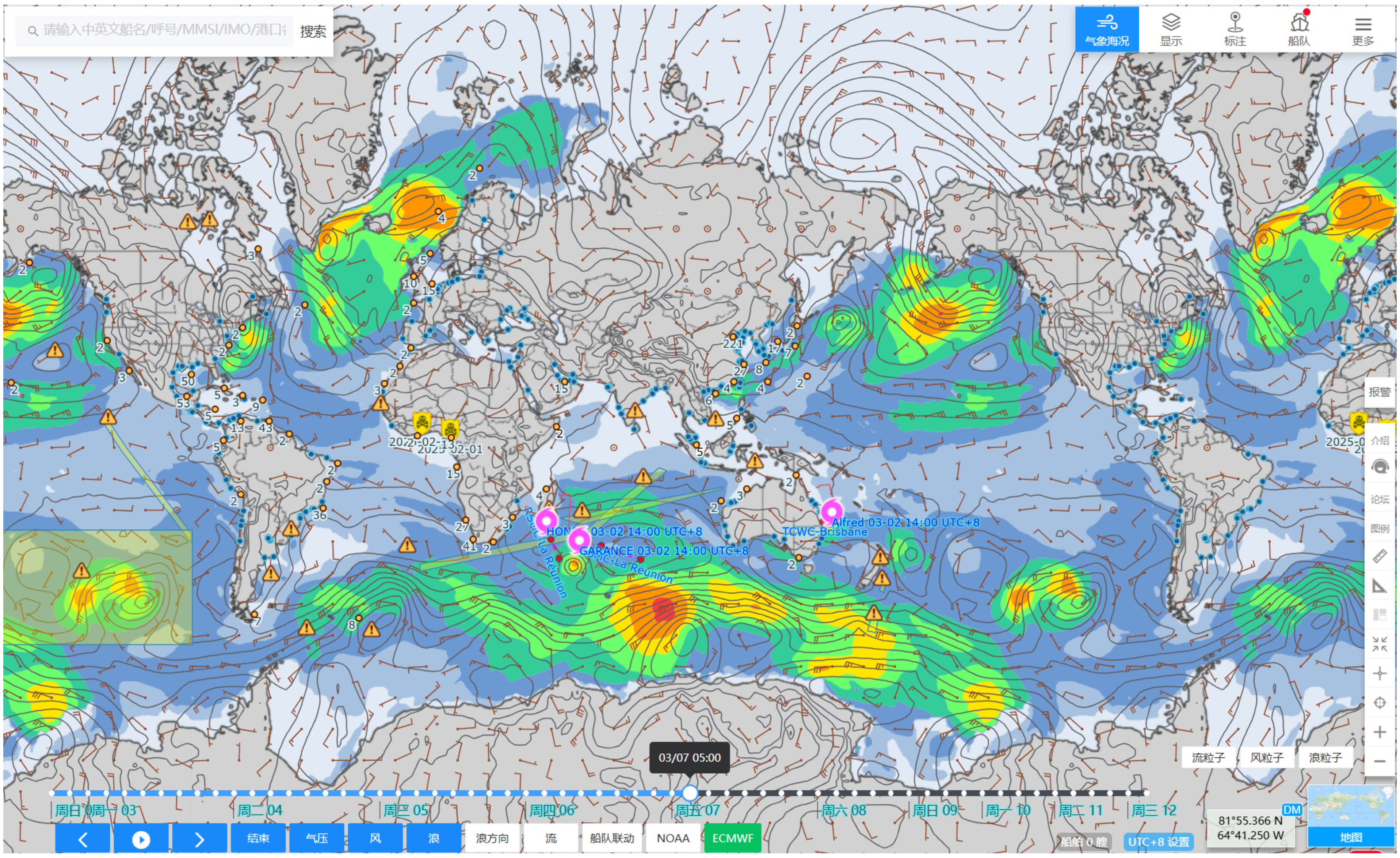
hiFleet 船队在线

2025年
第9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765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 765 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7-3级，减弱，大浪到轻浪；黄海风力7-4级，减弱，大浪到中浪；东海风力5-6级，有大浪；台湾海峡3-7级风，风力增强，中浪到大浪；南海大部海域风力级上半周3到4级，小半周增强，下半周有大浪。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 become weak from near gale to gentle and from rough sea to slight sea. Yellow Sea will become weak from near gale to moderate with rough sea in the beginning. And China East Sea will stay strong with rough sea occasionally. The wind in the Taiwan Strait will become strong from gentle to near gale with rough sea in the later of the week. In most of the South China Sea the wind stays gentl in the first half and become in second with rough sea later. The low pressure activities still be active both in North of Pacific and Atlantic.

