船队在线 hiFleet

2024年
第52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

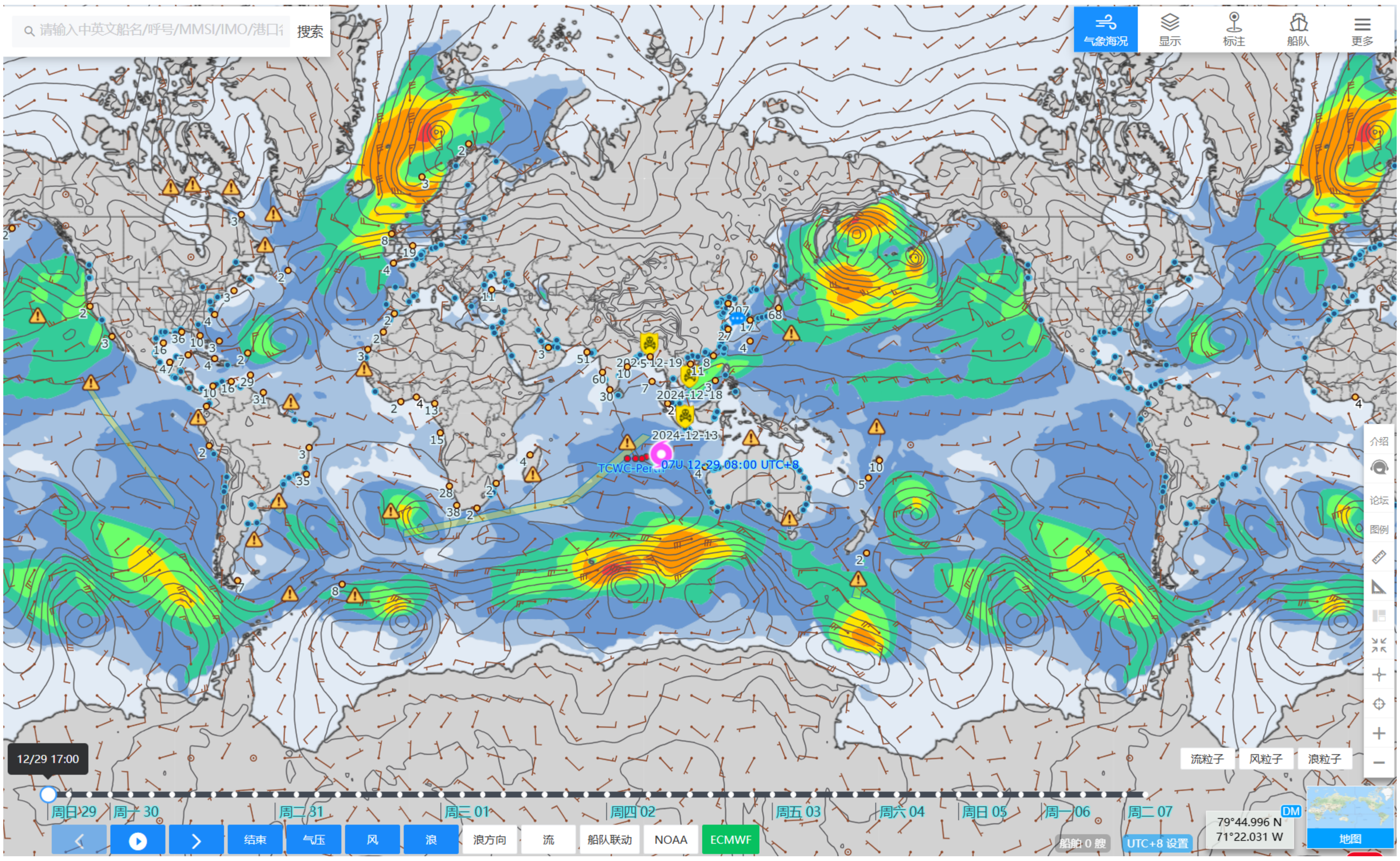
最新商品价格 LATEST COMMODITIES PRICE

第八部分

本周话题 WEEKLY TOPIC

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1026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 1026 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，有时中浪；黄海风力5-6级，中浪；东海风力3-5级，后半周会有大浪；台湾海峡5-6级风，台湾海峡有时大浪；南海大部海域风力6-5级，相关海域有时巨浪。太平洋北部和北大西洋的低气压都开始变得活跃。The coming week the wind in Bohai Sea will be moderate with moderate sea occasionally. Yellow Sea will become strong with moderate sea. And China East Sea will be moderate with rough wave occasionally. The wind in the Taiwan Strait will stay strong with rough sea in the week. In most of the South China Sea the wind will stay strong with very rough sea occasionally. The low pressure activities become frequent both in North of Pacific and Atlantic.

海盗事件 Piracy

12月21日，在赤道几内亚巴塔以西95海里处。6名海盗乘坐快艇登上一艘正在航行的近海补给船，试图强行进入船员避难的城堡。几次尝试失败后，海盗们破坏了一些驾驶台设备和住宿设施。海盗一下船，船员们就从安全舱里出来，驶往一个安全的港口。所有船员都报告安全。。21.12.2024: 2130 UTC: Posn: 01:59.1N – 008:10.2E, Around 95nm West of Bata, Equatorial Guinea. Six pirates in a speedboat boarded an offshore supply vessel underway and attempted to force their way into the citadel where the crew had taken refuge. After several failed attempts, the pirates damaged some of the bridge equipment and accommodation. Once the pirates disembarked, the crew emerged from the citadel and sailed to a safe port. All crew members reported safe.

海上事件 Marine Incidents

圣诞节平安夜，一艘悬挂俄罗斯国旗的普通货船在西班牙附近的地中海沉没，根据hiFleet航运大数据显示，此前一天，这艘货船的引擎室发生爆炸导致停船。这艘9500载重吨的URSA MAJOR轮（2009年建造）上的14名船员不得不撤离这艘船，可能有两人失踪。On Christmas Eve, a general cargo ship flying a Russian flag sank in the Mediterranean Sea near Spain, according to hiFleet shipping big data, the day before, the ship's engine room explosion caused the ship to stop. The 14 crew members on board the 9,500 DWT URSA MAJOR (built in 2009) had to be evacuated from the ship and two are feared missing.

其它 Others

没有 Nil

备注 Remark

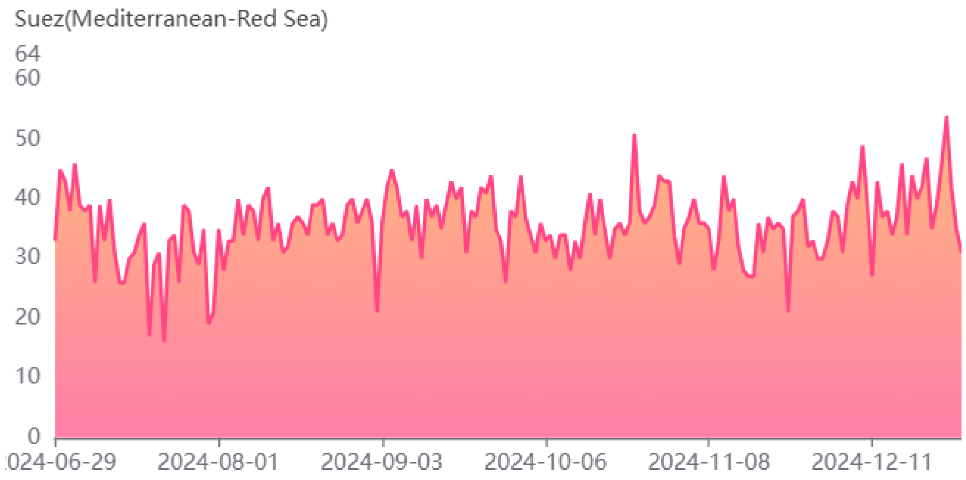
本报告数据截止时间为2024年12月29日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Dec 29th of 2024; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

