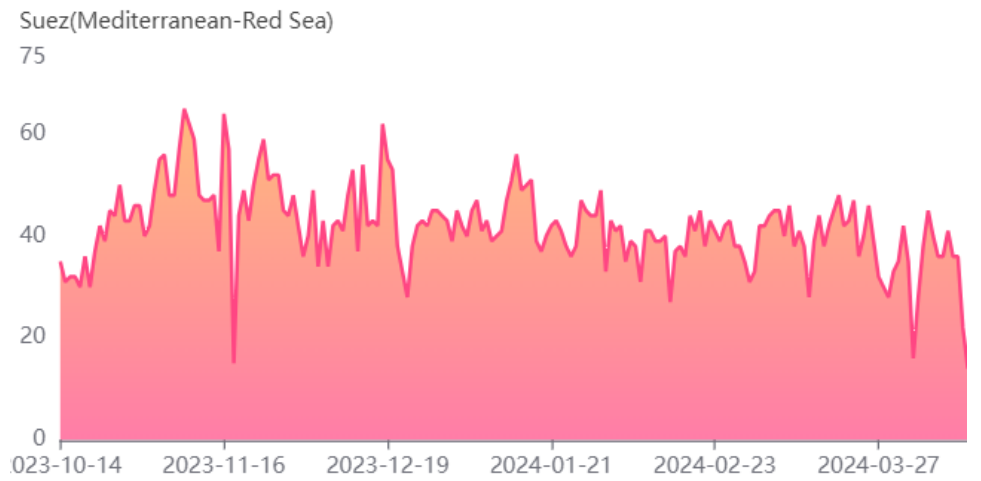
本报告数据截止时间为2024年4月14日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Apr 14 of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	29	1123	-26	-101
Miss.Riv.	5	97	-9	21
CJK	278	5193	112	401
Pa.Atlan.	51	1360	-38	33
Colum.Riv.	5	164	-8	-10
Suez.Med.	14	1051	-18	-112
Pa.Pac.	46	1350	1	-84
ZJK	57	2286	29	-216

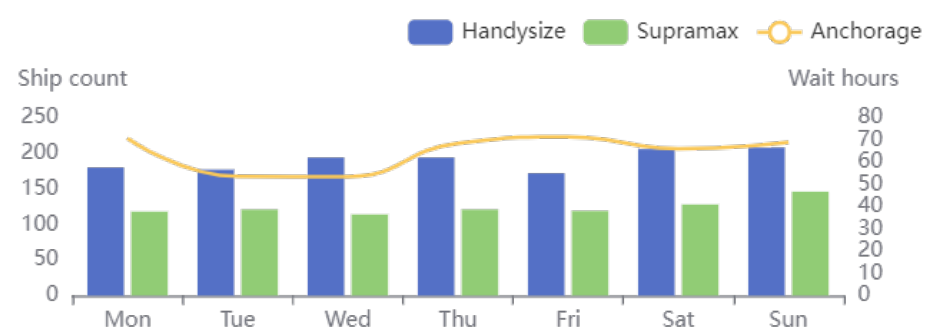


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

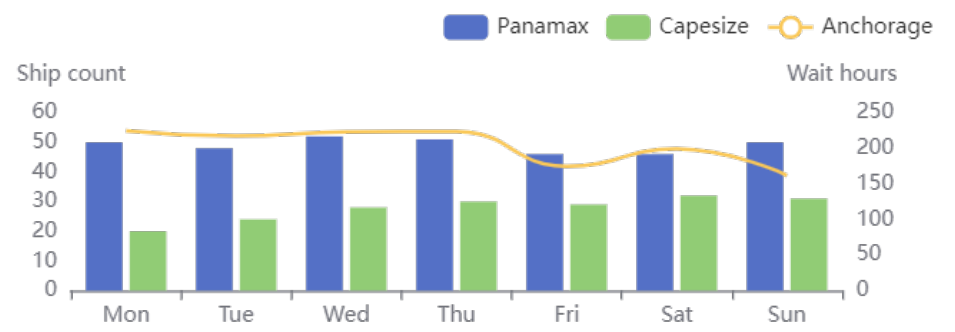
Type	M	T	W	Th	F	Sat	Sun
HDY	180	177	194	194	172	206	208
SMX	118	121	114	121	119	128	146
WT.h.	70.7	53.6	53.5	68.5	71.4	66.1	69



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

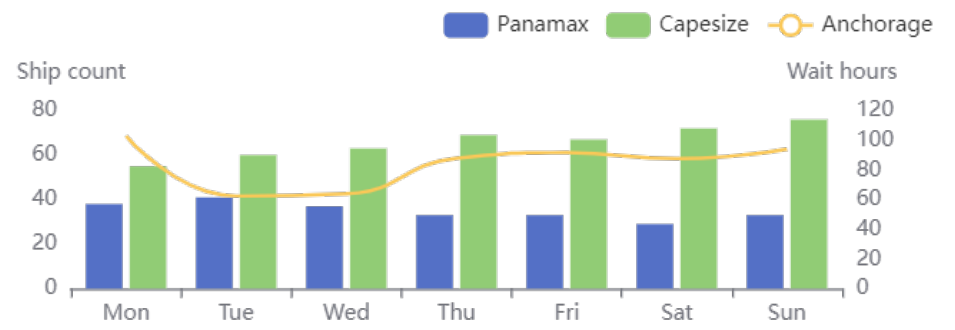
Type	M	T	W	Th	F	Sat	Sun
Pan.	50	48	52	51	46	46	50
Cap	20	24	28	30	29	32	31
WT.h.	224.7	217.3	222.8	223.5	174.8	199.1	162



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

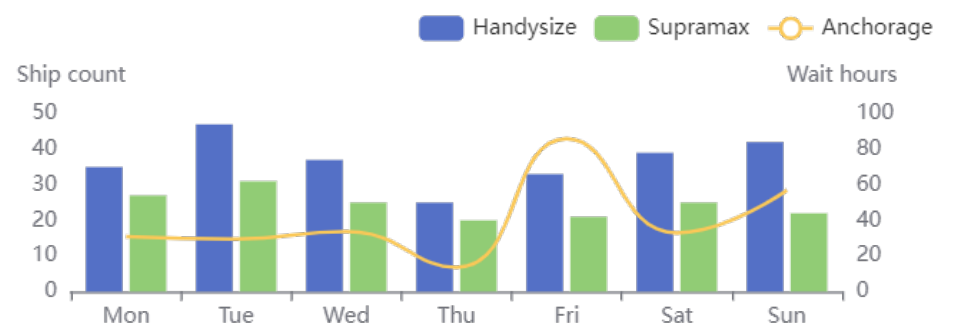
Type	M	T	W	Th	F	Sat	Sun
Pan.	38	41	37	33	33	29	33
Cap	55	60	63	69	67	72	76
WT.h.	102.9	62.4	63.9	87.9	91.7	87.6	94



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

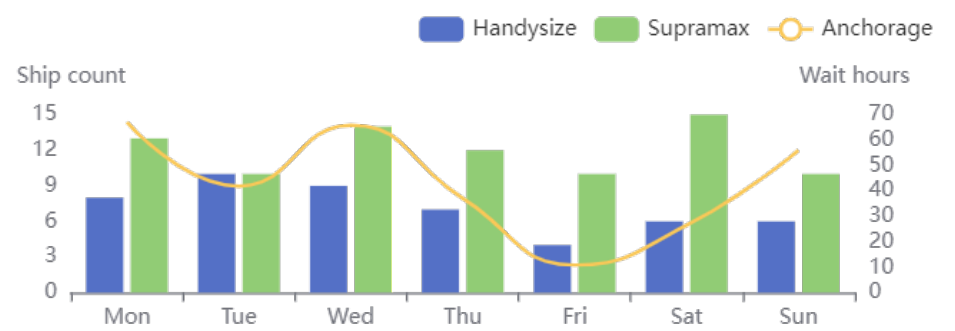
Type	M	T	W	Th	F	Sat	Sun
HDY	35	47	37	25	33	39	42
SMX	27	31	25	20	21	25	22
WT.h.	30.9	29.6	33.75	13.6	85.9	33	57



