



2025年 第1周市场周报

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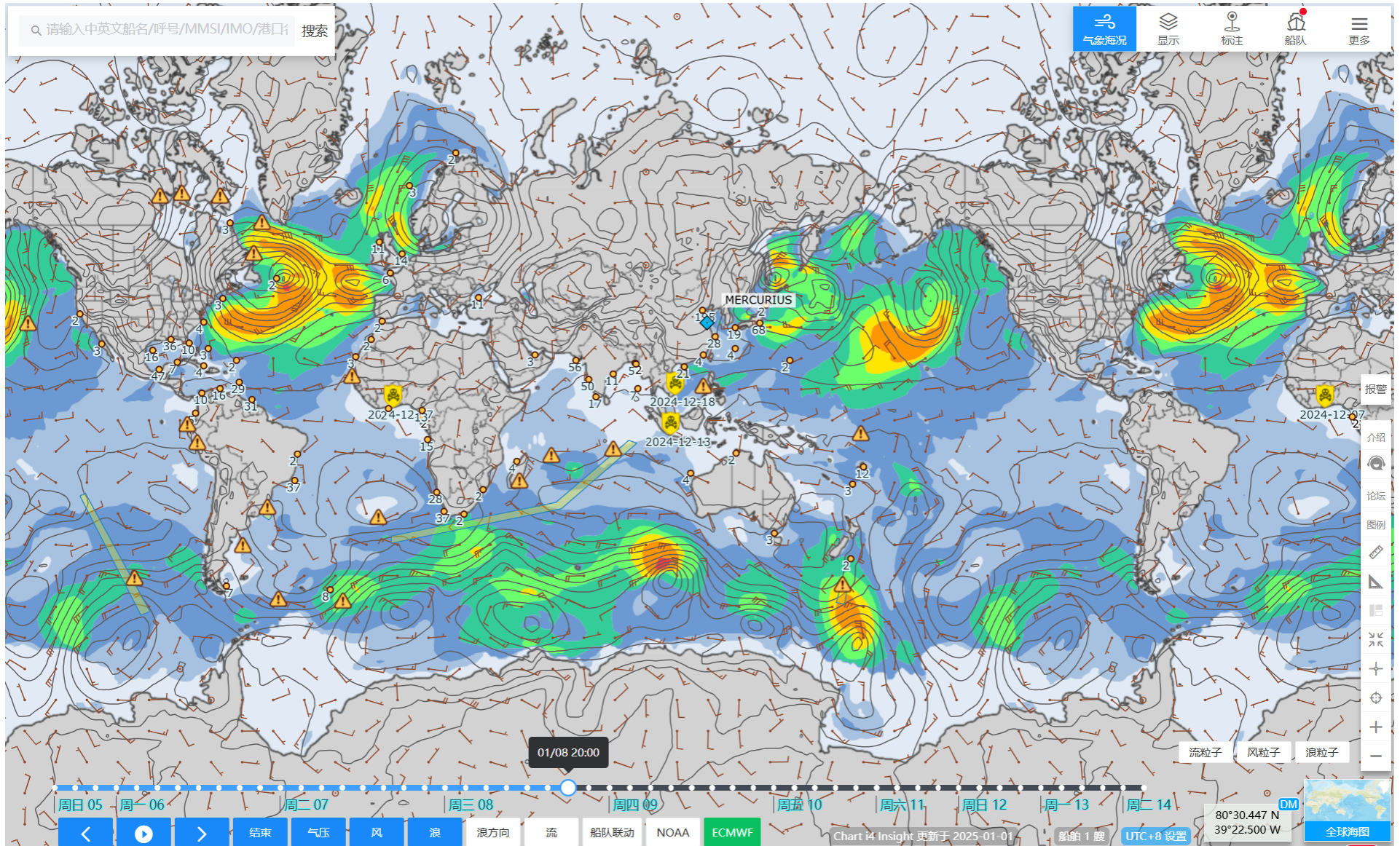
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最新商品价格 LATEST COMMODITIES PRICE

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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1009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 1009 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5-6级，有中浪；黄海风力5-6级，有时大浪；东海风力4-6级，有大浪；台湾海峡5-7级风，台湾海峡有时巨浪；南海大部海域风力5-6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 fresh with moderate sea. Yellow Sea will become strong with rough sea occasionally. And China East Sea will become strong with rough wave. The wind in the Taiwan Strait will become strong with very rough sea occasionally 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

2024年12月29日，贝拉望锚地，印度尼西亚。三名未获授权人士乘坐一艘小木船，企图通过锚链登上一艘停泊的油船。警觉的船员注意到这些人，并对他们大喊大叫，导致这些人放弃登机。船员们集合起来进行搜索，事故报告给VTS。29.12.2024: 0335 UTC: Posn: 03:55.95N - 098:44.38E, Belawan Anchorage, Indonesia. Three unauthorised persons in a small wooden boat attempted to board an anchored tanker via the anchor chain. Alert crew noticed the persons and shouted at them causing the individuals to abort the boarding. The crew mustered and conducted a search. Incident reported to VTS.

海上事件 Marine Incidents

2024年12月29日，一艘德国船只停靠在新奥尔良附近，美国当局正在调查它与一艘沉没的拖船的碰撞。85英尺长的Patrick J Studdert拖船与77100载重吨的Clara B (2006年建造)相撞，拖船沉入密西西比河底部，5名船员获救后正在医院接受治疗。A German-owned vessel is docked near New Orleans as US authorities investigate its collision on 29 December with a tug boat that sank. Five crew members of the 85-ft Patrick J Studdert are in hospital after being rescued as their tug boat was going to the bottom of the Mississippi river following a collision with the 77,100-dwt Clara B (built 2006).