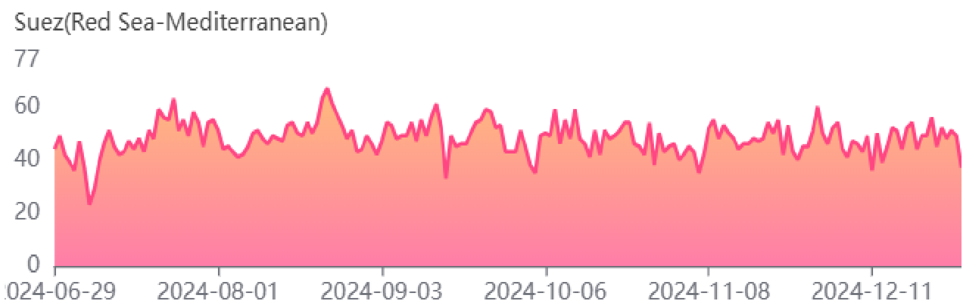
第二部分 航运数据 SHIPPING DATA

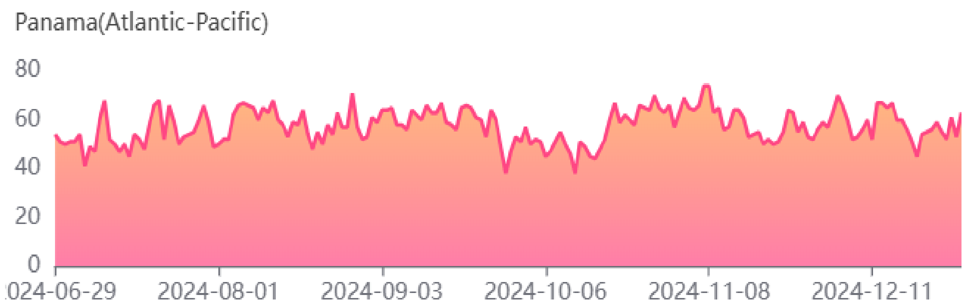
最近一周船舶运河/河口锚地等待数量

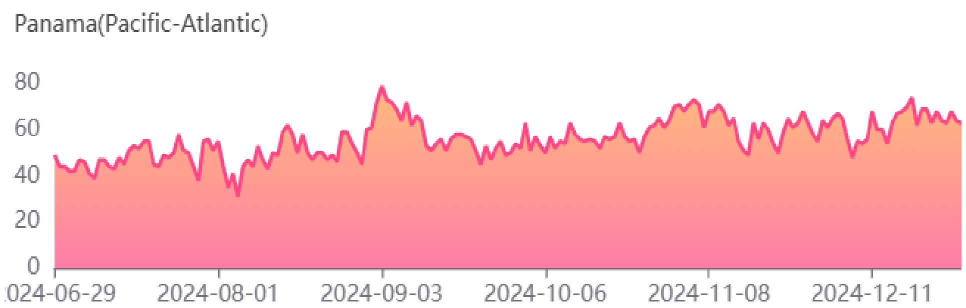
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

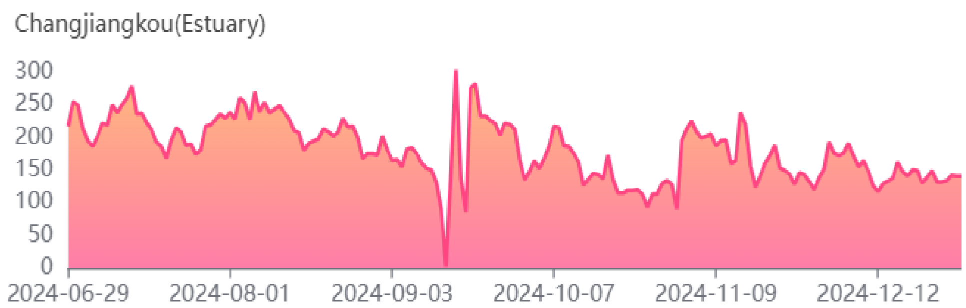
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	37	1375	-8	-5
Miss.Riv.	3	121	8	-21
CJK	141	4333	-47	-625
Pa.Atlan.	63	1694	6	-29
Colum.Riv.	6	175	7	-17
Suez.Med.	31	1130	5	143
Pa.Pac.	63	1828	-20	25
ZJK	66	2645	8	-187

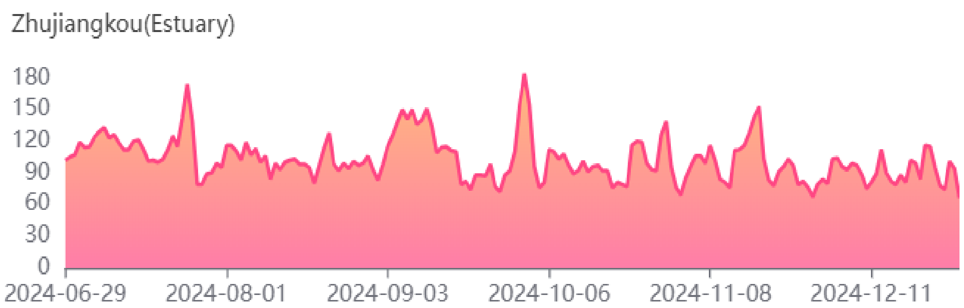


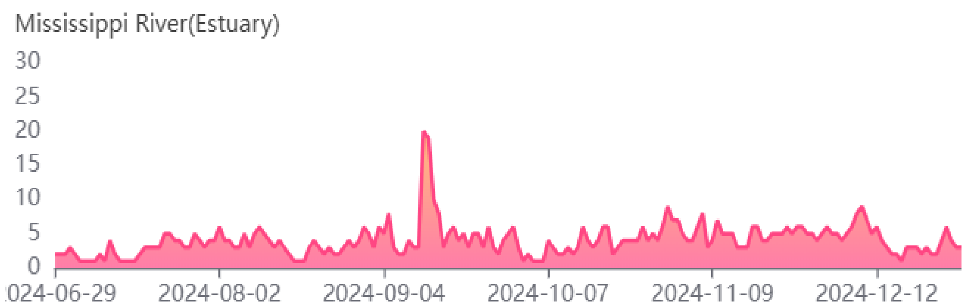


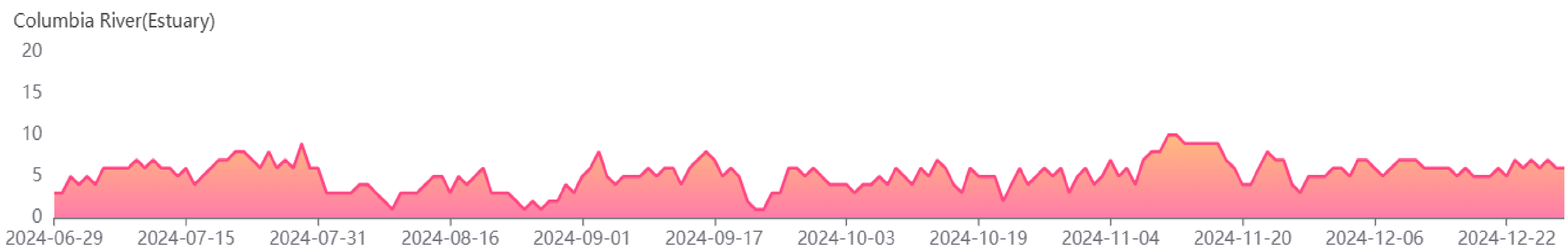










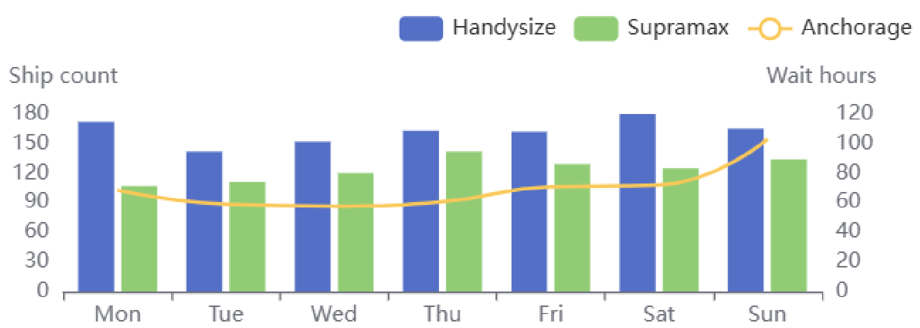


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

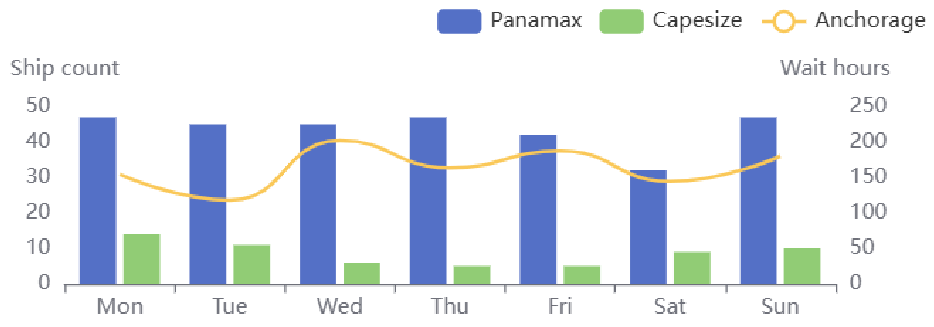
Type	M	T	W	Th	F	Sat	Sun
HDY	172	142	152	163	162	180	165
SMX	107	111	120	142	129	125	134
WT.h.	68.5	59	57.7	60.7	70.8	72	103



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

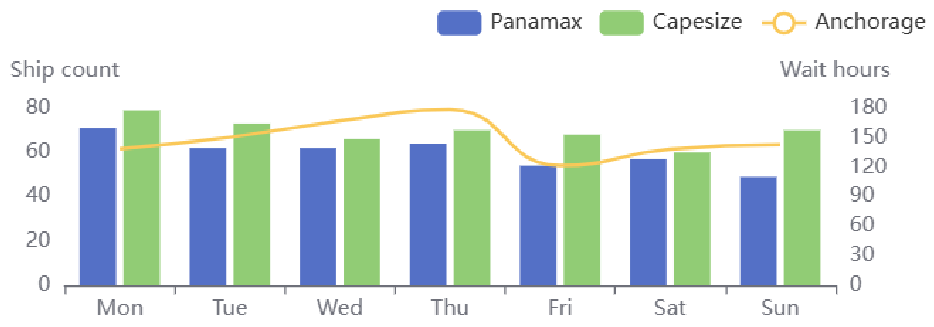
Type	M	T	W	Th	F	Sat	Sun
Pan.	47	45	45	47	42	32	47
Cap	14	11	6	5	5	9	10
WT.h.	154.2	118	202.2	163.5	187.5	144.3	180