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

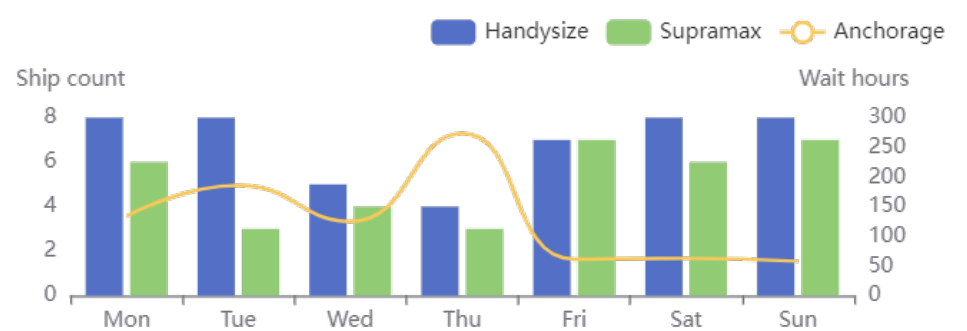
Type	M	T	W	Th	F	Sat	Sun
HDY	8	10	9	7	4	6	6
SMX	13	10	14	12	10	15	10
WT.h.	67.1	41.9	65.9	37.1	10.85	26.5	56



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

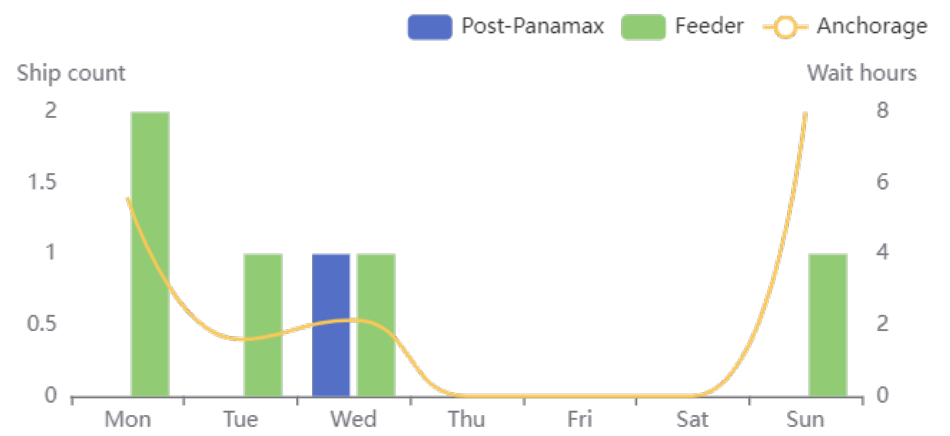
Type	M	T	W	Th	F	Sat	Sun
HDY	8	8	5	4	7	8	8
SMX	6	3	4	3	7	6	7
WT.h.	133.9	186.1	125	273.5	61.5	62.8	58



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

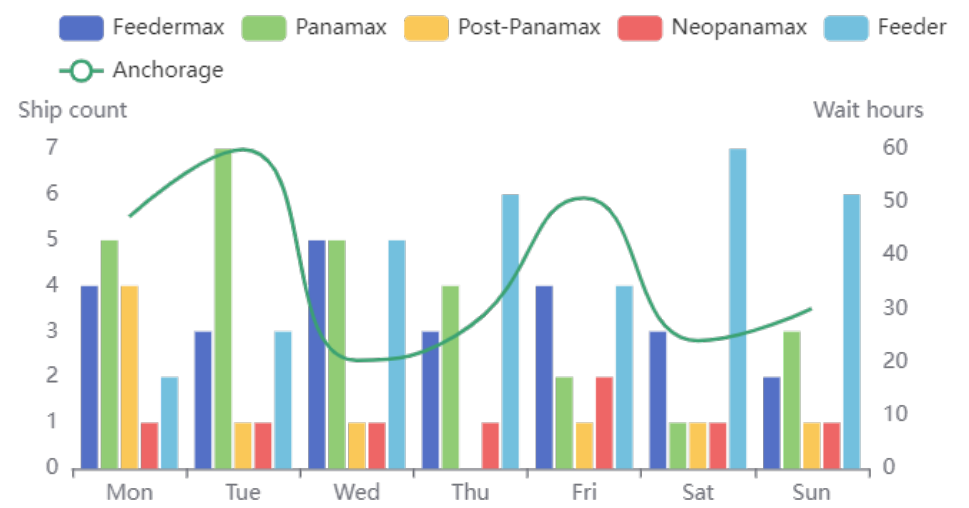
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	0
Pan.	0	0	0	0	0	0	0
PPx	0	0	1	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	2	1	1	0	0	0	1
WT.h.	5.6	1.6	2.15	0.0	0.0	0.0	8
UlcV	0	0	0	0	0	0	0



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

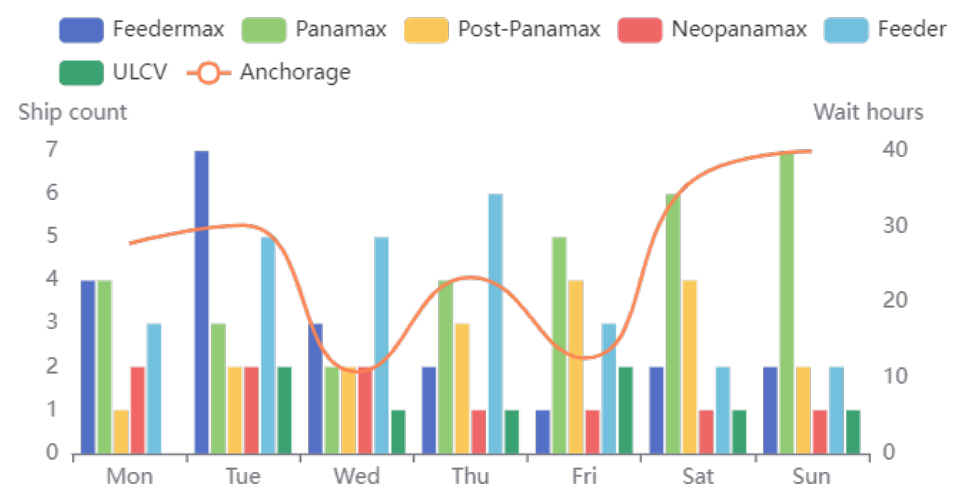
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	3	5	3	4	3	2
Pan.	5	7	5	4	2	1	3
PPx	4	1	1	0	1	1	1
NPx	1	1	1	1	2	1	1
Fd	2	3	5	6	4	7	6
UlcV	0	0	0	0	0	0	0
WT.h.	47.3	59.9	20.3	26.8	50.8	24	30



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

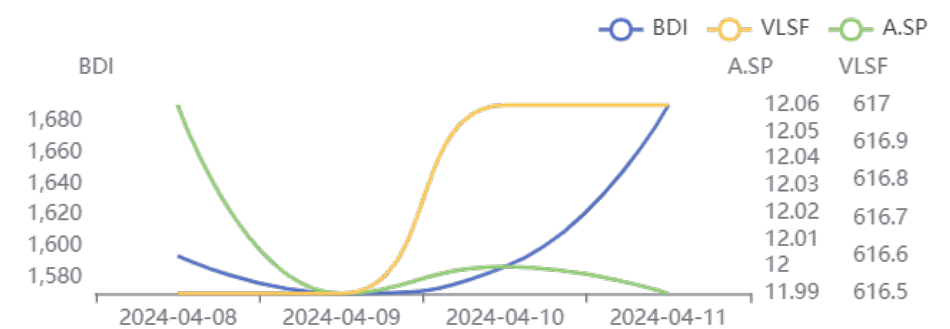
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	7	3	2	1	2	2
Pan.	4	3	2	4	5	6	7
PPx	1	2	2	3	4	4	2
NPx	2	2	2	1	1	1	1
Fd	3	5	5	6	3	2	2
UlcV	0	2	1	1	2	1	1
WT.h.	27.8	30.2	10.8	23.3	12.6	36.6	40