其它 Others

没有 Nil

备注 Remark

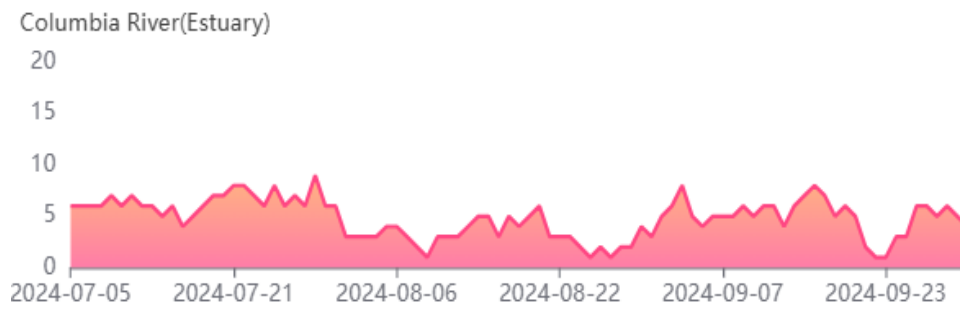
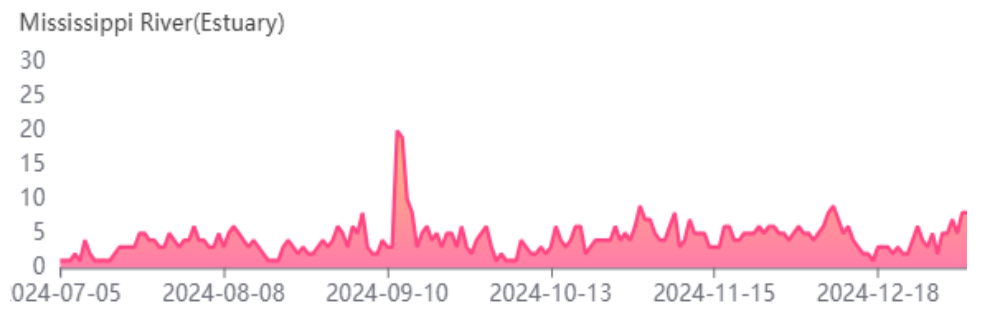
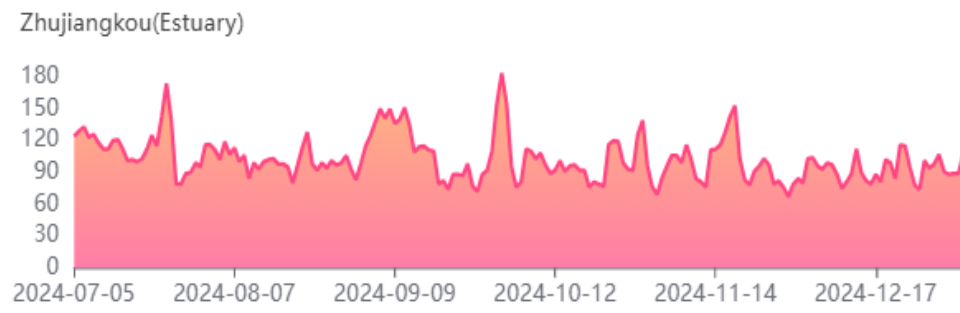
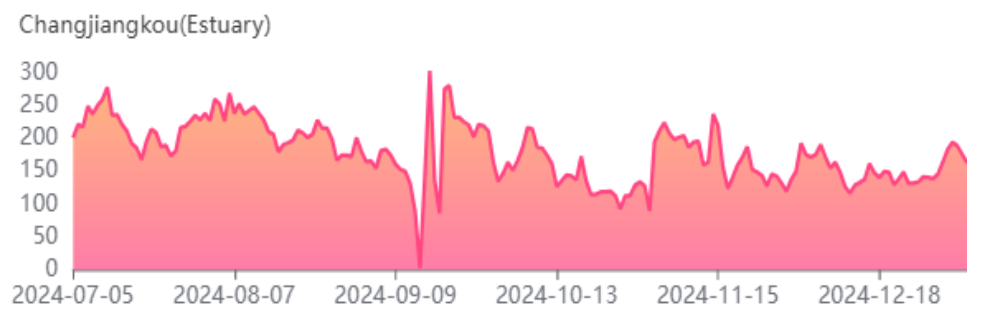
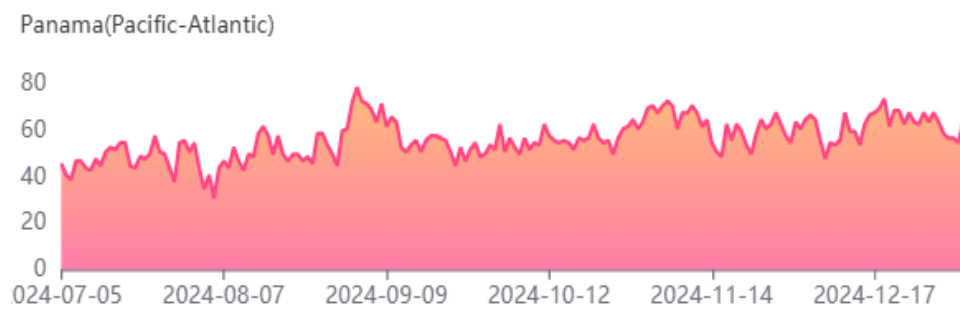
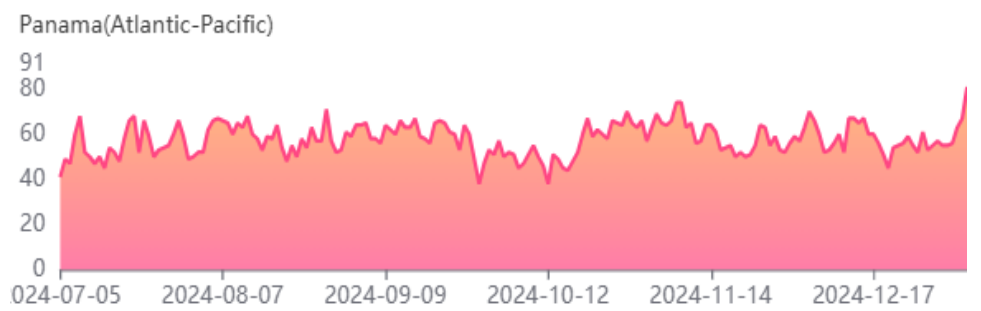
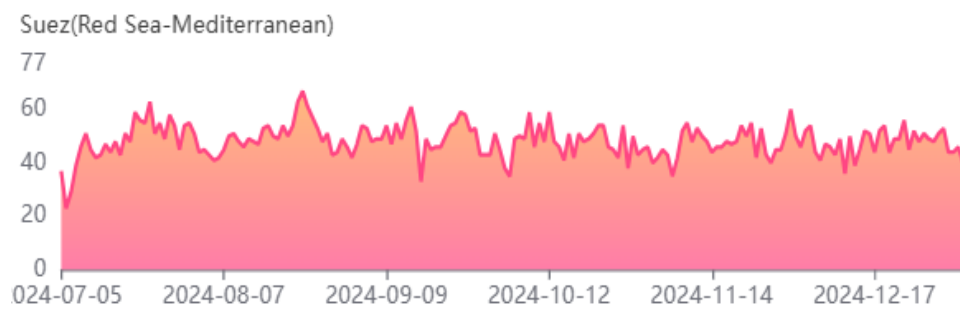
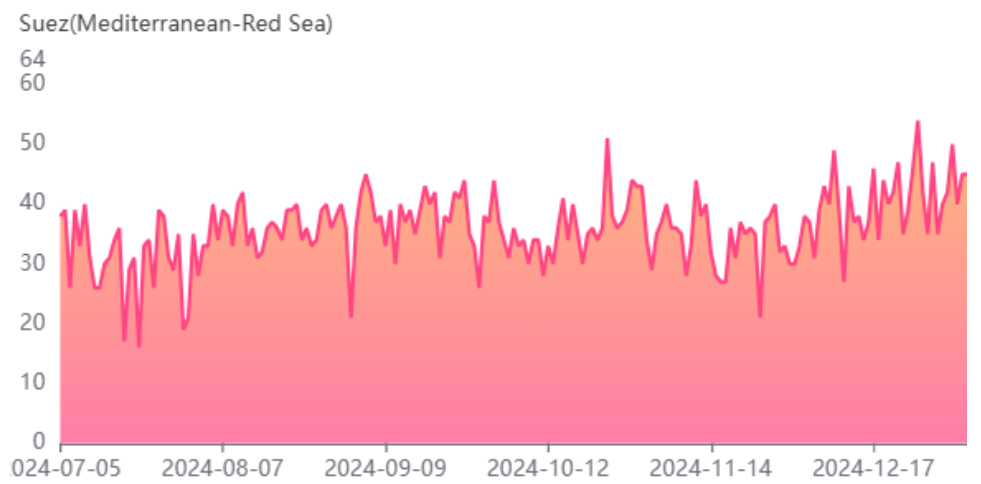
本报告数据截止时间为2025年1月5日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Jan 05th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	36	1366	-36	-30
Miss.Riv.	8	127	16	-20
CJK	163	4317	248	-437
Pa.Atlan.	81	1693	43	24
Colum.Riv.	1	160	-18	-32
Suez.Med.	45	1192	-1	191
Pa.Pac.	64	1827	-39	87
ZJK	71	2660	-31	-134

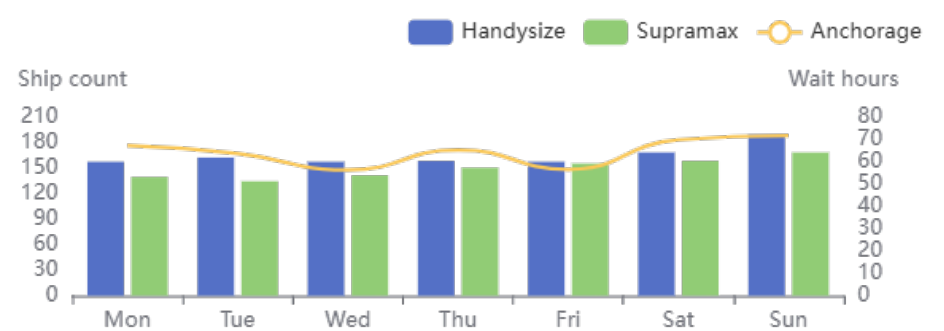


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

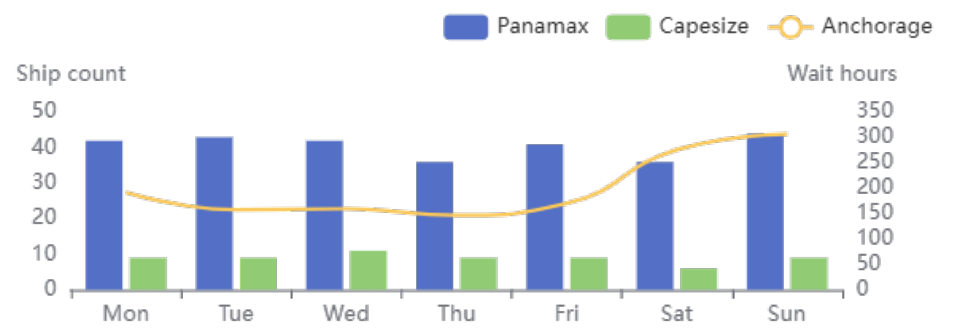
Type	M	T	W	Th	F	Sat	Sun
HDY	158	163	158	159	158	169	190
SMX	140	135	142	151	156	159	169
WT.h.	67.5	63.9	56.5	65.6	56.8	70.1	72



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

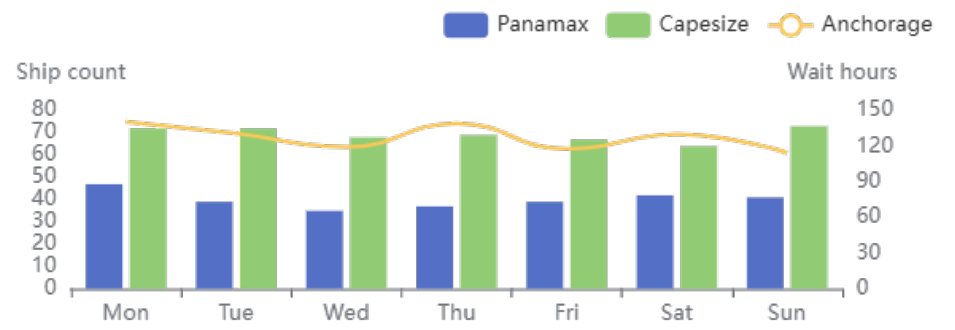
Type	M	T	W	Th	F	Sat	Sun
Pan.	42	43	42	36	41	36	44
Cap	9	9	11	9	9	6	9
WT.h.	192.3	157.85	160	146.8	170.8	276.45	307



