



2024年 第43周市场周报

Contents

第一部分

航运安全 SHIPPING SAFETY

第二部分

航运数据 SHIPPING DATA

第三部分

航运市场 SHIPPING MARKET

第四部分

运力分布 SUPPLY DISTRIBUTION

第五部分

远期运价协议 FFA

第六部分

燃油价格 BUNKER PRICE

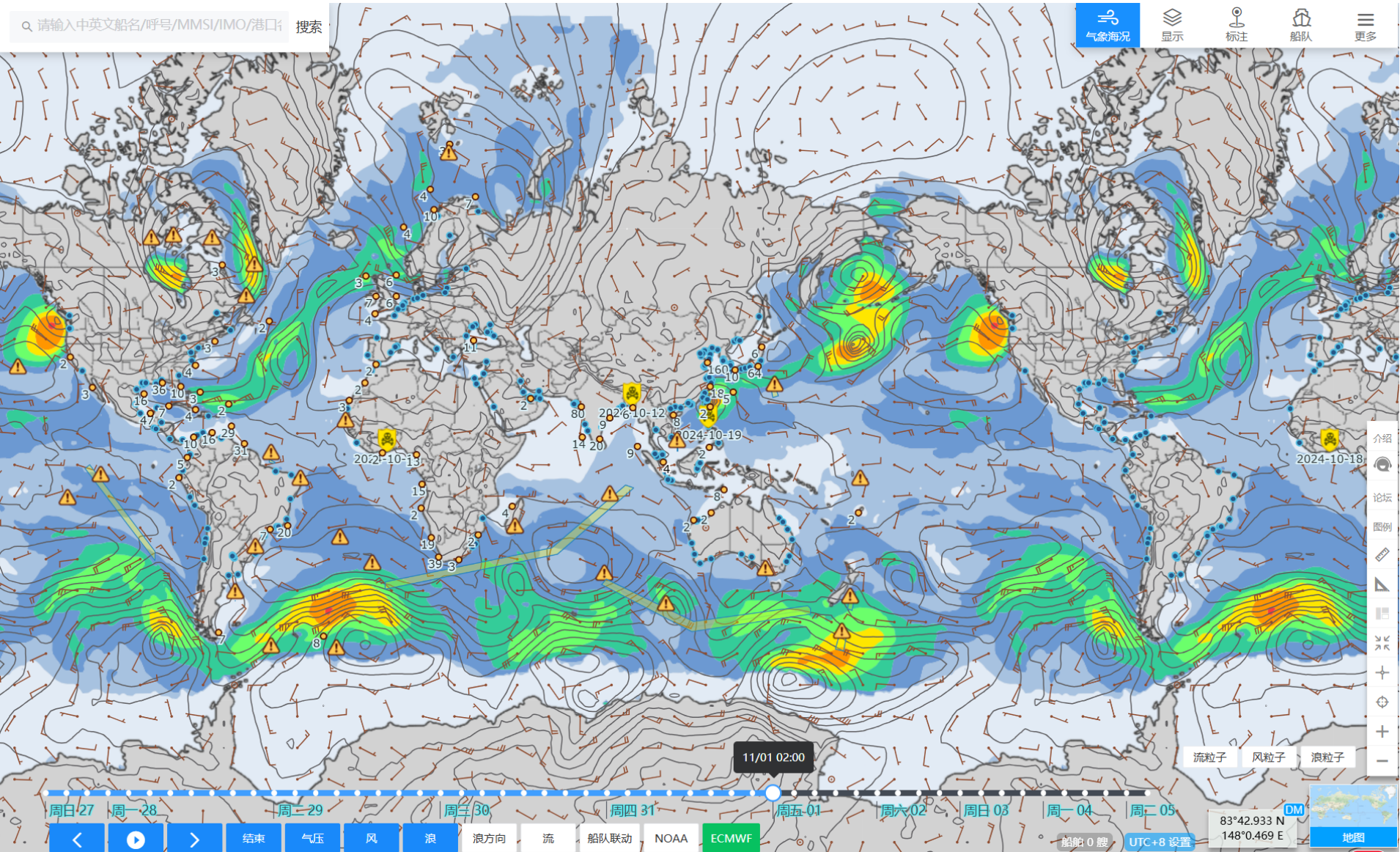
第七部分

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930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 930 navigational warnings in effect around the ocean on hiFleet with the Far East and around the coastal of Caribbean Sea still being the majority. Please pay attention to the navigational warnings in relevant waters.

航海气象 Meteorology

未来一周中国渤海海域风力4-5级，相关海域轻浪；黄海风力3-4级，相关海域轻浪；东海风力5-6级，相关海域中浪；台湾海峡风力将从6级增强到8级风，台湾海峡后半周将经历巨浪；南海大部海域风力4-5级，中浪。The coming week the wind in Bohai Sea will be moderate with slight sea. Yellow Sea will be gentle with slight sea. And China East Sea will experience strong breeze with moderate wave. The wind in the Taiwan Strait in late of the next week will experience gale with very rough wave. In most of the South China Sea the wind will be fresh with moderate wave.

海盗事件 Piracy

10月19号，菲律宾八打雁岛的马比尼海上石油码头。一名持手枪的强盗在装卸货物时登上停泊的成品油油轮。船员们在船首楼的甲板上发现了强盗，并发出了警报。抢劫犯用手枪指着船员逃跑了。船长通知VTMS，海岸警卫队和警察登上油轮并进行搜索。船上的财产据报被盗。19.10.2024: 1705 UTC: Posn: 13:45.86N - 120:57.70E, Mabini Sea Oil Terminal, Batangas, Philippines. A robber armed with a handgun boarded a berthed product tanker during cargo operations. Ship's crew spotted the robber on the forecastle deck and raised the alarm. The robber pointed the handgun towards the crew and escaped. Master informed VTMS and the coast guard and police boarded the tanker and carried out a search. Ship's properties were reported stolen.

海上事件 Marine Incidents

10月22号市场消息，一艘黎巴嫩控制的普通货船与一艘希腊超灵便散货船相撞后倾覆。视频显示，在塞内加尔达喀尔港，2650载重吨的“Princess Jessica”号（建于1990年）躺在左舷。达喀尔自治港（PAD）在一份声明中表示，事件发生在2号码头，Princess Jessica号当时正在停靠。没有人员伤亡报告。该港口迅速派人员前往现场。事故没有影响到其他港口的交通。On October 22, a Lebanese-controlled general cargo ship capsized after colliding with a Greek supermobile bulk carrier. The video shows the 2,650 DWT Princess Jessica (built in 1990) lying on the port side in Dakar, Senegal. The Autonomous Port of Dakar (PAD) said in a statement that the incident took place at Pier 2, where the Princess Jessica was docking. No injuries were reported. The port quickly dispatched personnel to the scene. The accident did not affect traffic at other ports.