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

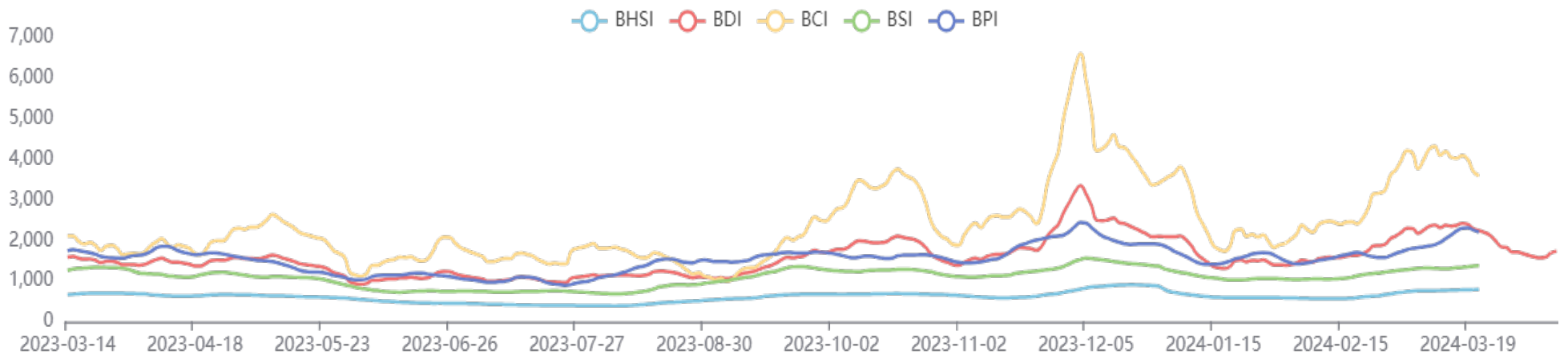
Type	M	T	W	Th	F	Sat	Sun
BDI	1667	1633	1631	1677	1713		
VLSF	616.50	616.50	617.00	617.00			
A.SP	12.06	11.99	12.0	11.99	11.93	12.05	



第三部分 航运市场 SHIPPING MARKET

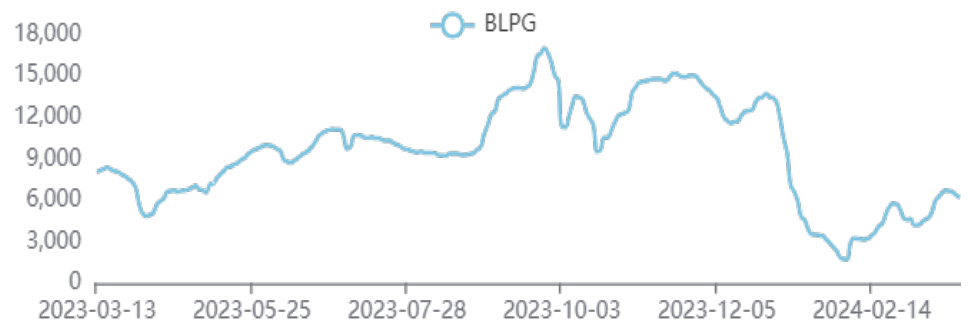
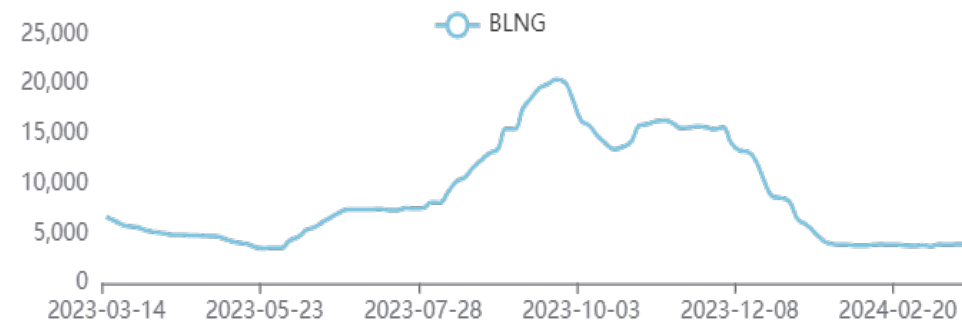
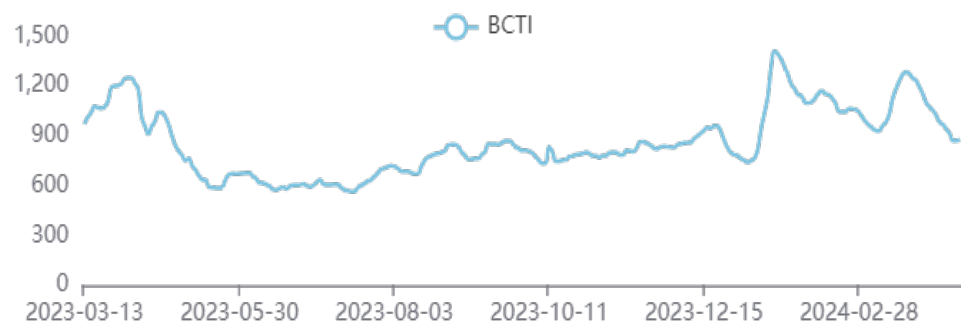
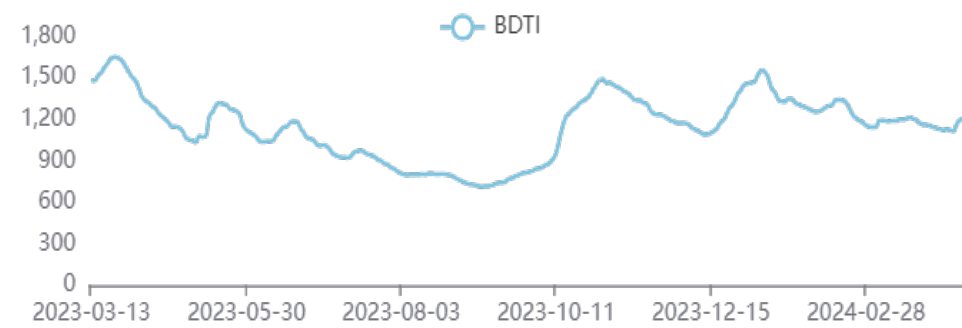
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	795	18.0	2.32	28.64	12.77
BCI	1729	101.0	6.2	-27.17	18.18
BPI	1994	79.0	4.13	5.22	-17.87
BSI	722	-13.0	-1.77	N/A	Infinity
BHSI	5258	-124.0	-2.3	N/A	Infinity



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1272	11.0	0.87	N/A	Infinity
BCTI	1202	80.0	7.13	0.0	-5.8
BLNG	2094	21.0	1.01	N/A	Infinity
BLPG	2515	51.0	2.07	N/A	Infinity



第四部分 运力分布 SUPPLY DISTRIBUTION

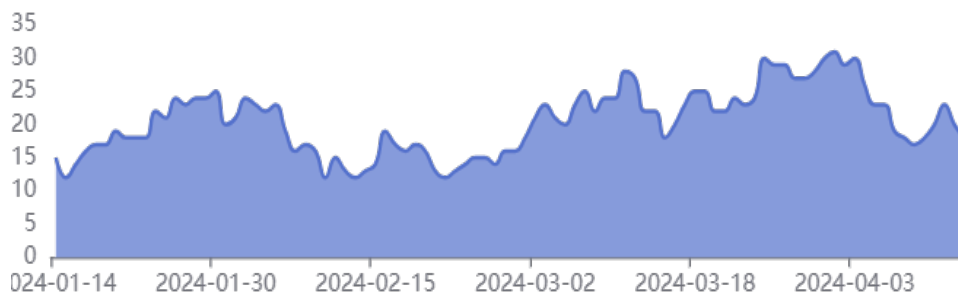


好望角型散货船 Capesize

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.