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

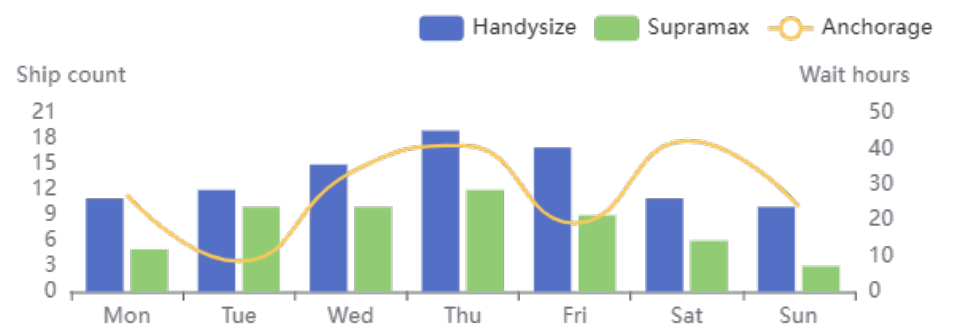
Type	M	T	W	Th	F	Sat	Sun
Pan.	47	39	35	37	39	42	41
Cap	72	72	68	69	67	64	73
WT.h.	140.8	130.8	119.5	139.2	117.9	130.1	114.5



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

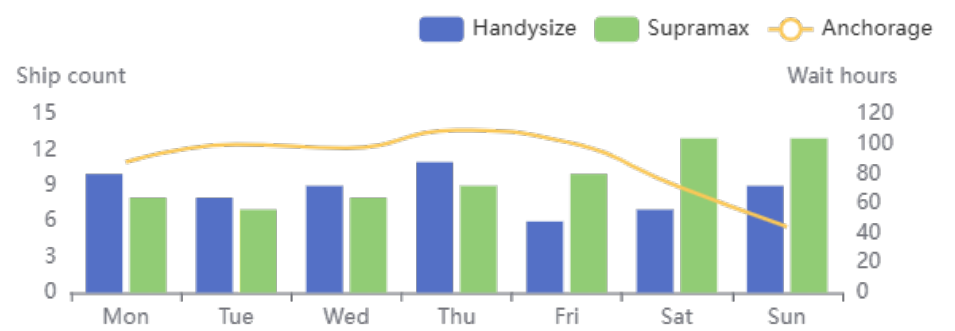
Type	M	T	W	Th	F	Sat	Sun
HDY	11	12	15	19	17	11	10
SMX	5	10	10	12	9	6	3
WT.h.	27.2	8.55	33.5	41.1	19.25	42.4	24



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

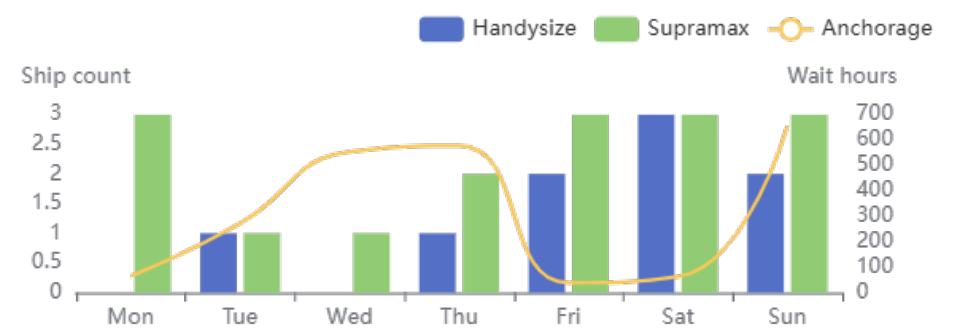
Type	M	T	W	Th	F	Sat	Sun
HDY	10	8	9	11	6	7	9
SMX	8	7	8	9	10	13	13
WT.h.	88.05	99.9	97.6	109.5	101.65	71.9	44.5



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

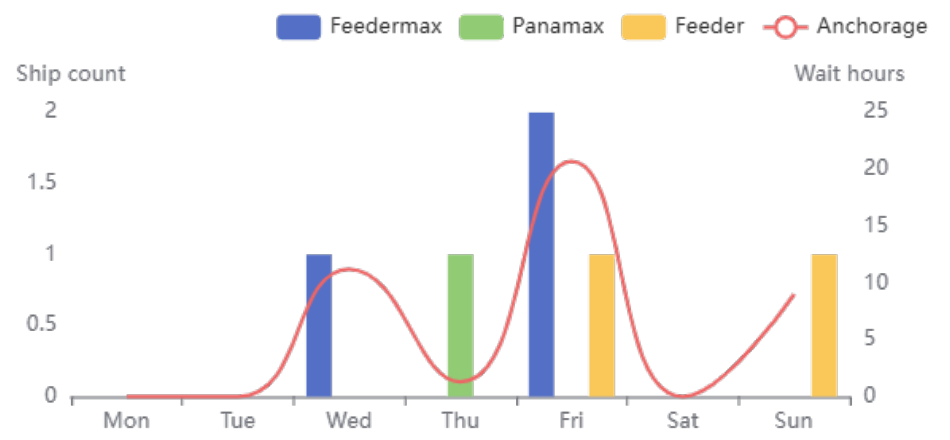
Type	M	T	W	Th	F	Sat	Sun
HDY	0	1	0	1	2	3	2
SMX	3	1	1	2	3	3	3
WT.h.	65.1	273.4	554.4	578.4	39	63	656



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

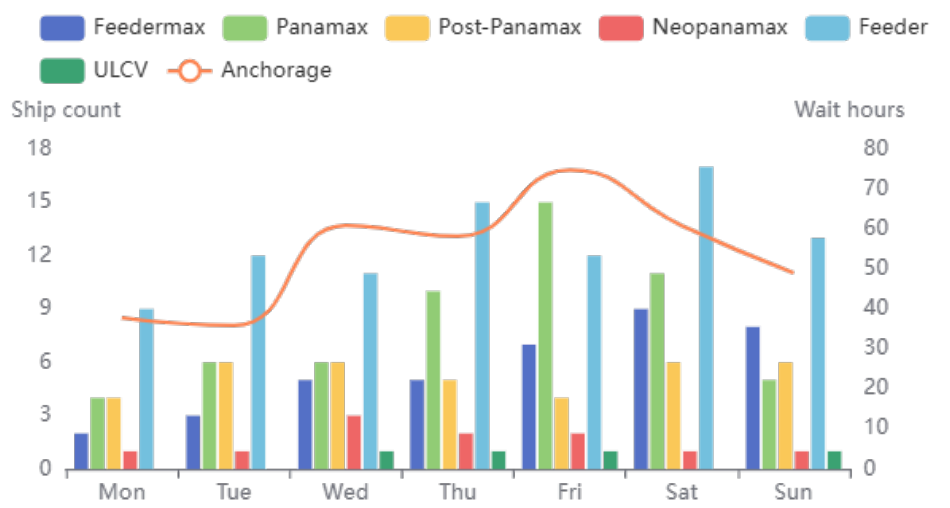
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	1	0	2	0	0
Pan.	0	0	0	1	0	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	0	0	0	1	0	1
WT.h.	0.0	0.0	11.2	1.3	20.7	0.0	9
UlcV	0	0	0	0	0	0	0



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

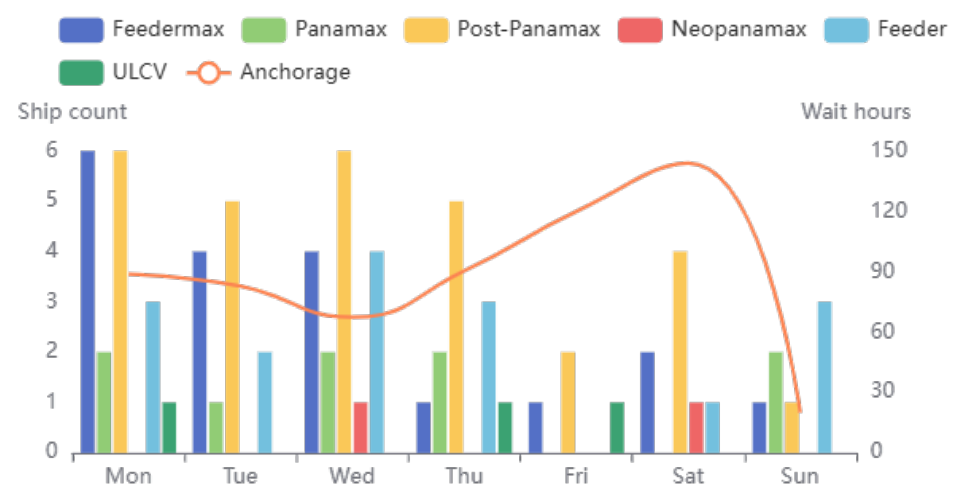
Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	3	5	5	7	9	8
Pan.	4	6	6	10	15	11	5
PPx	4	6	6	5	4	6	6
NPx	1	1	3	2	2	1	1
Fd	9	12	11	15	12	17	13
UlcV	0	0	1	1	1	0	1
WT.h.	37.8	35.9	60.9	58.2	74.8	60.9	49



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

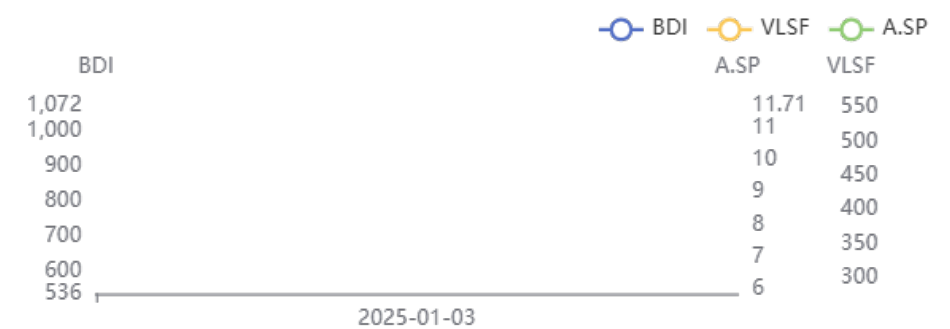
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	4	4	1	1	2	1
Pan.	2	1	2	2	0	0	2
PPx	6	5	6	5	2	4	1
NPx	0	0	1	0	0	1	0
Fd	3	2	4	3	0	1	3
UlcV	1	0	0	1	1	0	0
WT.h.	88.8	82.8	67.4	90.4	119.95	143.95	20