其它 Others

没有 Nil

备注 Remark

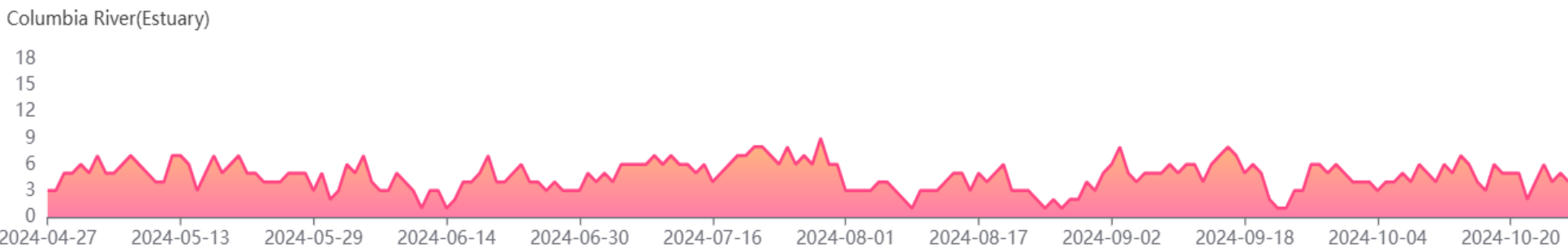
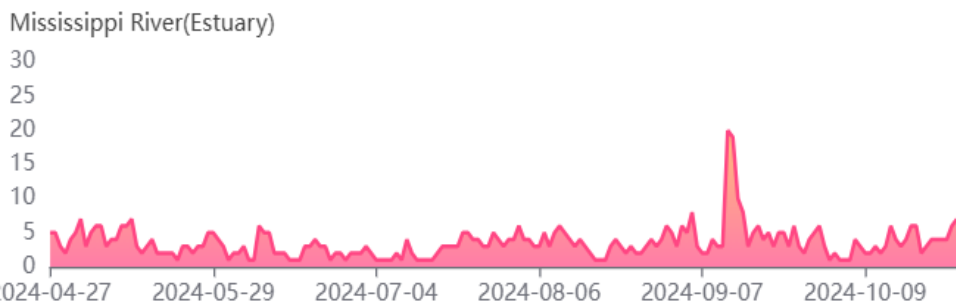
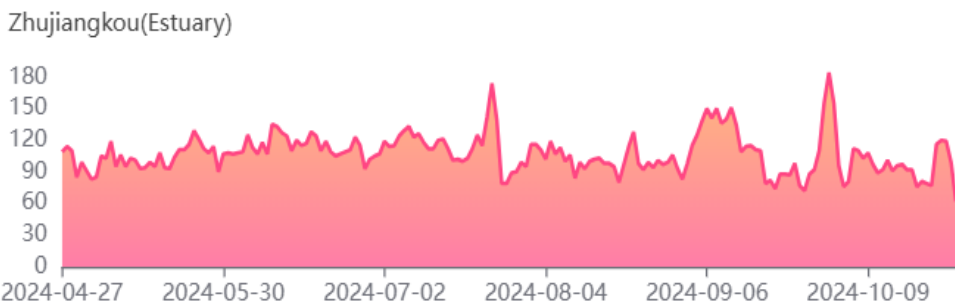
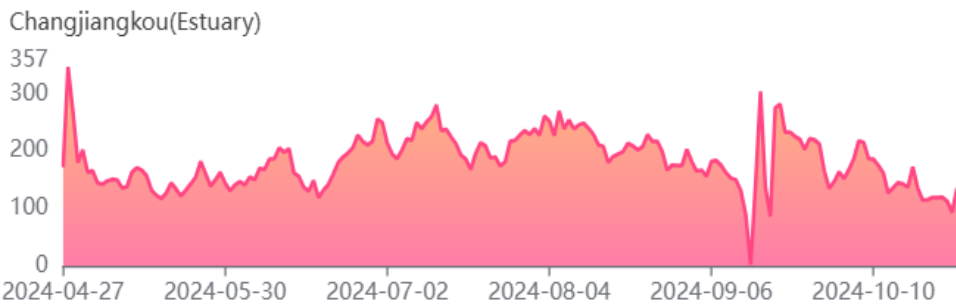
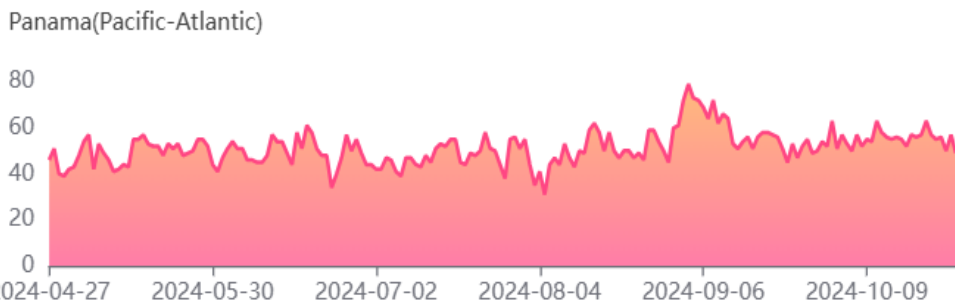
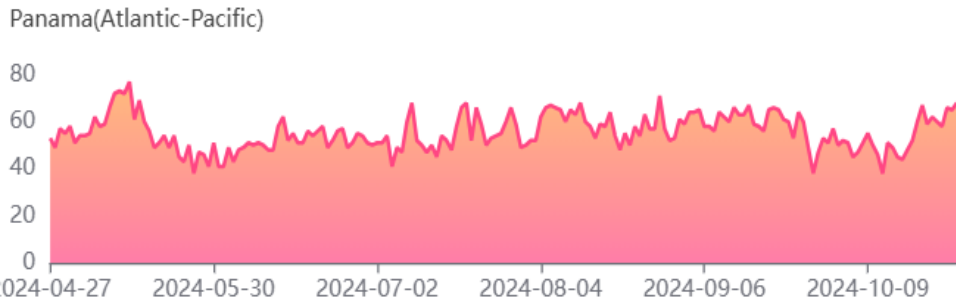
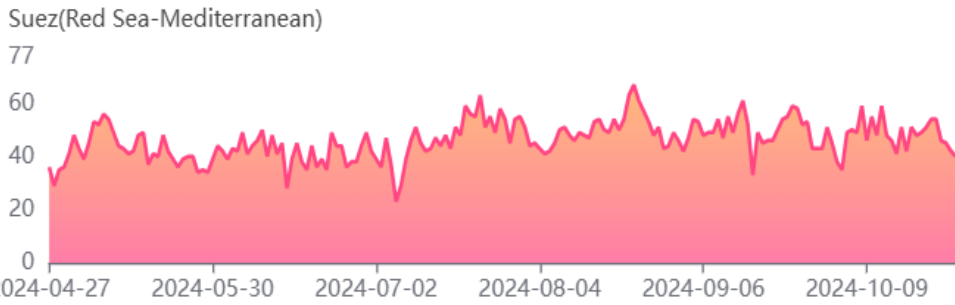
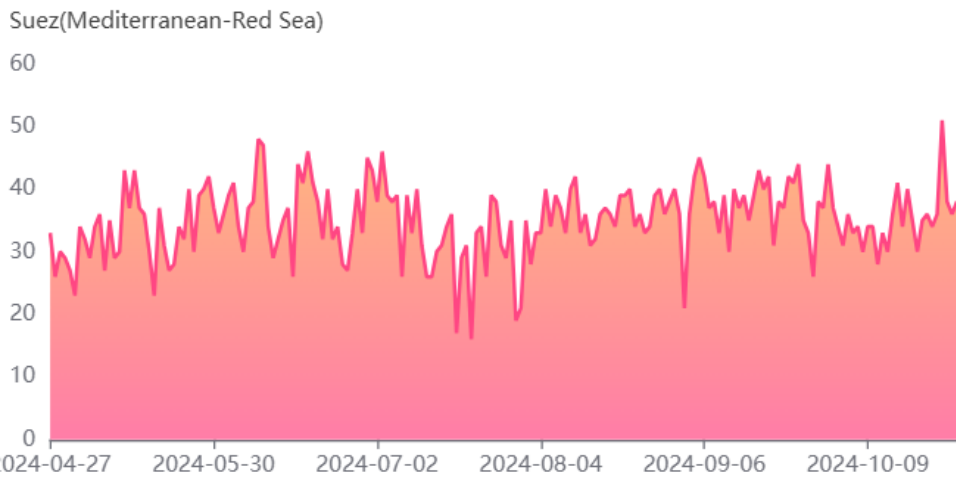
本报告数据截止时间为2024年10月27日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Oct 27th of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	40	1378	5	-70
Miss.Riv.	7	102	0	-58
CJK	135	4399	-183	-702
Pa.Atlan.	68	1547	89	-184
Colum.Riv.	4	135	-6	-12
Suez.Med.	38	1033	23	-46
Pa.Pac.	49	1600	0	-106
ZJK	62	2966	27	-190

