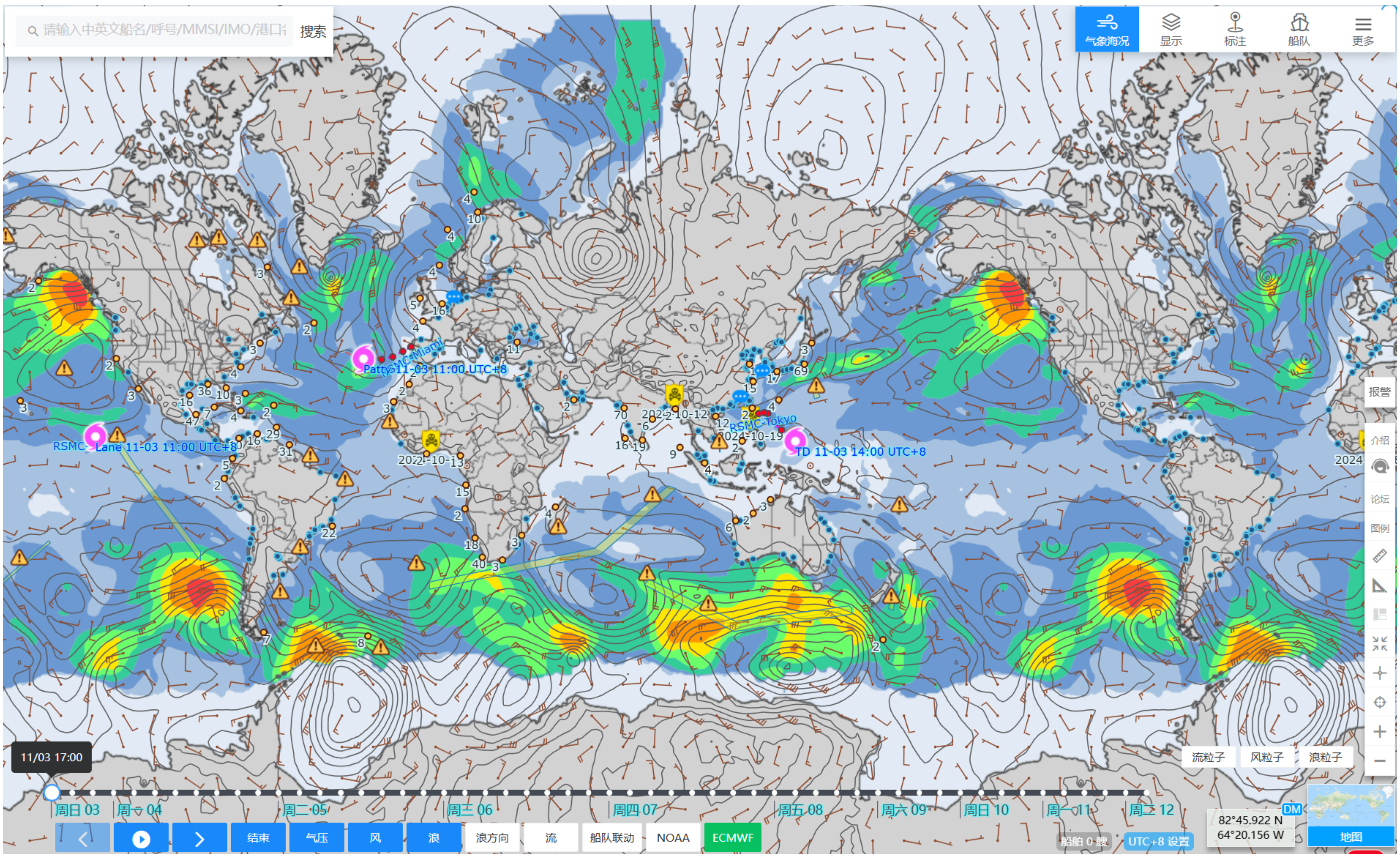
2024年
第44周市场周报

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925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 925 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4-6级，先变强后变弱，相关海域中浪；黄海风力4-6级，先变强后减弱，相关海域中浪；东海风力4-6级，又弱变强，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5-7级，后半周出现大浪。The coming week the wind in Bohai Sea will become strong and weaker process with moderate sea. Yellow Sea will experience similar process with moderate 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 become strong to gale with very rough wave. In most of the South China Sea the wind will become strong to near gale with rough wave.

海盗事件 Piracy

10月24号，新加坡海峡。四名武装劫匪登上了一艘正在航行的散货船，偷走了发动机备件。值班加油员在机舱遇到了他们，发出了警报。强盗在逃跑前用枪指着船员。这一事件已报告给地方当局。24.10.2024: 1700 UTC: Posn: 01:08.0N – 103:30.6E, Singapore Straits. Four armed robbers boarded a bulk carrier underway and stole engine spares. The duty oiler encountered them in the engine room and raised the alarm. The robbers pointed guns at the crew before escaping. The incident was reported to local authorities.

海上事件 Marine Incidents

10月25号市场消息，一艘拖船在安哥拉被捕，该拖船被认为对特立尼达和多巴哥2.44亿美元索赔的石油泄漏污染负有责任。今年2月，一艘名为湾流（Gulfstream）的驳船被冲到特立尼达和多巴哥海岸，导致燃料泄漏到海滩、珊瑚礁和红树林，此后，特立尼达和多巴哥开始了清理行动。A tugboat believed to be responsible for contamination from an oil spill claimed by Trinidad and Tobago for $244 million has been arrested in Angola. Trinidad and Tobago began cleanup operations after a barge called the Gulfstream washed ashore in February, causing fuel to spill onto beaches, coral reefs and mangroves.

其它 Others

没有 Nil

备注 Remark

本报告数据截止时间为2024年11月3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 Nov 3rd of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

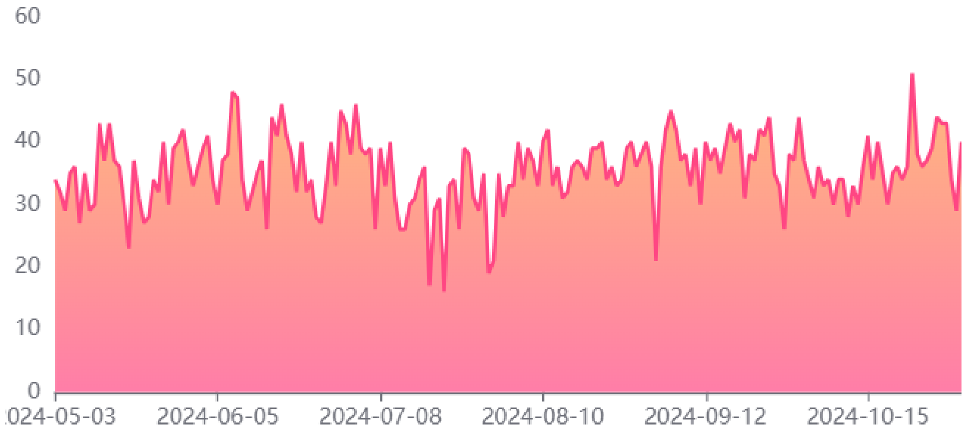
第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

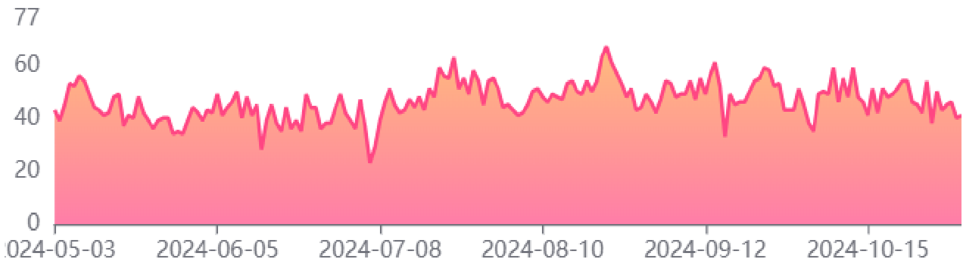
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	41	1391	-38	-29
Miss.Riv.	9	127	20	-16
CJK	196	4219	191	-761
Pa.Atlan.	73	1639	20	-22
Colum.Riv.	2	138	0	1
Suez.Med.	40	1047	6	-25
Pa.Pac.	70	1695	68	99
ZJK	39	2777	-54	-388

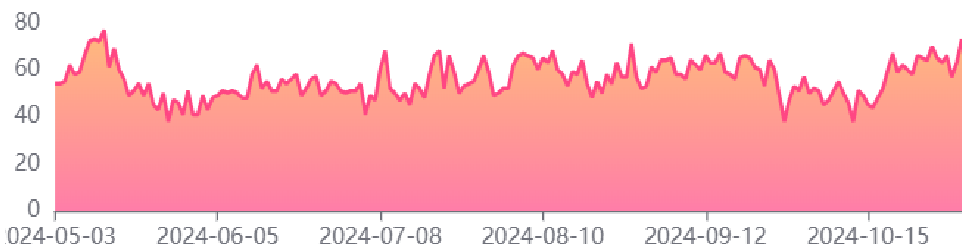
Suez(Mediterranean-Red Sea)