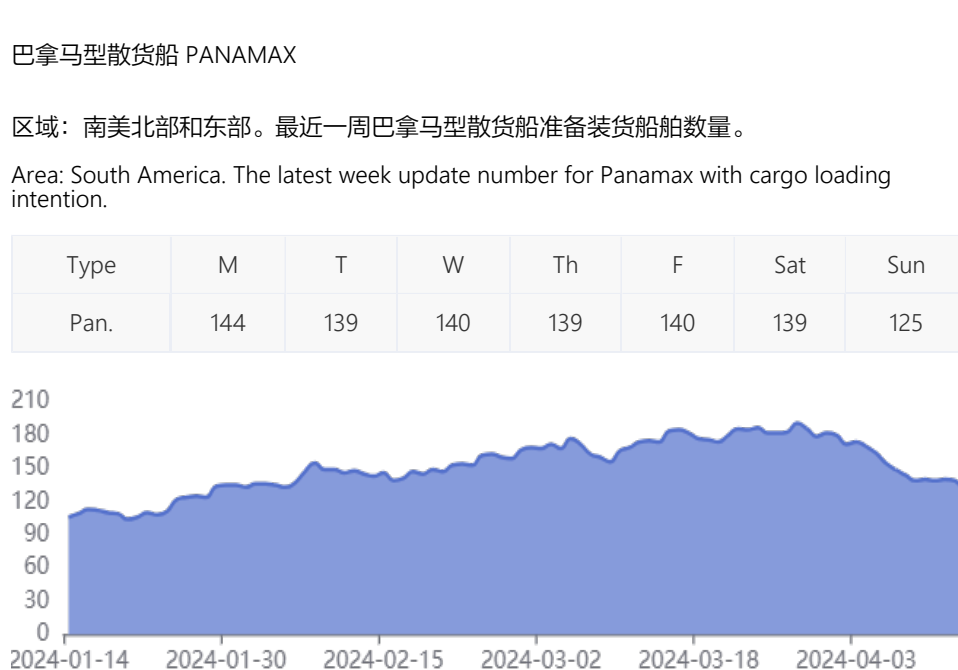
Type	M	T	W	Th	F	Sat	Sun
Cape	18	17	18	20	23	20	18



区域：南非，最近一周好望角型散货船准备装货船舶数量

Area: South Africa, The latest week update number for Capesize with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Cape	26	21	17	20	23	23	20

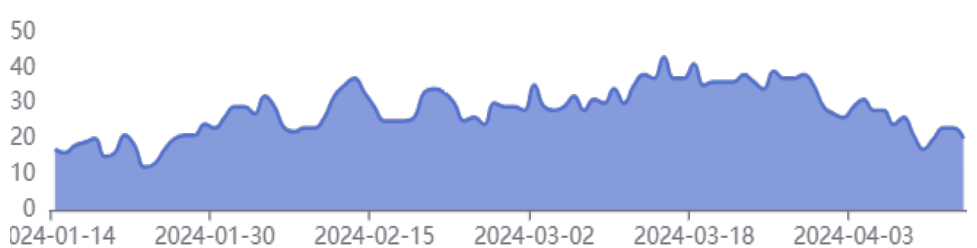
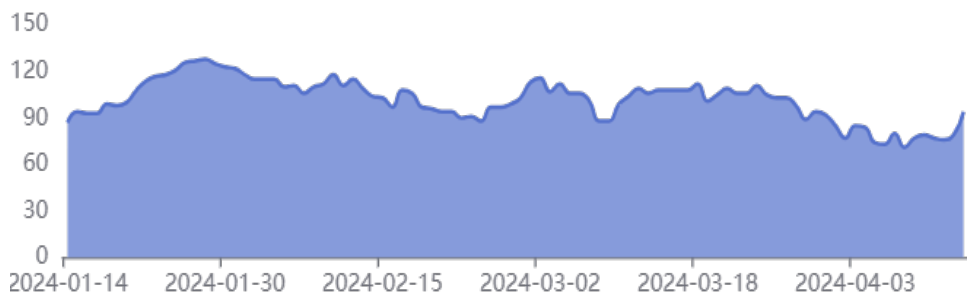


2024-01-14 2024-01-30 2024-02-15 2024-03-02 2024-03-18 2024-04-03

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	71	77	79	77	76	79	94



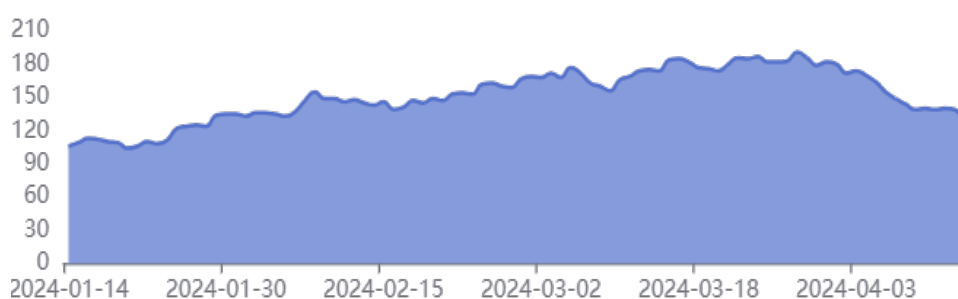
2024-01-14 2024-01-30 2024-02-15 2024-03-02 2024-03-18 2024-04-03

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.	144	139	140	139	140	139	125

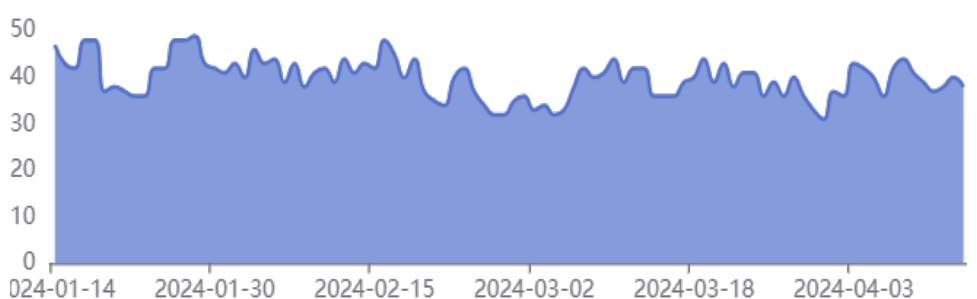


2024-01-14 2024-01-30 2024-02-15 2024-03-02 2024-03-18 2024-04-03

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.	39	37	33	31	34	33	31

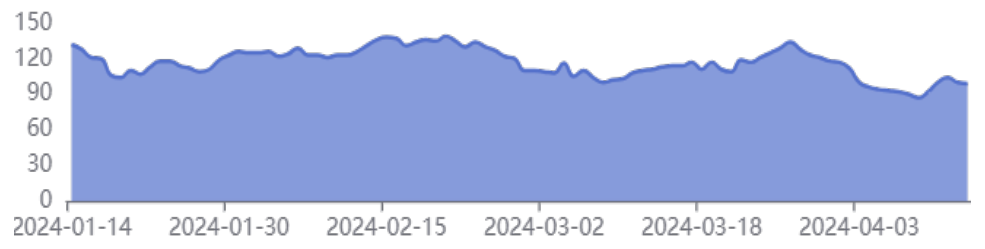


2024-01-14 2024-01-30 2024-02-15 2024-03-02 2024-03-18 2024-04-03

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.	90	87	92	100	104	100	99

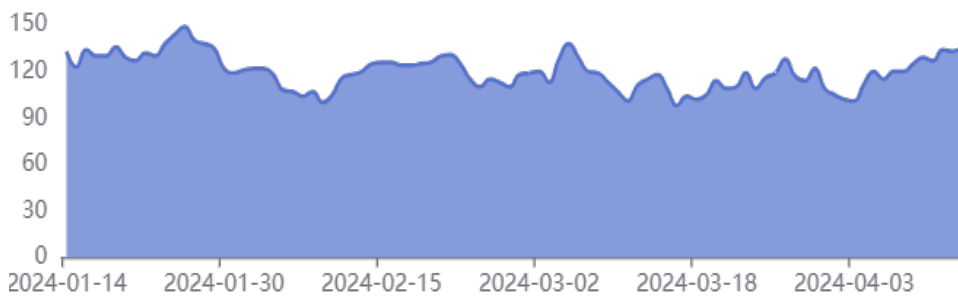


超大灵便型散货 SUPRAMAX

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.