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

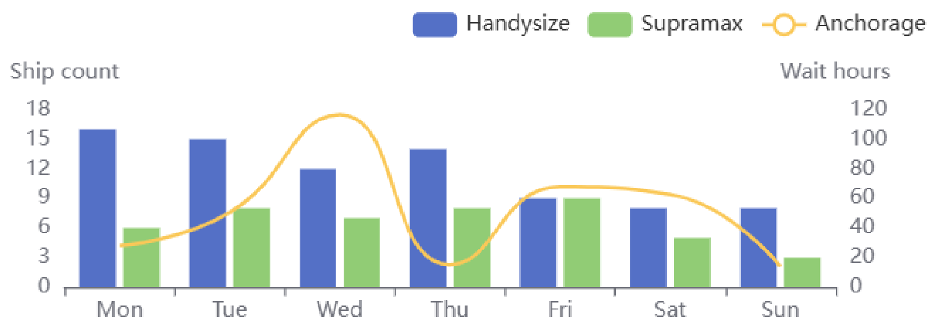
Type	M	T	W	Th	F	Sat	Sun
Pan.	71	62	62	64	54	57	49
Cap	79	73	66	70	68	60	70
WT.h.	138.7	150.3	166.9	178.4	121.6	138.2	143



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

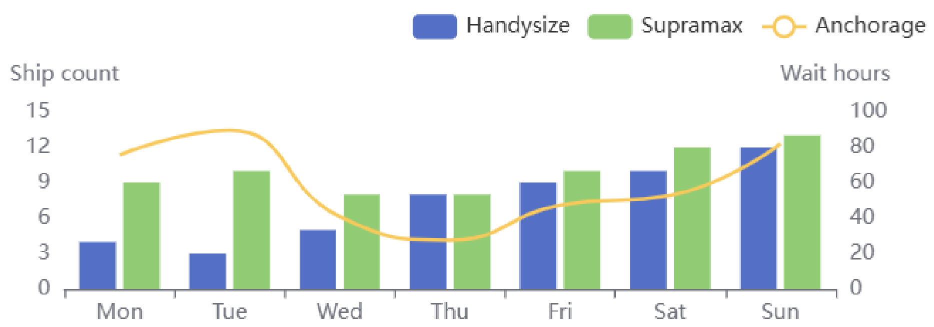
Type	M	T	W	Th	F	Sat	Sun
HDY	16	15	12	14	9	8	8
SMX	6	8	7	8	9	5	3
WT.h.	28	50.5	116.6	15.2	67.9	62.7	14



最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of US Gulf

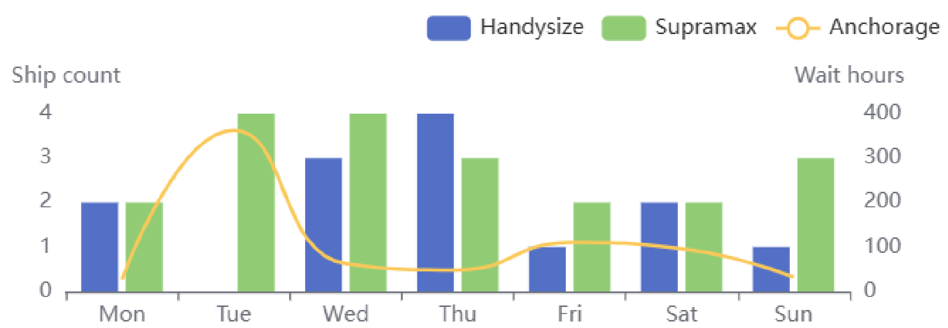
Type	M	T	W	Th	F	Sat	Sun
HDY	4	3	5	8	9	10	12
SMX	9	10	8	8	10	12	13
WT.h.	75.7	89.6	40.8	27.65	47.3	52.8	82



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

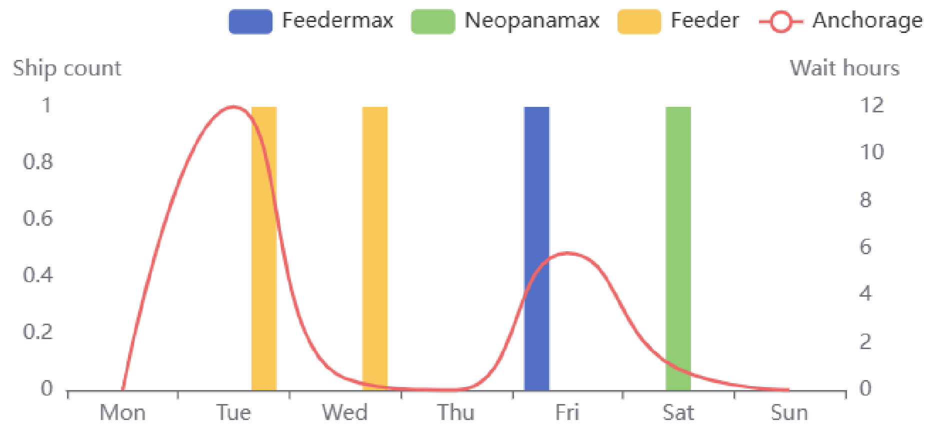
Type	M	T	W	Th	F	Sat	Sun
HDY	2	0	3	4	1	2	1
SMX	2	4	4	3	2	2	3
WT.h.	26.85	362.4	62.2	48.3	110.2	96.3	32



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

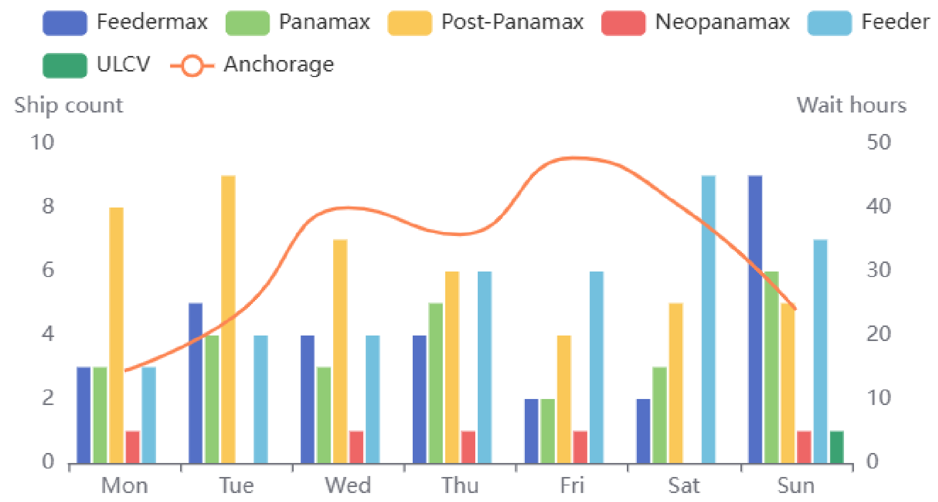
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	1	0	0
Pan.	0	0	0	0	0	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	1	0
Fd	0	1	1	0	0	0	0
WT.h.	0.0	12	0.5	0.0	5.8	0.9	0.0
Ulcv	0	0	0	0	0	0	0



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

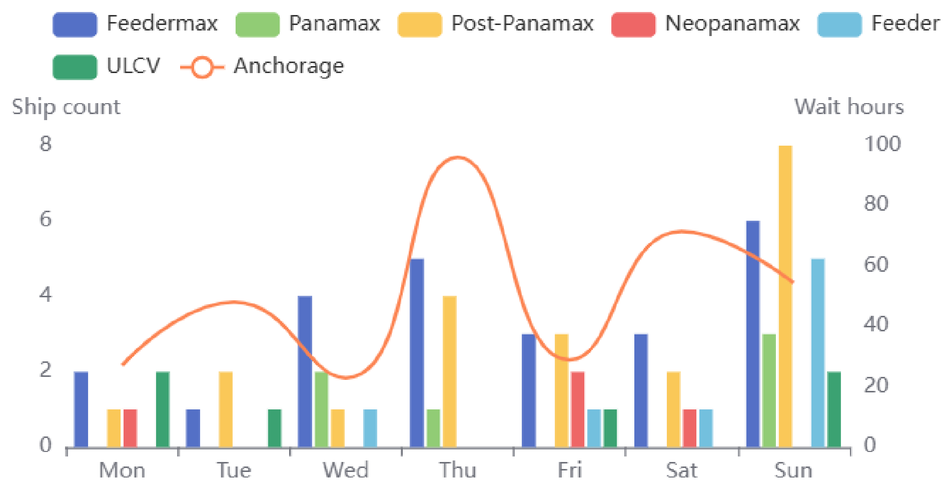
Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	5	4	4	2	2	9
Pan.	3	4	3	5	2	3	6
PPx	8	9	7	6	4	5	5
NPx	1	0	1	1	1	0	1
Fd	3	4	4	6	6	9	7
Ulcv	0	0	0	0	0	0	1
WT.h.	14.45	23.2	40	35.8	47.8	39.8	24