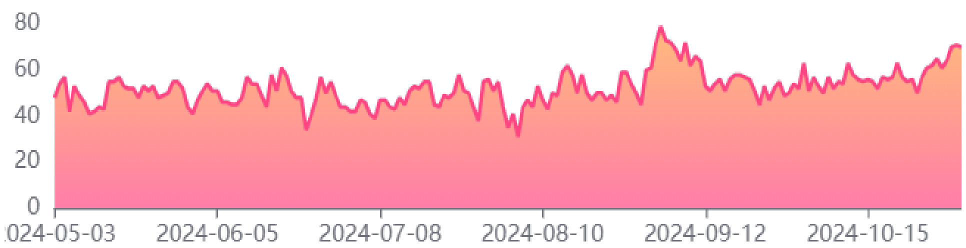
Suez(Red Sea-Mediterranean)



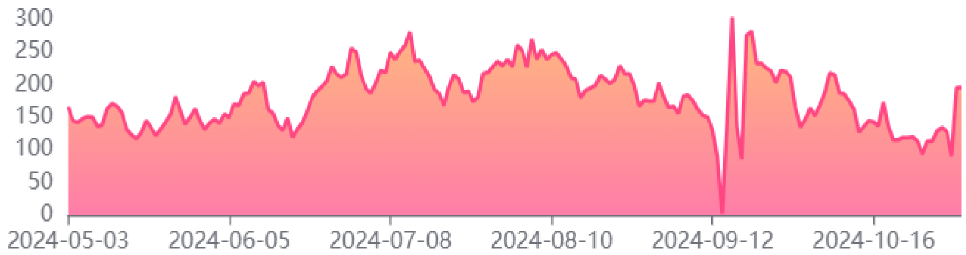
Panama(Atlantic-Pacific)



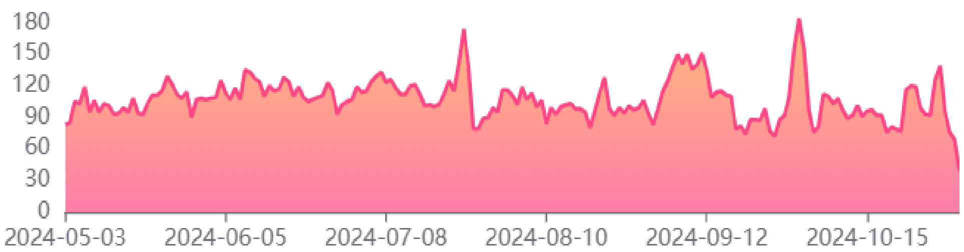
Panama(Pacific-Atlantic)



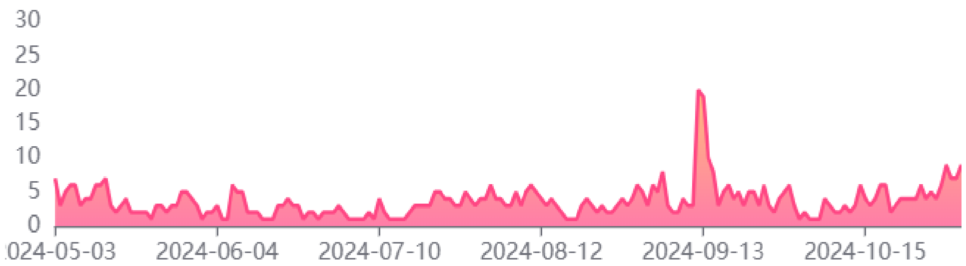
Changjiangkou(Estuary)



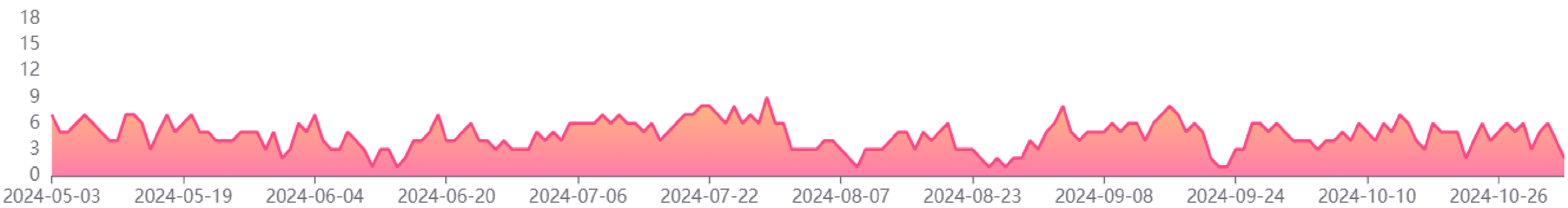
Zhujiangkou(Estuary)



Mississippi River(Estuary)



Columbia River(Estuary)

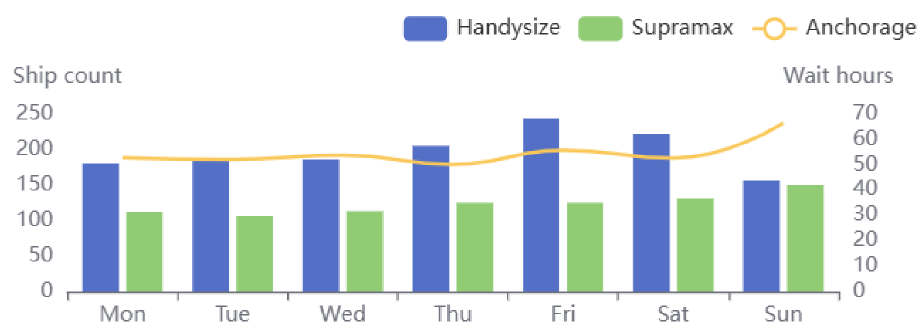


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

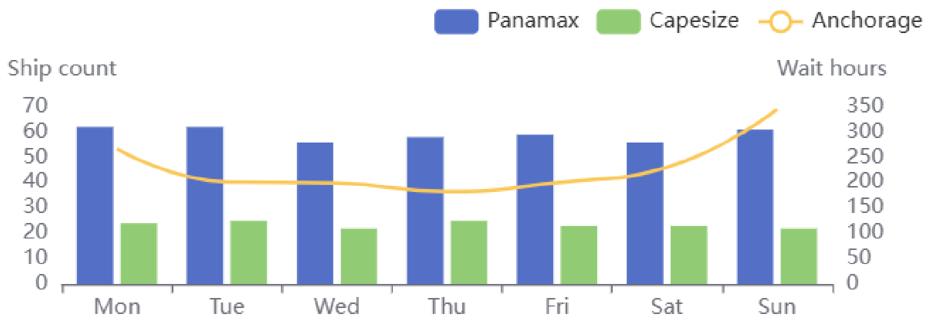
Type	M	T	W	Th	F	Sat	Sun
HDY	180	185	186	205	244	222	156
SMX	112	106	113	125	125	131	150
WT.h.	52.8	52.1	53.8	50.1	55.7	52.6	66.5



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

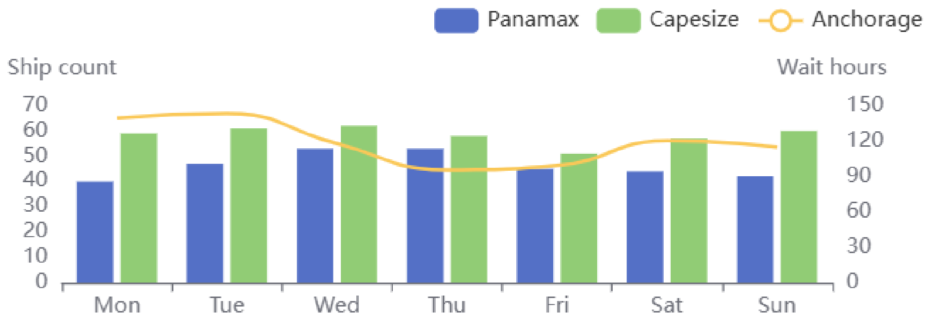
Type	M	T	W	Th	F	Sat	Sun
Pan.	62	62	56	58	59	56	61
Cap	24	25	22	25	23	23	22
WT.h.	267.3	201.8	199.45	182.7	200.4	230.7	345



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

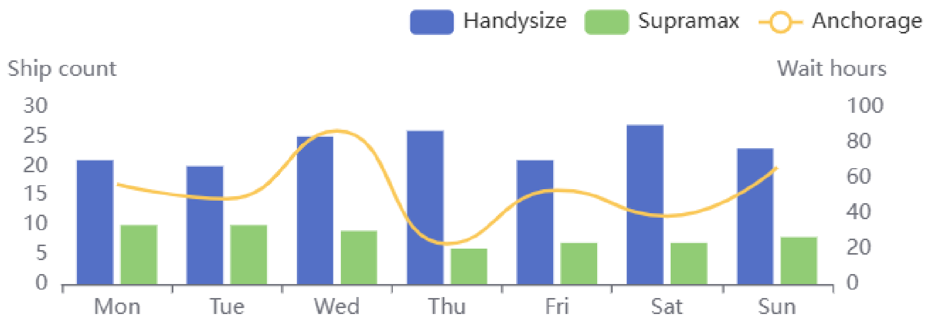
Type	M	T	W	Th	F	Sat	Sun
Pan.	40	47	53	53	45	44	42
Cap	59	61	62	58	51	57	60
WT.h.	139.5	143.4	117.8	95.5	99.2	120.3	115