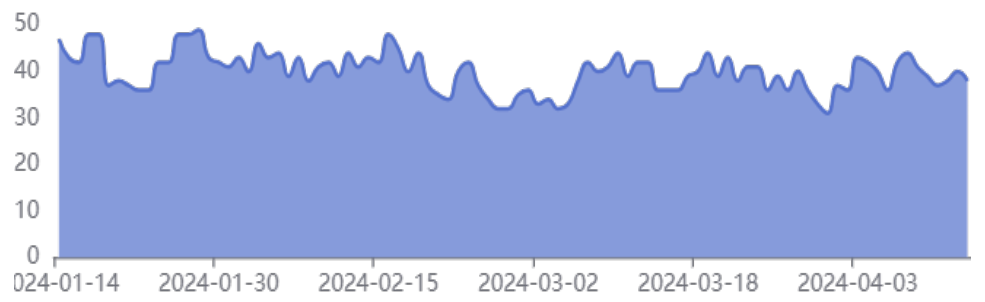
Type	M	T	W	Th	F	Sat	Sun
SMX	120	125	129	127	134	133	136



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.

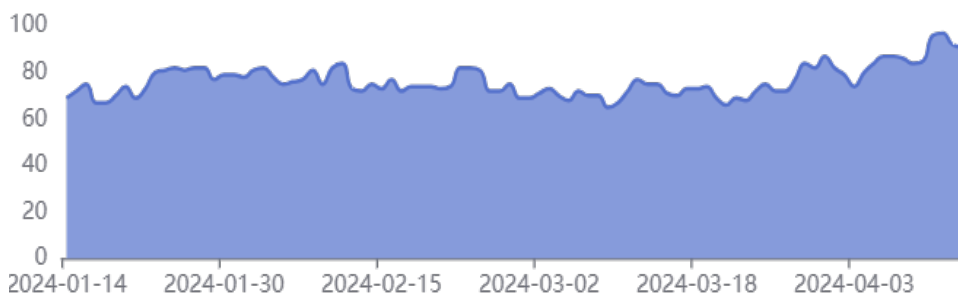
Type	M	T	W	Th	F	Sat	Sun
SMX	44	41	39	37	38	40	38



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.

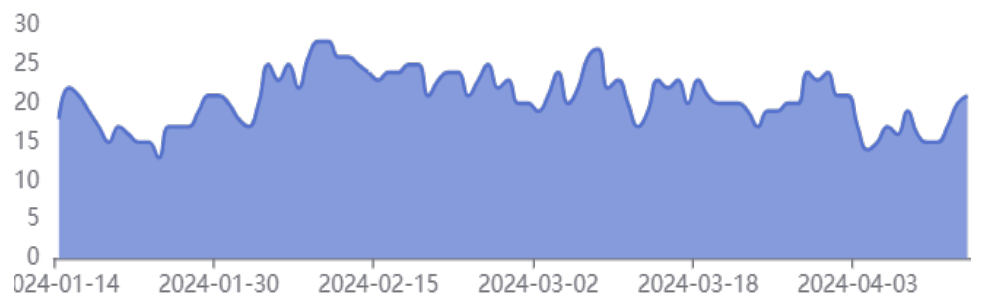
Type	M	T	W	Th	F	Sat	Sun
SMX	19	16	15	15	17	20	21



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.

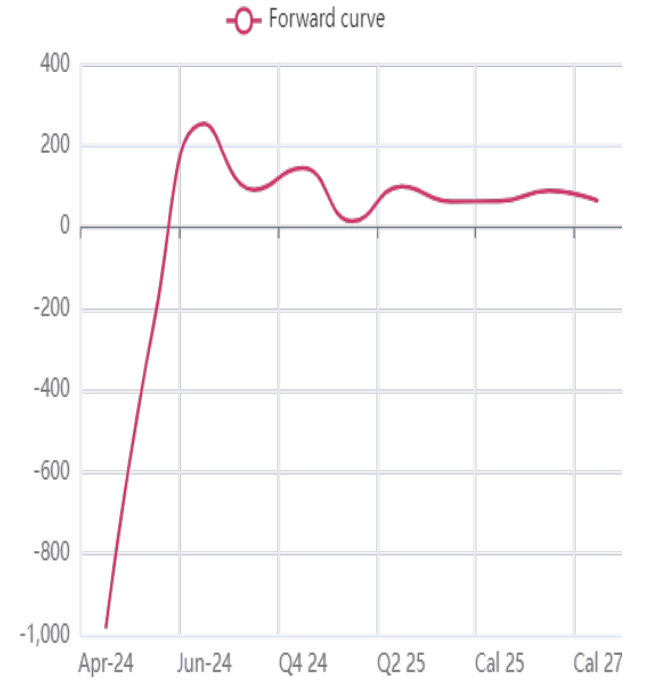
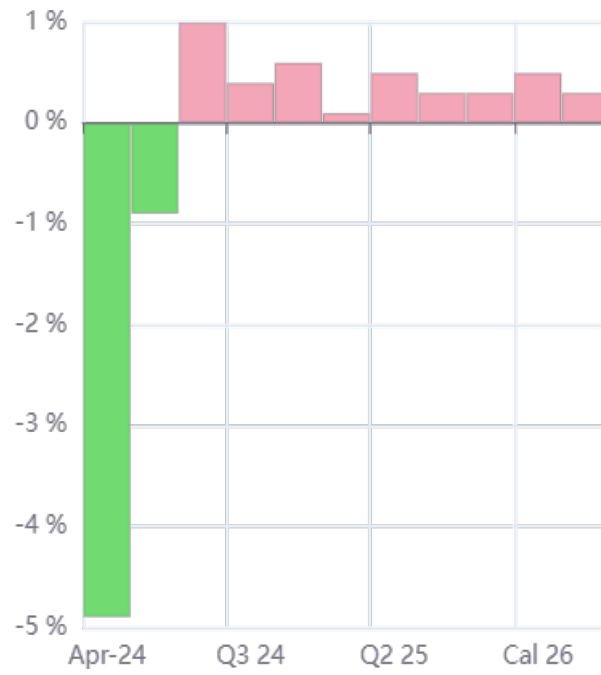
Type	M	T	W	Th	F	Sat	Sun
SMX	86	84	85	96	97	92	91



第五部分 远期运价协议 FFA

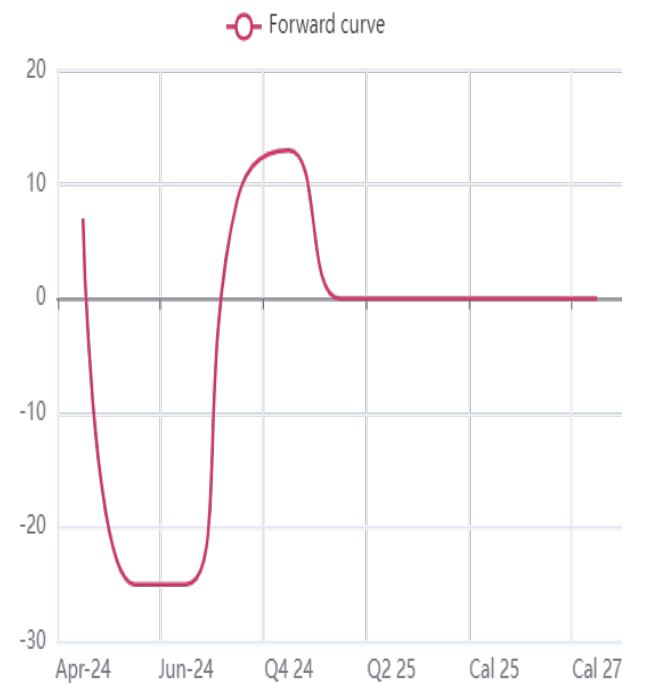
好望角型散货船Capesize

STC	\$/day	WoW	
Apr-24	19,179.00	-982.0	-4.9 %
May-24	24,693.00	-218.0	-0.9 %
Jun-24	26,843.00	254.0	1.0 %
Q3 24	26,026.00	92.33	0.4 %
Q4 24	25,600.00	146.0	0.6 %
Q1 25	15,279.00	15.0	0.1 %
Q2 25	19,771.00	100.0	0.5 %
Q3 25	22,357.00	64.0	0.3 %
Cal 25	19,912.50	64.5	0.3 %
Cal 26	19,111.00	90.0	0.5 %
Cal 27	18,861.00	65.0	0.3 %