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

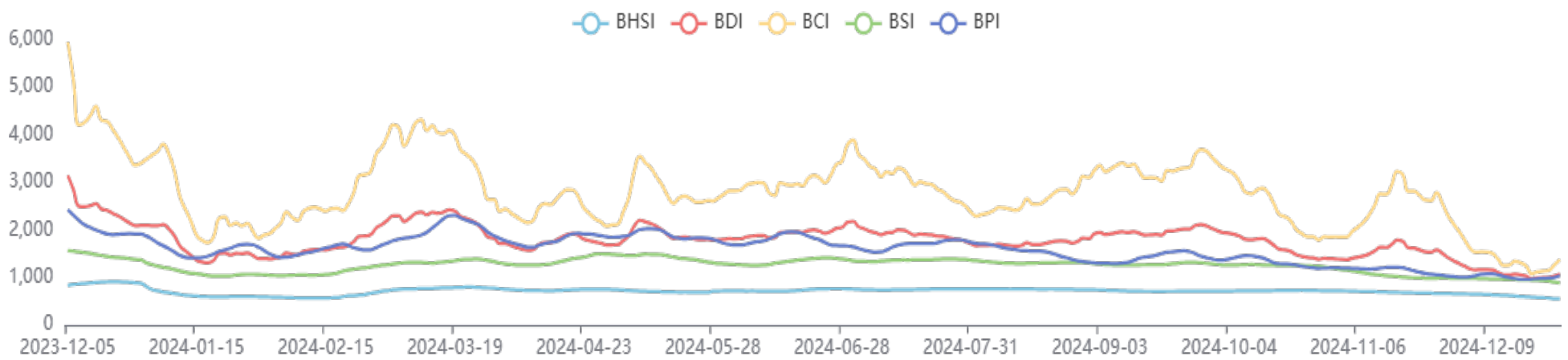
Type	M	T	W	Th	F	Sat	Sun
BDI	899	884					
VLSF	546.50	551.50	552.00	553.50			
A.SP	11.77	11.75	11.83	11.68	11.71	11.69	



第三部分 航运市场 SHIPPING MARKET

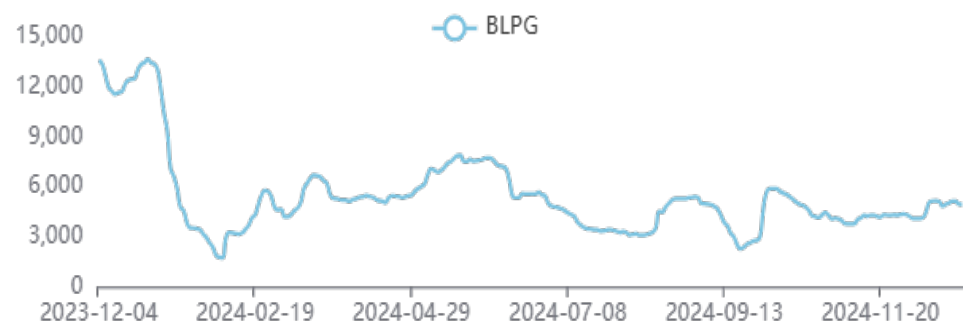
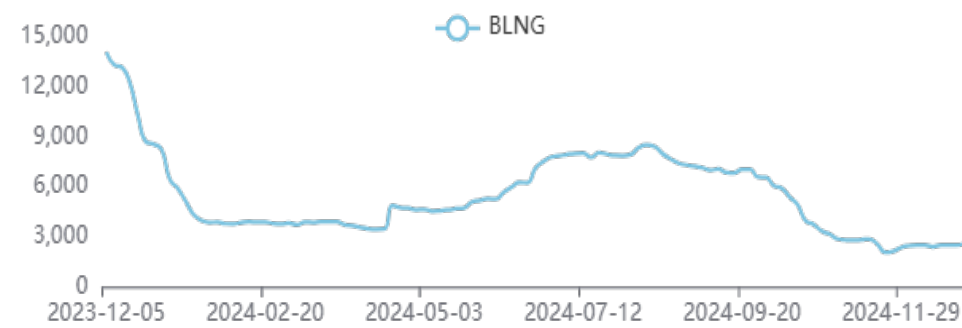
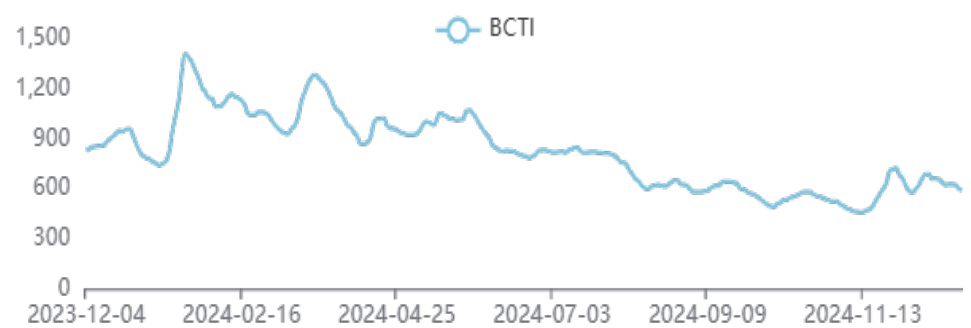
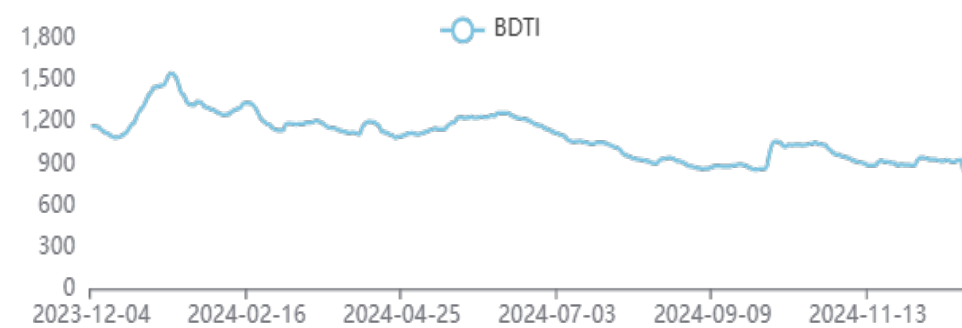
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1072	75.0	7.52	-8.14	-48.73
BCI	1375	228.0	19.88	-10.42	-61.47
BPI	1040	52.0	5.26	-2.53	-42.48
BSI	884	-39.0	-4.23	-9.24	-30.45
BHSI	549	-20.0	-3.51	-14.75	-26.31



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	841	-86.0	-9.28	-10.82	-35.06
BCTI	591	-34.0	-5.44	-5.44	-32.38
BLNG	2603	113.0	4.54	3.71	-68.28
BLPG	4941	-181.0	-3.53	20.54	-63.85



第四部分 运力分布 SUPPLY DISTRIBUTION

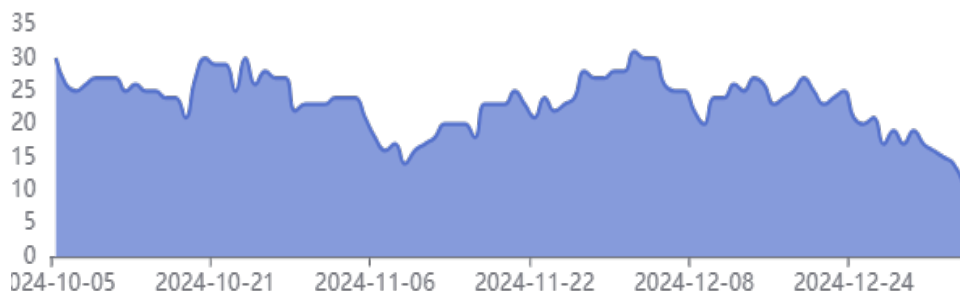


好望角型散货船 Capesize

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.