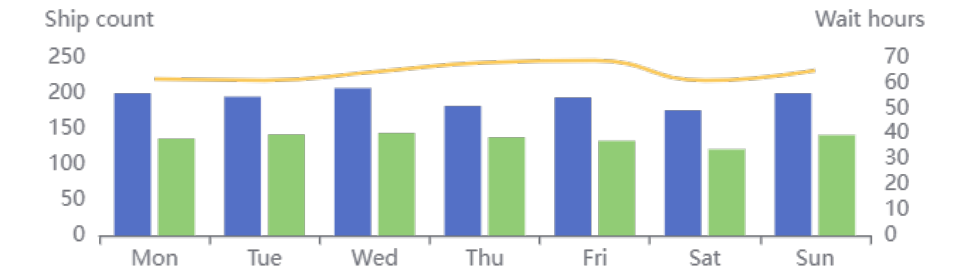
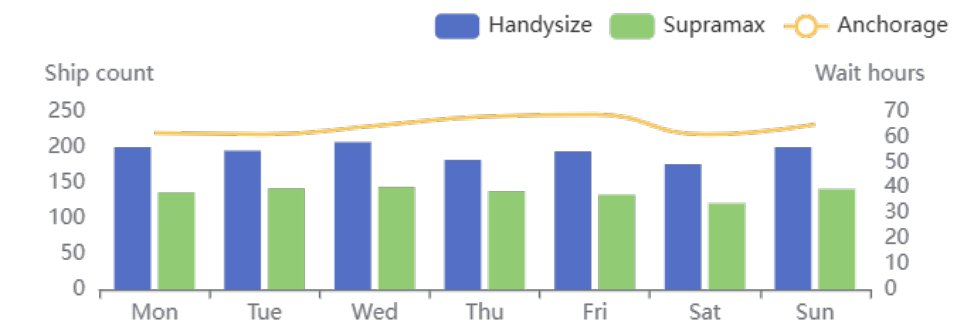


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

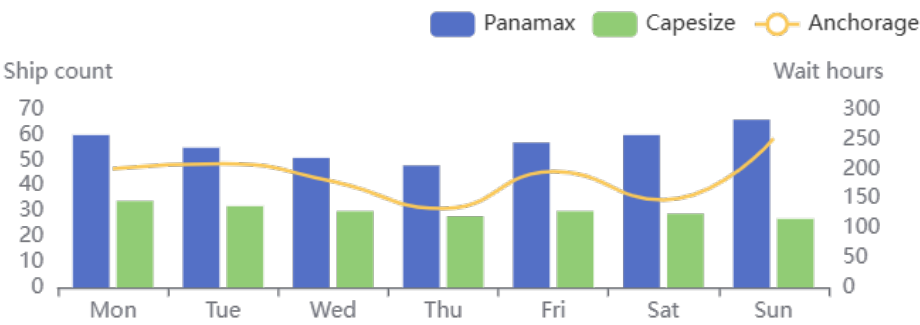
Type	M	T	W	Th	F	Sat	Sun
HDY	200	195	207	182	194	176	200
SMX	136	142	144	138	133	121	141
WT.h.	61.6	61.1	64.4	68.1	68.9	61	65



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

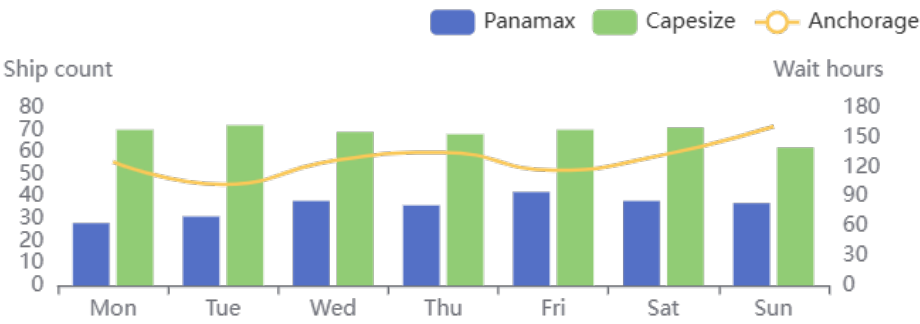
Type	M	T	W	Th	F	Sat	Sun
Pan.	60	55	51	48	57	60	66
Cap	34	32	30	28	30	29	27
WT.h.	200.5	208.8	178.7	133.2	195.4	147.7	251



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

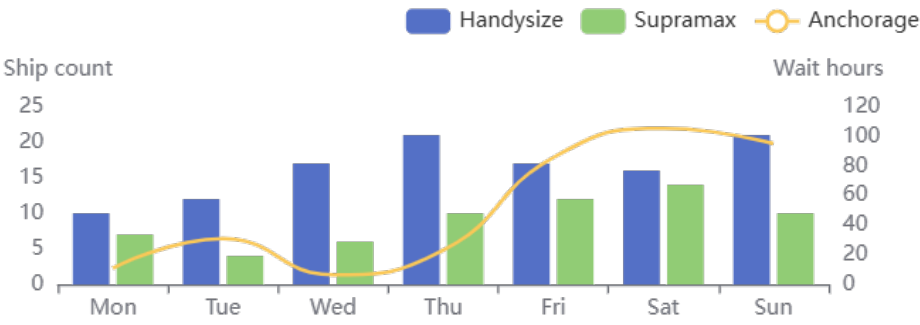
Type	M	T	W	Th	F	Sat	Sun
Pan.	28	31	38	36	42	38	37
Cap	70	72	69	68	70	71	62
WT.h.	125.2	102.2	126.2	134.8	116.5	132.3	161



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

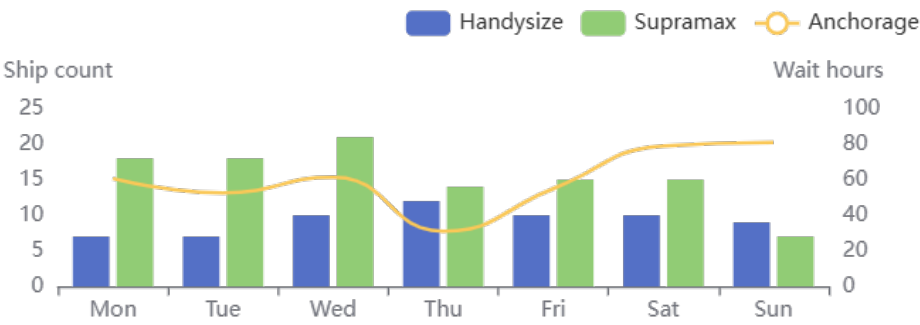
Type	M	T	W	Th	F	Sat	Sun
HDY	10	12	17	21	17	16	21
SMX	7	4	6	10	12	14	10
WT.h.	10.9	30.85	6.5	23.1	85.7	105.4	95



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

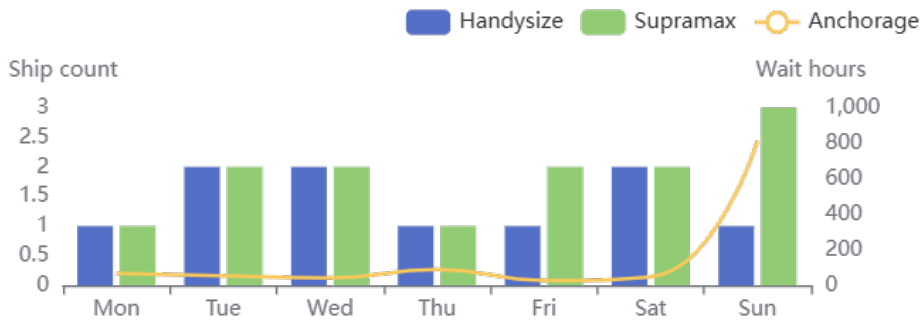
Type	M	T	W	Th	F	Sat	Sun
HDY	7	7	10	12	10	10	9
SMX	18	18	21	14	15	15	7
WT.h.	60.7	52.6	61.5	31	55	79	81



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

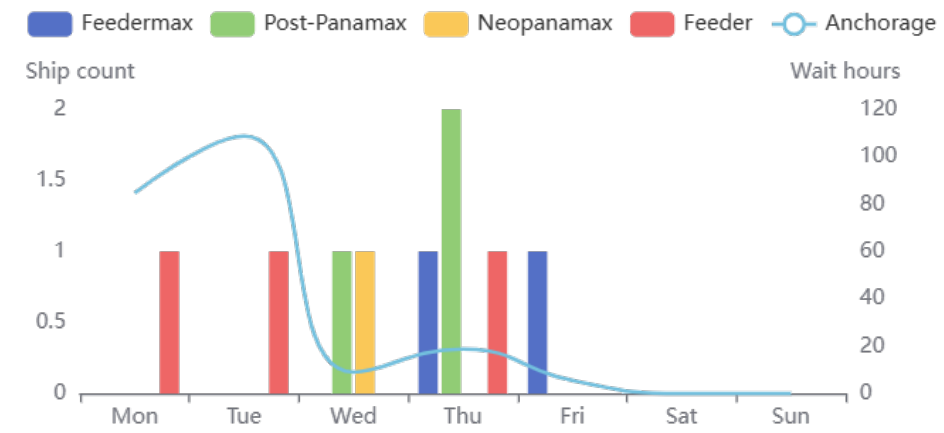
Type	M	T	W	Th	F	Sat	Sun
HDY	1	2	2	1	1	2	1
SMX	1	2	2	1	2	2	3
WT.h.	67.8	54.5	41.6	90.5	27.9	48.65	813