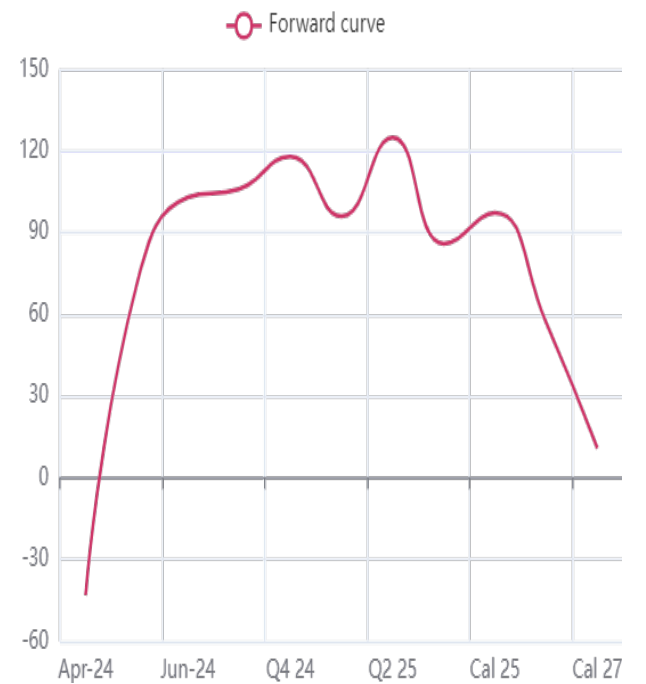
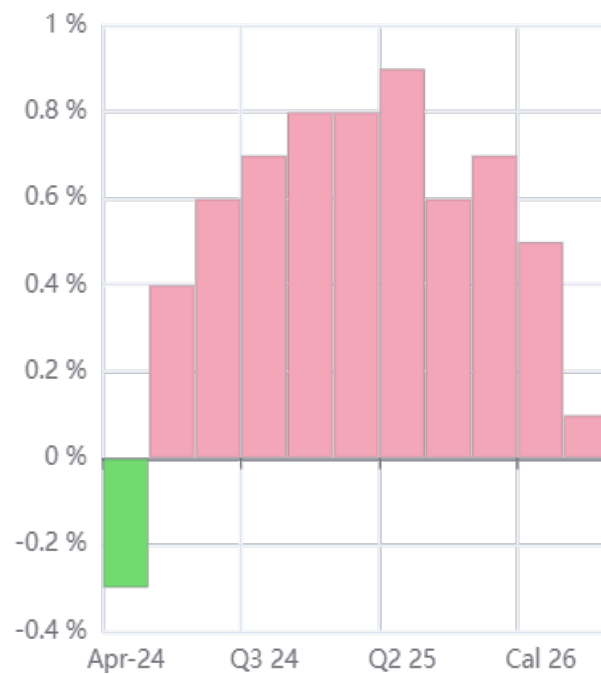
灵便型散货船Handysize

7TC	\$/day	WoW	
Apr-24	13,213.00	7.0	0.1 %
May-24	13,200.00	-25.0	-0.2 %
Jun-24	13,050.00	-25.0	-0.2 %
Q3 24	13,008.67	8.67	0.1 %
Q4 24	12,863.00	13.0	0.1 %
Q1 25	11,063.00	0.0	0.0 %
Q2 25	11,675.00	0.0	0.0 %
Q3 25	12,431.00	0.0	0.0 %
Cal 25	11,900.00	0.0	0.0 %
Cal 26	11,638.00	0.0	0.0 %
Cal 27	11,563.00	0.0	0.0 %



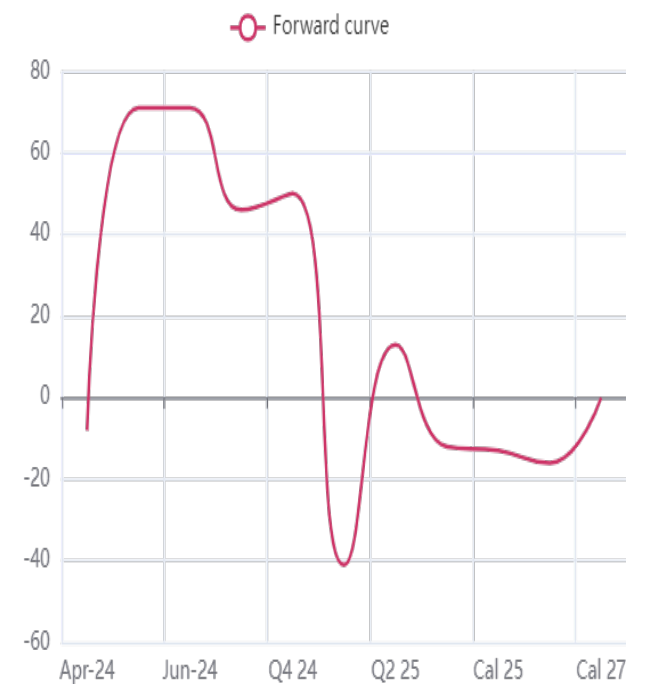
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Apr-24	14,532.00	-43.0	-0.3 %
May-24	15,971.00	71.0	0.4 %
Jun-24	16,039.00	103.0	0.6 %
Q3 24	15,831.00	106.0	0.7 %
Q4 24	14,961.00	118.0	0.8 %
Q1 25	12,507.00	96.0	0.8 %
Q2 25	13,825.00	125.0	0.9 %
Q3 25	13,336.00	86.0	0.6 %
Cal 25	13,221.50	97.25	0.7 %
Cal 26	12,493.00	57.0	0.5 %
Cal 27	12,093.00	11.0	0.1 %