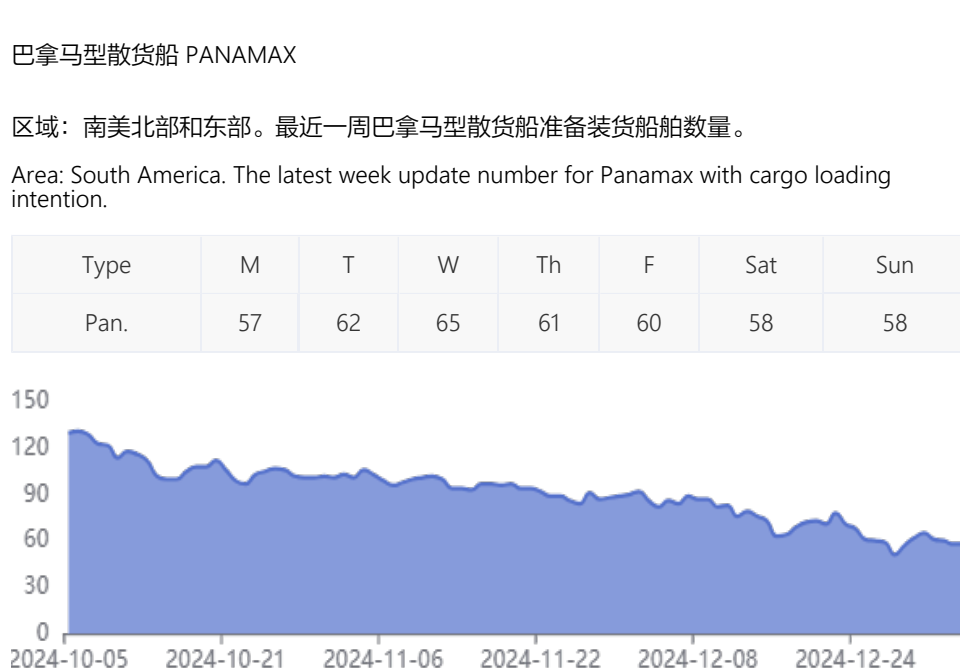
Type	M	T	W	Th	F	Sat	Sun
Cape	17	19	17	16	15	14	11



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	28	29	26	26	26	21	18

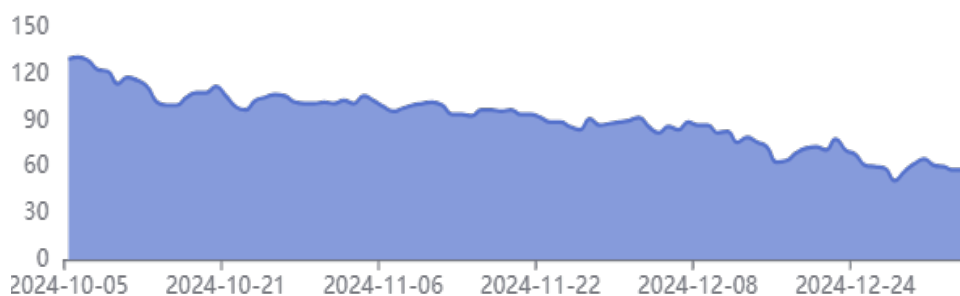


巴拿马型散货船 PANAMAX

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.

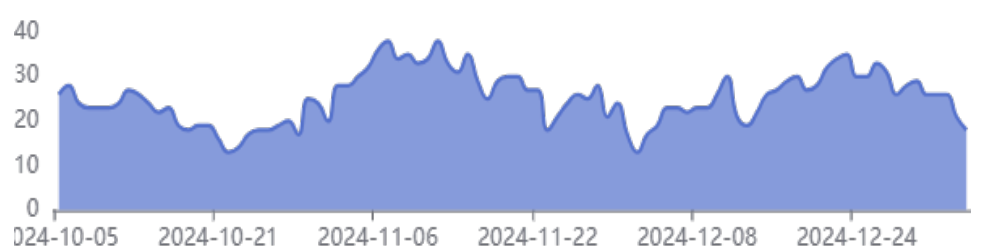
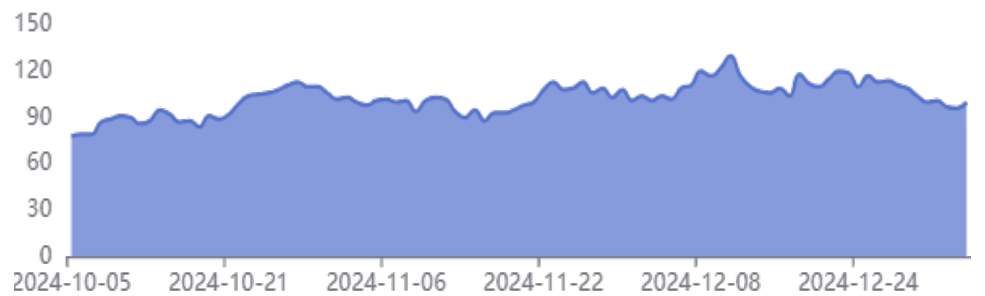
Type	M	T	W	Th	F	Sat	Sun
Pan.	57	62	65	61	60	58	58



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.

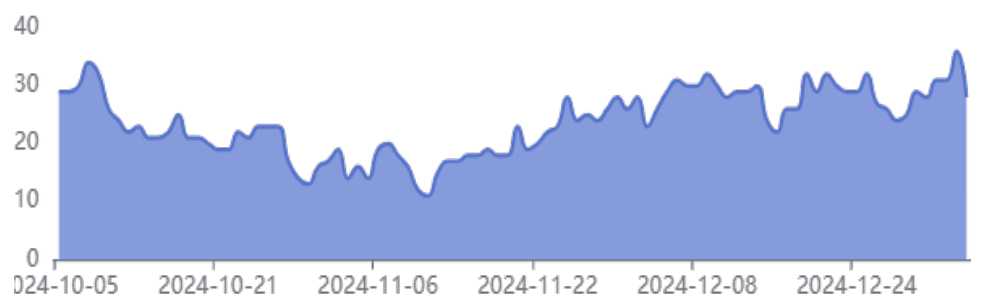
Type	M	T	W	Th	F	Sat	Sun
Cape	109	104	100	101	97	96	100



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.

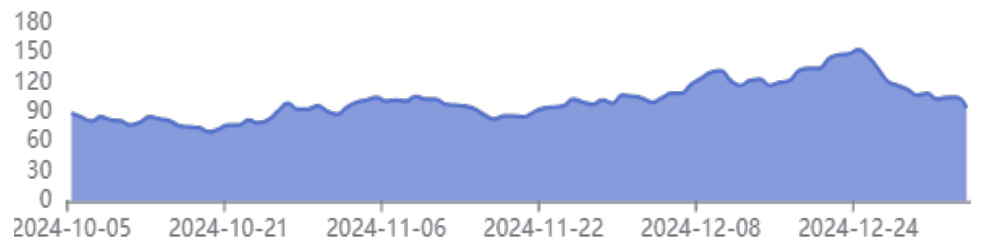
Type	M	T	W	Th	F	Sat	Sun
Pan.	14	15	10	10	10	12	15



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.	113	107	109	103	105	105	94

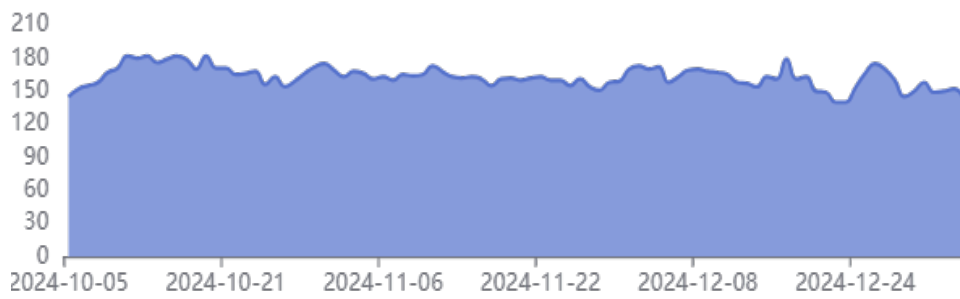


超大灵便型散货 SUPRAMAX

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.

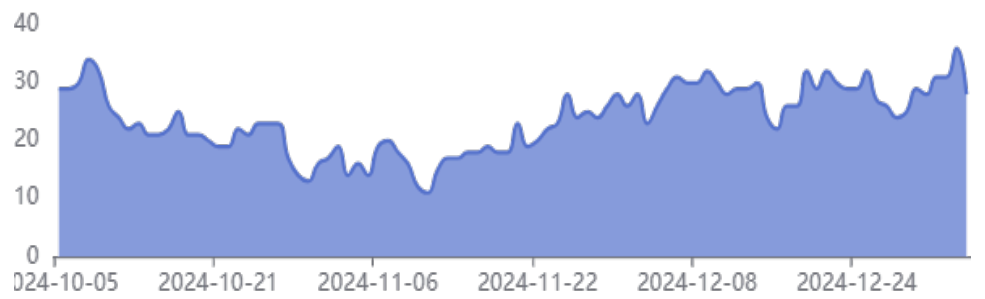
Type	M	T	W	Th	F	Sat	Sun
SMX	145	150	158	149	150	152	144



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.

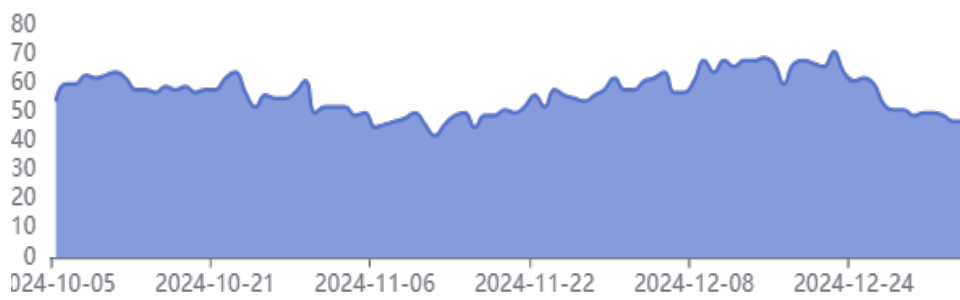
Type	M	T	W	Th	F	Sat	Sun
SMX	25	29	28	31	31	36	28



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.