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

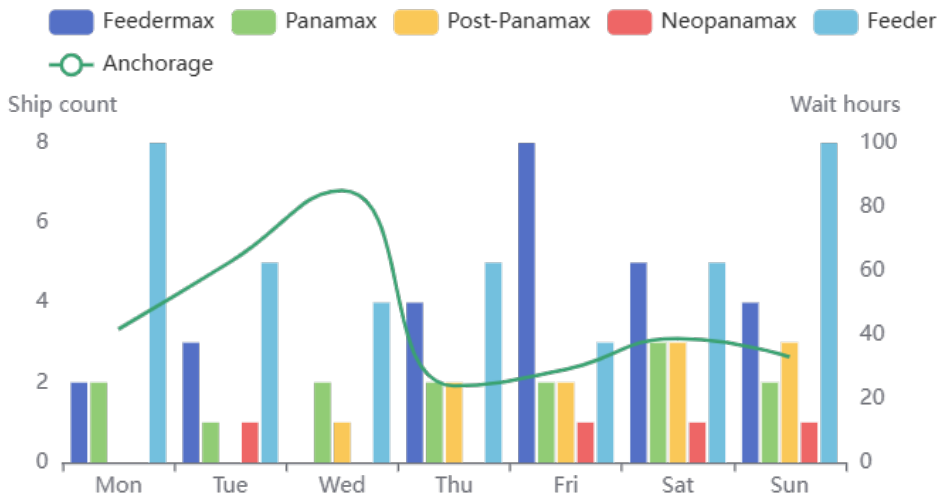
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	1	1	0	0
Pan.	0	0	0	0	0	0	0
PPx	0	0	1	2	0	0	0
NPx	0	0	1	0	0	0	0
Fd	1	1	0	1	0	0	0
WT.h.	84.8	108.8	9.05	18.8	5.5	0.0	0.0
Ulcw	0	0	0	0	0	0	0



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

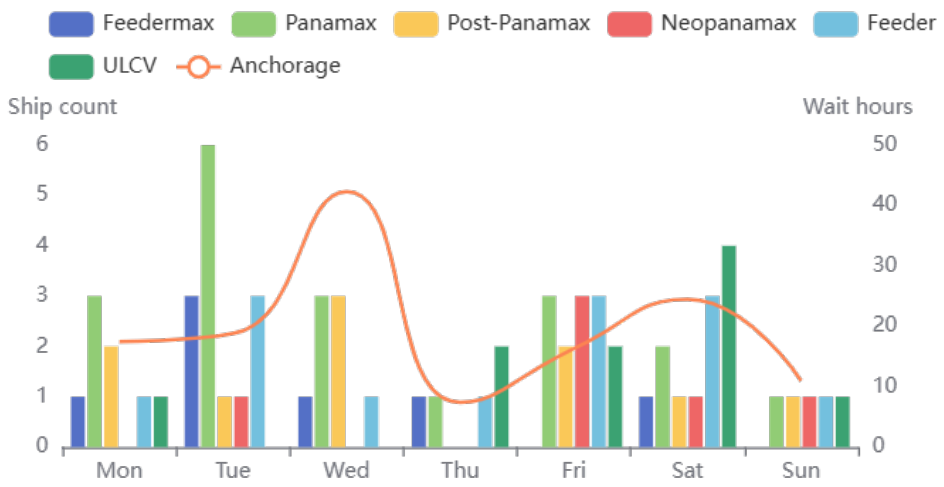
Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	3	0	4	8	5	4
Pan.	2	1	2	2	2	3	2
PPx	0	0	1	2	2	3	3
NPx	0	1	0	0	1	1	1
Fd	8	5	4	5	3	5	8
Ulcw	0	0	0	0	0	0	0
WT.h.	41.7	62.8	85.1	24	29.15	38.8	33



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

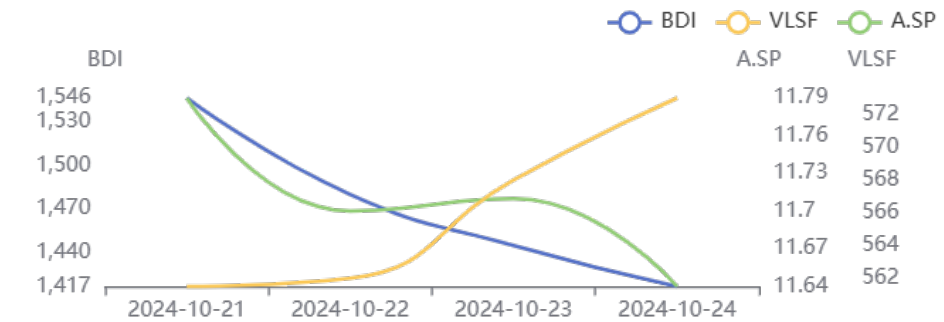
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	3	1	1	0	1	0
Pan.	3	6	3	1	3	2	1
PPx	2	1	3	0	2	1	1
NPx	0	1	0	0	3	1	1
Fd	1	3	1	1	3	3	1
Ulcw	1	0	0	2	2	4	1
WT.h.	17.5	18.8	42.3	7.4	16.3	24.5	11



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

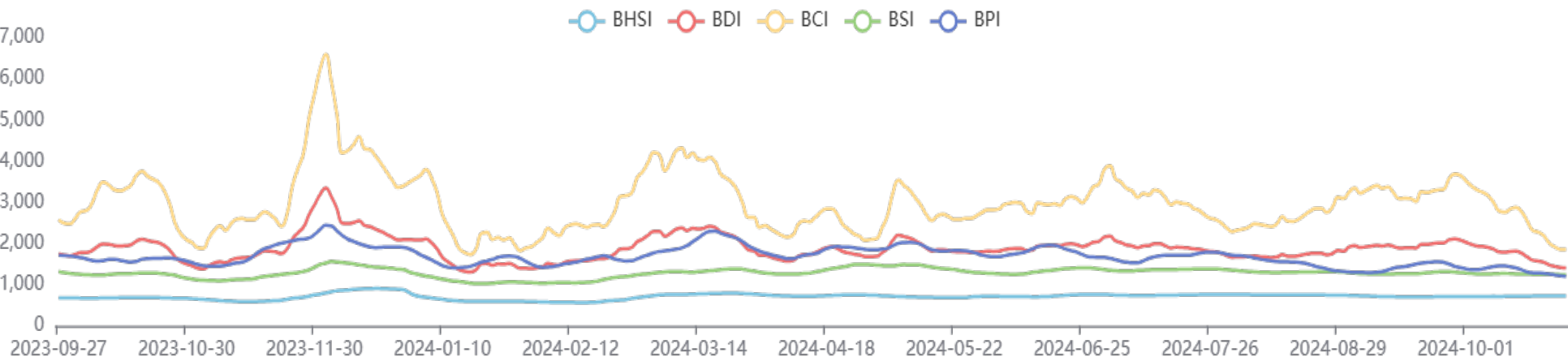
Type	M	T	W	Th	F	Sat	Sun
BDI	1278	1260	1238	1216			
VLSF	561.50	562.00	568.00	573.00			
A.SP	11.79	11.7	11.71	11.64	11.52	11.56	