超大灵便型散货船Supramax

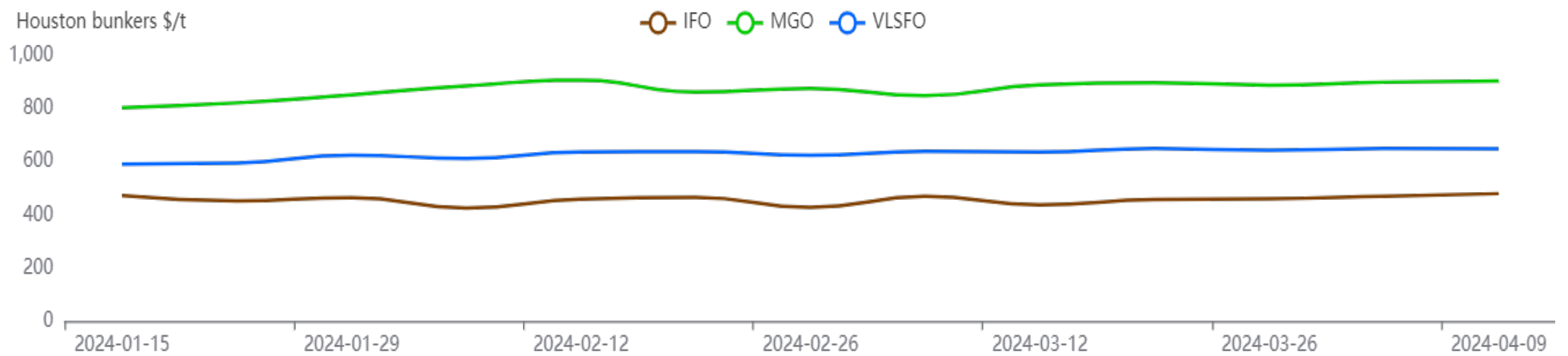
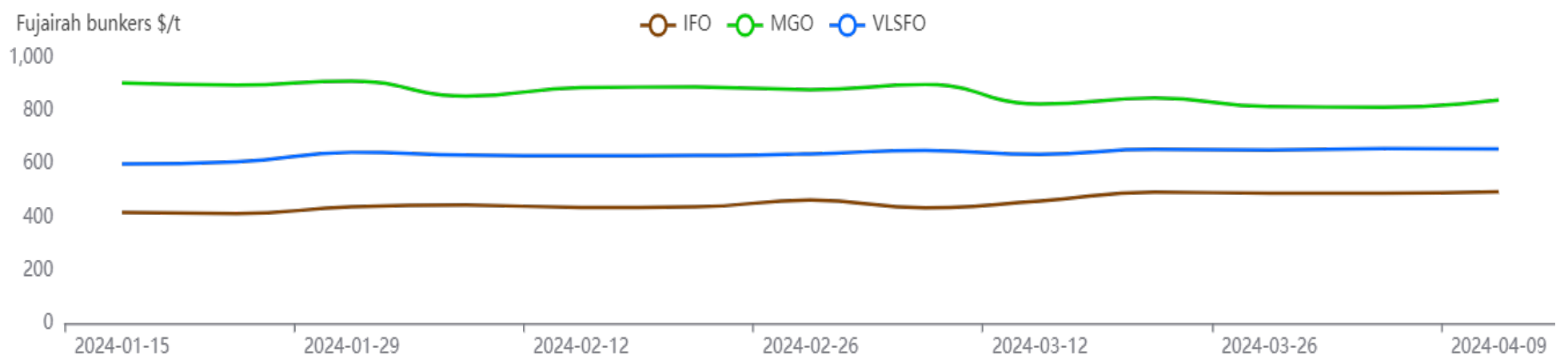
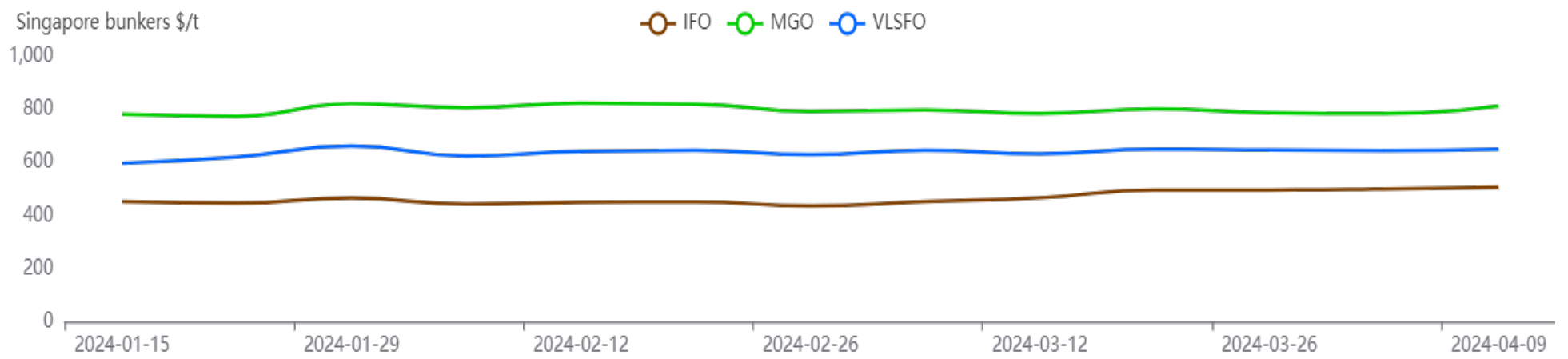
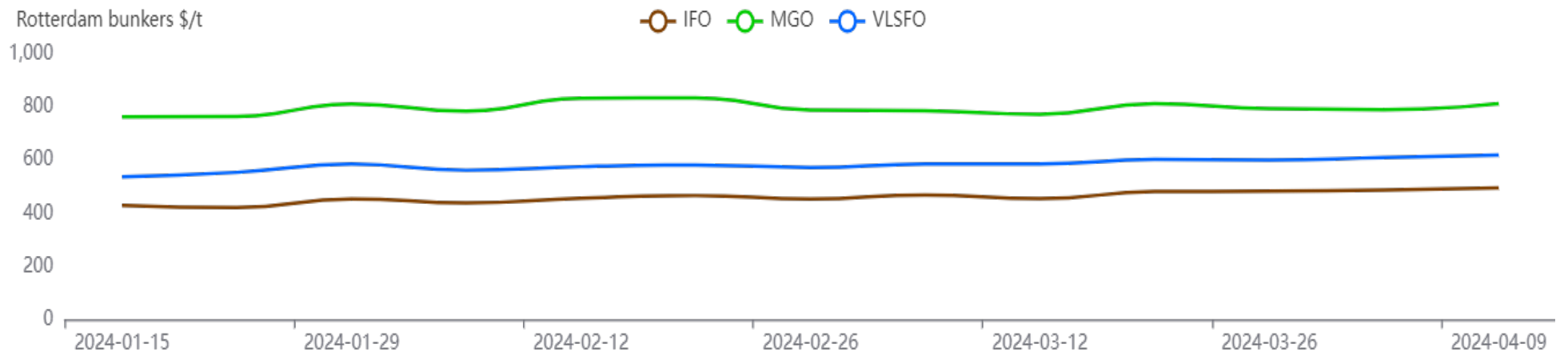
10TC	\$/day	WoW	
Apr-24	14,167.00	-8.0	-0.1 %
May-24	14,488.00	71.0	0.5 %
Jun-24	14,296.00	71.0	0.5 %
Q3 24	14,321.00	46.0	0.3 %
Q4 24	14,142.00	50.0	0.4 %
Q1 25	11,688.00	-41.0	-0.3 %
Q2 25	12,838.00	13.0	0.1 %
Q3 25	13,253.00	-12.0	-0.1 %
12,758.00	Cal 25	-13.0	-0.1 %
Cal 26	12,113.00	-16.0	-0.1 %
Cal 27	11,913.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	646.0	507.5	836.5	138.5	-12.0	-7.97	-13.98
Singapore	650.5	506.0	812.5	144.5	-1.0	-0.69	-12.95
Rotterdam	619.0	496.0	812.5	123.0	1.0	0.82	-5.75
Fujairah	656.5	496.0	840.5	160.5	-8.0	-4.75	-8.81
Houston	649.0	480.0	904.5	169.0	-10.5	-5.85	-15.29

(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		199.0	0.0	0.0	0.0	-24.12
Maize		197.0	-1.0	-0.51	0.51	-34.29
Soybeans		247.0	22.0	9.78	-3.52	-14.49
Rice		250.0	-1.0	-0.4	13.64	26.28
Barley		209.0	2.0	0.97	3.98	-25.95
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	86.04	4.01	4.89	10.35	6.86
Brent	USD/Bbl	90.25	3.47	4.0	9.85	6.21
Natural Gas	USD/MMBtu	1.77	-0.05	-2.75	-2.75	-14.08
Gasoline	USD/Gal	2.76	0.01	0.36	8.66	-1.08
Heating Oil	USD/Gal	2.74	0.07	2.62	3.79	0.74
Ethanol	USD/Gal	1.66	0.07	4.4	5.73	-25.89
Naphtha	USD/T	697.88	-13.17	-1.85	1.48	3.42
Propane	USD/Gal	0.85	0.03	3.66	6.25	7.59
Uranium	USD/Lbs	87.0	2.0	2.35	-6.95	72.79
Methanol	CNY/T	2497.0	-24.0	-0.95	-3.67	-0.44
TTF Gas	EUR/MWh	26.72	-1.13	-4.06	1.4	-45.52
UK Gas	GBP/thm	65.75	-5.85	-8.17	-0.48	-46.24
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.27	0.27	6.75	9.77	4.4
Coal	USD/T	129.1	0.15	0.12	-3.94	-34.8
Steel	CNY/T	3358.0	-191.0	-5.38	-5.96	-18.26
Iron Ore	USD/T	102.0	-8.5	-7.69	-13.19	-19.69
Aluminum	USD/T	2466.5	141.5	6.09	9.92	1.56
Iron Ore Fe 62%	USD/T	2466.5	141.5	6.09	9.92	1.56
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2335.1	154.9	7.1	7.07	18.8
Silver	USD/t.oz	27.8	3.2	13.01	14.4	16.71
Platium	USD/t.oz	948.3	45.0	4.98	3.37	-3.75
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.08	0.0	0.0	-0.92	0.0
USD/CNY		7.25	0.0	0.0	0.83	5.22

