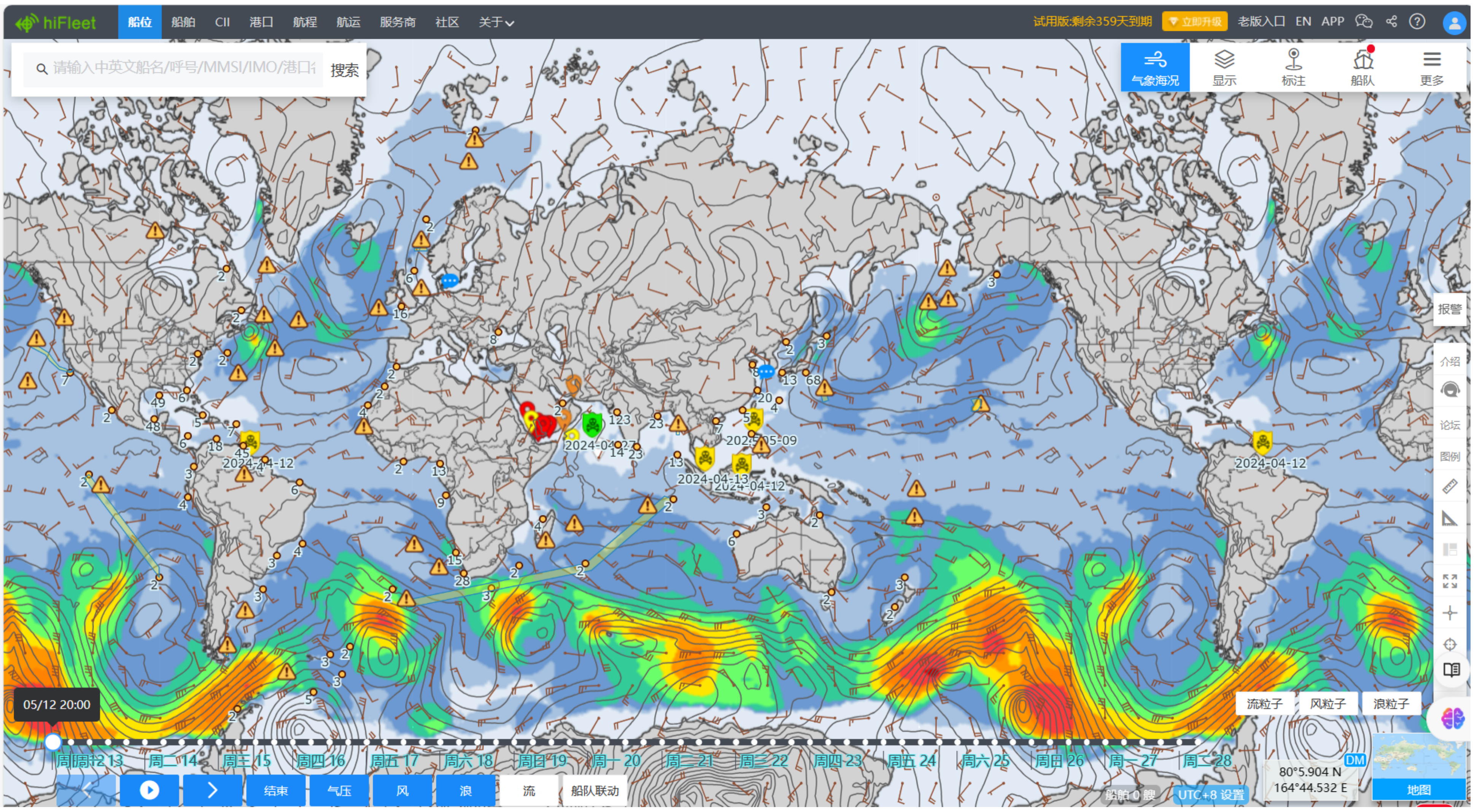
2024年
第19周市场周报

Contents

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834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 834 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、黄海、东海海域风力从3-4增强到5-6级，相关海域海浪将从1米轻中浪到2米轻浪；台湾海峡风力有时6级，台湾海峡洋面海浪将经历2米中浪，南海大部海域风力维持在3-4级，轻浪。大西洋和太平洋北部区域低压活动明显减少，海域海况逐步改善。 The coming week the wind in Bohai Sea, Yellow Sea and China East Sea are becoming strong from gentle to breeze with the seas from slight to moderate. The wind in the Taiwan Strait might see breeze and the sea there happens to experience moderate. 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 quiet, sea conditions are good.

海盗事件 Piracy

5月9号，菲律宾马尼拉锚地。一艘停泊的货柜船的当值船员在船艏楼附近发现两名未获授权人员，便立即拉响警报，两名人士逃离。船员们集合起来，展开了搜索。船上的财产被记为失踪。事件报告给VTMS马尼拉和菲律宾海岸警卫队。09.05.2024: 1920 UTC: Posn: 14:35.59N – 120:50.75E, Manila Anchorage, Philippines. Duty crew onboard an anchored container ship noticed two unauthorised persons near the forecastle and immediately raised the alarm resulting in the persons escaping. Crew mustered and a search was carried out. Ship’s properties accounted as missing. Incident reported to VTMS Manila and the Philippines Coast Guard.

海上事件 Marine Incidents

两名海员承认在一艘希腊油轮上犯有违法排污而面临在美国服刑的可能。纽瓦克地方检察官办公室表示，Avin International运营的5万吨级MR Kriti Ruby的轮机长承认了与在新泽西州Sewaren的一个石油码头附近向海洋违法排放含油废物的指控。该船轮机长和大管轮还承认通过伪造记录来隐瞒违法排污。Two sailors have admitted to illegally discharging oil waste into the sea from a Greek oil tanker and face the possibility of jail in the United States. The Newark local prosecutor's office stated that the chief engineer of the 50,000-tonne MR Kriti Ruby, operated by Avin International admitted to charges of illegally discharging oily waste into the ocean near an oil terminal in Sewaren, New Jersey. The chief engineer and the first engineer also admitted to concealing the illegal discharges by falsifying records.

其它 Others

没有 Nil

备注 Remark

本报告数据截止时间为2024年5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 May 12 of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

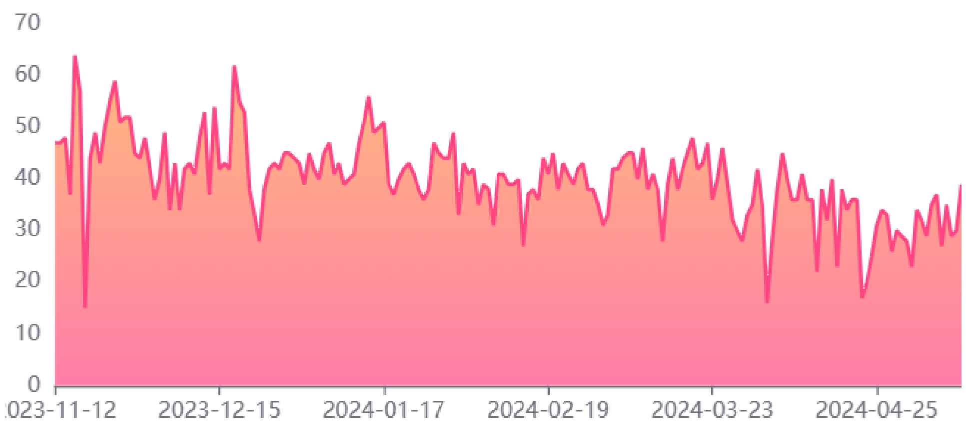
第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

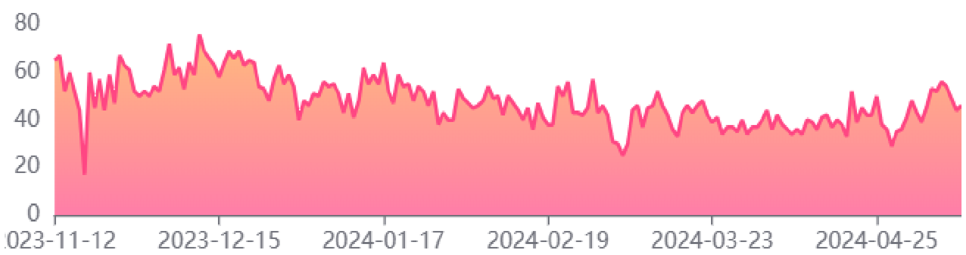
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	46	1245	83	110
Miss.Riv.	6	119	6	23
CJK	164	5184	-421	-152
Pa.Atlan.	80	1563	92	209
Colum.Riv.	4	148	0	-16
Suez.Med.	39	900	30	-175
Pa.Pac.	47	1409	3	62
ZJK	116	2891	70	591

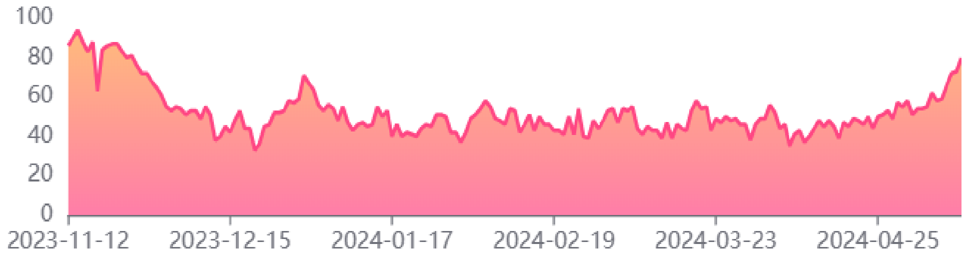
Suez(Mediterranean-Red Sea)