第三部分 航运市场 SHIPPING MARKET

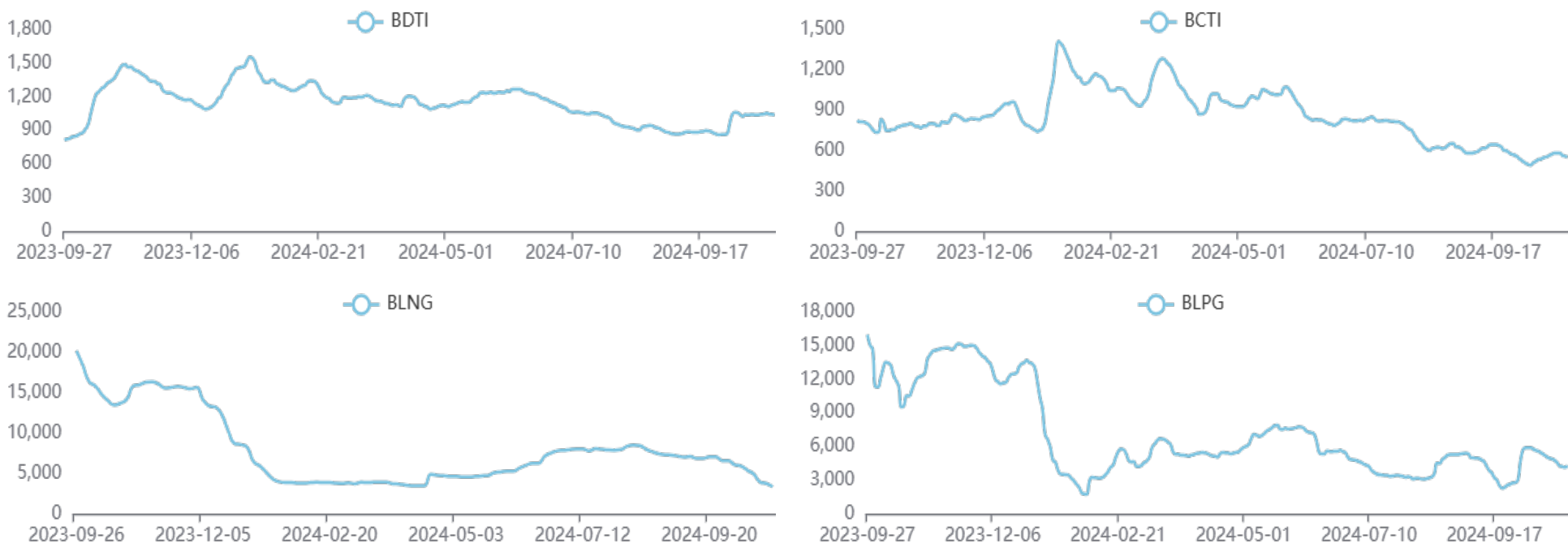
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1410	-166.0	-10.53	-33.18	-23.03
BCI	1856	-420.0	-18.45	-49.69	-36.87
BPI	1201	-84.0	-6.54	-16.94	-27.17
BSI	1240	-10.0	-0.8	-5.05	-0.56
BHSI	728	1.0	0.14	2.54	7.37



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1036	-7.0	-0.67	20.19	-23.15
BCTI	552	-28.0	-4.83	-2.47	-30.04
BLNG	3343	-597.0	-15.15	-49.27	-78.89
BLPG	4303	-474.0	-9.92	55.06	-62.93



第四部分 运力分布 SUPPLY DISTRIBUTION

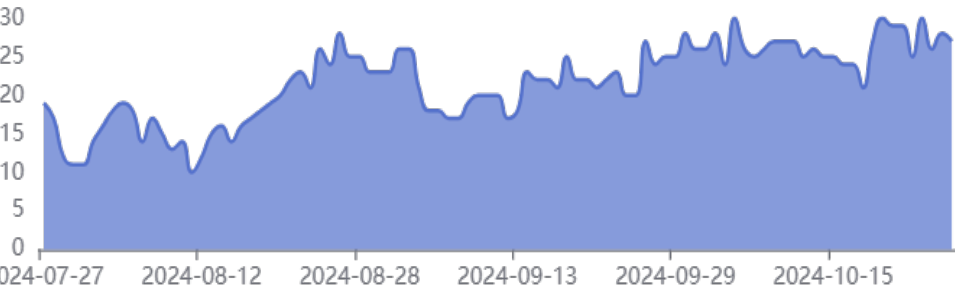


好望角型散货船 Capesize

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	29	29	25	30	26	28	27



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.

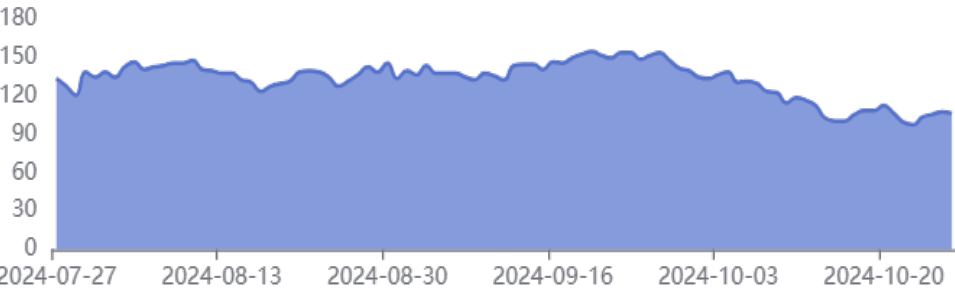
Type	M	T	W	Th	F	Sat	Sun
Cape	16	13	14	17	18	18	19

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.

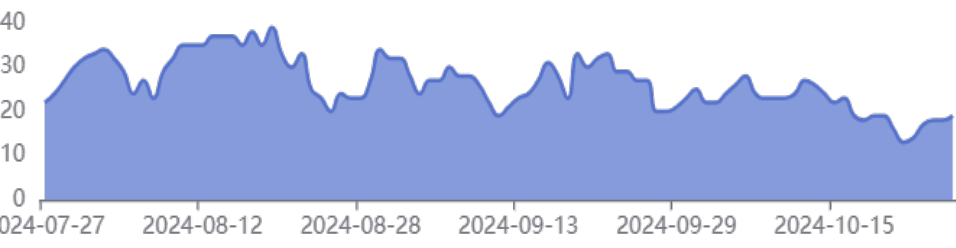
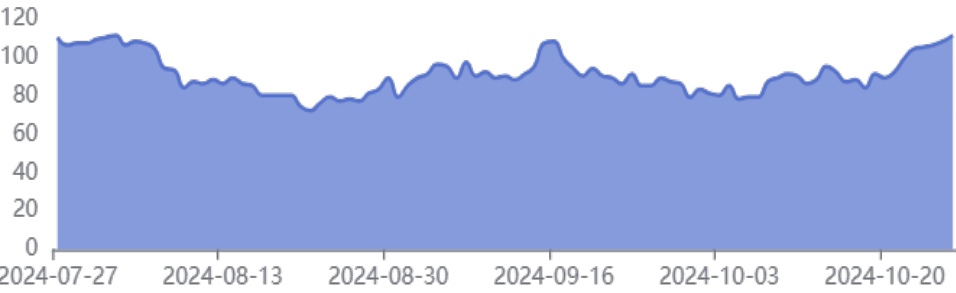
Type	M	T	W	Th	F	Sat	Sun
Pan.	106	99	97	103	105	107	106



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.

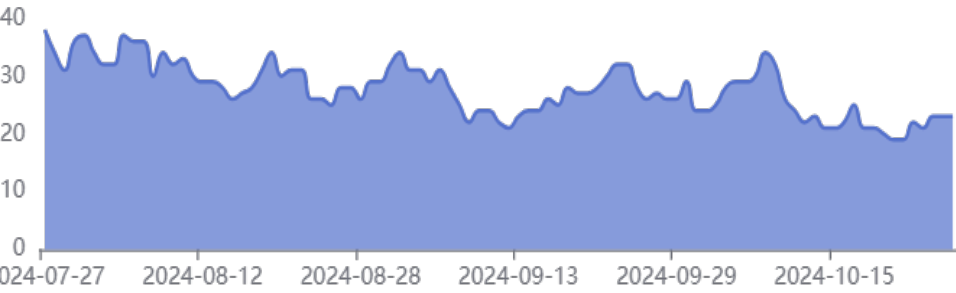
Type	M	T	W	Th	F	Sat	Sun
Cape	92	99	104	105	106	108	111



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.