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

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

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	1	4	5	3	3	6
Pan.	0	0	2	1	0	0	3
PPx	1	2	1	4	3	2	8
NPx	1	0	0	0	2	1	0
Fd	0	0	1	0	1	1	5
Ulcv	2	1	0	0	1	0	2
WT.h.	27.1	48.1	23	96.1	28.95	71.5	54.5



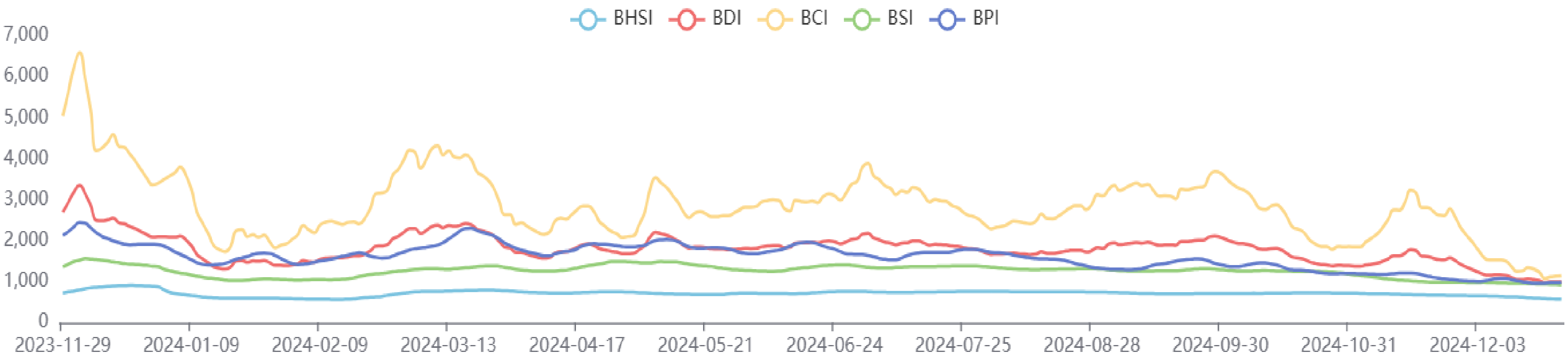
最近一周空载散货船平均航速Latest Weekly Average Speed for Bulkers during Ballast Voyage

Type	M	T	W	Th	F	Sat	Sun
BDI	932						
VLSF	537.50	539.00					
A.SP	11.58	11.62	11.73	11.74	11.71	11.73	

第三部分 航运市场 SHIPPING MARKET

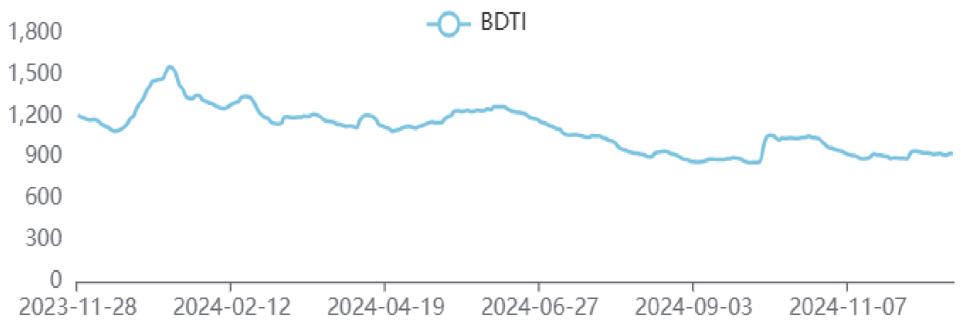
波罗的海干散货指数Baltic Dry Index

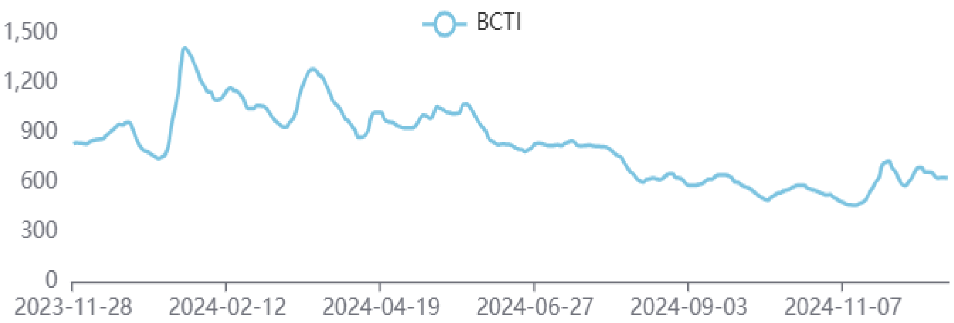
Type	PI	WoW	W%	M%	y%
BDI	997	-56.0	-5.32	-36.94	-52.39
BCI	1147	-161.0	-12.31	-58.73	-66.24
BPI	988	29.0	3.02	-6.44	-48.25
BSI	923	-26.0	-2.74	-6.29	-32.58
BHSI	569	-31.0	-5.17	-14.31	-35.27

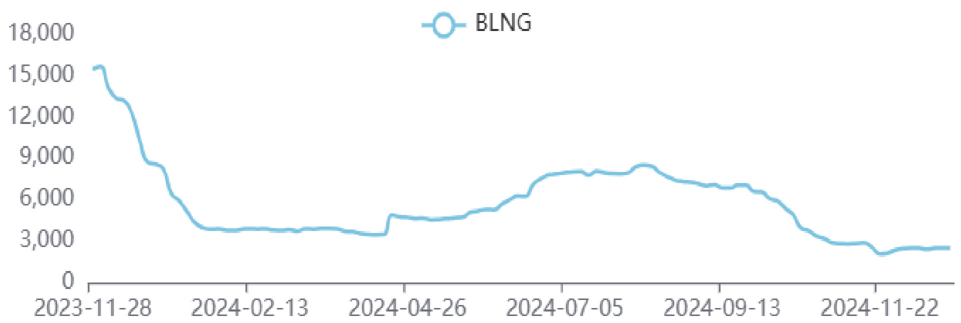


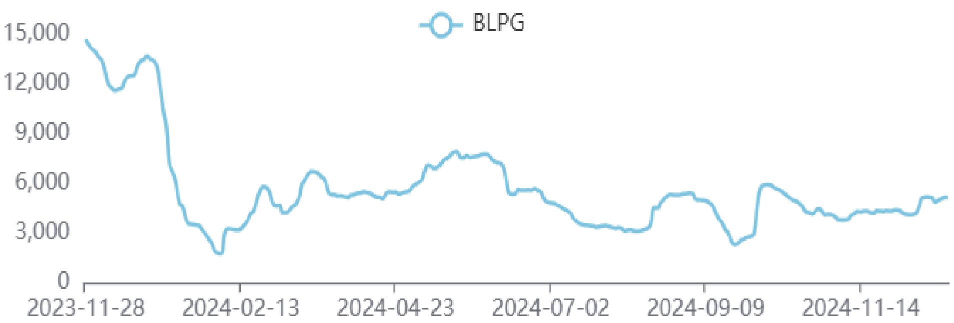
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	927	-2.0	-0.22	4.27	-22.75
BCTI	625	-12.0	-1.88	-12.95	-34.9
BLNG	2490	-3.0	-0.12	17.12	-71.41
BLPG	5122	276.0	5.7	18.37	-61.7