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

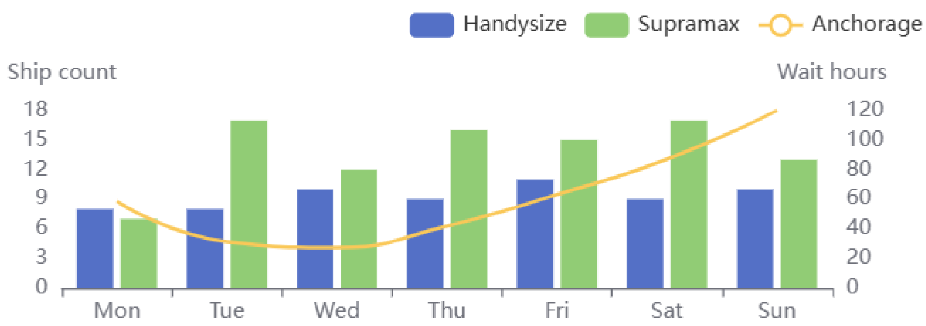
Type	M	T	W	Th	F	Sat	Sun
HDY	21	20	25	26	21	27	23
SMX	10	10	9	6	7	7	8
WT.h.	56.4	48.2	86.55	22.8	53.1	38.45	66



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

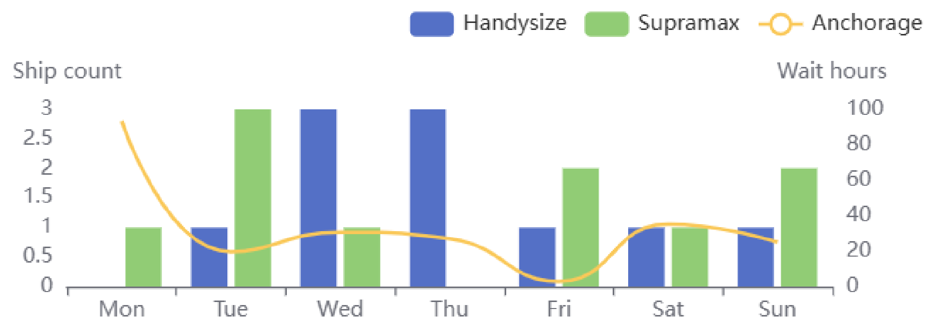
Type	M	T	W	Th	F	Sat	Sun
HDY	8	8	10	9	11	9	10
SMX	7	17	12	16	15	17	13
WT.h.	58.5	31.3	27.35	41.9	63.1	87.1	120



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

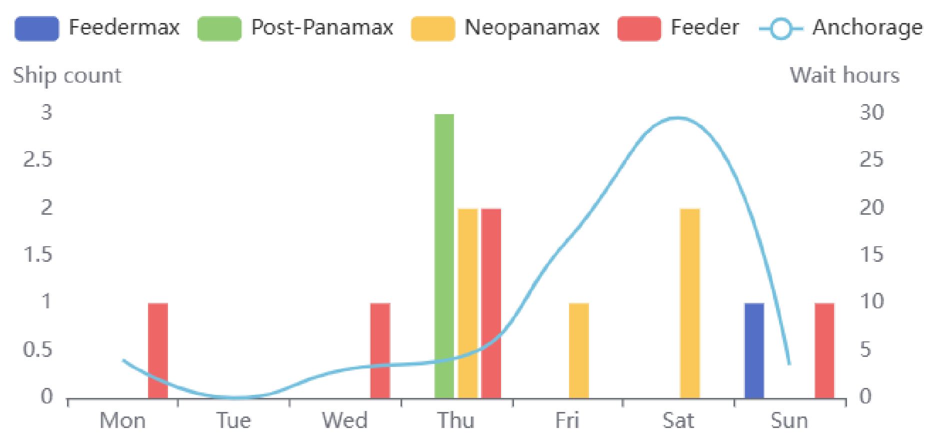
Type	M	T	W	Th	F	Sat	Sun
HDY	0	1	3	3	1	1	1
SMX	1	3	1	0	2	1	2
WT.h.	93.4	19.6	30.7	27	2.9	35.3	25



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

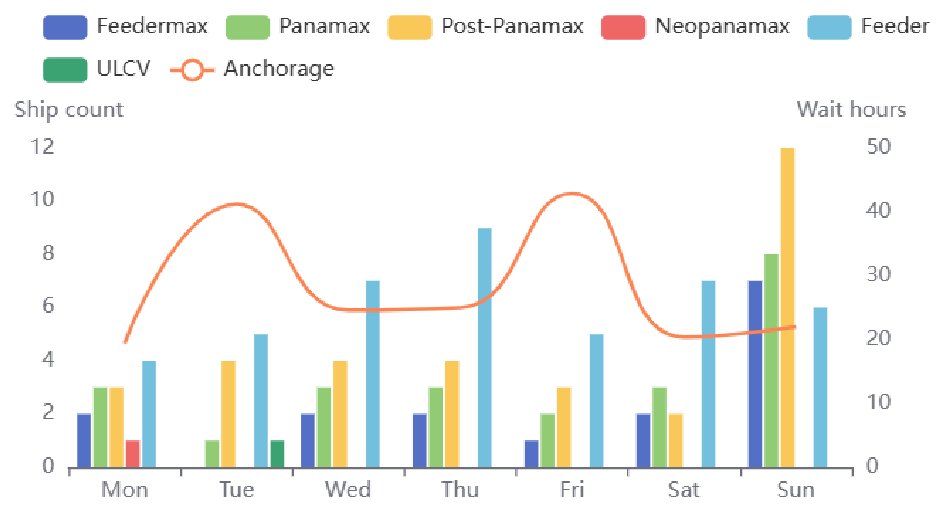
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	1
Pan.	0	0	0	0	0	0	0
PPx	0	0	0	3	0	0	0
NPx	0	0	0	2	1	2	0
Fd	1	0	1	2	0	0	1
WT.h.	4	0.0	3	4.2	16.6	29.6	3.5
Ulcv	0	0	0	0	0	0	0



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

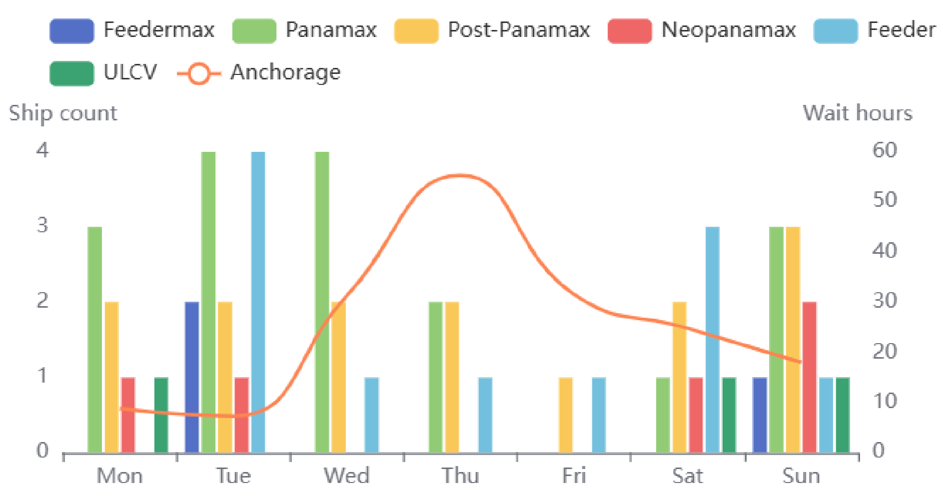
Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	0	2	2	1	2	7
Pan.	3	1	3	3	2	3	8
PPx	3	4	4	4	3	2	12
NPx	1	0	0	0	0	0	0
Fd	4	5	7	9	5	7	6
Ulcv	0	1	0	0	0	0	0
WT.h.	19.4	41.2	24.6	25	42.9	20.4	22



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

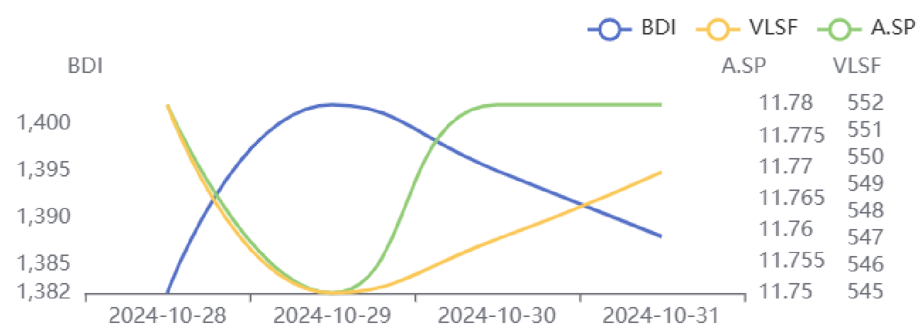
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	2	0	0	0	0	1
Pan.	3	4	4	2	0	1	3
PPx	2	2	2	2	1	2	3
NPx	1	1	0	0	0	1	2
Fd	0	4	1	1	1	3	1
Ulcv	1	0	0	0	0	1	1
WT.h.	8.8	7.3	31.3	55.3	31.55	24.8	18