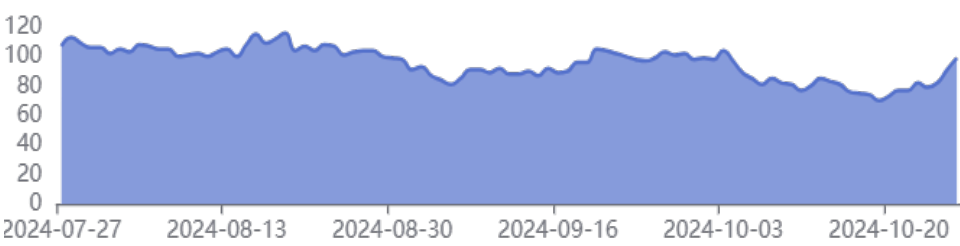
Type	M	T	W	Th	F	Sat	Sun
Pan.	13	15	16	17	14	14	12



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.	77	77	82	79	82	91	99

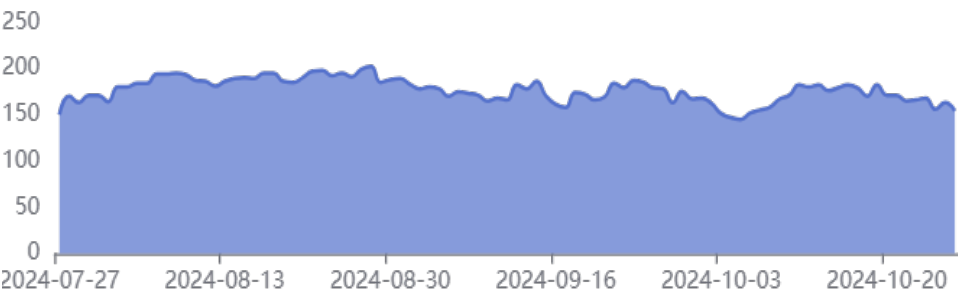


超大灵便型散货 SUPRAMAX

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.

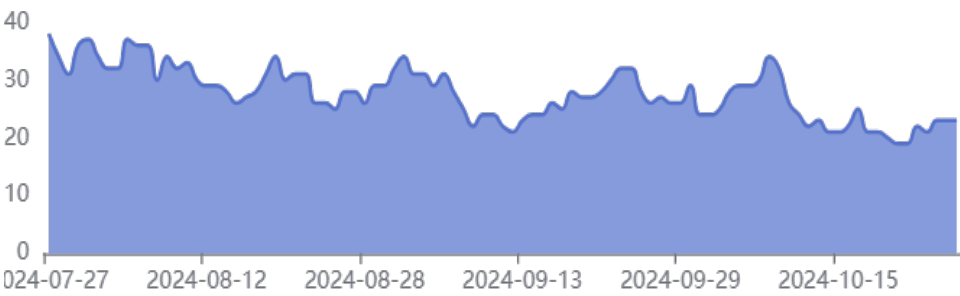
Type	M	T	W	Th	F	Sat	Sun
SMX	171	165	166	168	156	163	154



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.

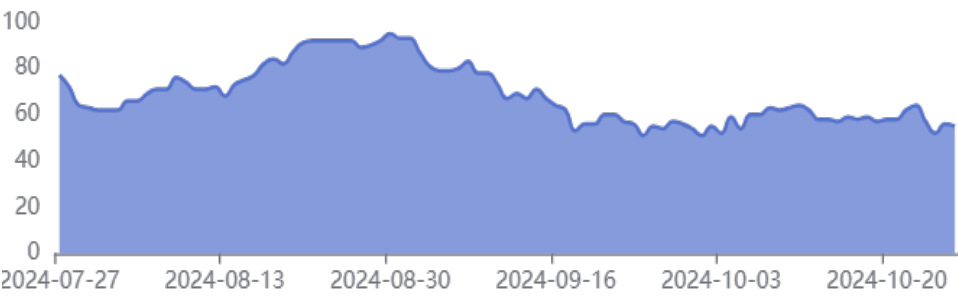
Type	M	T	W	Th	F	Sat	Sun
SMX	19	19	22	21	23	23	23



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.

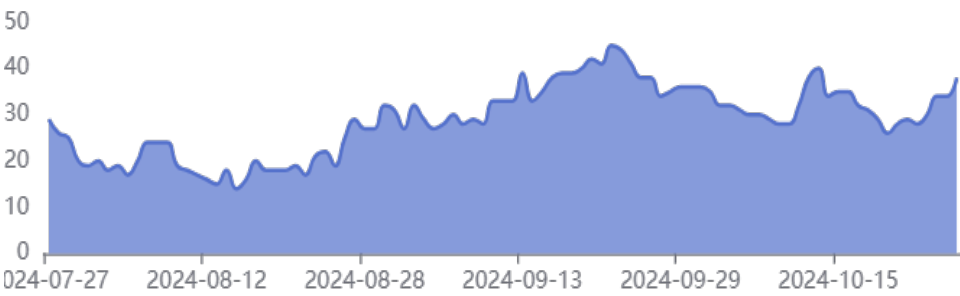
Type	M	T	W	Th	F	Sat	Sun
SMX	28	29	28	30	34	34	38



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.

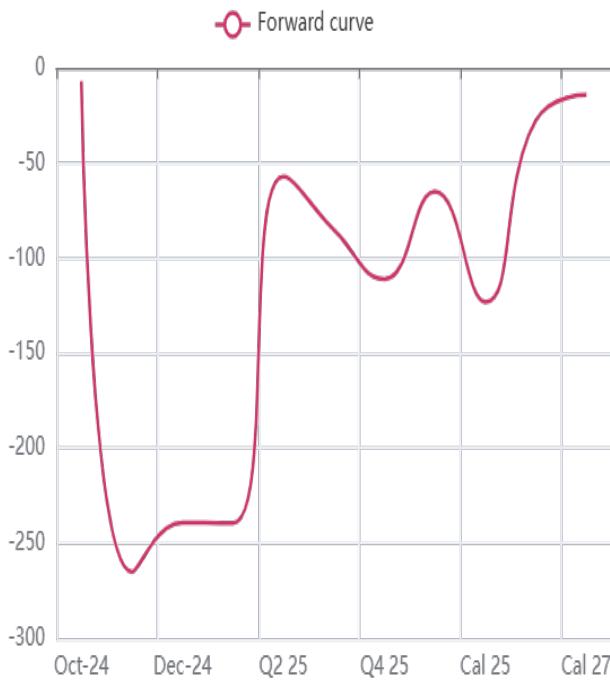
Type	M	T	W	Th	F	Sat	Sun
SMX	58	62	64	57	52	56	55



第五部分 远期运价协议 FFA

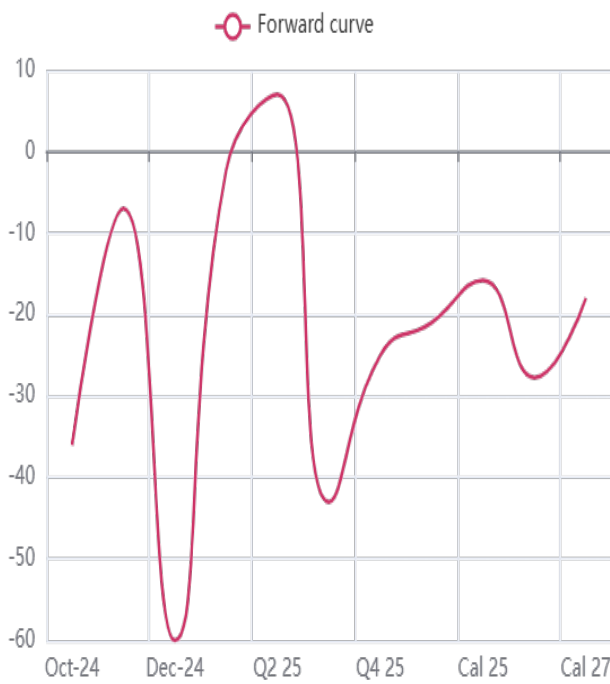
好望角型散货船Capesize

5TC	\$/day	WoW	
Oct-24	21,032.00	-7.0	0.0 %
Nov-24	18,771.00	-265.0	-1.4 %
Dec-24	21,218.00	-239.0	-1.1 %
Q1 25	14,302.33	-239.33	-1.6 %
Q2 25	19,214.00	-57.0	-0.3 %
Q3 25	23,654.00	-85.0	-0.4 %
Q4 25	23,921.00	-111.0	-0.5 %
Q1 26	14,114.00	-65.0	-0.5 %
Cal 25	20,272.83	-123.08	-0.6 %
Cal 26	20,179.25	-27.5	-0.1 %
Cal 27	20,093.00	-14.0	-0.1 %