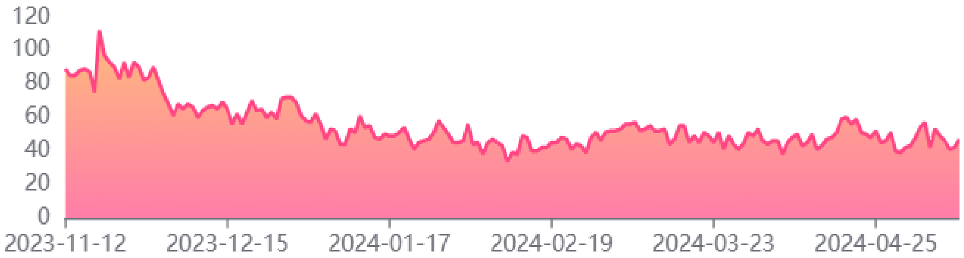
Suez(Red Sea-Mediterranean)



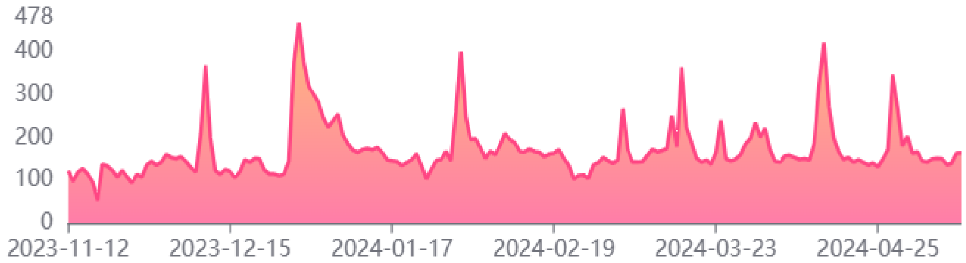
Panama(Atlantic-Pacific)



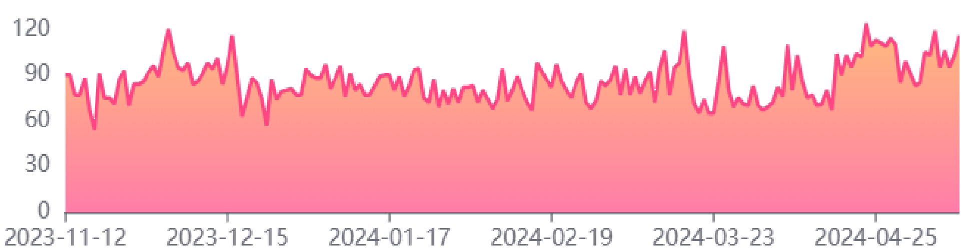
Panama(Pacific-Atlantic)



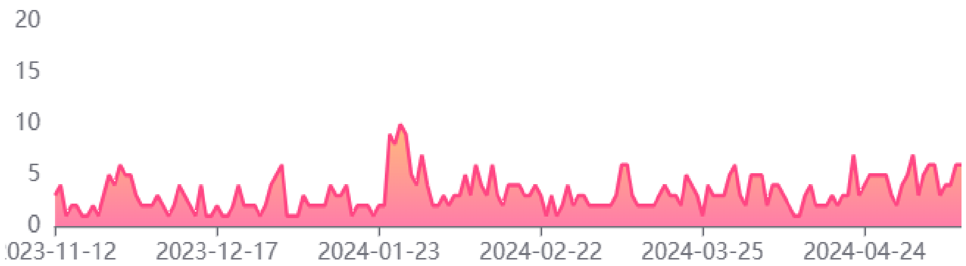
Changjiangkou(Estuary)



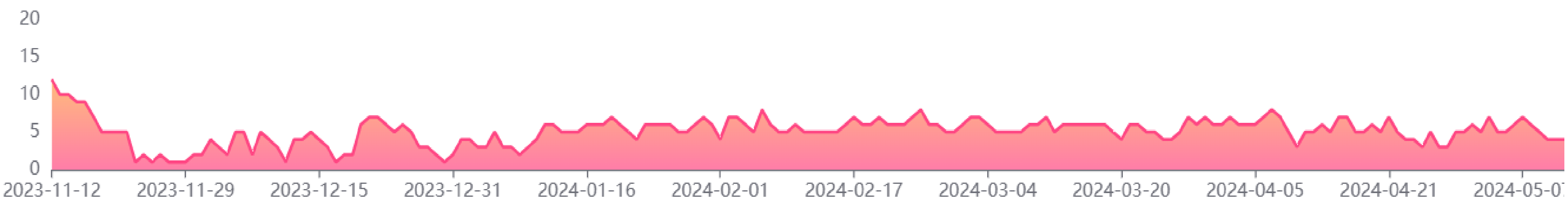
Zhujiangkou(Estuary)



Mississippi River(Estuary)



Columbia River(Estuary)

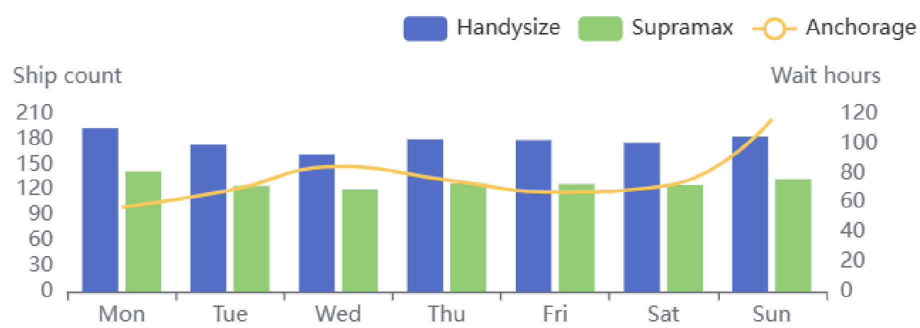


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

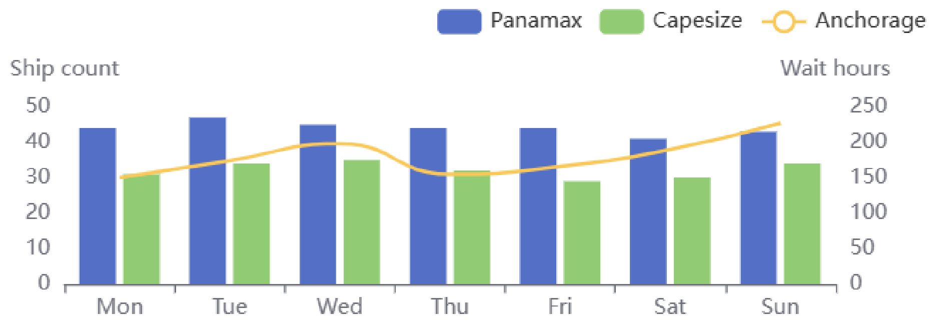
Type	M	T	W	Th	F	Sat	Sun
HDY	193	174	162	180	179	176	183
SMX	142	125	121	128	127	126	133
WT.h.	56.8	68.4	84.5	75.4	67.3	71.2	116.5



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

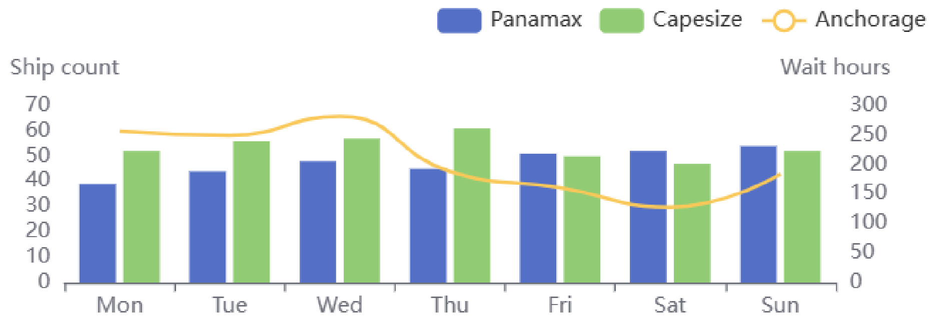
Type	M	T	W	Th	F	Sat	Sun
Pan.	44	47	45	44	44	41	43
Cap	31	34	35	32	29	30	34
WT.h.	150.2	174.2	198.2	154.8	165.8	189.8	227



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

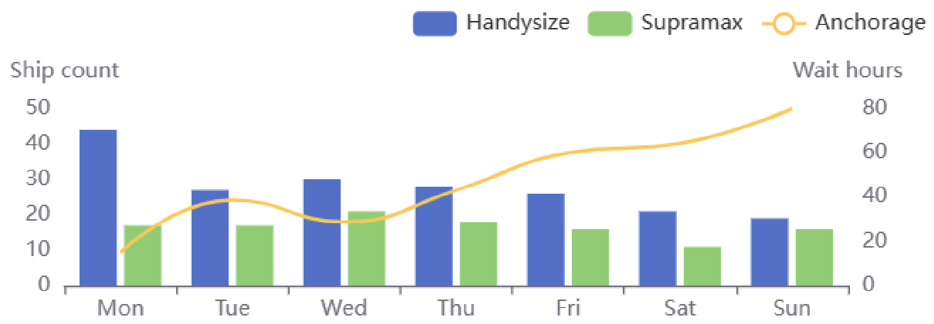
Type	M	T	W	Th	F	Sat	Sun
Pan.	39	44	48	45	51	52	54
Cap	52	56	57	61	50	47	52
WT.h.	256.9	249.55	282.3	188.3	160.8	127.8	184