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

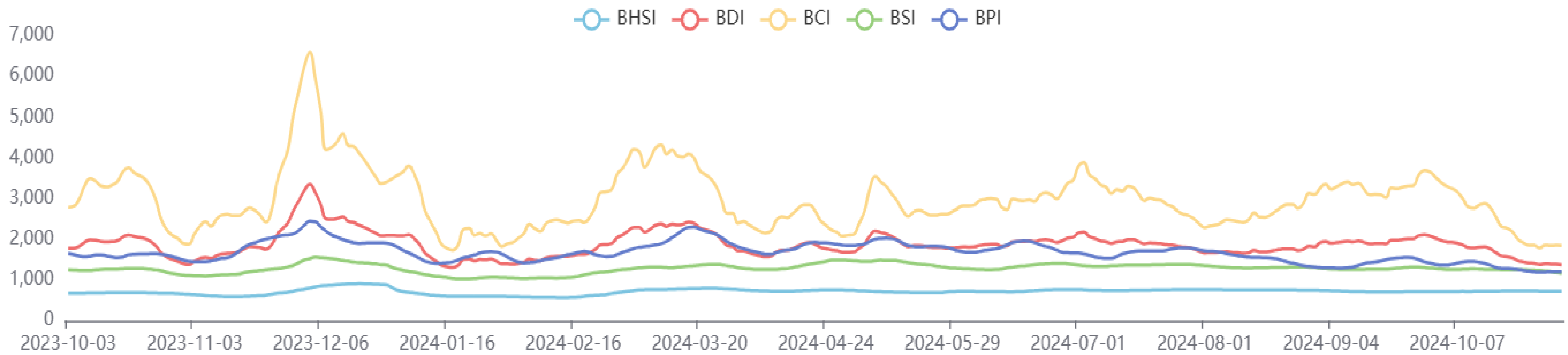
Type	M	T	W	Th	F	Sat	Sun
BDI	1190	1195	1207	1182	1163		
VLSF	552.00	545.00	547.00	549.50			
A.SP	11.78	11.75	11.78	11.78	11.86	11.83	



第三部分 航运市场 SHIPPING MARKET

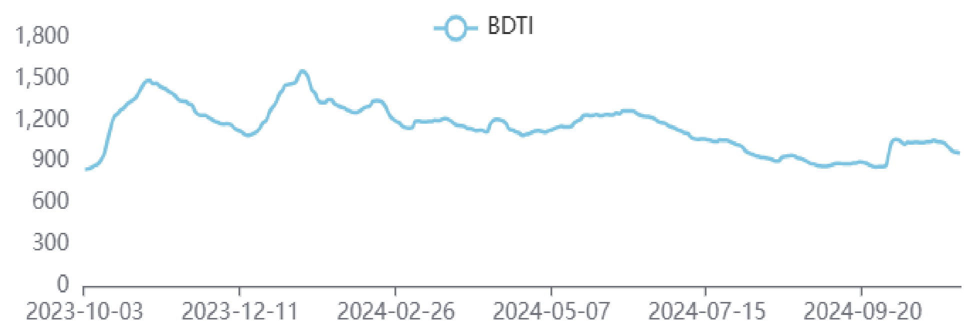
波罗的海干散货指数Baltic Dry Index

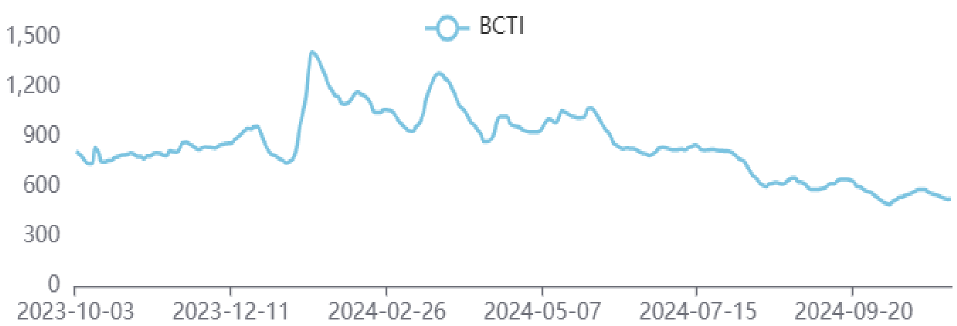
Type	PI	WoW	W%	M%	y%
BDI	1378	-32.0	-2.27	-28.53	-1.64
BCI	1848	-8.0	-0.43	-43.02	-2.69
BPI	1199	-2.0	-0.17	-13.62	-19.48
BSI	1163	-77.0	-6.21	-7.55	3.93
BHSI	718	-10.0	-1.37	0.84	10.12

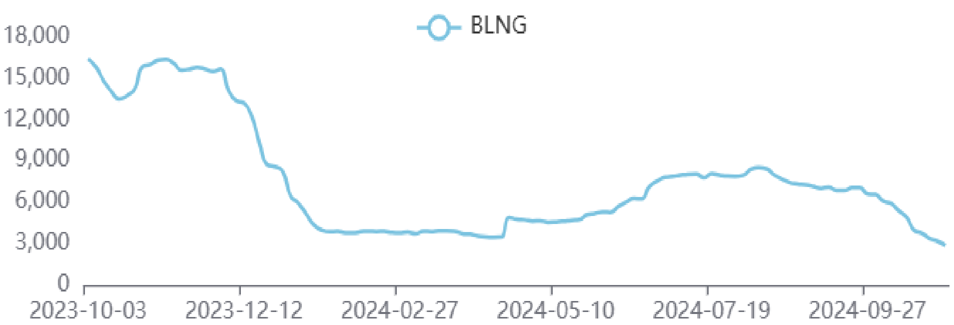


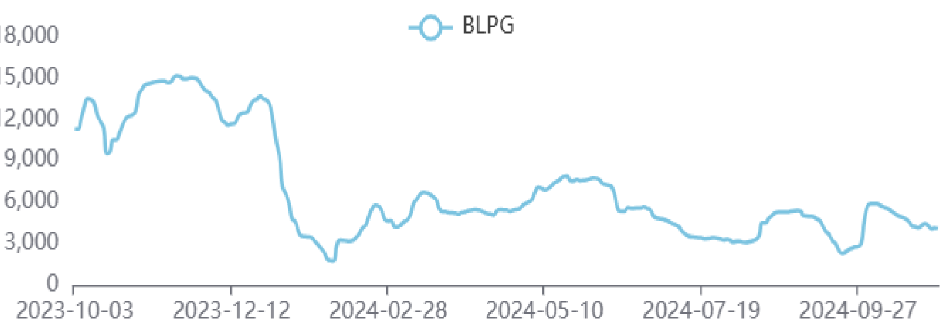
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	957	-79.0	-7.63	-9.72	-35.64
BCTI	524	-28.0	-5.07	5.43	-32.73
BLNG	2868	-475.0	-14.21	-52.75	-82.39
BLPG	4081	-222.0	-5.16	-30.74	-70.45