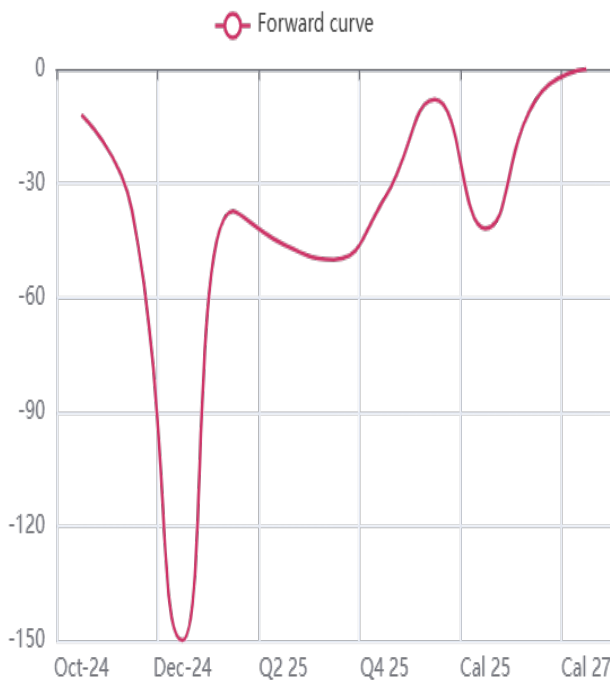
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Oct-24	10,607.00	-36.0	-0.3 %
Nov-24	10,329.00	-7.0	-0.1 %
Dec-24	10,961.00	-60.0	-0.5 %
Q1 25	9,944.00	-2.33	0.0 %
Q2 25	12,486.00	7.0	0.1 %
Q3 25	12,246.00	-43.0	-0.3 %
Q4 25	12,118.00	-25.0	-0.2 %
Q1 26	10,686.00	-21.0	-0.2 %
Cal 25	11,698.50	-15.83	-0.1 %
Cal 26	11,554.25	-27.75	-0.2 %
Cal 27	11,743.00	-18.0	-0.2 %



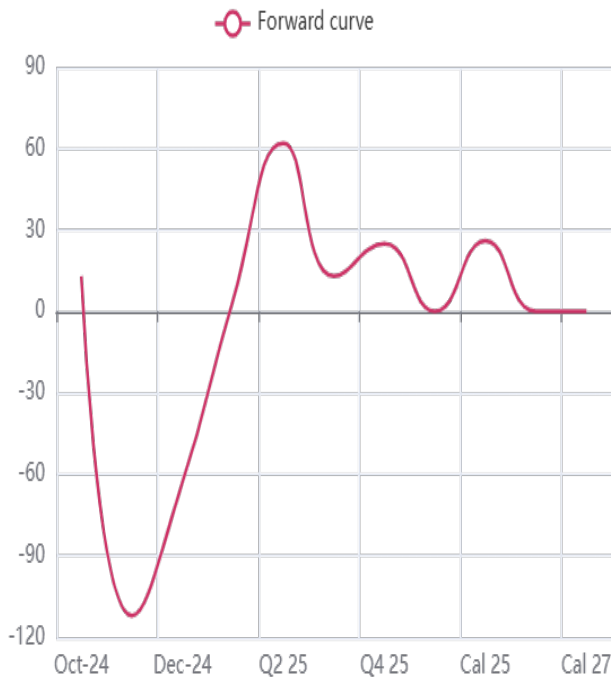
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Oct-24	13,796.00	-12.0	-0.1 %
Nov-24	12,971.00	-37.0	-0.3 %
Dec-24	12,908.00	-150.0	-1.1 %
Q1 25	11,012.67	-37.33	-0.3 %
Q2 25	12,921.00	-46.0	-0.4 %
Q3 25	12,958.00	-50.0	-0.4 %
Q4 25	12,883.00	-34.0	-0.3 %
Q1 26	12,000.00	-8.0	-0.1 %
12,443.67	Cal 25	-41.83	-0.3 %
Cal 26	12,000.00	-8.0	-0.1 %
Cal 27	12,117.00	0.0	0.0 %



灵便型散货船Handysize

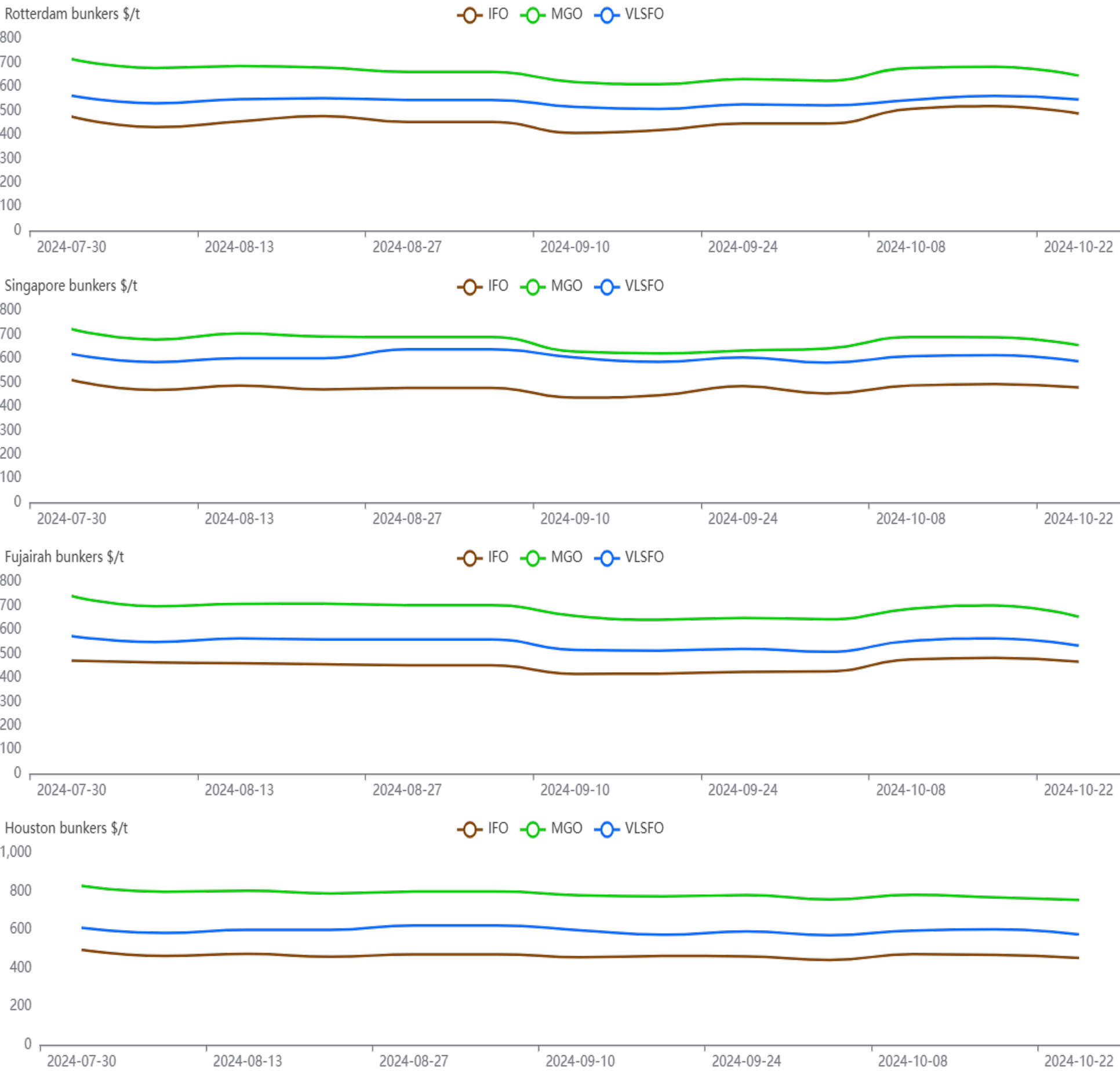
7TC	\$/day	WoW	
Oct-24	12,938.00	13.0	0.1 %
Nov-24	12,538.00	-112.0	-0.9 %
Dec-24	12,350.00	-63.0	-0.5 %
Q1 25	9,987.67	4.0	0.0 %
Q2 25	12,100.00	62.0	0.5 %
Q3 25	11,988.00	13.0	0.1 %
Q4 25	11,875.00	25.0	25.0
Q1 26	11,450.00	0.0	0.0 %
Cal 25	11,487.67	26.0	0.2 %
Cal 26	11,450.00	0.0	0.0 %
Cal 27	11,413.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	604.0	488.0	685.0	116.0	-7.0	-5.69	-10.77
Singapore	589.0	479.5	656.5	109.5	-11.5	-9.5	-8.37
Rotterdam	547.5	488.5	647.0	59.0	15.5	35.63	-25.79
Fujairah	534.0	467.0	655.0	67.0	-14.0	-17.28	-30.57
Houston	576.0	453.5	755.5	122.5	-11.0	-8.24	-5.77