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

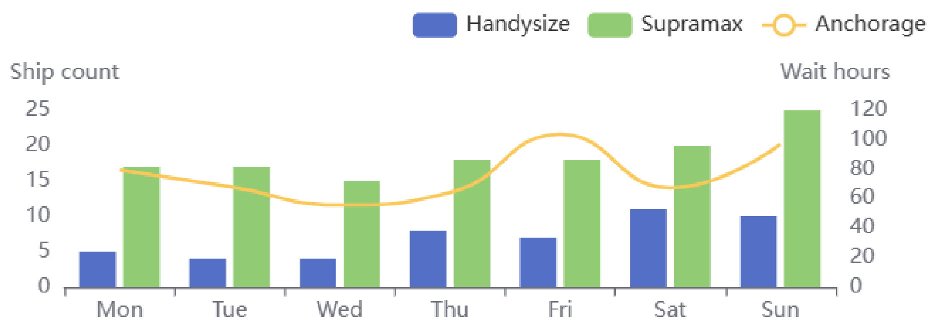
Type	M	T	W	Th	F	Sat	Sun
HDY	44	27	30	28	26	21	19
SMX	17	17	21	18	16	11	16
WT.h.	15	38.7	28.8	43.1	60	64.3	80



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

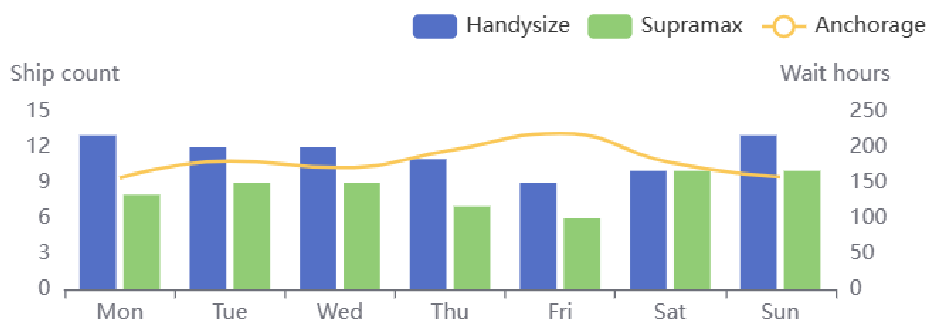
Type	M	T	W	Th	F	Sat	Sun
HDY	5	4	4	8	7	11	10
SMX	17	17	15	18	18	20	25
WT.h.	79.4	68.2	55.6	64.1	103.6	67.3	97



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

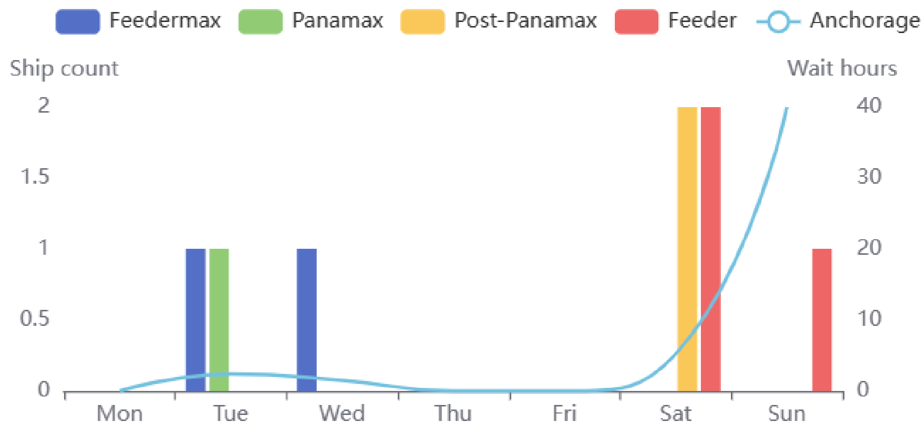
Type	M	T	W	Th	F	Sat	Sun
HDY	13	12	12	11	9	10	13
SMX	8	9	9	7	6	10	10
WT.h.	156.6	180.6	171.4	195.4	219.4	178.3	158



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

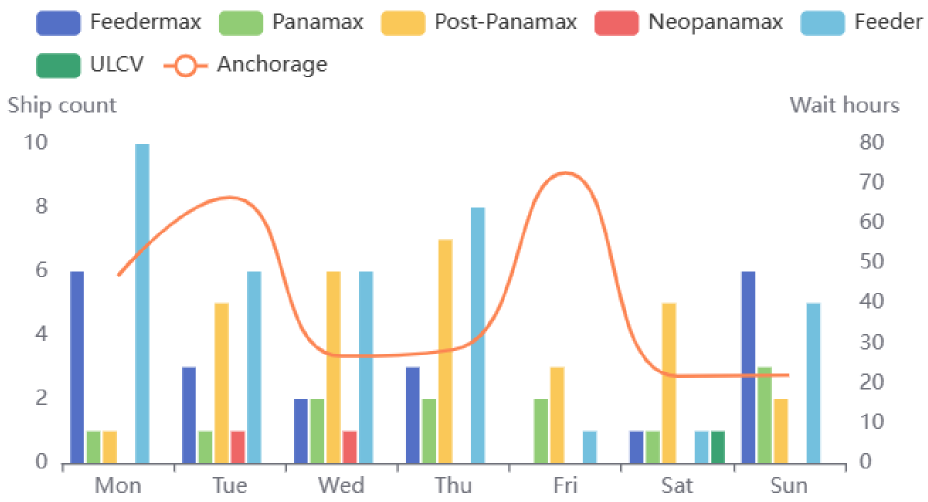
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	1	1	0	0	0	0
Pan.	0	1	0	0	0	0	0
PPx	0	0	0	0	0	2	0
NPx	0	0	0	0	0	0	0
Fd	0	0	0	0	0	2	1
WT.h.	0.0	2.4	1.5	0.0	0.0	5.2	40
Ulcv	0	0	0	0	0	0	0



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

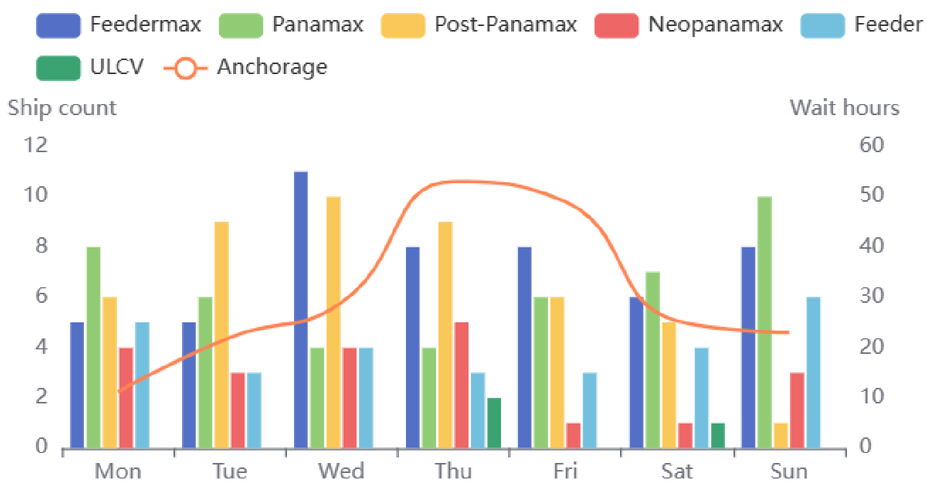
Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	3	2	3	0	1	6
Pan.	1	1	2	2	2	1	3
PPx	1	5	6	7	3	5	2
NPx	0	1	1	0	0	0	0
Fd	10	6	6	8	1	1	5
Ulcv	0	0	0	0	0	1	0
WT.h.	46.9	66.6	26.8	28.4	72.7	21.8	22



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

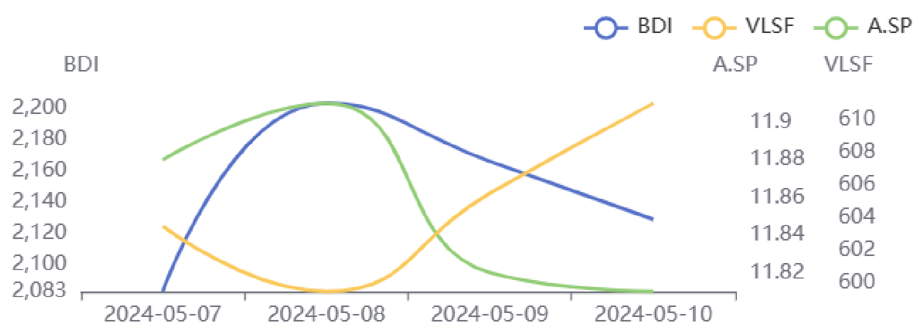
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	5	5	11	8	8	6	8
Pan.	8	6	4	4	6	7	10
PPx	6	9	10	9	6	5	1
NPx	4	3	4	5	1	1	3
Fd	5	3	4	3	3	4	6
Ulcv	0	0	0	2	0	1	0
WT.h.	11.2	22	29	53	49	25.3	23