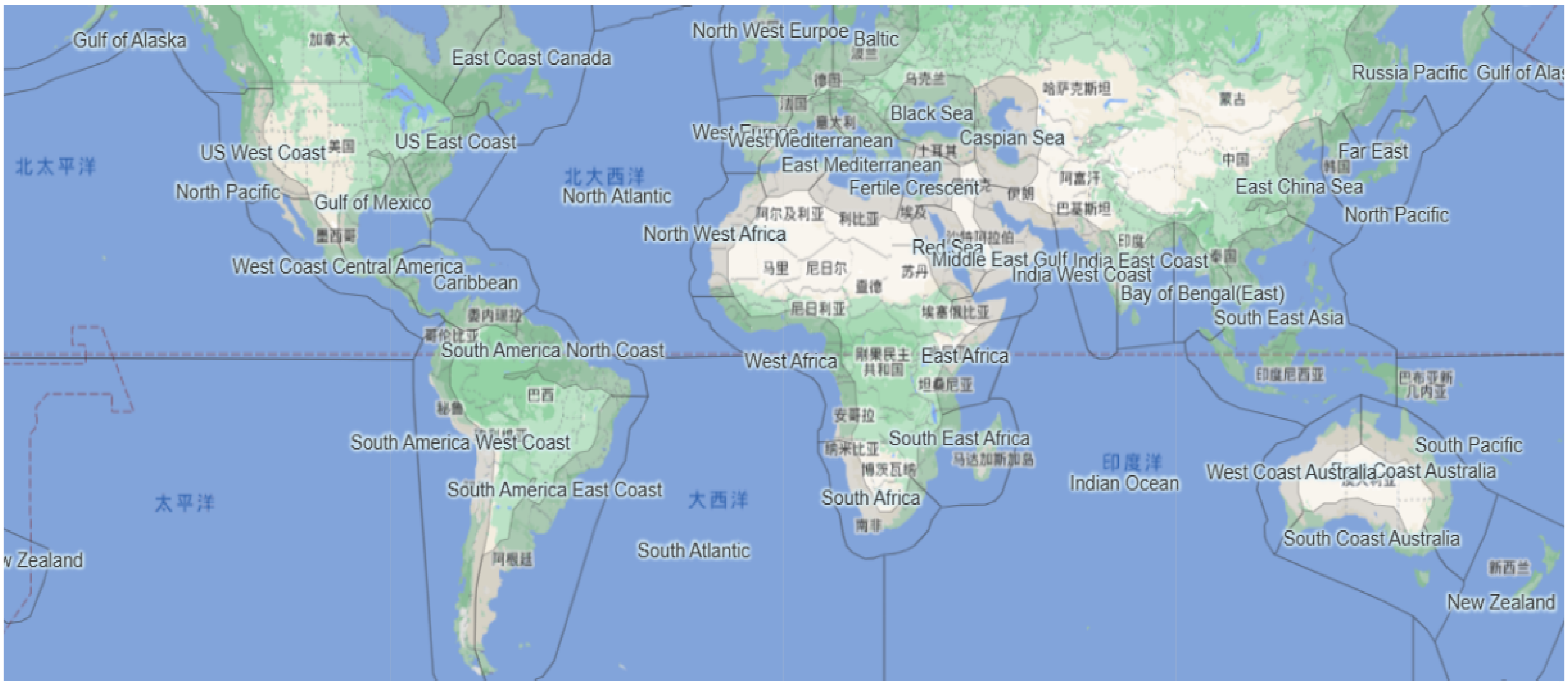








第四部分 运力分布 SUPPLY DISTRIBUTION

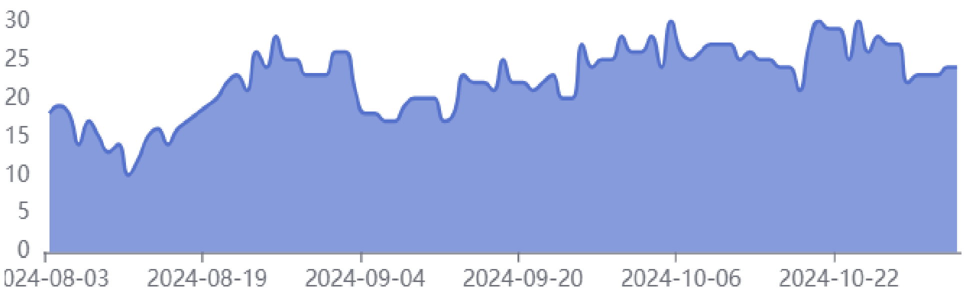


好望角型散货船 Capesize

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.

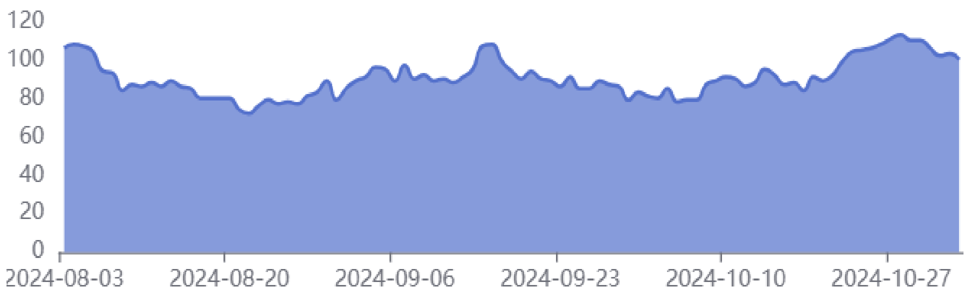
Type	M	T	W	Th	F	Sat	Sun
Cape	27	22	23	23	23	24	24



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.

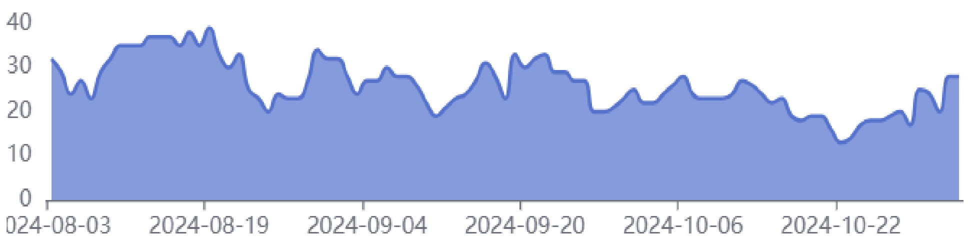
Type	M	T	W	Th	F	Sat	Sun
Cape	113	110	110	106	102	103	100



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	20	17	25	24	20	28	28

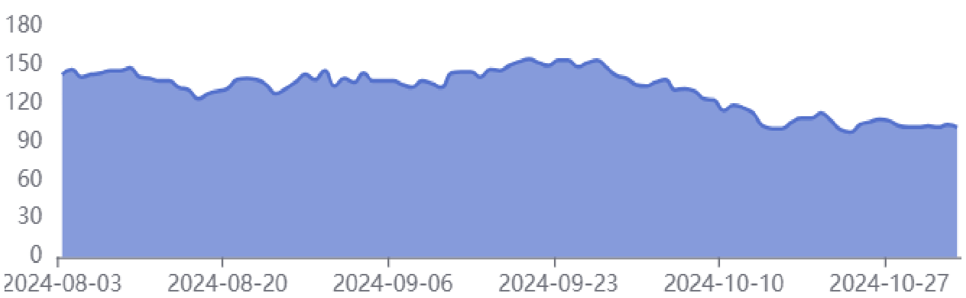


巴拿马型散货船 PANAMAX

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.

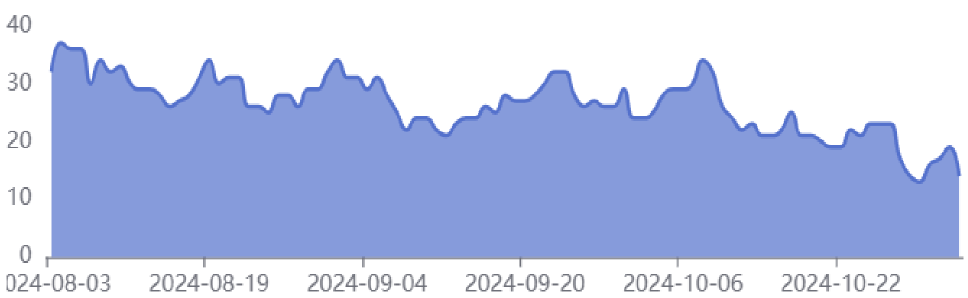
Type	M	T	W	Th	F	Sat	Sun
Pan.	102	101	101	102	101	103	101



区域：黑海。最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

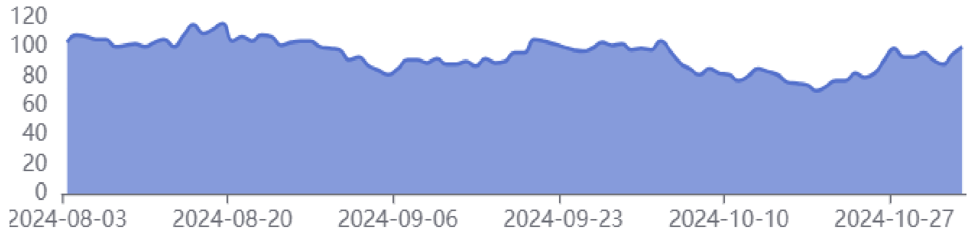
Type	M	T	W	Th	F	Sat	Sun
Pan.	17	16	18	17	14	13	11



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.	93	93	96	91	88	95	100

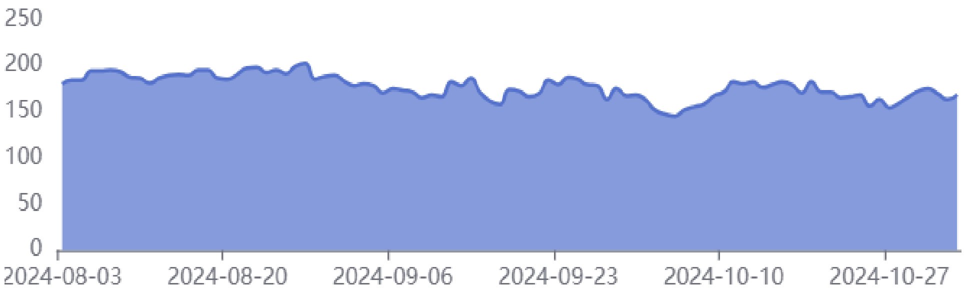


超大灵便型散货 SUPRAMAX

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.