第八部分 本周话题 WEEKLY TOPIC



美国钢铁工会敦促美国展开针对中国造船业的301调查

背景:

“301 条款”指的是美国《1974 年贸易法》第 301 条到第 310 条规定的实体内容及制度程序，后经《1984 年贸易与关税法》和《1988 年综合贸易与竞争法》的发展，演变成为 301 条款体系。该体系可以具体分为一般 301 条款（即狭义上的 301 条款）、特别 301 条款（Special 301）和超级 301 条款（Super 301）3 个类别。301 条款针对的是外国政府的不公正贸易行为，具有浓厚的保护主义色彩和单边主义性质，被称为“经济核威慑”。援引 301 条款并不需要以外国国家行为违反了国际法规则为条件（通常称之为“不公正”行为）；它还可以“不合理”为由得到援引。这就给了美国行政部门很大的空间，单方面确定不公平和应采取反措施的行为。

最近一次美国于 2018 年针对中国因巨大的贸易顺差所采取的 301 条款调查报告认定中国政府的有关法律、政策和做法不合理或者具有歧视性，并且已经给美国商业造成了负担或者限制，具体涉及强制技术转让、歧视性技术许可、对美投资收购、网络窃密等方面。随后，美国贸易代表办公室于 2018 年 4 月 3 日公布拟对约 1,300 个税号的中国产品征收 25% 的额外关税。中国国务院关税税则委员会紧跟着于 4 月 4 日决定对原产于美国的大豆、汽车、化工品等 14 类 106 项商品加征 25% 的关税。

今年美国钢铁工会于 3 月 13 号敦促美国总统拜登对中国造船业所谓的不公平经济行为展开贸易调查。

可预见的制裁:

1. 限制或禁止美国船东或投资人在中国定制新造船船;
2. 游说欧盟和联盟国家船东或资本减少或停止在中国定制新造船船;
3. 游说欧盟和联盟国家的船舶设备和特殊钢铁减少或停止出口中国;
4. 对挂靠美国中国制造的船舶采取增加税收的惩罚措施;
5. 对挂靠美国中国制造的船舶采取更加严格的港口国检查;
6. 游说欧盟和联盟国家对中国制造船舶采取增加税收和严格港口国检查;
7. 最糟糕的可能是禁止通过美国中间行对中国造船企业支付美金;

制裁对中国造船业影响的分析:

1. 美国船东和资本在中国订单本来就少，影响不大;
2. 相关行业人士认为其实中国政府对船厂的补贴力度比韩国要小得多，远不及韩国。行政手段无非就是控制欧洲的设备对中国的出口，但现在国内对欧洲设备不像以前那么依赖了，大部分的欧洲品牌在国内都有自己的工厂或者代工厂，双方已经融入得分比较深了，欧洲的设备商也不会因为美国原因影响自己的业务，哪怕逼不得已各种擦边方案也很多。即使真的这么搞，我们中国正好也可以大力发展我们自己的品牌，每次美国的发难都是双刃剑。
3. 中国还是世界主要的造船大国，无论是在生产力，成本，特别是在普通商船这一块还是性价比最高的造船国家首选。

如果制裁落地对航运市场的可能影响:

1. 作为船东，如果因为此类制裁而增加挂靠港口的成本包含增加的税收都应该由租家来承担，这样一来其后果是中西方的贸易可能会进一步大幅度缩减，非中国制造的船舶的运费因为供需原因会大幅度增加运费;
2. 中国造船业会集中寻找非制裁港口贸易，进一步挤压亚洲航运市场，更多的中国造老旧船舶会停航或拆解;
3. 短期内中美贸易商将寻求非中国制造船舶完成运输合同，长远看将中国造船业将不得不选择收益并不理想的航线，许多拥有中国造船业的航运公司或将面临生存问题。

针对美国 301 调查，中国市场上普遍没有引起重视，等制裁发生后都是国家层面出面交涉，但时间成本很高，对相关行业打击巨大。

"Section 301" refers to the substantive content and institutional procedures stipulated in Sections 301 through 310 of the Trade Act of 1974, which evolved into the Section 301 system through the development of the Trade and Tariff Act of 1984 and the Comprehensive Trade and Competition Act of 1988. The system can be specifically divided into three categories: general Section 301 (i.e. Section 301 in the narrow sense), Special 301 (Special 301) and Super 301 (Super 301). Section 301, which targets unfair trade practices by foreign governments, has a strong protectionist and unilateral nature and is known as "economic nuclear deterrence." Invoking Section 301 does not require that a foreign state act violate a rule of international law (often referred to as an "unjust" act); It can also be invoked on "unreasonable" grounds. This gives the US executive branch considerable leeway to unilaterally identify acts that are unfair and deserving of countermeasures.

The most recent US Section 301 investigation into China's massive trade surplus in 2018 concluded that the relevant laws, policies, and practices of the Chinese government are unreasonable or discriminatory and have imposed burdens or restrictions on US business, including forced technology transfer, discriminatory technology licensing, investment and acquisition in the US, and cyber theft. Subsequently, the Office of the United States Trade Representative announced on April 3, 2018 that it intends to impose an additional 25% tariff on about 1,300 tariff codes of Chinese products. On April 4, China's Tariff Commission of The State Council decided to impose 25 percent tariffs on 14 categories of 106 goods originating in the United States, including soybeans, automobiles and chemicals.

On March 13, the United States Steel Union urged U.S. President Joe Biden to open a trade investigation into what it called unfair economic practices in China's shipbuilding industry.

Foreseeable sanctions:

- (1) Restrict or prohibit U.S. shipowners or investors from ordering new ships in China;
- (2) Lobby EU and Union country shipowners or capital to reduce or stop building new ships in China;
- (3) Lobby EU and Union countries to reduce or stop exports of ship equipment and special steel to China;
- (4) Punitive measures to increase taxes on Chinese-made ships that call on the United States;
- (5) Stricter port state inspections for Chinese-made ships calling on the United States;
- (6) Lobby EU and Union countries to impose increased taxes and tougher port state inspections on Chinese-made ships;
- (7) Worst of all, perhaps, a ban on payments of dollars to Chinese shipbuilders through U.S. intermediaries;

Analysis of the impact of sanctions on China's shipbuilding industry:

1. Orders from American shipowners and capital in China are already small and have little impact;
2. Relevant industry people believe that in fact, the Chinese government's subsidies for shipyards are much smaller than that of South Korea, far less than that of South Korea. Administrative means is nothing more than to control the export of European equipment to China, but now the domestic European equipment is not as dependent as before, most of the European brands have their own factories or foundries in the country, the two sides have been integrated into the score is relatively deep, European equipment manufacturers will not affect their business because of the United States, even if forced to a variety of edge programs are also a lot. Even if this is really done, we China can also vigorously develop our own brand, every time the United States is a double-edged sword.
3. China is a major shipbuilding country in the world, both in terms of productivity and cost, especially in ordinary merchant ships, and the most cost-effective shipbuilding country.

Possible impact on the shipping market if sanctions are imposed:

1. As a shipowner, if the increased cost of calling the port including the increased tax due to such sanctions should be borne by the charterers, the consequence will be that the trade between China and the West may be further reduced significantly, and the freight of ships not made in China will increase significantly due to supply and demand reasons;
2. Chinese ships will focus on non-sanction port trade, further squeezing the Asian shipping market, and more Chinese old ships will be suspended or dismantled;
3. In the short term, Chinese and American traders will seek non-Chinese made ships to complete the transportation contract, and in the long run, Chinese made ships will have to choose routes with less benefit voyages, and many shipping companies with Chinese made ships may face survival problems.

For the United States 301 investigation, the Chinese market has generally not paid attention to, and after the occurrence of sanctions, it is the national level to negotiate, but the time cost is very high, and the related industry has a huge blow.