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

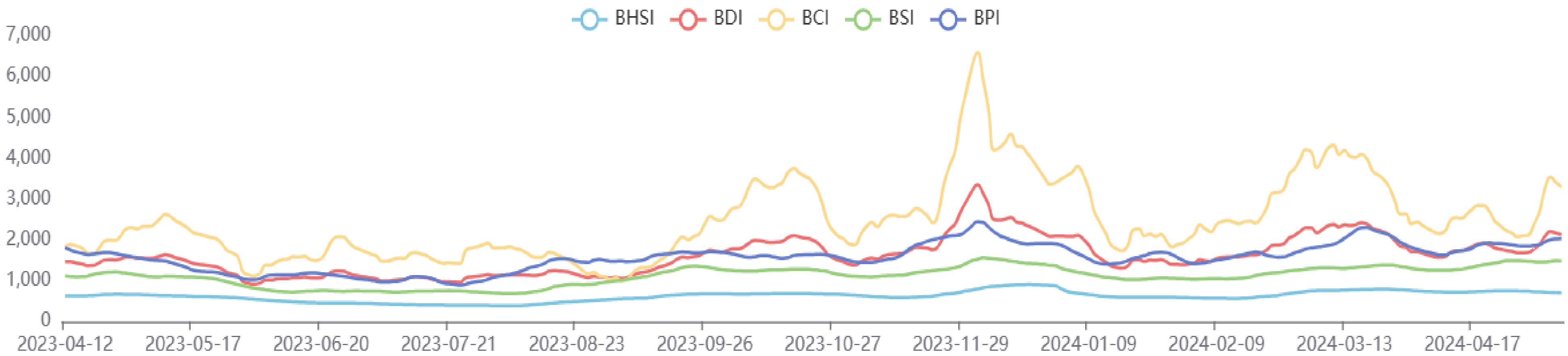
Type	M	T	W	Th	F	Sat	Sun
BDI	1949	2005	2020	2026			
VLSF	604	603.5	599.5	605.5	611		
A.SP	11.84	11.88	11.91	11.82	11.81	11.81	



第三部分 航运市场 SHIPPING MARKET

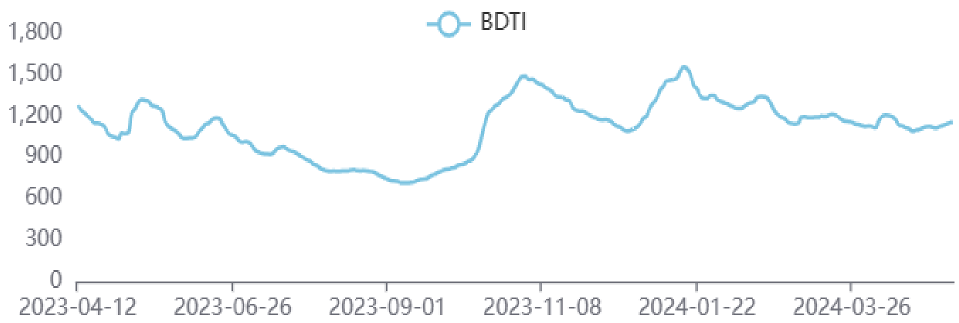
波罗的海干散货指数Baltic Dry Index

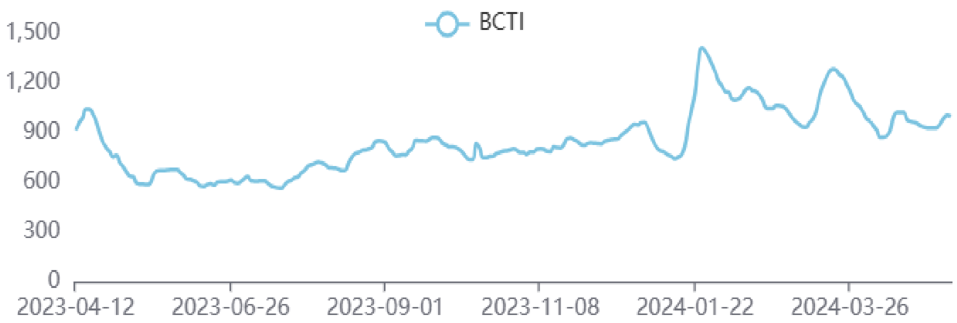
Type	PI	WoW	W%	M%	y%
BDI	2129	253.0	13.49	23.13	29.82
BCI	3292	619.0	23.16	29.0	25.17
BPI	2026	142.0	7.54	18.27	36.8
BSI	1485	27.0	1.85	16.75	33.3
BHSI	703	-26.0	-3.57	-2.63	10.19

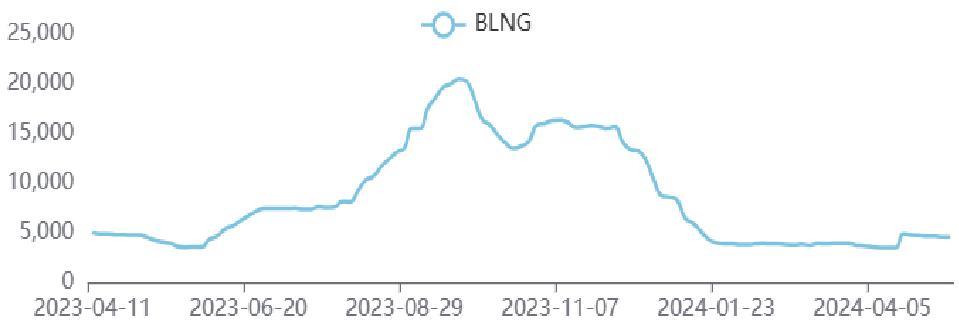


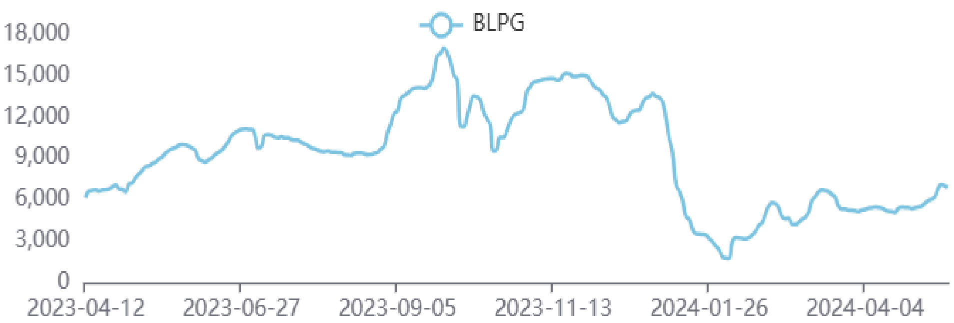
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1155	33.0	2.94	-3.91	-7.75
BCTI	996	65.0	6.98	13.31	57.35
BLNG	4568	-84.0	-1.81	31.98	12.54
BLPG	6878	697.0	11.28	30.81	-15.22

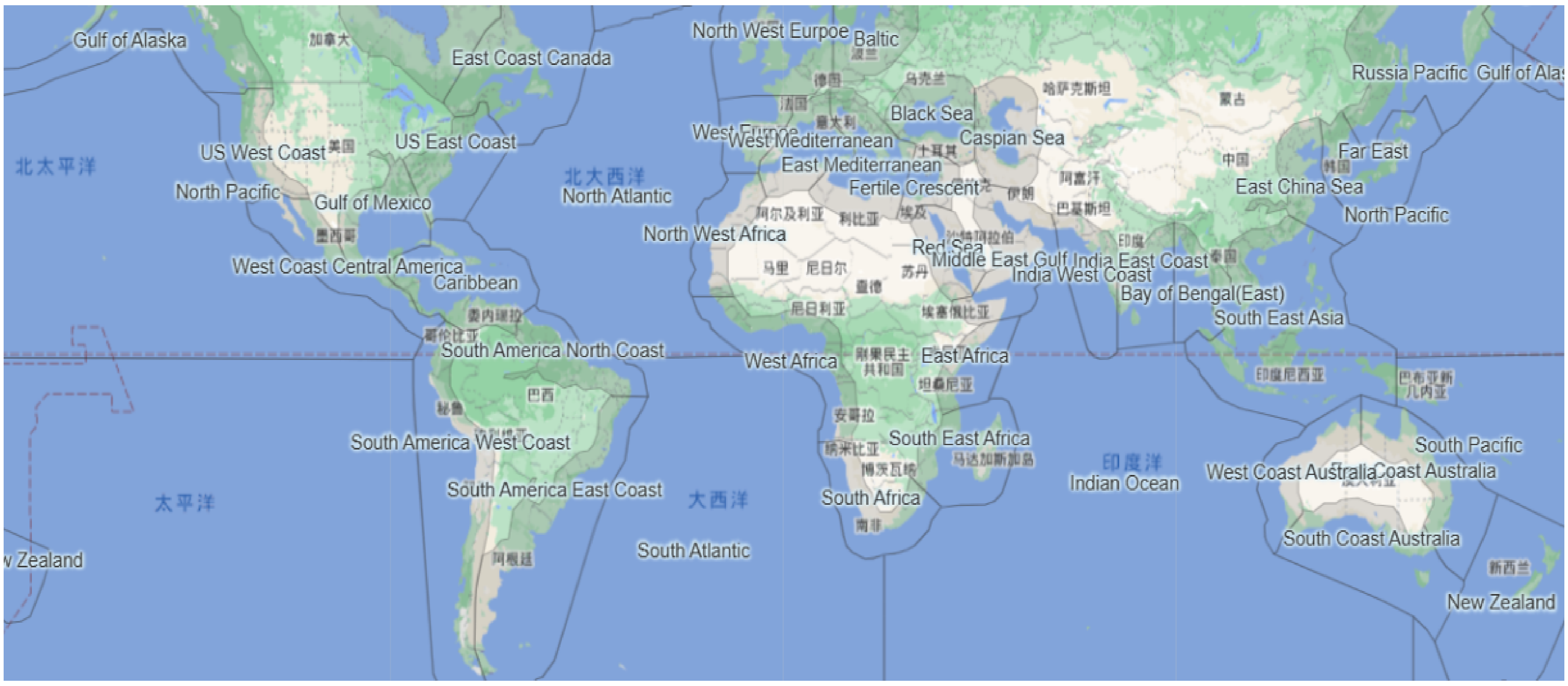








第四部分 运力分布 SUPPLY DISTRIBUTION

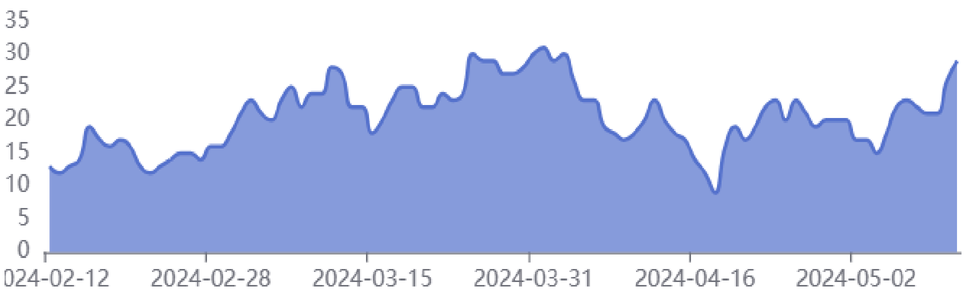


好望角型散货船 Capesize

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.