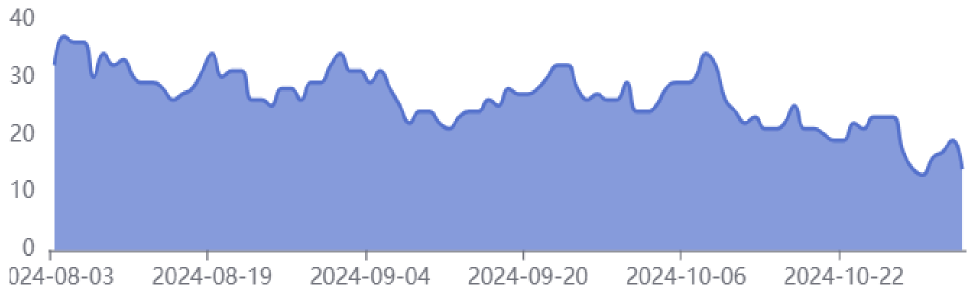
Type	M	T	W	Th	F	Sat	Sun
SMX	159	166	172	175	169	163	168



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.

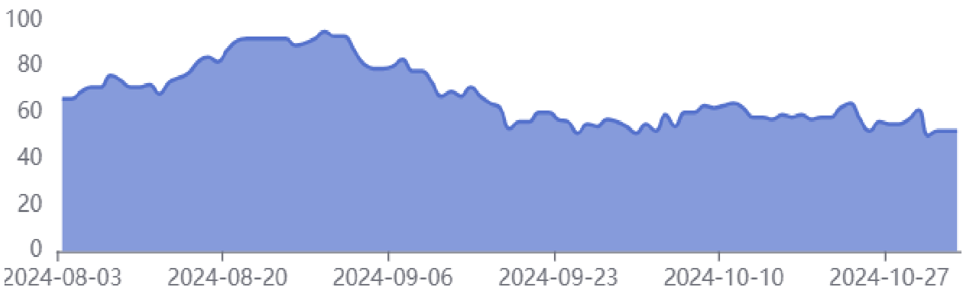
Type	M	T	W	Th	F	Sat	Sun
SMX	17	14	13	16	17	19	14



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.

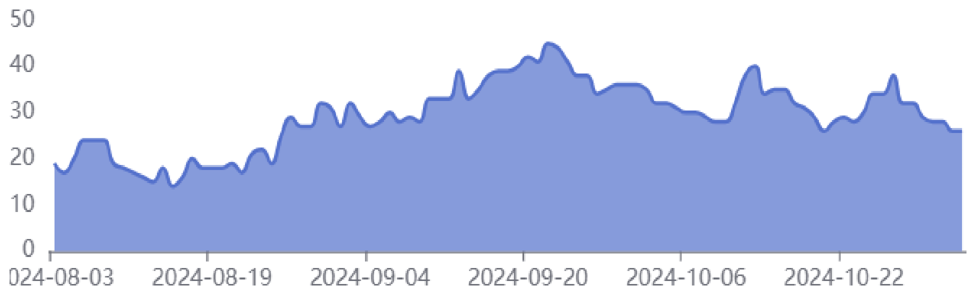
Type	M	T	W	Th	F	Sat	Sun
SMX	32	32	29	28	28	26	26



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.

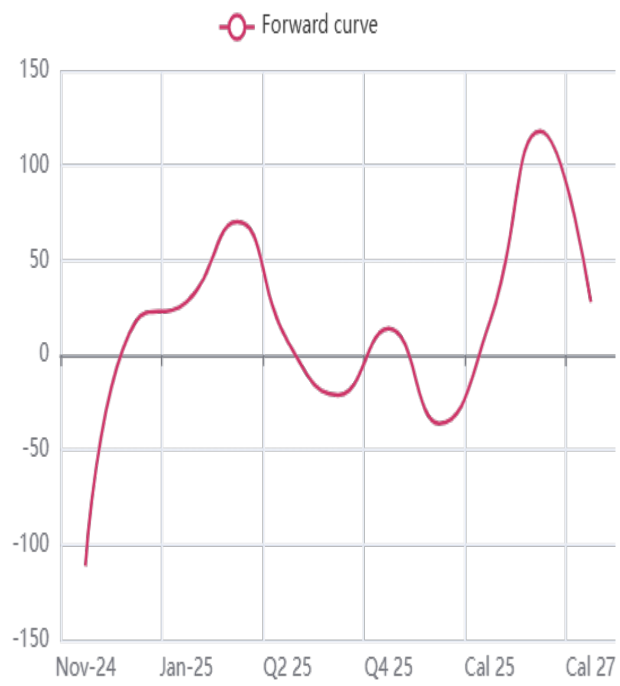
Type	M	T	W	Th	F	Sat	Sun
SMX	55	57	61	50	52	52	52



第五部分 远期运价协议 FFA

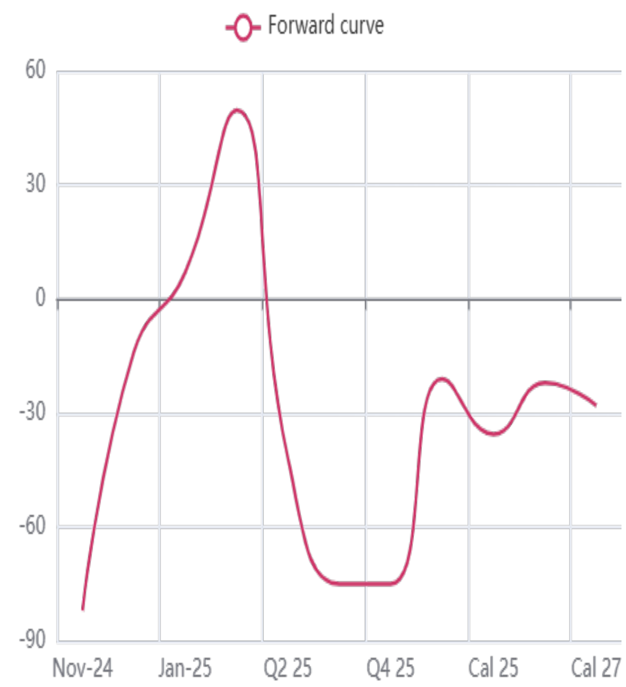
好望角型散货船Capesize

5TC	$/day	WoW	
Nov-24	17,671.00	-111.0	-0.6 %
Dec-24	20,179.00	18.0	0.1 %
Jan-25	15,107.00	28.0	0.2 %
Q1 25	13,297.67	70.33	0.5 %
Q2 25	18,621.33	7.33	0.0 %
Q3 25	23,336.00	-21.0	-0.1 %
Q4 25	23,693.00	14.0	0.1 %
Q1 26	13,843.00	-36.0	-0.3 %
Cal 25	19,737.00	17.67	0.1 %
Cal 26	19,875.00	118.0	0.6 %
Cal 27	19,857.00	28.0	0.1 %



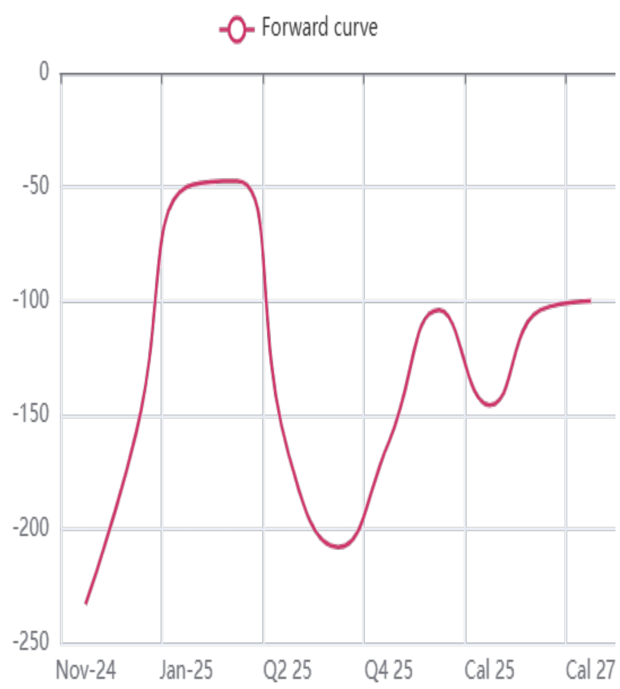
巴拿马型散货船Panamax

4TC	$/day	WoW	
Nov-24	9,975.00	-82.0	-0.8 %
Dec-24	10,618.00	-14.0	-0.1 %
Jan-25	9,243.00	7.0	0.1 %
Q1 25	9,542.67	49.67	0.5 %
Q2 25	11,929.00	-42.0	-0.4 %
Q3 25	11,786.00	-75.0	-0.6 %
Q4 25	11,579.00	-75.0	-0.6 %
Q1 26	10,429.00	-21.0	-0.2 %
Cal 25	11,209.17	-35.58	-0.3 %
Cal 26	11,196.00	-22.0	-0.2 %
Cal 27	11,429.00	-28.0	-0.2 %