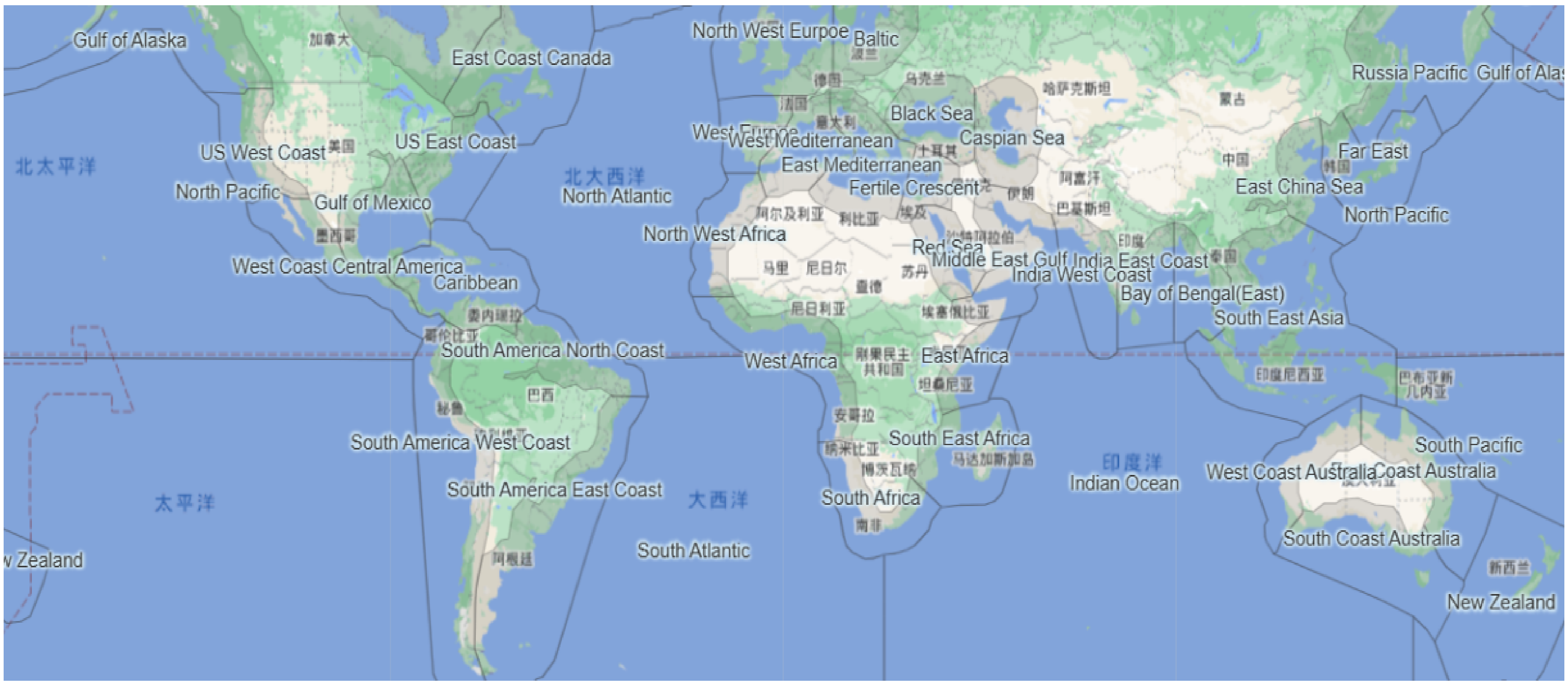








第四部分 运力分布 SUPPLY DISTRIBUTION

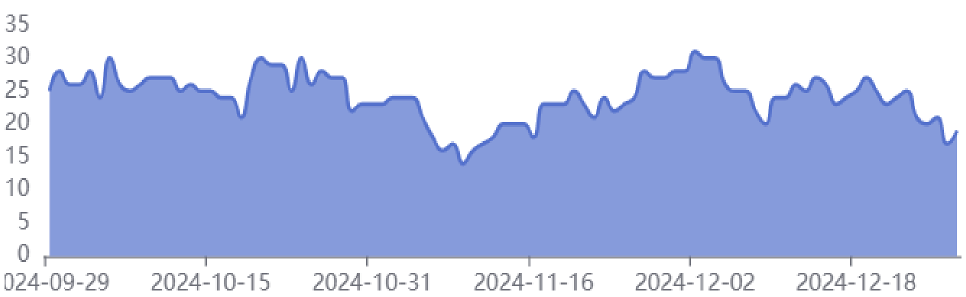


好望角型散货船 Capesize

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.

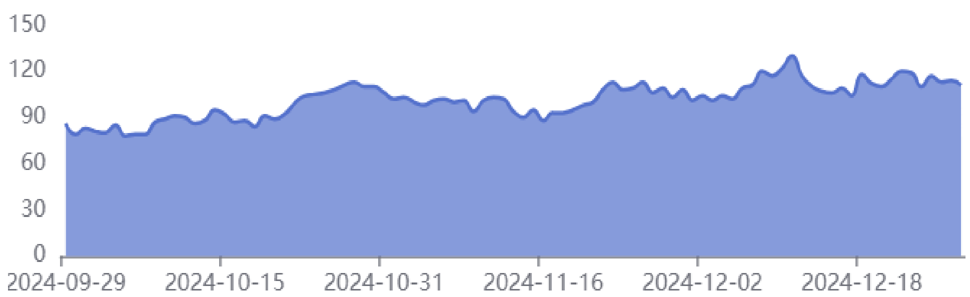
Type	M	T	W	Th	F	Sat	Sun
Cape	24	25	21	20	21	17	19



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.

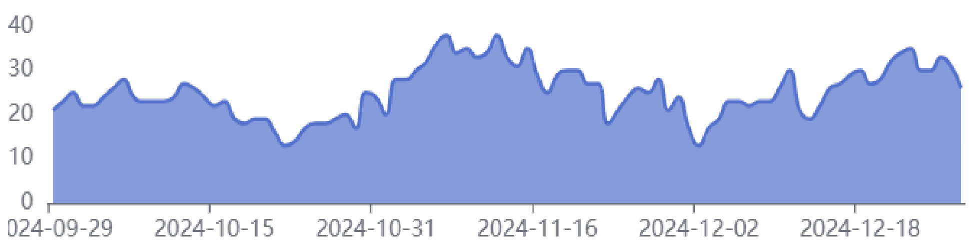
Type	M	T	W	Th	F	Sat	Sun
Cape	120	119	110	117	113	114	111



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	34	35	30	30	33	31	26

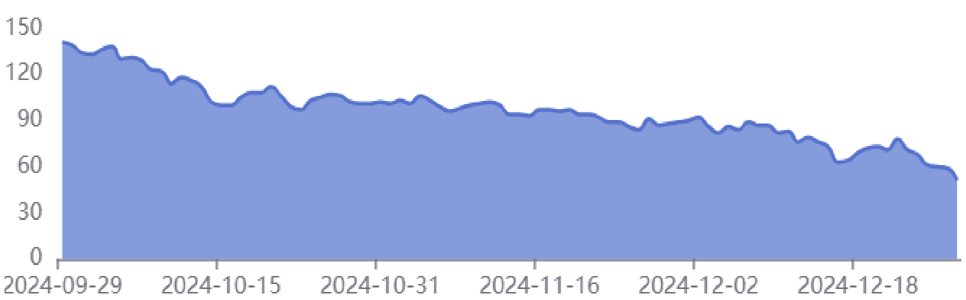


巴拿马型散货船 PANAMAX

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.

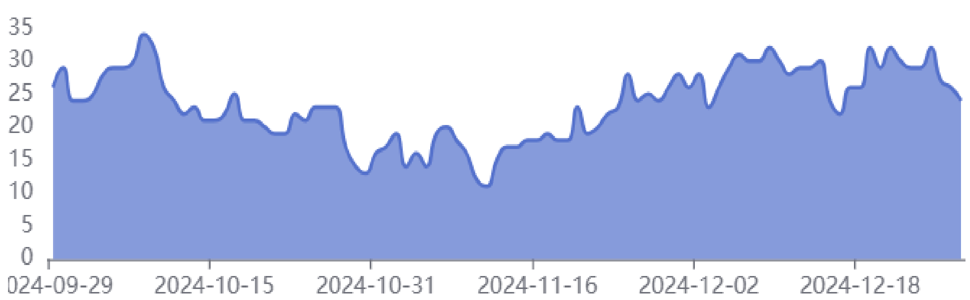
Type	M	T	W	Th	F	Sat	Sun
Pan.	78	71	68	61	60	59	51



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.

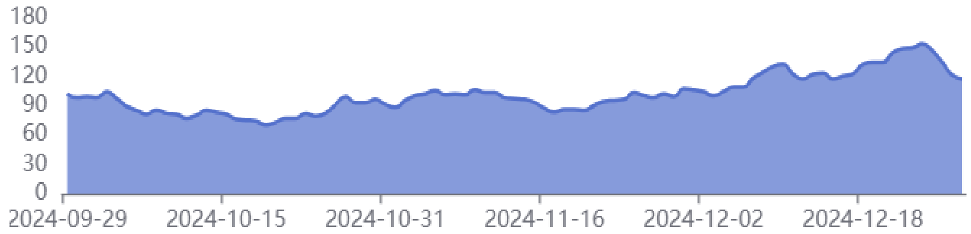
Type	M	T	W	Th	F	Sat	Sun
Pan.	18	15	16	12	15	13	15



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.	148	149	153	146	134	121	117

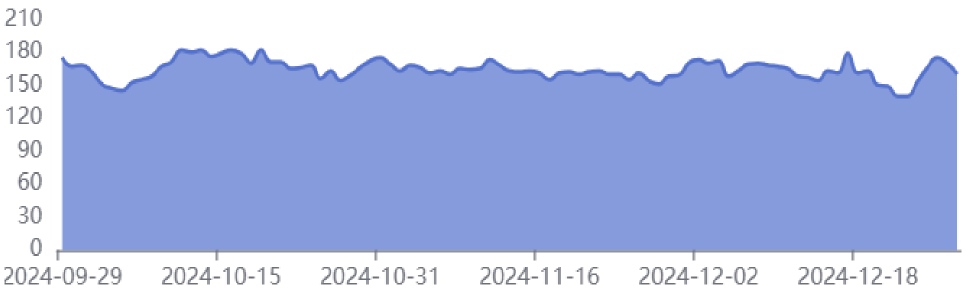


超大灵便型散货 SUPRAMAX

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.

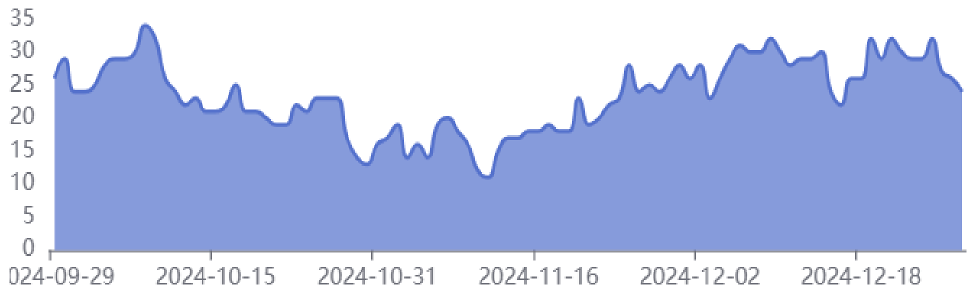
Type	M	T	W	Th	F	Sat	Sun
SMX	140	140	153	166	175	170	160



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.