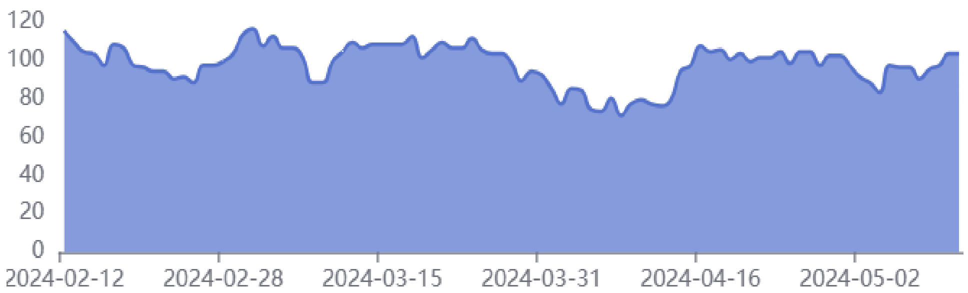
Type	M	T	W	Th	F	Sat	Sun
Cape	22	23	22	21	21	26	29



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.

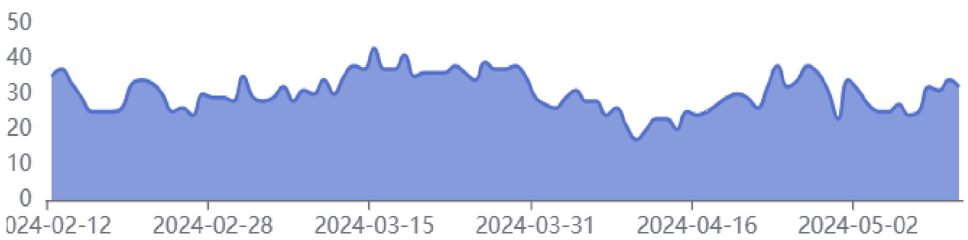
Type	M	T	W	Th	F	Sat	Sun
Cape	96	96	90	95	97	103	103



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	27	24	25	32	31	34	32

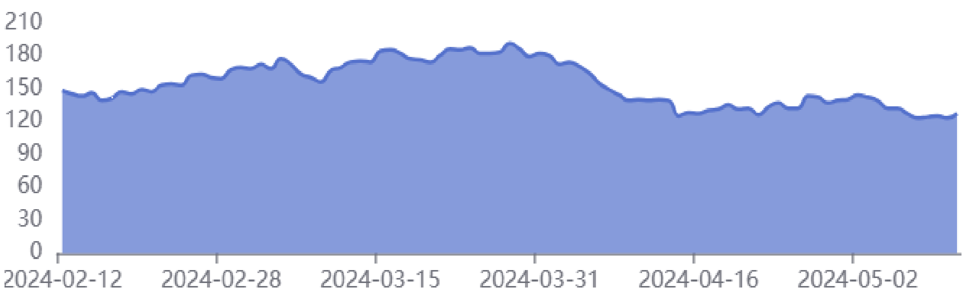


巴拿马型散货船 PANAMAX

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.

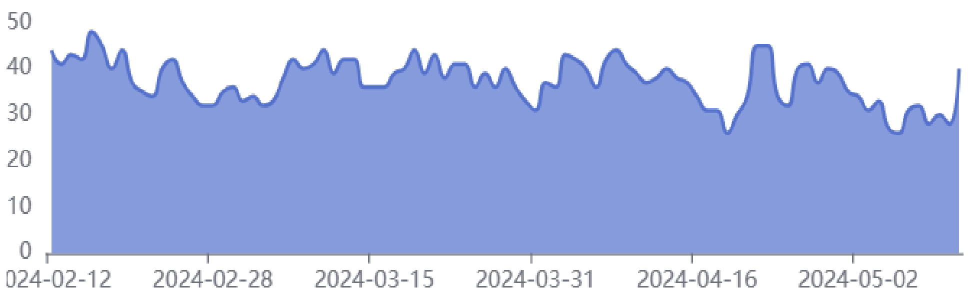
Type	M	T	W	Th	F	Sat	Sun
Pan.	132	127	123	124	125	123	127



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.

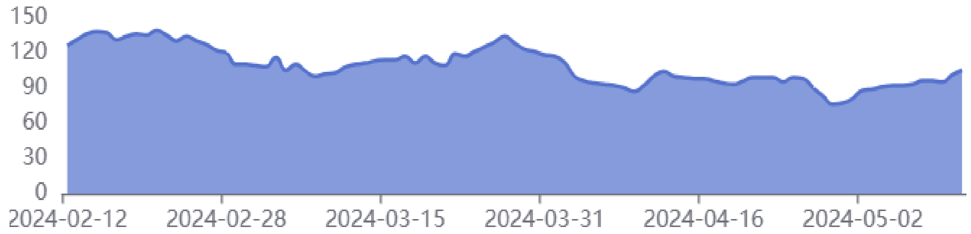
Type	M	T	W	Th	F	Sat	Sun
Pan.	32	30	28	33	32	27	26



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.	92	93	96	96	95	101	105

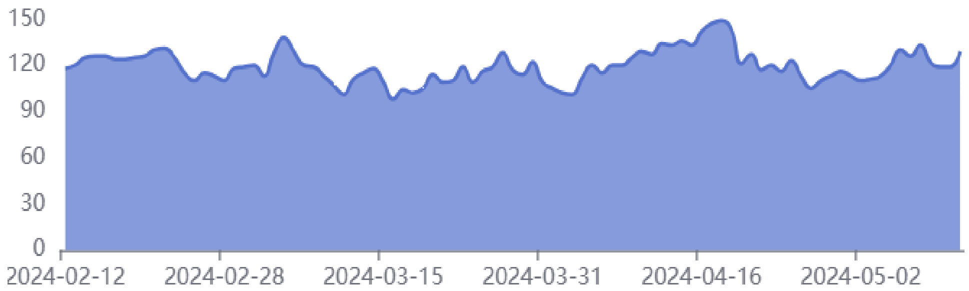


超大灵便型散货 SUPRAMAX

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.

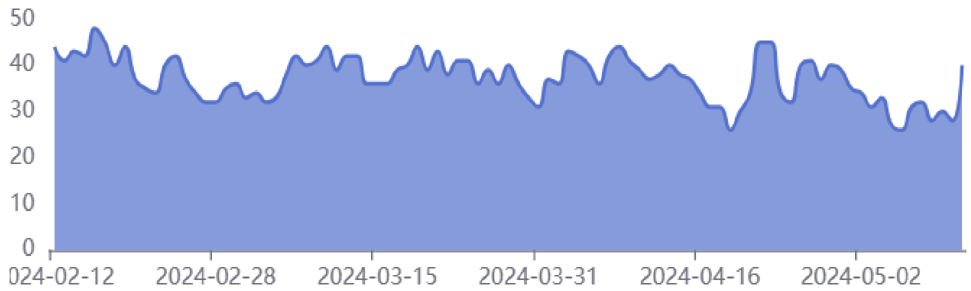
Type	M	T	W	Th	F	Sat	Sun
SMX	130	126	133	122	119	119	129



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.

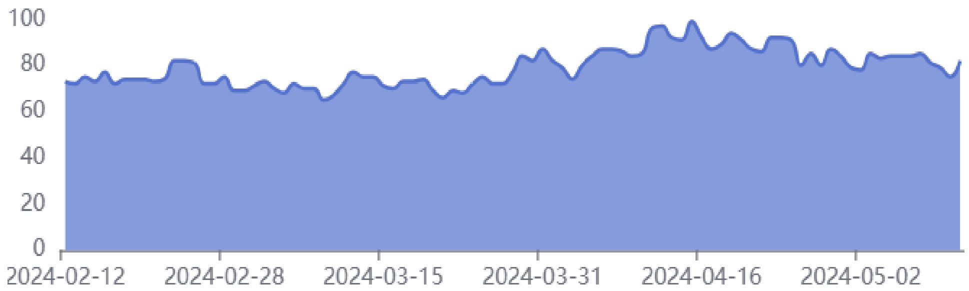
Type	M	T	W	Th	F	Sat	Sun
SMX	26	31	32	28	30	28	40



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.