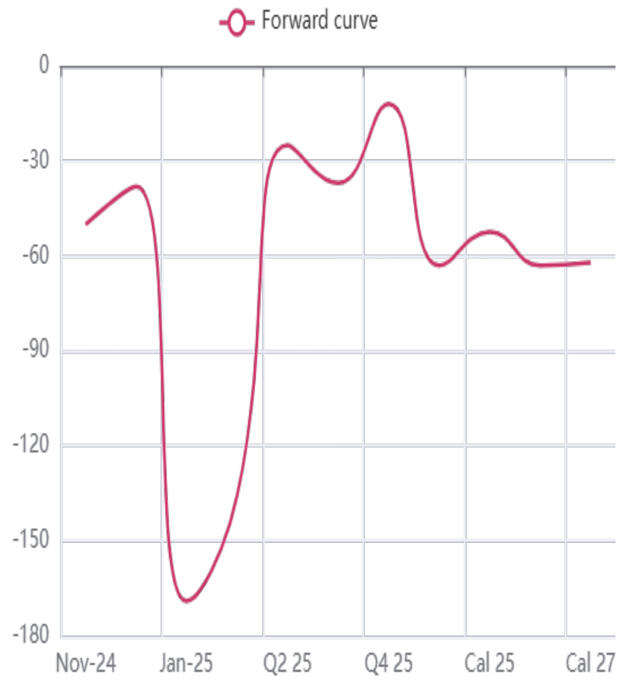
超大灵便型散货船Supramax

10TC	$/day	WoW	
Nov-24	12,146.00	-233.0	-1.9 %
Dec-24	12,271.00	-158.0	-1.3 %
Jan-25	10,575.00	-50.0	-0.5 %
Q1 25	10,550.00	-47.33	-0.4 %
Q2 25	12,442.00	-165.67	-1.3 %
Q3 25	12,475.00	-208.0	-1.6 %
Q4 25	12,413.00	-162.0	-1.3 %
Q1 26	11,721.00	-104.0	-0.9 %
11,970.00	Cal 25	-145.75	-1.2 %
Cal 26	11,721.00	-104.0	-0.9 %
Cal 27	11,825.00	-100.0	-0.8 %



灵便型散货船Handysize

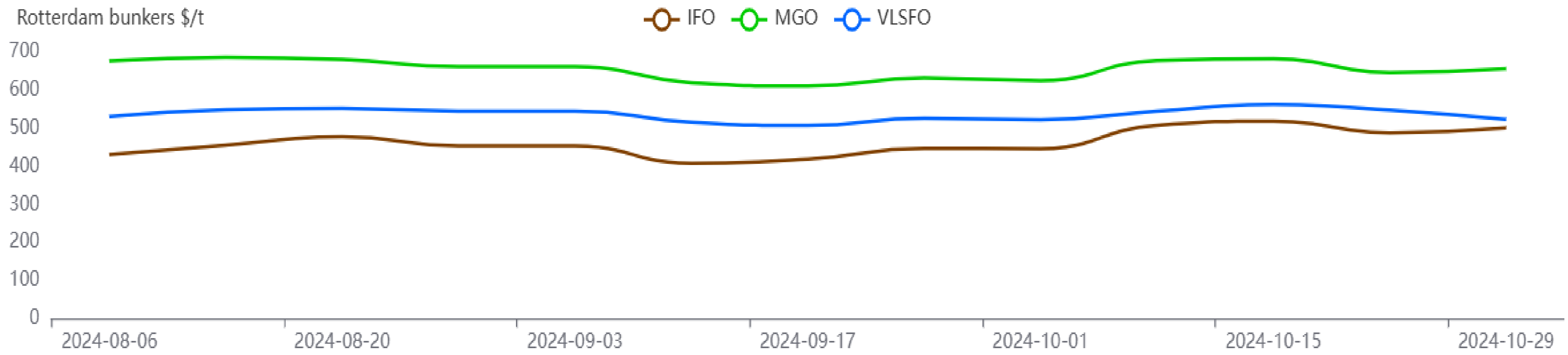
7TC	$/day	WoW	
Nov-24	12,175.00	-50.0	-0.4 %
Dec-24	12,125.00	-38.0	-0.3 %
Jan-25	9,650.00	-169.0	-1.7 %
Q1 25	9,683.33	-135.67	-1.4 %
Q2 25	11,838.00	-25.0	-0.2 %
Q3 25	11,863.00	-37.0	-0.3 %
Q4 25	11,838.00	-12.0	-12.0
Q1 26	11,275.00	-63.0	-0.6 %
Cal 25	11,305.58	-52.42	-0.5 %
Cal 26	11,275.00	-63.0	-0.6 %
Cal 27	11,338.00	-62.0	-0.5 %

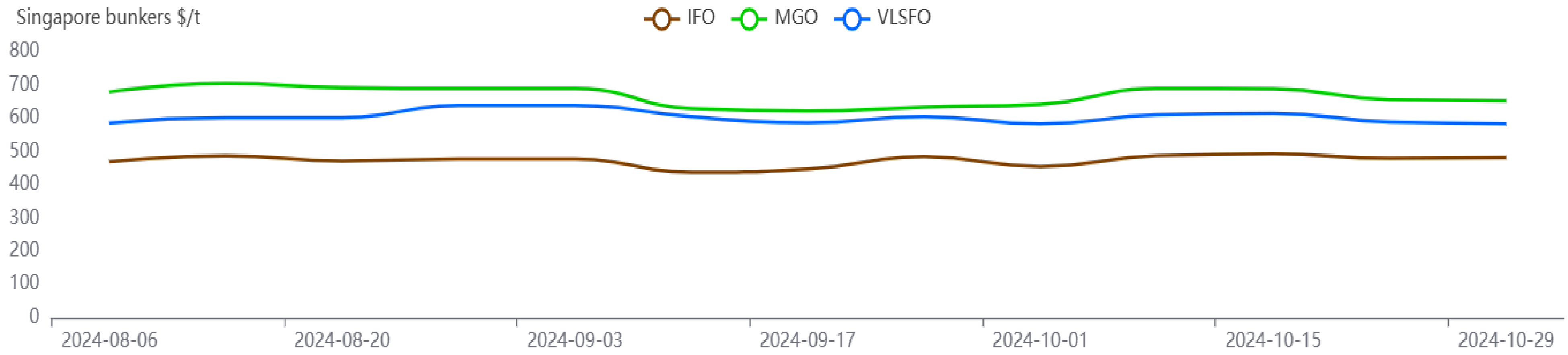


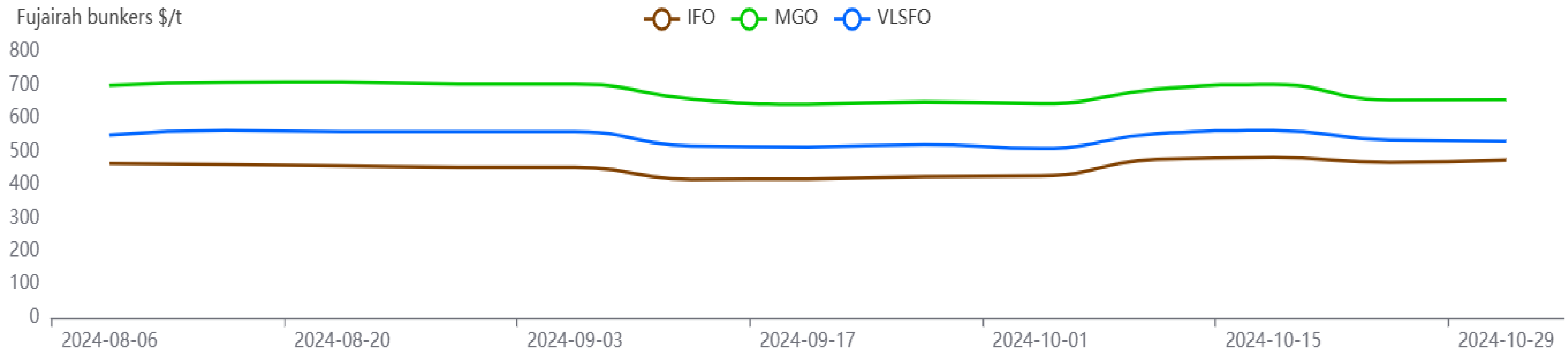
第六部分 燃油价格 BUNKER PRICE

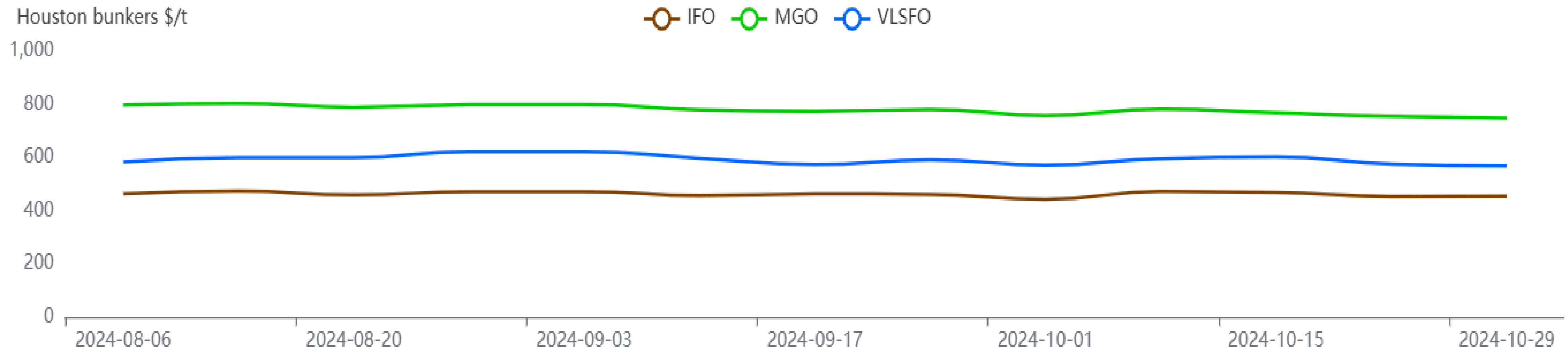
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	605.0	492.5	679.5	112.5	-3.5	-3.02	-20.49
Singapore	584.0	482.0	653.0	102.0	-7.5	-6.85	-20.62
Rotterdam	524.0	501.0	657.0	23.0	-36.0	-61.02	-69.74
Fujairah	530.0	474.5	656.0	55.5	-11.5	-17.16	-32.32
Houston	569.5	454.5	749.0	115.0	-7.5	-6.12	-11.2