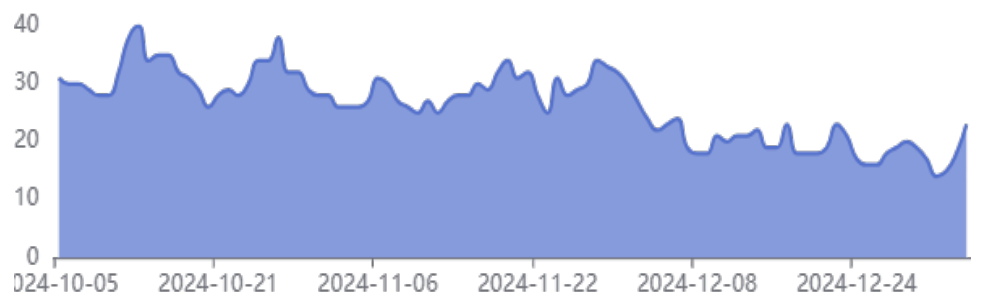
Type	M	T	W	Th	F	Sat	Sun
SMX	20	19	17	14	15	18	23



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.

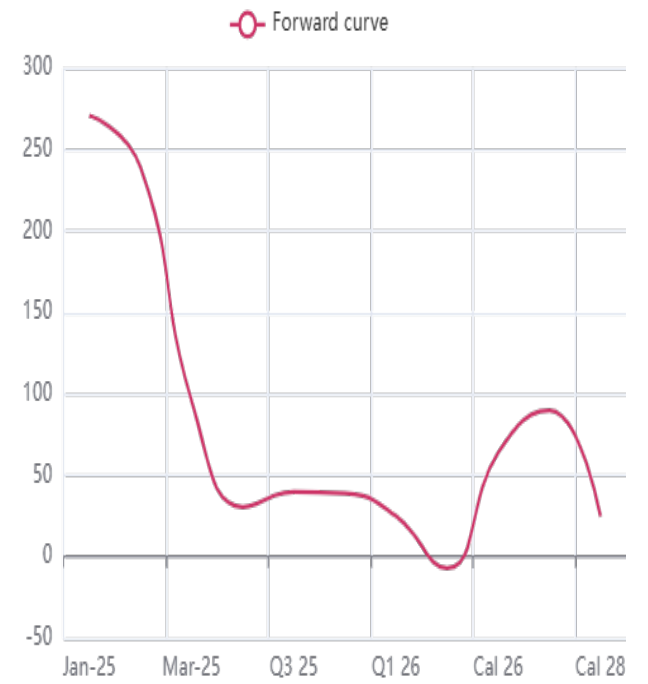
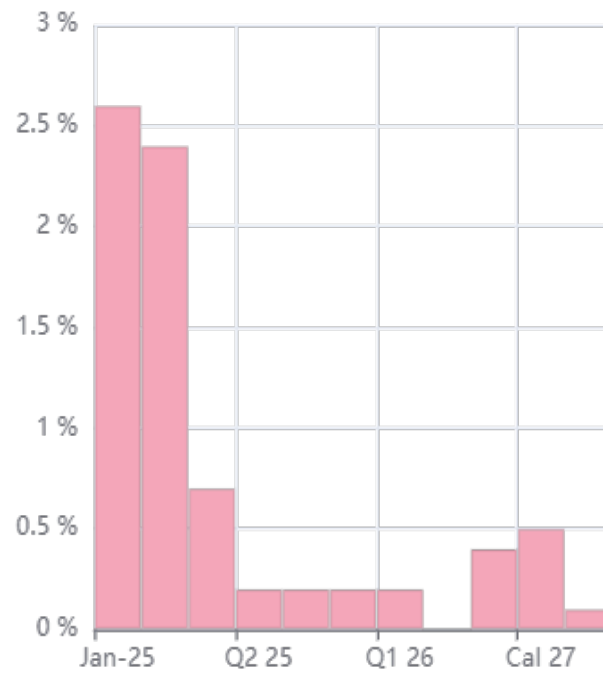
Type	M	T	W	Th	F	Sat	Sun
SMX	51	49	50	50	49	47	47



第五部分 远期运价协议 FFA

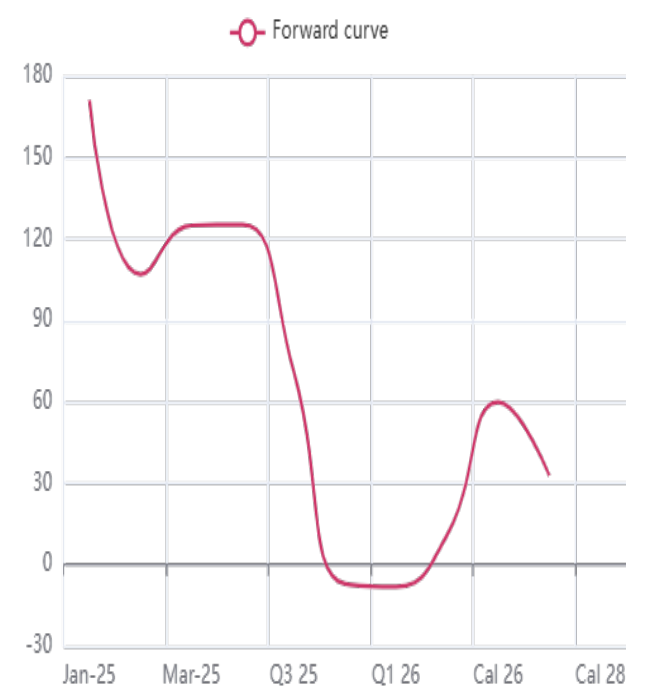
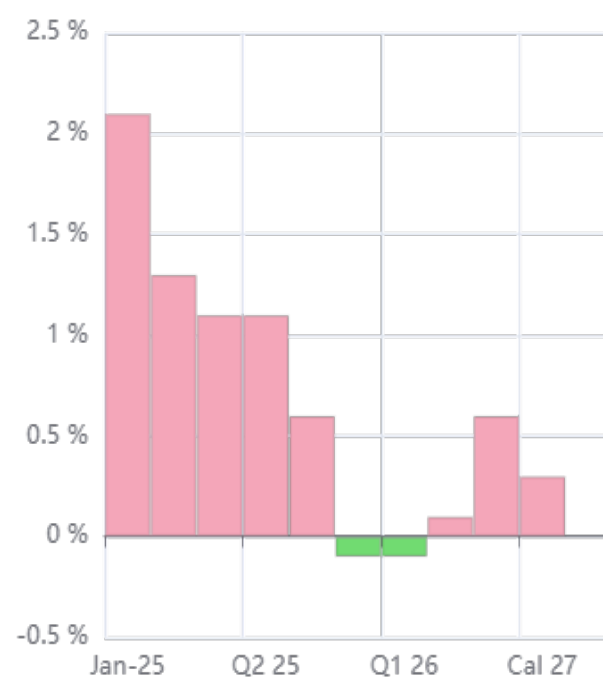
好望角型散货船Capesize

5TC	\$/day	WoW	
Jan-25	10,814.00	271.0	2.6 %
Feb-25	10,182.00	239.0	2.4 %
Mar-25	13,525.00	96.0	0.7 %
Q2 25	17,049.67	30.67	0.2 %
Q3 25	21,429.00	40.0	0.2 %
Q4 25	22,471.00	39.0	0.2 %
Q1 26	12,854.00	25.0	0.2 %
Q2 26	17,764.00	-7.0	0.0 %
Cal 26	18,232.00	64.0	0.4 %
Cal 27	18,504.00	90.0	0.5 %
Cal 28	18,564.00	25.0	0.1 %



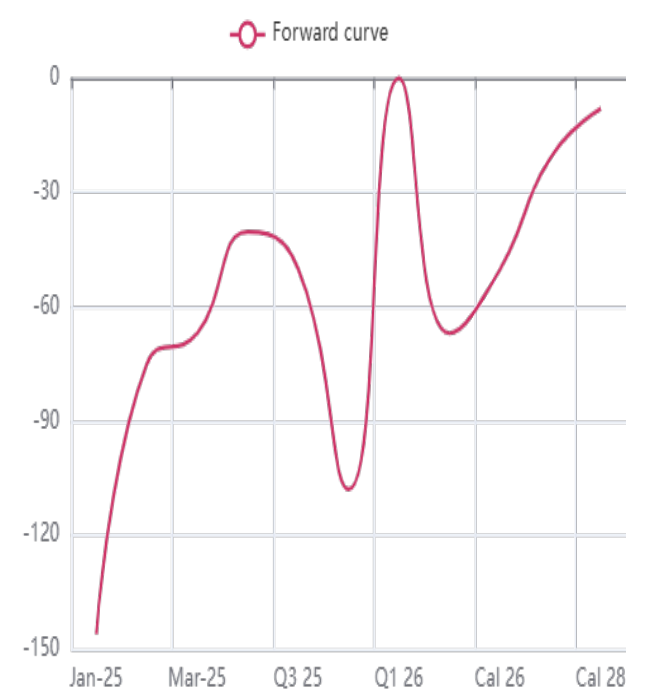
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jan-25	8,396.00	171.0	2.1 %
Feb-25	8,450.00	107.0	1.3 %
Mar-25	11,093.00	125.0	1.1 %
Q2 25	11,403.67	125.33	1.1 %
Q3 25	11,514.00	71.0	0.6 %
Q4 25	11,129.00	-7.0	-0.1 %
Q1 26	10,146.00	-8.0	-0.1 %
Q2 26	11,093.00	11.0	0.1 %
Cal 26	10,564.00	60.0	0.6 %
Cal 27	10,654.00	33.0	0.3 %
Cal 28	-	-	-