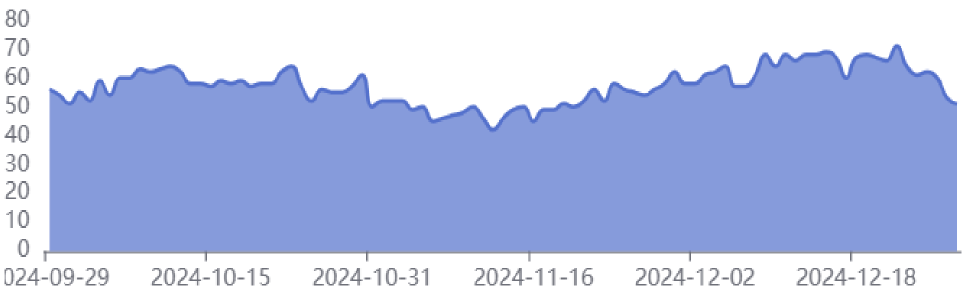
Type	M	T	W	Th	F	Sat	Sun
SMX	30	29	29	32	27	26	24



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.

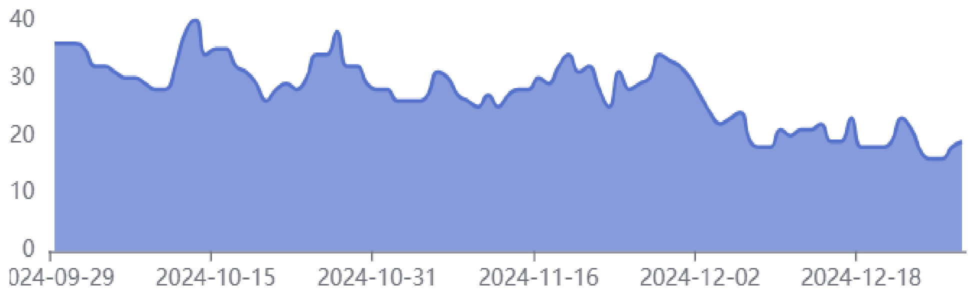
Type	M	T	W	Th	F	Sat	Sun
SMX	23	21	17	16	16	18	19



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.

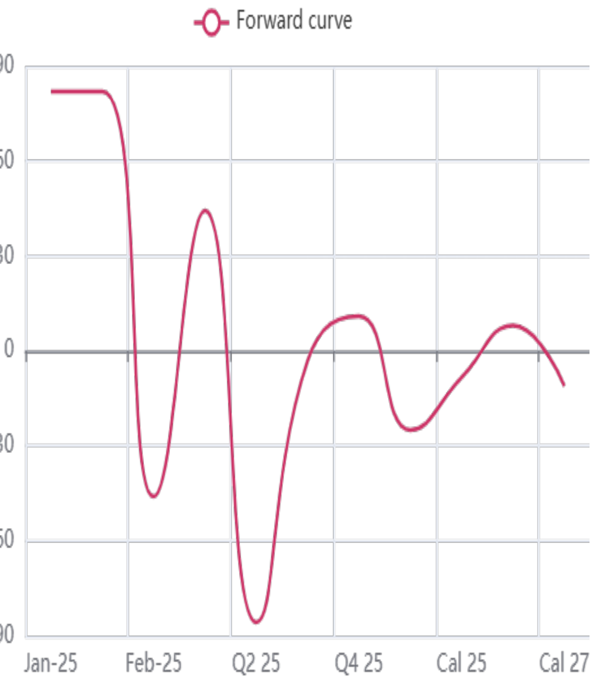
Type	M	T	W	Th	F	Sat	Sun
SMX	71	64	61	62	60	53	51



第五部分 远期运价协议 FFA

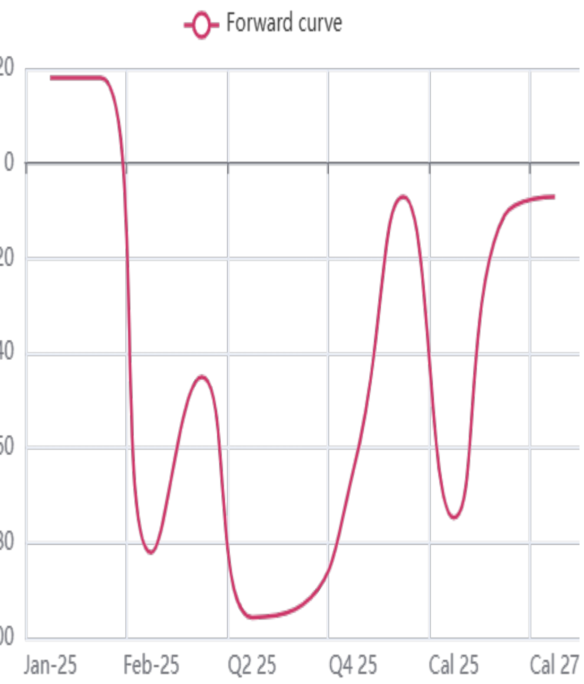
好望角型散货船Capesize

5TC	$/day	WoW	
Jan-25	10,025.00	82.0	0.8 %
Jan-25	10,025.00	82.0	0.8 %
Feb-25	9,825.00	-46.0	-0.5 %
Q1 25	11,162.00	44.33	0.4 %
Q2 25	16,981.00	-85.67	-0.5 %
Q3 25	21,286.00	-3.0	0.0 %
Q4 25	22,282.00	11.0	0.0 %
Q1 26	12,821.00	-25.0	-0.2 %
Cal 25	17,927.75	-8.33	0.0 %
Cal 26	18,104.00	8.0	0.0 %
Cal 27	18,357.00	-11.0	-0.1 %



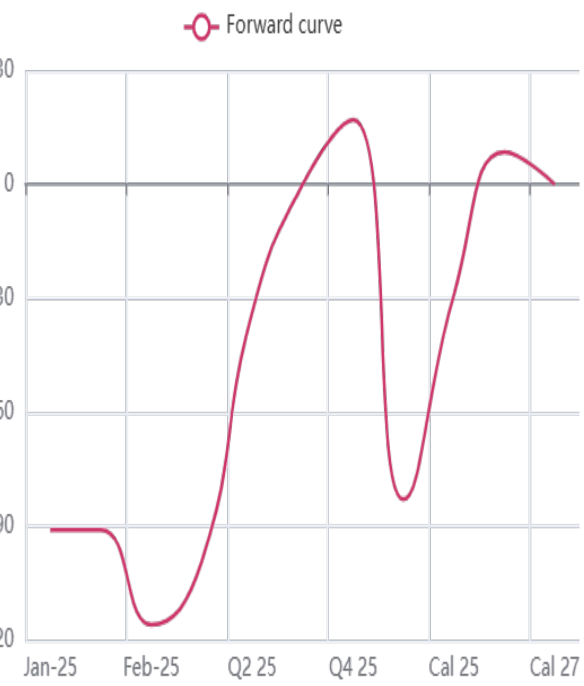
巴拿马型散货船Panamax

4TC	$/day	WoW	
Jan-25	7,900.00	18.0	0.2 %
Jan-25	7,900.00	18.0	0.2 %
Feb-25	8,343.00	-82.0	-1.0 %
Q1 25	9,028.67	-45.0	-0.5 %
Q2 25	11,216.67	-95.67	-0.8 %
Q3 25	11,389.00	-93.0	-0.8 %
Q4 25	11,125.00	-65.0	-0.6 %
Q1 26	10,154.00	-7.0	-0.1 %
Cal 25	10,689.83	-74.67	-0.7 %
Cal 26	10,468.00	-11.0	-0.1 %
Cal 27	10,536.00	-7.0	-0.1 %