(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	205.0		-4.0	-1.91	-3.76	-10.33
Maize	224.0		5.0	2.28	0.45	-8.89
Soybeans	213.0		6.0	2.9	-3.18	-16.77
Rice	217.0		-8.0	-3.56	-3.98	-10.18
Barley	215.0		-3.0	-1.38	-2.71	-4.96
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	67.57	-2.17	-3.11	-9.16	-23.31
Brent	USD/Bbl	71.67	-2.2	-2.98	-8.17	-22.4
Natural Gas	USD/MMBtu	2.84	0.5	21.37	-0.35	-2.74
Gasoline	USD/Gal	1.97	-0.03	-1.5	-5.74	-16.88
Heating Oil	USD/Gal	2.13	-0.05	-2.29	-8.19	-32.59
Ethanol	USD/Gal	1.52	-0.04	-2.56	-2.56	-35.04
Naphtha	USD/T	651.33	5.17	0.8	-2.66	-0.31
Propane	USD/Gal	0.71	-0.01	-1.39	-8.97	2.9
Uranium	USD/Lbs	81.05	-1.55	-1.88	-1.76	17.46
Methanol	CNY/T	2471.0	96.0	4.04	-1.2	1.98
TTF Gas	EUR/MWh	42.67	2.84	7.13	4.74	-12.47
UK Gas	GBp/thm	106.64	6.83	6.84	4.57	-11.04
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.33	-0.02	-0.46	-4.2	22.66
Coal	USD/T	144.5	-1.1	-0.76	-3.41	4.71
Steel	CNY/T	3325.0	89.0	2.75	-2.69	-7.46
Iron Ore	USD/T	104.23	-1.0	-0.95	-4.24	-10.15
Aluminum	USD/T	2645.5	10.5	0.4	-0.84	21.74
Lithium	CNY/T	71500.0	0.0	0.0	-5.3	N/A
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2750.8	16.8	0.61	3.7	38.82
Silver	USD/t.oz	33.87	-0.31	-0.91	5.25	45.61
Platium	null	1042.7	25.2	2.48	N/A	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.08		0.0	0.0	-1.82	1.89
USD/CNY	7.15		0.02	0.28	0.7	-2.32

第八部分 本周话题 WEEKLY TOPIC

全球油轮市场错综复杂

市场显示油轮船东普遍乐观地期待明年的油轮市场，大的船舶经纪公司表示2025年的油轮市场整体应该还会表现积极正面，但油轮新造船舶供应增长的加速预期正在给油轮市场长期前景蒙上了阴影，针对2026年油轮市场的疑虑更是悄悄蔓延。

市场总是充满不确定性，上周因为对油轮前景的担忧，欧美股票市场的油轮类股全面下跌。在奥斯陆，Frontline股价下跌3.2%，而在哥本哈根，Torm股价下跌4.4%。DNB Markets和Pareto Securities于改日也双双下调了几只油轮类股的目标价。同日美国油轮类市场遭受重创，但是并不是油轮唯一领域在受挫，其他航运类股市也在因利率担忧而引发的整体市场抛售中下跌，投资者抛售油船股的风潮始于欧洲，可能因获利前景下降，上周三又蔓延至纽约，但当日多数其他航运股和大盘也跟随下跌。相比其它航运市场，油轮公司的损失更为明显，爱尔兰成品油油轮所有者Ardmore Shipping的股价下跌了近7%，而Teekay油轮公司的股价当日一天跌幅就超过6%。

Scorpio油轮公司对成品油船的前景持乐观态度，其简单理由是原油船正在退出清洁油品市场。还记得今年夏天以来，由于原油船清理了油舱，以获取成品油货运收益的提高，当时费率承压。近期，Scorpio油轮斥资8900万美元收购了在纽约上市的超大型油轮专业公司DHT Holdings的股份的4.9%。此举有力地表明，该公司对正在复苏的大型油轮市场充满信心。这是十多年来Scorpio油轮公司在成品油船以外的首次直接投资，当时它投资了一系列新建的液化石油气运输船，这些船后来被卖给了多利安液化石油气公司，而VLCC油轮最终被卖给了Peter Georgiopoulos的General Maritime。

油轮细分市场表现各异，其中阿芙拉型油轮的现货运价走势更表现出分裂的市场，北海市场飙升，而加勒比海成交则在下跌。从市场数据看，从英国到欧洲大陆航线的世界范围即期WS为145，比上周同期上涨18.4%。

红海局势的扰动增加了油轮吨海里，提升了对油轮运力的需求，其局势的起伏对市场有较大影响，加上欧洲冬季临近对能源需求的增加预期。红海局势的扰动催生了市场的应对方案，当前替代霍尔木兹海峡的的方案正在发挥作用，因为沙特位于红海的VLCC港口原油出口增加明显，因为这里能避开了胡塞武装的威胁，并提供了一条避开曼德海峡通往地中海的途径，这个港口就是沙特延布港（Yanbu），该港的原油出口正在飙升，该国利用输油管道来规避胡塞武装（Houthi）对途径曼德海峡油轮的袭击。根据石油贸易流量数据，今年到目前为止，石油巨头沙特阿美公司已将这个红海港口的出口量提高到每天86.3万桶，相比之下，去年同期的日产量仅为57.2万桶。这种管道一方面消减了油轮使用量，另一方方面因为出口数量的增加，又增加了对油轮的需求，相互彼消此涨。

The market shows that tanker owners are generally optimistic about looking forward to next year's tanker market, the major ship brokers said that the tanker market in 2025 should still be positive, but the acceleration of tanker new ship supply growth is expected to cloud the long-term outlook of the tanker market, for 2026 tanker market doubts are quietly spreading.

The market is always full of uncertainty, and last week, oil tanker stocks fell across the European and American stock markets because of concerns about the future of oil tankers. Frontline shares fell 3.2 per cent in Oslo, while Torm shares fell 4.4 per cent in Copenhagen. DNB Markets and Pareto Securities also cut their price targets on several oil tanker stocks. Other shipping stocks also fell in a broader market sell-off triggered by interest rate fears. The selling of tanker stocks began in Europe, possibly on weaker profit prospects, and spread to New York on Wednesday, but most other shipping stocks and the broader market followed suit. The losses were more pronounced for tanker companies than in other Shipping markets, with shares in Irish product tanker owner Ardmore Shipping down nearly 7 per cent, while Teekay Tankers fell more than 6 per cent in a single day.

Scorpio Tankers is optimistic about the outlook for product tankers, simply because crude tankers are exiting the clean oil market. Remember that rates have been under pressure since the summer as crude oil tankers have cleared their tanks to capture higher product cargo yields. Scorpio recently paid $89m for a 4.9 per cent stake in DHT Holdings, a New York-listed very large tanker specialist. The move is a strong indication of the company's confidence in the recovering market for large tankers. It was Scorpio Tankers' first direct investment outside of a product tanker in more than a decade, when it invested in a series of new LPG carriers that were later sold to Dorian LPG. The VLCC tanker was eventually sold to Peter Georgiopoulos' General Maritime.

The tanker segment is diverse, with spot rates for Afra tankers showing a split market, with the North Sea market soaring and the Caribbean volume falling. In terms of market data, the worldwide spot WS for routes from the UK to continental Europe was 145, up 18.4% from the same period last week.

The turbulence in the Red Sea has increased tanker tonnage nautical miles and increased the demand for tanker capacity, and its ups and downs have a greater impact on the market, coupled with the approach of the European winter, which is expected to increase energy demand. The current alternative to the Strait of Hormuz is working, as Saudi Arabia's VLCC port on the Red Sea, which avoids the Houthi threat and provides a route to the Mediterranean Sea from the Bab el-Mandeb Strait, has significantly increased its crude oil exports. Crude exports from the port are soaring, and the country uses the pipeline to ward off Houthi attacks on oil tankers passing through the Bab el-Mandeb Strait. Oil giant Saudi Aramco has boosted exports from the Red Sea port to 863,000 barrels per day so far this year, compared with just 572,000 barrels per day in the same period last year, according to oil trade flow data. Such pipelines reduce the use of oil tankers on the one hand, and increase the demand for oil tankers on the other hand, because of the increase in exports.