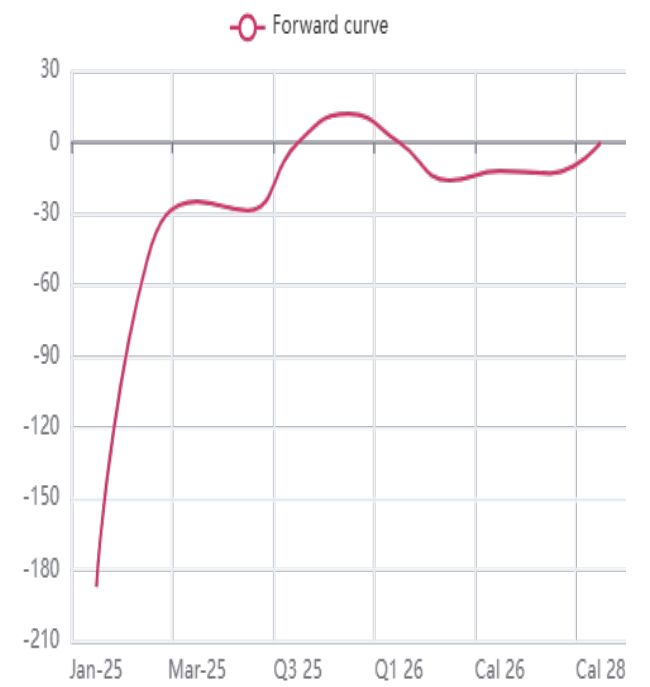
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jan-25	9,017.00	-146.0	-1.6 %
Feb-25	8,575.00	-75.0	-0.9 %
Mar-25	10,900.00	-67.0	-0.6 %
Q2 25	11,369.33	-40.33	-0.4 %
Q3 25	11,517.00	-50.0	-0.4 %
Q4 25	11,300.00	-108.0	-0.9 %
Q1 26	10,117.00	0.0	0.0 %
Q2 26	11,066.00	-67.0	-0.6 %
10,828.75	Cal 26	-50.25	-0.5 %
Cal 27	11,150.00	-21.0	-0.2 %
Cal 28	11,242.00	-8.0	-0.1 %



灵便型散货船Handysize

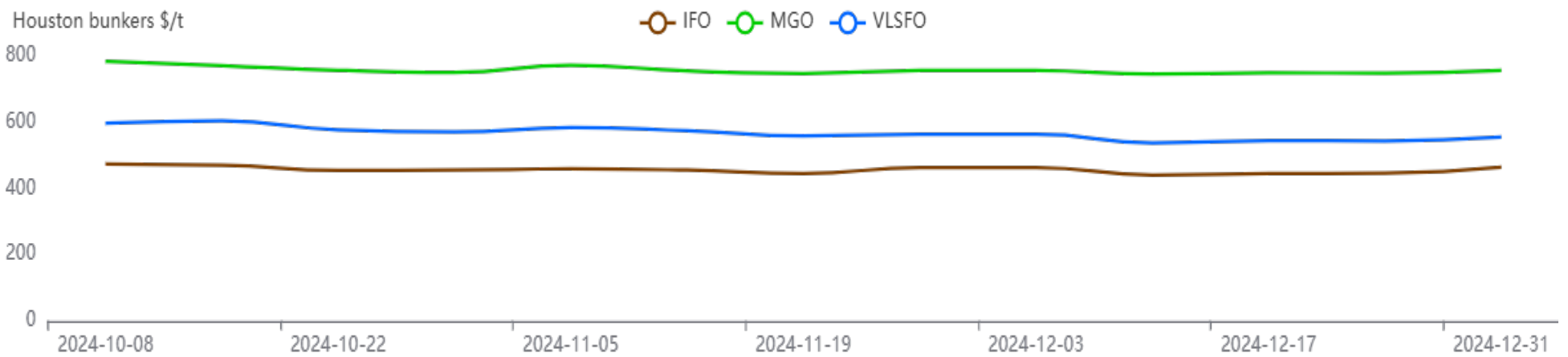
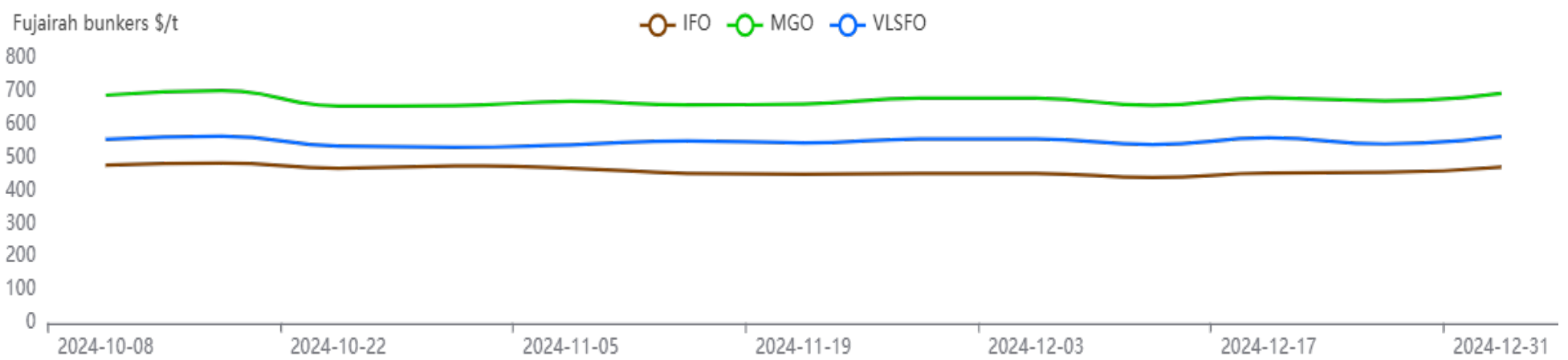
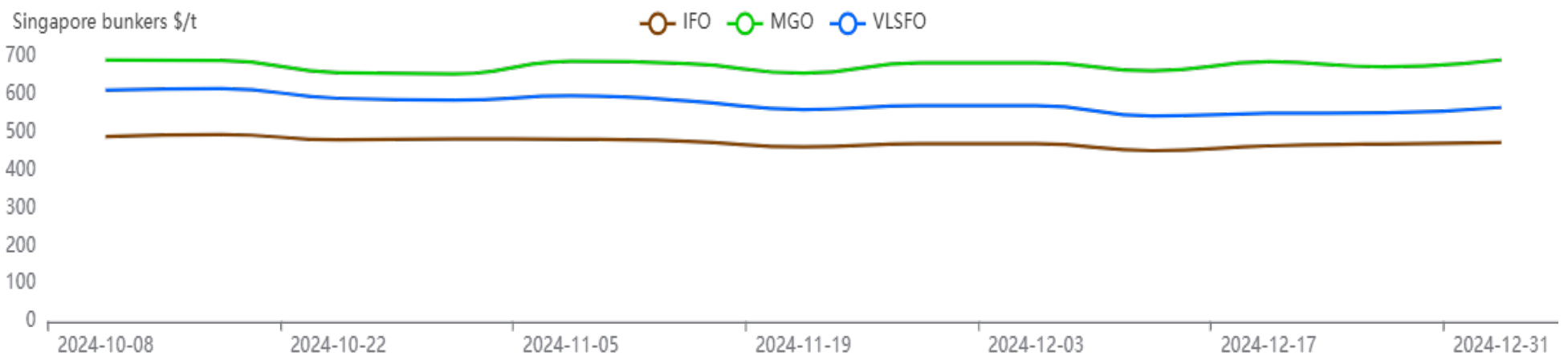
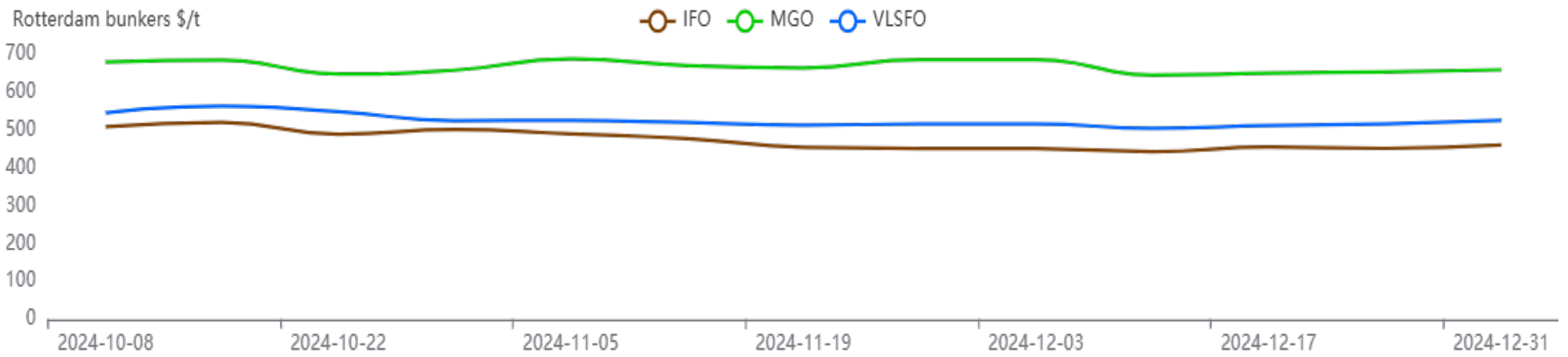
7TC	\$/day	WoW	
Jan-25	9,988.00	-187.0	-1.8 %
Feb-25	9,175.00	-50.0	-0.5 %
Mar-25	10,700.00	-25.0	-0.2 %
Q2 25	10,988.00	-28.67	-0.3 %
Q3 25	11,200.00	0.0	0.0 %
Q4 25	10,950.00	12.0	0.1 %
Q1 26	9,688.00	0.0	0.0
Q2 26	10,255.00	-16.0	-0.2 %
Cal 26	10,113.25	-12.0	-0.1 %
Cal 27	10,600.00	-13.0	-0.1 %
Cal 28	10,938.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	576.0	496.0	698.5	80.0	-17.5	-17.95	-13.98
Singapore	565.0	472.5	690.5	92.5	10.0	12.12	-8.42
Rotterdam	524.5	459.5	658.0	65.0	0.5	0.78	-0.76
Fujairah	563.0	470.5	693.0	92.5	6.5	7.56	-11.06
Houston	554.5	463.5	755.0	91.0	-6.0	-6.19	-9.9