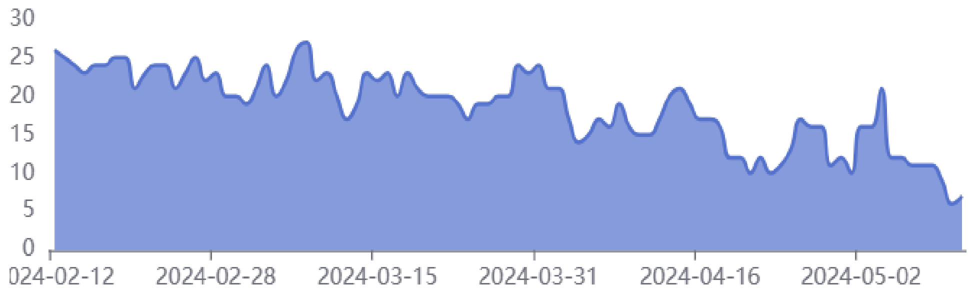
Type	M	T	W	Th	F	Sat	Sun
SMX	12	11	11	11	9	6	7



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.

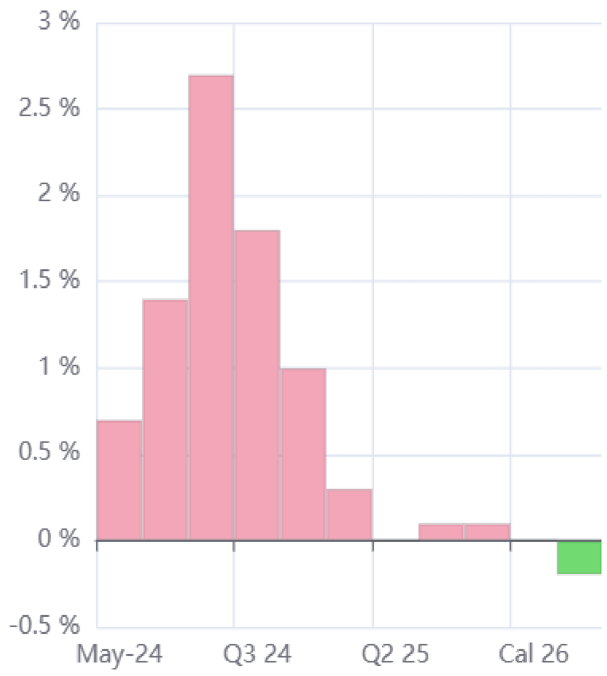
Type	M	T	W	Th	F	Sat	Sun
SMX	84	84	85	81	79	75	82

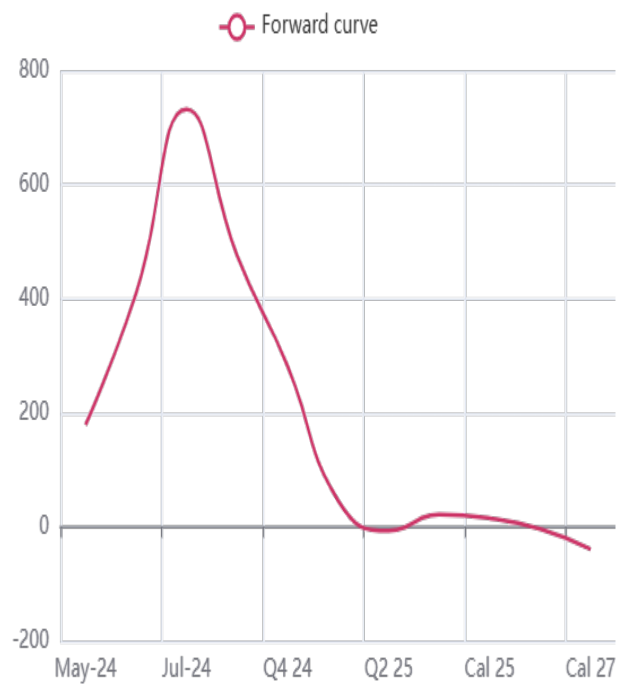


第五部分 远期运价协议 FFA

好望角型散货船Capesize

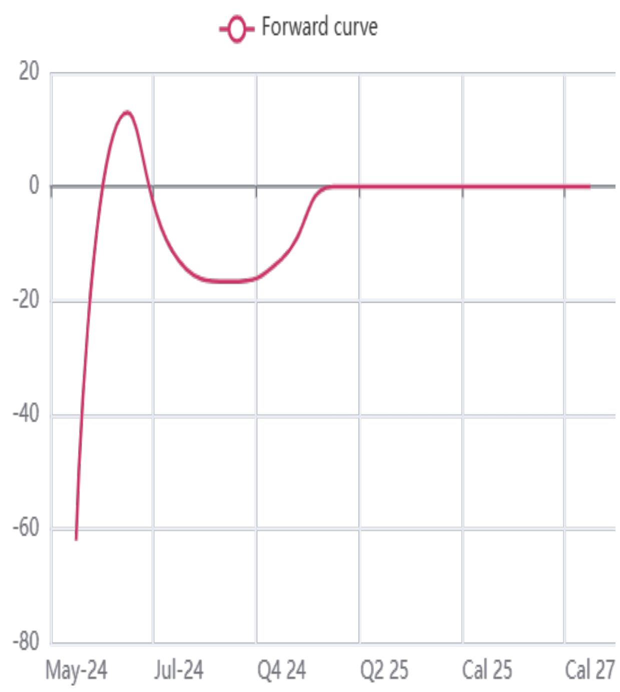
5TC	$/day	WoW	
May-24	27,386.00	179.0	0.7 %
Jun-24	30,164.00	410.0	1.4 %
Jul-24	27,807.00	732.0	2.7 %
Q3 24	27,459.33	476.0	1.8 %
Q4 24	27,220.67	281.33	1.0 %
Q1 25	16,182.00	46.0	0.3 %
Q2 25	21,514.00	-7.0	0.0 %
Q3 25	24,343.00	22.0	0.1 %
Cal 25	21,592.00	15.25	0.1 %
Cal 26	20,275.00	-4.0	0.0 %
Cal 27	19,443.00	-39.0	-0.2 %





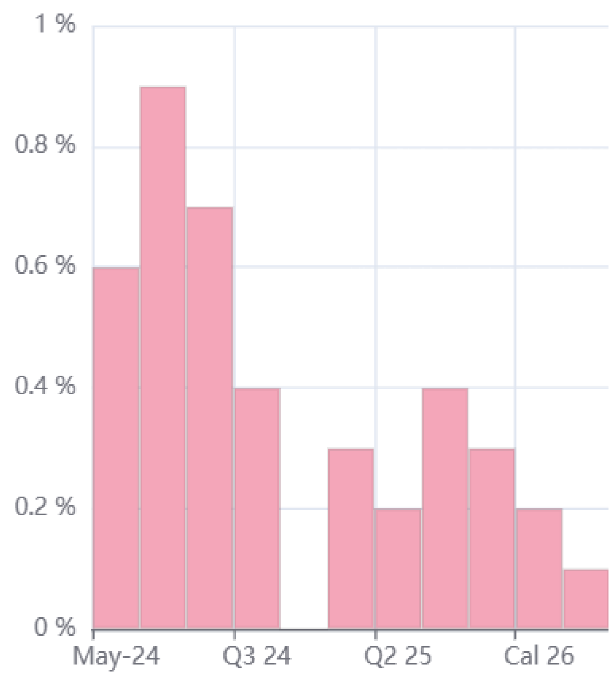
灵便型散货船Handysize

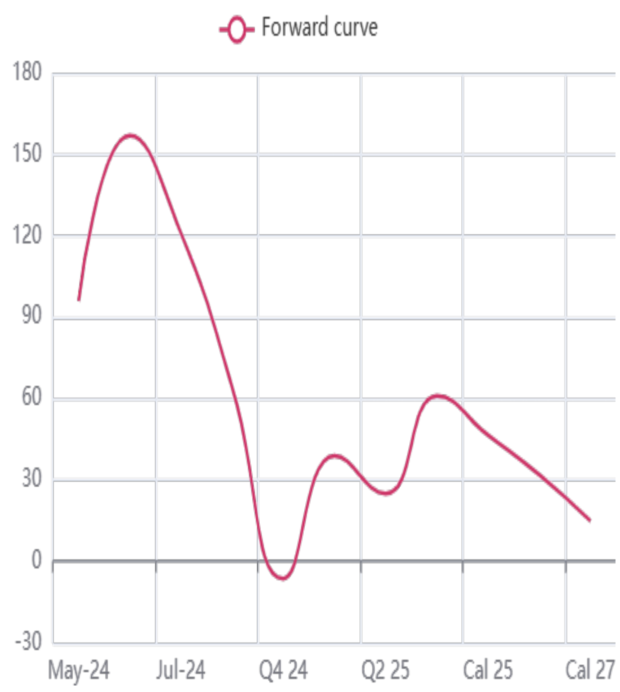
7TC	$/day	WoW	
May-24	13,213.00	-62.0	-0.5 %
Jun-24	13,738.00	13.0	0.1 %
Jul-24	13,775.00	-13.0	-0.1 %
Q3 24	13,604.33	-16.67	-0.1 %
Q4 24	13,125.33	-12.67	-0.1 %
Q1 25	10,975.00	0.0	0.0 %
Q2 25	12,250.00	0.0	0.0
Q3 25	12,488.00	0.0	0.0 %
Cal 25	12,050.25	0.0	0.0 %
Cal 26	11,725.00	0.0	0.0 %
Cal 27	11,513.00	0.0	0.0 %