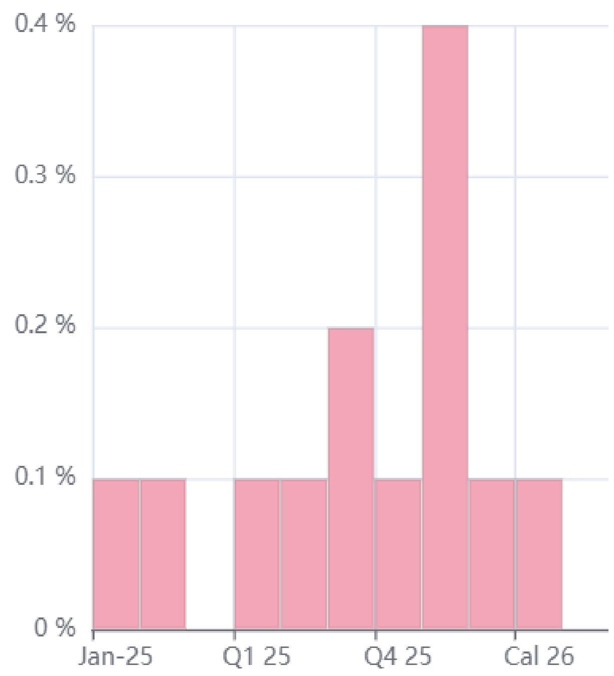
超大灵便型散货船Supramax

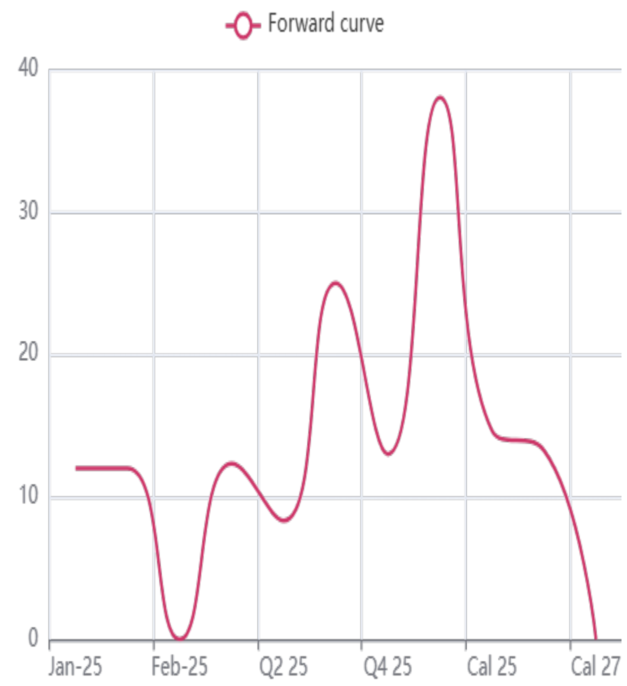
10TC	$/day	WoW	
Jan-25	9,142.00	-91.0	-1.0 %
Jan-25	9,142.00	-91.0	-1.0 %
Feb-25	8,892.00	-116.0	-1.3 %
Q1 25	9,717.00	-99.33	-1.0 %
Q2 25	11,505.33	-33.67	-0.3 %
Q3 25	11,704.00	0.0	0.0 %
Q4 25	11,492.00	17.0	0.1 %
Q1 26	10,175.00	-83.0	-0.8 %
11,104.58	Cal 25	-29.0	-0.3 %
Cal 26	10,933.25	8.5	0.1 %
Cal 27	11,108.00	0.0	0.0 %



灵便型散货船Handysize

7TC	$/day	WoW	
Jan-25	10,250.00	12.0	0.1 %
Jan-25	10,250.00	12.0	0.1 %
Feb-25	9,275.00	0.0	0.0 %
Q1 25	10,079.33	12.33	0.1 %
Q2 25	11,012.67	8.33	0.1 %
Q3 25	11,200.00	25.0	0.2 %
Q4 25	10,938.00	13.0	13.0
Q1 26	9,688.00	38.0	0.4 %
Cal 25	10,807.50	14.67	0.1 %
Cal 26	10,063.00	13.25	0.1 %
Cal 27	10,625.00	0.0	0.0 %

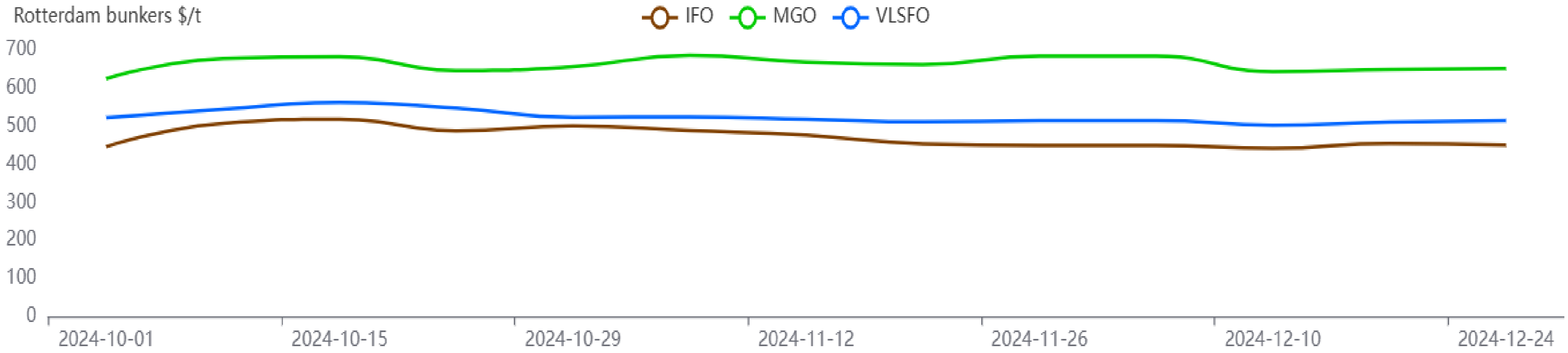


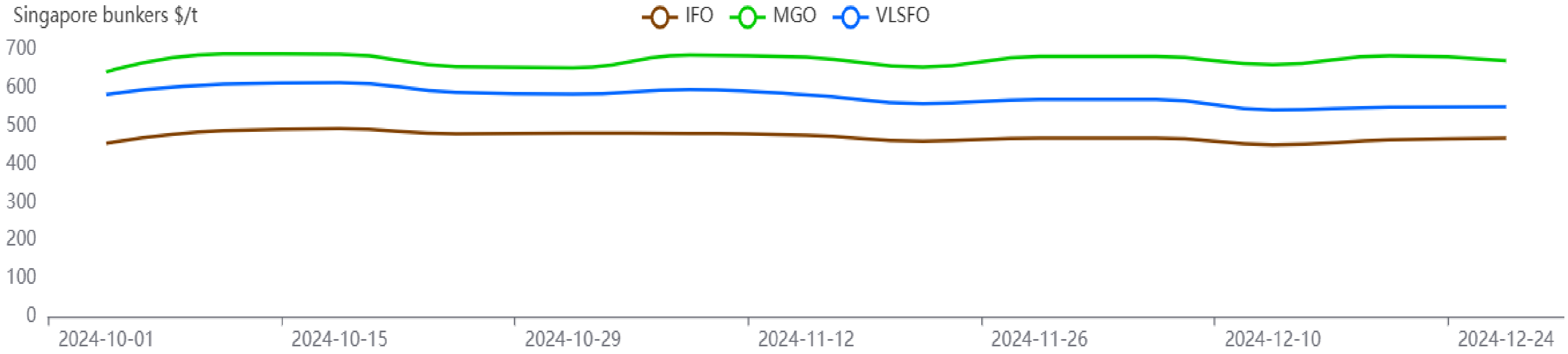


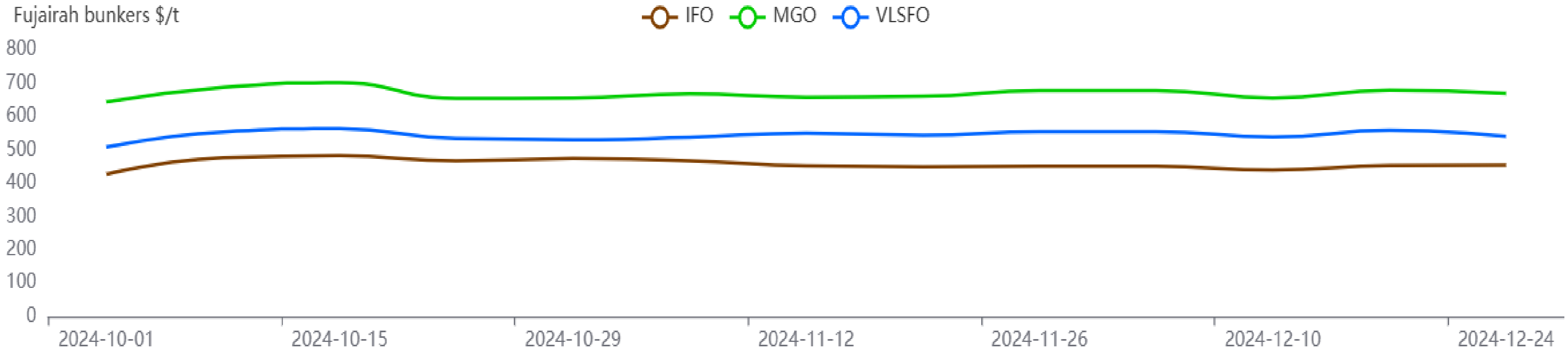
第六部分 燃油价格 BUNKER PRICE

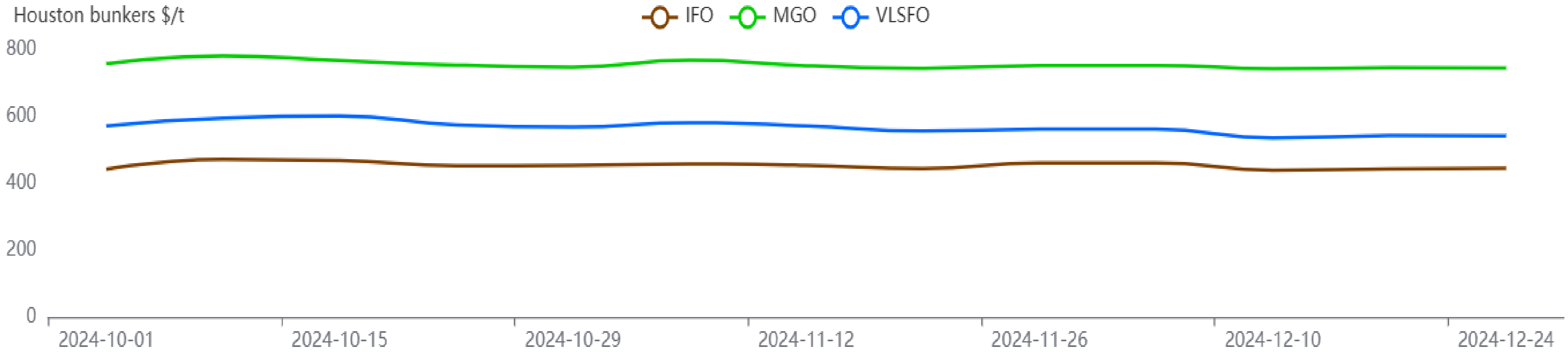
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	574.5	477.0	691.5	97.5	-2.5	-2.5	4.84
Singapore	551.0	468.5	672.0	82.5	-3.5	-4.07	-18.32
Rotterdam	515.5	451.0	652.5	64.5	8.0	14.16	-1.53
Fujairah	540.5	454.5	670.0	86.0	-20.0	-18.87	-17.31
Houston	542.5	445.5	747.0	97.0	-3.0	-3.0	-3.96