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy High Sulphur Fuel Oil; MO-MGO; SP-Spread;)



第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds		Index	+/-	Weekly	Monthly	YTD
Wheat		201.0	2.0	1.01	1.01	-10.67
Maize		225.0	1.0	0.45	1.81	-2.6
Soybeans		201.0	0.0	0.0	-3.83	-21.79
Rice		210.0	-1.0	-0.47	-1.41	-19.54
Barley		223.0	2.0	0.9	3.72	0.0
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	71.96	2.38	3.42	5.5	-4.16
Brent	USD/Bbl	74.85	1.83	2.51	3.94	-7.35
Natural Gas	USD/MMBtu	3.62	-0.11	-2.95	13.12	43.65
Gasoline	USD/Gal	2.02	0.07	3.59	5.21	-6.48
Heating Oil	USD/Gal	2.31	0.07	3.12	5.96	-13.48
Ethanol	USD/Gal	1.69	0.04	2.42	10.46	1.2
Naphtha	USD/T	611.5	2.81	0.46	-1.87	-3.91
Propane	USD/Gal	0.78	0.0	0.0	-3.7	16.42
Uranium	USD/Lbs	73.0	0.75	1.04	-6.17	-19.78
Methanol	CNY/T	2767.0	39.0	1.43	9.41	13.31
TTF Gas	EUR/MWh	48.89	3.14	6.86	0.72	44.43
UK Gas	GBP/thm	125.67	11.46	10.03	3.18	38.56
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.01	-0.03	-0.74	-1.47	2.82
Coal	USD/T	125.25	-0.25	-0.2	-7.9	-13.92
Steel	CNY/T	3310.0	80.0	2.48	-0.9	-16.33
Iron Ore	USD/T	103.61	-0.23	-0.22	-1.62	-27.29
Aluminum	USD/T	2568.0	33.0	1.3	-0.75	9.28
Lithium	CNY/T	75050.0	-500.0	-0.66	-4.27	N/A
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2634.76	15.85	0.61	-0.2	27.45
Silver	USD/t.oz	29.34	-0.35	-1.18	-4.15	21.95
Platium	null	901.4	-47.7	-5.03	-4.36	N/A
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.04	0.0	0.0	-0.95	-6.31
USD/CNY		7.32	0.02	0.27	0.27	2.38

第八部分 本周话题 WEEKLY TOPIC



2024年航运那些事记忆犹新

航运又迎来了新的一年，几家欢喜几家愁，航运在过去的一年总体不错，从火爆的新造船市场到高位运行的集装箱航运市场，还有不断壮大发展的航运大数据服务企业HiFleet，在这个行业都还能让不同角色找到满意的地方。这次周报不打算研究航运市场或航运市场未来发展方向，而是说点新年伊始的轻松话题，盘点一下2024年让人记忆犹新印象深刻的事。

第一个想说的还是红海，自从以色列和哈马斯于2023年10月爆发战争后，胡塞武装组织就开始威胁红海和亚丁湾的航运安全。2024年2月，胡塞武装第一次弄沉了一艘27年船龄的灵便型散货船RUBYMAR，该船32200载重吨，由黎巴嫩GMZ船舶管理公司管理，当时船上的化肥都融入了大海。在2024年6月红海胡塞武装的攻击活动显著增加，属于2024年最活跃的时期，又导致两艘船只被击沉，一艘是希腊船东82000载重吨的散货船，该船同样是左舷遭受无人艇炸弹袭击；另外一艘名为“Verbena”的乌克兰件杂货船在亚丁湾西行时遭到胡塞武装的导弹袭击后起火，火势不可控，船员被迫弃船逃生，该船也不久后沉没。

接着就是令人印象深刻的集装箱船撞塌美国大桥事件。2024年3月26日，美国人一觉醒来后得知弗朗西斯·斯科特基桥被一艘9962箱位的集装箱船撞毁。事故的模糊画面显示桥梁在船舶碰撞后，就如同卡通的积木一样轻易坍塌。该船归Grace Ocean所有，由Synergy

Marine管理，集装箱航运巨头AP Moller-Maersk经营租用，事故造成6人死亡，经过好几个月才恢复航道正常通行。

第三件是2024年2月12号发生在船东办公室的枪杀案。在Karnassis家族控制的成品油油轮船东European Navigation的办公室，一名七十多岁的持枪男子在该公司的办公室里开枪扫射，造成三人死亡，其中包括总经理安东尼奥斯·瓦拉萨基斯和家族领导斯皮罗斯·卡尼西斯的妹妹玛丽亚·卡尼西斯。这名枪手是该家族的前雇员，他的尸体也在大楼里被发现，报道他是自杀身亡的。

令人印象深刻的第四件事是一起匪夷所思的船舶碰撞事故。2024年7月19号周五早上，在与一艘VLCC相撞后，一艘哈夫尼亚拥有的7万4千载重吨的油轮在南中国海燃起大火。这艘2001年建造的30万载重吨VLCC超大油轮也发生了火灾。令人震惊的是该VLCC逃离了现场，因为该船可能涉及运输制裁石油的影子油轮，3天后该船就被马来西亚海事当局抓住了，12月份该VLCC被美国制裁。受利益的驱使，影子油轮运输制裁的油品已经发展至上百艘船舶的规模，同时因为其缺乏安全监督和保险安排，海洋环境始终面临巨大风险。

再就是2024年红红火火的新造船市场，这一年投资船东是在抢交船更早的船台。根据hiFleet统计数据，2024年船东在新造船投资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。

Shipping ushered in a New Year, several happy several worries, shipping in the past year of 2024 is generally good, from the hot new shipbuilding market to the high operating container shipping market, as well as the growing development of shipping big data service enterprises HiFleet, in this industry can also make different roles to find satisfaction. This weekly report does not intend to study the shipping market or the future direction of the shipping market, but to talk about some light topics at the beginning of the New Year, and take stock of what will be memorable in 2024.

The first thing I want to talk about is the Red Sea. Since the war between Israel and Hamas broke out in October 2023, the Houthi armed group has threatened the security of shipping in the Red Sea and the Gulf of Aden. In February 2024, the Houthis sank for the first time a 27-year-old handybulk carrier, the 32,200-DWT RUBYMAR, operated by the Lebanon-based GMZ Ship Management Company, after the fertilizer on board melted into the sea. A marked increase in Houthi attacks in the Red Sea in June 2024, the most active period in 2024, resulted in the sinking of two more vessels, a Greek owner's 82,000 DWT bulk carrier, which was also hit by a drone bomb on the port side; Another Ukrainian general cargo ship, the Verbena, caught fire after a Houthi missile attack while westbound in the Gulf of Aden. The fire was uncontrollable, forcing the crew to abandon ship, and the ship sank shortly after.

Then there was the impressive container ship crash on an American bridge. On March 26, 2024, Americans woke up to learn that the Francis Scott Key Bridge had been destroyed by a 9,962-seat container ship. Grainy footage of the accident shows the bridge collapsing like a cartoon building block after the collision. The ship, owned by Grace Ocean, managed by Synergy Marine and operated by container shipping giant AP Moller-Maersk, was chartered after the accident in which six people died and it took months for normal passage to resume.

The third is the shooting at the shipowner's office on February 12, 2024. A gunman in his seventies went on a shooting rampage at the offices of European Navigation, an owner of refined oil tankers controlled by the Karnassis family, killing three people, Among them were general manager Antonius Varasakis and Maria Canassis, sister of family leader Spiros Canassis. The gunman, a former employee of the family whose body was also found in the building, was reported to have committed suicide.

The fourth impressive incident was a bizarre ship collision. On Friday morning, July 19, 2024, a 74,000 DWT tanker owned by Hafnia burst into flames in the South China Sea after colliding with a VLCC. The 300,000 DWT VLCC supertanker, built in 2001, also caught fire. Shockingly, the VLCC fled the scene, as the vessel may have been involved in shadow tankers transporting sanctioned oil, and the vessel was seized by Malaysian maritime authorities three days later, and the VLCC was sanctioned by the US in December. Driven by profits, the shadow tanker transport of oil products has grown to the size of hundreds of ships, while the Marine environment is always at great risk due to its lack of safety supervision and insurance arrangements.

Then there is the booming new shipbuilding market in 2024, in which investment shipowners are grabbing the earlier berth of the ship. According to HiFleet statistics, shipowners invested more than \$155 billion in new shipbuilding in 2024 in the first three quarters alone, which is more than double the 10-year average level of shipbuilding, and high value-added new shipbuilding orders increased significantly, the highest level since 2008.