巴拿马型散货船Panamax

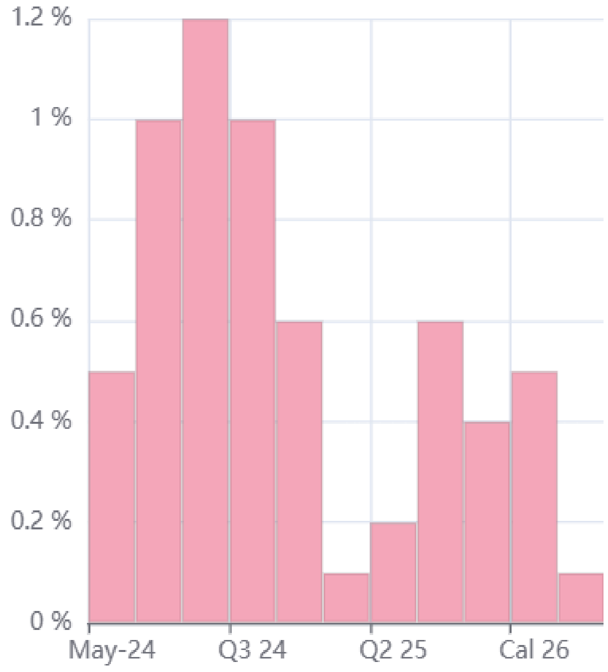
4TC	$/day	WoW	
May-24	16,850.00	96.0	0.6 %
Jun-24	17,250.00	157.0	0.9 %
Jul-24	17,200.00	121.0	0.7 %
Q3 24	16,753.67	64.33	0.4 %
Q4 24	15,500.33	-6.33	0.0 %
Q1 25	13,000.00	39.0	0.3 %
Q2 25	14,293.00	25.0	0.2 %
Q3 25	14,207.00	61.0	0.4 %
Cal 25	13,807.25	46.5	0.3 %
Cal 26	12,900.00	32.0	0.2 %
Cal 27	12,529.00	15.0	0.1 %

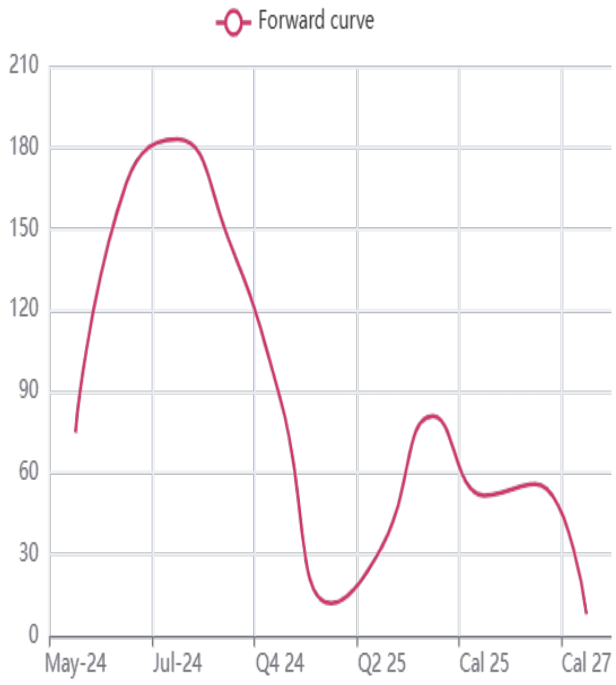




超大灵便型散货船Supramax

10TC	$/day	WoW	
May-24	16,142.00	75.0	0.5 %
Jun-24	16,267.00	167.0	1.0 %
Jul-24	15,833.00	183.0	1.2 %
Q3 24	15,475.00	146.0	1.0 %
Q4 24	14,591.67	88.0	0.6 %
Q1 25	12,075.00	12.0	0.1 %
Q2 25	13,375.00	33.0	0.2 %
Q3 25	13,459.00	81.0	0.6 %
13,092.00	Cal 25	51.75	0.4 %
Cal 26	12,346.00	56.0	0.5 %
Cal 27	12,104.00	8.0	0.1 %