(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	199.0		-2.0	-1.0	-1.49	-11.56
Maize	224.0		2.0	0.9	0.9	-1.75
Soybeans	201.0		-3.0	-1.47	-3.83	-22.09
Rice	211.0		-1.0	-0.47	-0.94	-18.85
Barley	221.0		-2.0	-0.9	2.31	-1.34
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	69.58	-1.13	-1.6	1.34	-2.07
Brent	USD/Bbl	73.02	-0.92	-1.24	0.4	-4.17
Natural Gas	USD/MMBtu	3.73	0.51	15.84	9.38	46.27
Gasoline	USD/Gal	1.95	-0.03	-1.52	-2.01	-7.58
Heating Oil	USD/Gal	2.24	-0.02	-0.88	0.45	-14.18
Ethanol	USD/Gal	1.65	0.07	4.43	5.1	-1.79
Naphtha	USD/T	608.69	1.64	0.27	-3.2	-3.37
Propane	USD/Gal	0.78	0.0	0.0	-3.7	16.42
Uranium	USD/Lbs	72.25	-4.35	-5.68	-7.13	-12.21
Methanol	CNY/T	2728.0	121.0	4.64	6.9	13.81
TTF Gas	EUR/MWh	45.75	6.24	15.79	-4.51	36.4
UK Gas	GBp/thm	114.21	13.54	13.45	-4.22	36.31
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.04	-0.09	-2.18	-0.74	4.66
Coal	USD/T	125.5	-3.25	-2.52	-10.99	-13.63
Steel	CNY/T	3230.0	-59.0	-1.79	-2.09	-16.34
Iron Ore	USD/T	103.84	-1.47	-1.4	1.85	-24.2
Aluminum	USD/T	2535.0	-12.0	-0.47	-3.87	11.8
Lithium	CNY/T	75550.0	-450.0	-0.59	-4.49	N/A
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2618.91	-34.14	-1.29	-0.31	29.62
Silver	USD/t.oz	29.69	-0.8	-2.62	-1.72	24.23
Platium	null	949.1	14.5	1.55	2.09	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.04		-0.01	-0.95	0.0	-4.59
USD/CNY	7.3		0.01	0.14	0.41	2.24

第八部分 本周话题 WEEKLY TOPIC

2024年新造船市场红红火火

2024年是新造船市场不平凡的一年，根据hiFleet统计数据显示，船东今年在造船厂新造船仅仅在前三季度花费就超过了1550亿美元，这是10年来平均造船水平的两倍多，高附加值的新造船订单显著增加，是继2008年以来的最高水平。截至2024年12月底，全球新造船订单数量超过5千艘，载重吨超过2.8亿载重吨，相比2023年增长14%。

2024年船舶投资人除了普遍看好航运市场会持续健康，叠加国际海事组织进一步推进航运减碳政策，世界范围内船队的更新节奏明显加速。因为船东的蜂拥而至，目前很难找到更早的船台去交船，特别是某些类型新造船，交船时间一般滞后。新造船价格的高位运行、主机产能限制以及未来替代绿色船舶燃料技术选择的不确定性，这些因素的叠加在一定程度上抑制了新造船的泛滥。

众所周知的红海因素，造成大批集装箱绕行红海，2024年集装箱运费市场整体高位运行，这导致2024年集装箱新造船订单依然非常强劲，集装箱新造船订单总数达870艘，680万TEU。油轮市场的高收益也不断吸引新造的资本加入油轮投资的行列，油轮新造船订单在2024年几乎翻倍，1万载重吨以上油轮新造船订单从2023年的350艘到今年的650艘。一直在散货投资的船东也增加了对双燃料散货船的投资，散货船新造船订单数量从2023年的1100多艘增加到1300多艘，占整个散货船队数量的10%。LNG运输船继2023年继续强劲发展，其新造船订单继续创新高，在2024年达到342艘，5700多方的运输容量。新造船领域订单增长最快可能还属于汽车运输船，该种船型在2022年的订单还只有44艘，2023年订单猛增163%到116艘，2024年更是继续高歌猛进，这一年汽车船新造订单已经达到190艘，相比2022年增长了331%，对应的车位数超过148万个，相比2022年的车位数30万个增长了3.9倍。

整体来看2024年是各类船型都在抢船台的市场，根据hiFleet航运大数据分析看，自2010年以来，新造船价格指数峰值出现在2024年9月的189.96，并持续强劲，而最近历史谷值出现在2017年03月的121.38，最高值和最低值相差68.58，峰值相比于谷值增长36.1%。新造船市场和二手船市场相互影响，自2010年以来，二手船价格指数最高峰出现在 2022年7月的213.07，往后急速下跌但又快速反弹，最低值出现在2016年11月的75.1，谷峰值相差137.97，峰值相比于谷值增长183.72%。航运市场是个波动和周期性的行业，船东的心态也跟随市场上下起伏，投资于航运的资本身处其中有时备受煎熬，有时信心满满。

2024 is an extraordinary year for the new shipbuilding market, according to hiFleet statistics shows that shipowners spent more than $155 billion on new shipbuilding at the shipyard in the first three quarters alone this year, which is more than double the 10-year average shipbuilding level, and high value-added new shipbuilding orders increased significantly, which is the highest level since 2008. By the end of December 2024, the number of new shipbuilding orders worldwide exceeded 5,000, with more than 280 million deadweight tons, an increase of 14% compared to 2023.

In addition to the general optimism that the shipping market will continue to be healthy in 2024, the International Maritime Organization will further promote the shipping carbon reduction policy, and the update rhythm of the world's fleet will accelerate significantly. Because of the rush of shipowners, it is difficult to find an earlier berth to deliver the ship, especially for some types of new shipbuilding, and the delivery time is generally lagging behind. The combination of high new shipbuilding prices, main engine capacity constraints, and uncertainty about the choice of alternative green ship fuel technologies in the future has curbed the flood of new shipbuilding to some extent.

The well-known Red Sea factor has caused a large number of containers to bypass the Red Sea, and the overall container freight market in 2024 is running at a high level, which leads to the container new shipbuilding orders in 2024 remaining very strong, with a total of 870 container new shipbuilding orders and 6.8 million TEU. The high yield of the tanker market also continues to attract new capital to join the ranks of tanker investment, tanker new shipbuilding orders almost doubled in 2024, from 350 in 2023 to more than 10,000 DWT tanker new shipbuilding orders this year to 650. Shipowners who have been investing in bulk cargo have also increased their investment in dual-fuel bulk carriers, with the number of new shipbuilding orders for bulk carriers increasing from more than 1,100 in 2023 to more than 1,300, accounting for 10% of the total bulk fleet. LNG carriers continued their strong growth in 2023, with new shipbuilding orders continuing to set new highs, reaching a capacity of 342 vessels and more than 5,700 units in 2024. The fastest growth in orders in the field of new shipbuilding may also belong to car carriers, which have only 44 orders in 2022, and increased 163% to 116 orders in 2023. In 2024, new orders for car ships have reached 190, an increase of 331% compared with 2022. The corresponding number of parking Spaces exceeded 1.48 million, an increase of 3.9 times compared to the 300,000 parking Spaces in 2022.

On the whole, 2024 is a market in which all types of ships are robbing the berth. According to hiFleet shipping big data analysis, since 2010, the peak value of new shipbuilding price index appeared in September 2024 at 189.96 and continued to be strong, while the recent historical trough value appeared in March 2017 at 121.38. The difference between the highest value and the lowest value is 68.58, and the peak value increases 36.1% compared with the valley value. The new shipbuilding market and the second-hand ship market interact with each other. Since 2010, the highest value of the second-hand ship price index appeared in July 2022 at 213.07, then fell sharply but rebounded quickly, and the lowest value appeared in November 2016 at 75.1, the difference between the peak value and the trough value was 137.97, and the peak value increased by 183.72% compared with the trough value. The shipping market is a volatile and cyclical industry, and the mentality of shipowners also follows the ups and downs of the market, and the capital invested in shipping is sometimes suffering and sometimes full of confidence.