(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	209.0		-3.0	-1.42	1.46	-7.89
Maize	219.0		-4.0	-1.79	2.82	-10.21
Soybeans	207.0		-5.0	-2.36	-5.05	-17.65
Rice	225.0		1.0	0.45	-7.02	-7.29
Barley	218.0		1.0	0.46	2.35	-2.88
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	69.74	-0.83	-1.18	-2.13	-20.35
Brent	USD/Bbl	73.87	-0.25	-0.34	-1.11	-18.53
Natural Gas	USD/MMBtu	2.34	-0.13	-5.26	-11.7	-26.18
Gasoline	USD/Gal	2.0	-0.03	-1.48	-0.99	-11.5
Heating Oil	USD/Gal	2.18	-0.02	-0.91	0.0	-31.87
Ethanol	USD/Gal	1.56	0.04	2.63	-0.64	-31.58
Naphtha	USD/T	646.16	-18.17	-2.74	3.18	-0.96
Propane	USD/Gal	0.72	0.0	0.0	12.5	2.86
Uranium	USD/Lbs	82.6	-0.35	-0.42	3.96	19.71
Methanol	CNY/T	2375.0	-104.0	-4.2	0.76	-3.57
TTF Gas	EUR/MWh	39.83	0.2	0.5	10.03	-23.23
UK Gas	GBp/thm	99.81	1.6	1.63	15.48	-23.81
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.35	0.04	0.93	-0.23	21.17
Coal	USD/T	145.6	-5.3	-3.51	4.37	1.18
Steel	CNY/T	3236.0	-145.0	-4.29	6.8	-10.53
Iron Ore	USD/T	105.23	-1.88	-1.76	14.47	-9.67
Aluminum	USD/T	2635.0	85.0	3.33	4.48	19.72
Lithium	CNY/T	71500.0	-3000.0	-4.03	-1.38	N/A
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2734.0	79.97	3.01	3.83	43.05
Silver	USD/t.oz	34.18	2.99	9.59	10.26	51.57
Platium	null	1017.5	36.0	3.67	N/A	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.08		-0.01	-0.92	-2.7	2.86
USD/CNY	7.13		0.01	0.14	1.28	-2.46

第八部分 本周话题 WEEKLY TOPIC



航运替代燃料方向扑朔迷离

10月10日市场报告称，壳牌已在中国广船国际预订了10艘5万载重吨常规燃料油轮。燃料供应商泰坦（Titan）指责壳牌（Shell）其该批油轮新造船中选择了带洗涤塔的传统燃料而不是液化天然气燃料。Titan并疑问壳牌是否正在放弃作为能源转型领导者的地位。

同日，市场报告AP穆勒-马士基（AP Moller-Maersk）已确认并将很快签署多达22艘液化天然气双燃料集装箱船新造船合同，价值估计为46亿美元。可看出该公司正在改变其可持续发展战略，本来大力支持将甲醇作为首选替代燃料的马士基，现如今预计将32艘16000箱位集装箱新造船项目的三分之二使用液化天然气双燃料。据造船业消息人士表示，中国新时代造船是第一家为这家丹麦船东敲定开创性新造船合同的船厂。

DNV最近也表示，从订单情况来看，液化天然气好像将重新成为首选的船舶燃料。根据数据显示，今年第三季度签约的新造船中约有60%是液化天然气双燃料船。该船级社在对过去3个月的总结中表示，9月份是替代燃料船舶相对低迷的一个月，仅收到17份订单，但其中9艘新造船项目能够使用液化天然气作为燃料，她们中大多数是集装箱船项目。

欧盟新出台的促进从沼气中生产绿色燃料的法规引起了人们的关注。虽然这些规定鼓励使用更环保的能源，但欧盟实质是为那些在欧盟以外区域寻求更便宜、更丰富的绿色燃料的航运公司设置了监管障碍。监管障碍影响了生物液化天然气（也被称为液化生物甲烷）和甲醇生产，这些产品主要由天然气制成，但可以使用沼气制成绿色产

品。美国批评欧盟燃油规则扭曲了生物液化天然气的航运市场。

市场针对航运燃料存在各种讨论和新的案例。美国针对其当前新能源船舶燃油基础设施落后现状，其市场有声音说航运业可能会选择蓝色燃料，而不是一步到位去实施船舶绿色燃料。所谓蓝色燃料意思是将碳捕获与石化燃料相结合的方式，其成本只是绿色燃料的一小部分。

还有其它节能方案同时在上演。荷兰船东Anthony Veder公司在一艘8046立方米乙烯运输船CORALPATULA（2009年建造）上安装了两个风帆，有可能为该船节省高达10%的燃料，风帆由Econowind提供。

清洁氨初创企业Ten08 Energy要想推进其在美国墨西哥湾沿岸的生产计划，签订销售协议对该公司至关重要。该公司首席执行官让·佩拉诺（Jean Perarnaud）认为，欧洲的航运燃料市场是一个重要的客户群。这家休斯顿公司的主要投资者和合作伙伴是Navigator Gas船东，该公司的目标是在获得足够的长期客户后，在两到三年内做出最终投资决定。

目前航运市场针对燃料方案还没有形成一致明确的方向，船东一则想控制营运成本，另外还要考虑可持续发展战略，综合市场不同船型应该考虑不同周期的战略可能是务实稳妥的。

On October 10, the market reported that Shell had booked 10 50,000-DWt conventional fuel tankers with China's Guangshu International. Fuel supplier Titan has accused Shell of choosing conventional fuel with scrubbers over LNG fuel for its new fleet of tankers. Titan also questioned whether Shell was giving up its position as a leader in the energy transition.

On the same day, the market reported that AP Moller-Maersk has confirmed and will soon sign new shipbuilding contracts for up to 22 LNG dual-fuel container ships worth an estimated \$4.6 billion. In a sign that the company is changing its sustainability strategy, Maersk, which had been a strong proponent of methanol as the preferred alternative fuel, now expects to use LNG dual fuel for two-thirds of its 32 new 16,000-container shipbuilding projects. According to shipbuilding industry sources, China New Times Shipbuilding is the first shipyard to clinch a groundbreaking new shipbuilding contract for the Danish shipowner.

DNV also recently said that based on orders, LNG appears to be returning as the preferred fuel for ships. According to the data, about 60% of the new shipbuilding contracts signed in the third quarter of this year were LNG dual-fuel vessels. In a summary of the past three months, the classification society said September had been a relatively weak month for alternative fuel vessels, with only 17 orders received, but nine of the new shipbuilding projects were able to use LNG as fuel, most of them container ships.

New EU regulations to promote the production of green fuels from biogas have raised concerns. While the rules encourage the use of greener energy sources, the EU essentially creates regulatory barriers for shipping companies seeking cheaper and more abundant green fuels outside the EU. Regulatory hurdles have affected bio-liquefied natural gas (also known as liquefied biomethane) and methanol production, which are made primarily from natural gas but can be made into green products using biogas. The United States has criticized EU fuel rules for distorting the shipping market for bio-liquefied natural gas.

There are various discussions and new cases in the market for shipping fuels. In view of the backward status of the current new energy ship fuel infrastructure in the United States, there are voices in the market that the shipping industry may choose blue fuel, rather than implement green fuel for ships in one step. Blue fuel means a way to combine carbon capture with fossil fuels at a fraction of the cost of green fuels.

There are other energy-saving schemes in play. Dutch shipowner Anthony Veder has installed two sails on an 8,046 cubic metre ethylene carrier CORALPATULA (built in 2009), which has the potential to save up to 10% of the vessel's fuel, with sails supplied by Econowind.

Signing a sales agreement is critical for clean ammonia start-up Ten08 Energy to move forward with its production plans on the U.S. Gulf Coast. Jean Perarnaud, the company's chief executive, sees Europe's shipping fuel market as an important customer base. The Houston company, whose main investor and partner is Navigator Gas shippers, aims to make a final investment decision in two to three years after securing enough long-term customers.

At present, the shipping market has not formed a consistent and clear direction for the fuel program, shipowners want to control operating costs, but also consider the sustainable development strategy, the comprehensive market of different ship types should consider different cycles of the strategy may be pragmatic and stable.