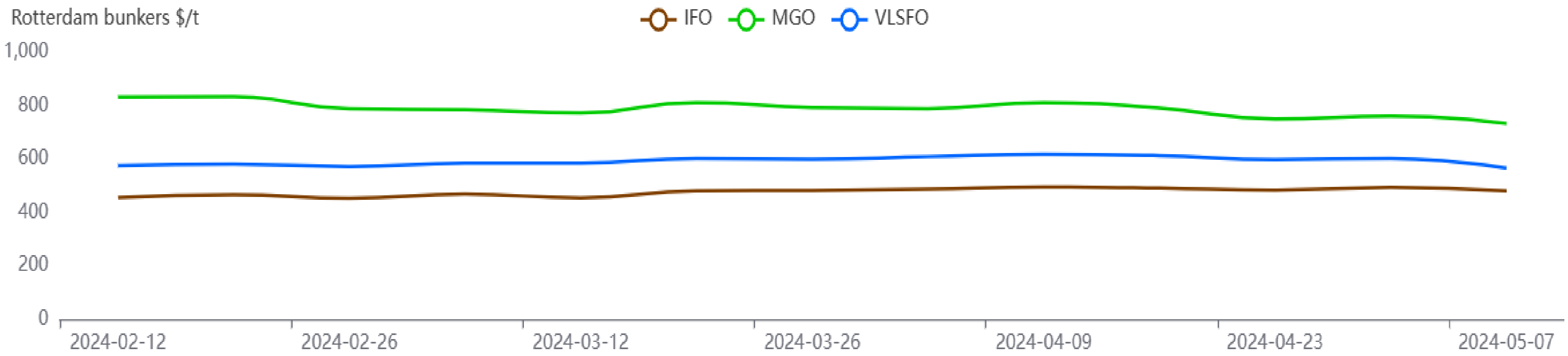


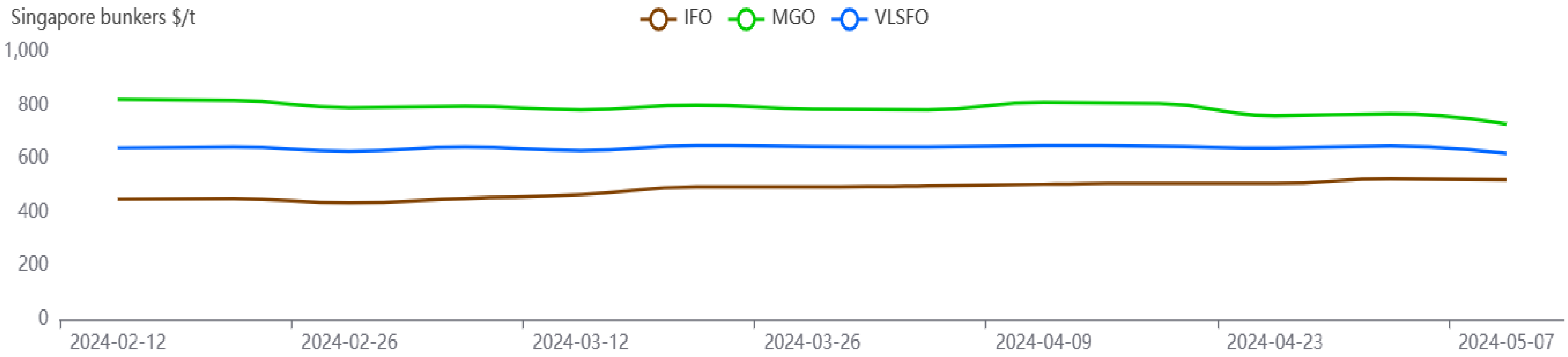


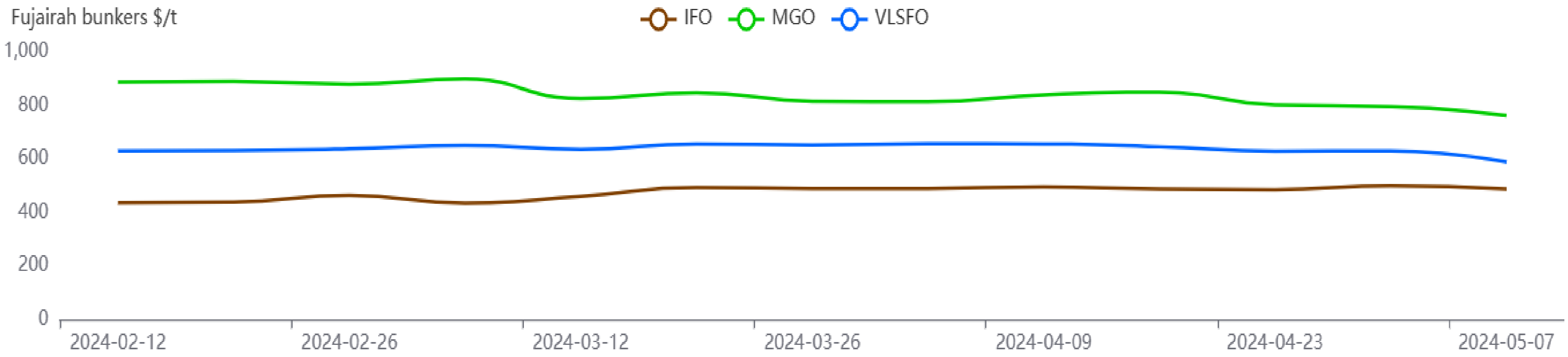
第六部分 燃油价格 BUNKER PRICE

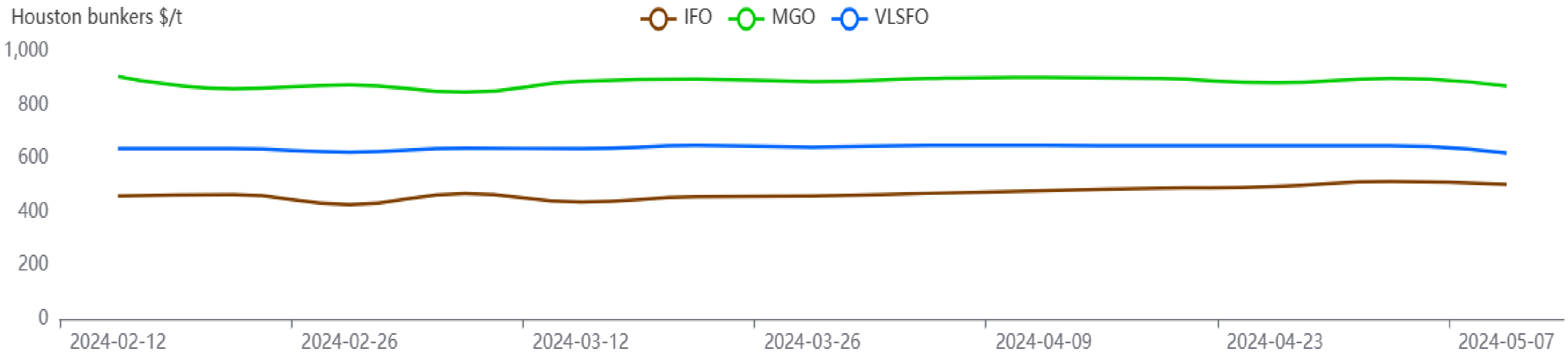
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	633.5	520.5	793.0	113.0	-9.5	-7.76	-18.41
Singapore	621.0	522.5	730.5	98.5	-23.5	-19.26	-31.83
Rotterdam	566.5	481.5	734.0	85.0	-23.0	-21.3	-30.89
Fujairah	589.5	487.5	762.5	102.0	-28.0	-21.54	-36.45
Houston	621.0	504.5	871.5	116.5	-17.0	-12.73	-31.07

(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		217.0	7.0	3.33	9.05	-9.32
Maize		212.0	6.0	2.91	7.61	-19.77
Soybeans		236.0	15.0	6.79	-4.45	-12.46
Rice		247.0	1.0	0.41	-1.2	21.42
Barley		221.0	8.0	3.76	5.74	-13.72
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	77.46	-5.64	-6.79	-9.97	2.47
Brent	USD/Bbl	82.2	-6.33	-7.15	-8.92	3.27
Natural Gas	USD/MMBtu	2.22	0.26	13.27	25.42	-4.31
Gasoline	USD/Gal	2.51	-0.24	-8.73	-9.06	-1.95
Heating Oil	USD/Gal	2.44	-0.1	-3.94	-10.95	2.09
Ethanol	USD/Gal	1.76	0.05	2.92	6.02	-26.97
Naphtha	USD/T	664.86	-24.4	-3.54	-4.73	5.82
Propane	USD/Gal	0.69	-0.12	-14.81	-18.82	-1.43
Uranium	USD/Lbs	92.25	4.9	5.61	6.03	77.06
Methanol	CNY/T	2628.0	81.0	3.18	5.25	11.93
TTF Gas	EUR/MWh	30.54	2.15	7.57	14.3	-19.78
UK Gas	GBp/thm	74.89	4.71	6.71	13.9	-13.84
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.55	-0.04	-0.87	6.56	14.04
Coal	USD/T	146.6	12.1	9.0	13.56	-20.84
Steel	CNY/T	3535.0	-8.0	-0.23	5.27	-5.58
Iron Ore	USD/T	119.56	9.4	8.53	17.22	3.07
Aluminum	USD/T	2534.5	-30.0	-1.17	2.76	6.83
Lithium	CNY/T	110500.0	0.0	0.0	N/A	N/A
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2311.8	-23.1	-0.99	-1.0	15.63
Silver	USD/t.oz	27.3	0.1	0.37	-1.8	8.72
Platium	USD/t.oz	987.0	59.1	6.37	4.08	-9.4
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.07	0.0	0.0	-0.93	-2.73
USD/CNY		7.23	-0.03	-0.41	-0.28	4.48

第八部分 本周话题 WEEKLY TOPIC

2024开年以来的集装箱航运市场

2024开年以来集装箱航运市场与2023年第四季度相比改善许多，平均运费水平上升了24%，集装箱运费总体上持续逐步上涨势头至第二季度，航运界会第一时间将这种上涨归因于红海的扰动中断了大部分船舶红海航路，然而当前市场的形成可能更加复杂，应该还有贸易方面的影响因数和集装箱运营商对市场信心的恢复。

从去年红海危机11月发生以来，HiFleet时刻关注红海船舶绕航情况，包含一直密切关注绕航好望角的集装箱船舶数量；2024年1月至今，累计超过1048艘集装箱船舶绕航好望角，超过全球集装箱船舶的16%；HiFleet周度统计集装箱东向绕航与西向绕航船舶明细显示，随着最初的红海'冲击'减弱，加上军舰护航等举措实施，大多数公司航线在3月和4月间开始减少绕航并趋于平稳；今年从第8周开始，集装箱船绕航数量开始下降，运价指数也相应的开始回落；从第17周，绕航船舶有了进一步明显的下降；MSC绕航数量一直处于居高不下的水平，但在第15周也出现一个明显的下降；今年进入5月份以来，CMA CGM和Maersk集装箱绕航船舶数量下降幅度也开始明显；在好望角绕航集装箱船舶逐渐减少的情况下，5月前后，各大船公司纷纷涨价还有其它背后的原因；对于今后集装箱航运市场走势判断，红海危机因数或将继续存在一段时间，但或许已不再是影响集装箱航运市场最关键的因素。

今年可能成为国际间贸易量增长积极的一年，2024年初到目前全球集装箱贸易量同比增长明显，特别是跨太平洋的贸易同比增长大概25%，其它亚洲以外的贸易路线远东到中东或印度方向增加超过30%; 远东到拉丁美洲贸易量增长超过20%；主要地区经济趋势积极，特别是中国新能源车的大量装集装箱出口。 于此同时集装箱船的航速平均增长了5%，说明了较强的市场需求支撑。

从最近集装箱期租市场表现还可以看出船承运人对未来集装箱市场的信心恢复明显。2023年第四季度，承运人平均签订的期租时间是大概6个月，今年以来平均期租时间上升到9个月，同时平均期租租金水平上升超过24%。

全球集装箱船新造船交船数量增加明显。2022年间新增超100万TEU，2023年间新增超220万TEU，2024年到目前新增TEU已经超过100万，而集装箱船拆解呈现减缓态势，2023年第四季度因拆解集装箱船减少近5万TEU，而2024年到目前接近半年时间因拆解集装箱船而减少的TEU不到3万TEU。

总体而言，集装箱运价市场短期内可能保持相对高位，但市场总会发生波动，一旦红海中断缓解，集装箱船市场脆弱的信心可能会很快变成担心，因为2024年集装箱船队9%的增长明显超过宏观贸易4%的增长。

Since the beginning of 2024, the container shipping market has shown significant improvement compared to the fourth quarter of 2023, with average freight rates increasing by 24%. The overall trend of container freight rates has been steadily rising until the second quarter. The shipping industry initially attributed this increase to the disruption in the Red Sea, which interrupted most vessels using the Red Sea route. However, the current market dynamics may be more complex, involving trade-related factors and the confidence of container operators in the market.

Since the Red Sea crisis in November of last year, HiFleet has been monitoring the rerouting of vessels around the Cape of Good Hope, including closely tracking the number of container vessels rerouting. From January 2024 to date, over 1048 container vessels have rerouted around the Cape of Good Hope, exceeding 16% of the global container vessel fleet. Weekly statistics from HiFleet show that as the initial impact of the Red Sea disruption weakened and measures such as naval escort were implemented, most company routes began to reduce rerouting and stabilise between March and April. The number of container ship reroutings started to decrease from the 8th week of this year, with freight indices correspondingly beginning to fall. A more significant decrease in rerouted vessels was observed from the 17th week. Although MSC's rerouting numbers remained high, there was a noticeable decrease in the 15th week. Since May, there has been a significant decrease in the number of rerouted vessels for CMA CGM and Maersk. As the number of container ships rerouting around the Cape of Good Hope decreases, major shipping companies have started to increase prices, among other reasons. Looking ahead at the container shipping market, while the Red Sea crisis factors may persist for some time, they may no longer be the most critical factors affecting the market.

2024 may be a positive year for international trade volume. From the beginning of 2024 to date, global container trade volume has shown a significant year-on-year increase, especially with a roughly 25% increase in trans-Pacific trade. Trade routes outside Asia, such as from the Far East to the Middle East or India, have seen an increase of over 30%; trade volume from the Far East to Latin America has increased by over 20%. Major regional economies are showing positive trends, particularly with a large number of containers exporting Chinese new energy vehicles. At the same time, the average speed of container ships has increased by 5%, indicating strong market demand support.

The recent performance of the container charter market also reflects a significant recovery in shipowners' confidence in the future container market. In the fourth quarter of 2023, the average charter period signed by shipowners was around 6 months, which has increased to an average of 9 months this year, with charter rates rising by over 24%.

There has been a significant increase in the delivery of new container ships globally. Over 1 million TEU were added in 2022, over 2.2 million TEU in 2023, and over 1 million TEU have been added so far in 2024. Meanwhile, the demolition of container ships has slowed down, with nearly 50,000 TEU discounted as containers scrapped in the fourth quarter of 2023 compared to only 30,000 TEU discounted in the first half of 2024.

Overall, container freight rates may remain relatively high in the short term, but market fluctuations are inevitable. Once the Red Sea disruption eases, the fragile confidence in the container ship market may quickly turn into concern, as the 9% growth of the container fleet in 2024 significantly exceeds the 4% growth in macroeconomic trade.