海盗事件 Piracy

2月27号，新加坡海峡。一艘油轮上的当值船员发现未经授权人士经舵机室进入机舱。警报拉响，船员发出警报。这些人在带着偷来的货物逃跑时，袭击并打伤了一名船员。手臂。船只被转移到新加坡锚地，在那里一个医疗小组让受伤的船员上岸接受岸上医疗援助。海岸警卫队登船调查。27.02.2025: 2250 UTC: Posn: 01:07.80N – 103:45.62E, Singapore Straits. Duty crew onboard a tanker underway spotted unauthorized persons entering the engine room through the steering gear room. Alarm raised and crew alerted. While making their escape with stolen ships's stores the persons attacked and injured one crew. arm. Vessel was diverted to Singapore anchorage where a medical team disembarked the injured crew for shore medical assistance. The coast guard boarded the ship to investigate.

海上事件 Marine Incidents

2月26号，一艘悬挂多哥国旗，老旧不起眼的小杂货船登上了国际媒体的头条。台湾海岸警卫队表示，这艘船在台湾西海岸试图截断海底通信电缆。On February 26, a small, unremarkable, old, Togolese-flagged grocery ship made international headlines. Taiwan's coast guard said the ship was trying to cut undersea communications cables off the island's west coast.

其它 Others

没有 Nil

备注 Remark

本报告数据截止时间为2025年3月2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 Mar 2nd of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

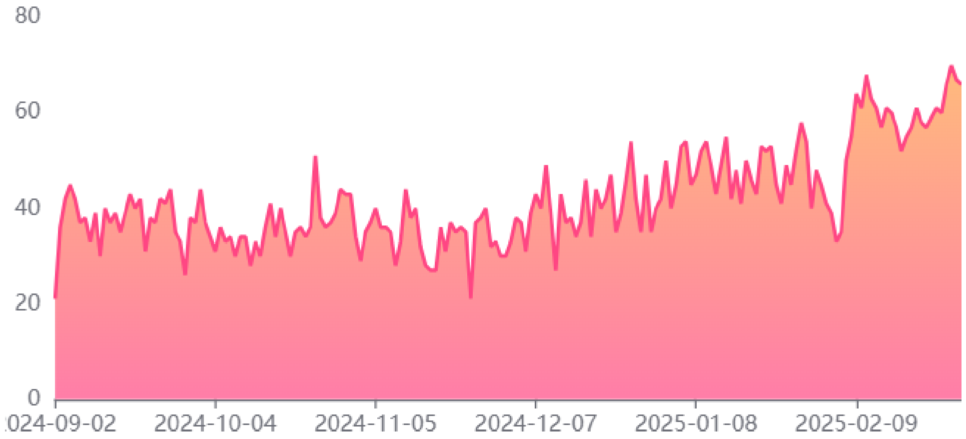
第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

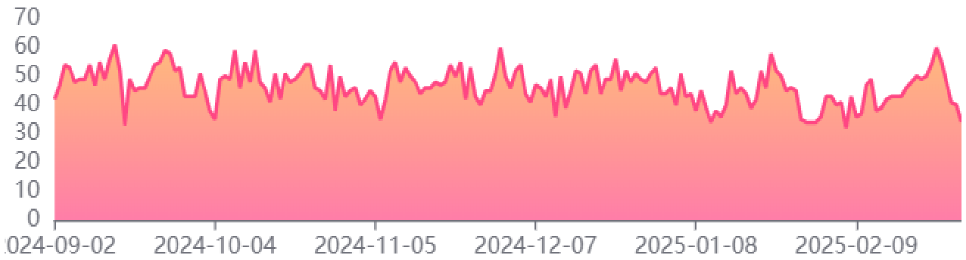
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	34	1270	10	28
Miss.Riv.	7	137	0	-125
CJK	256	4474	454	-579
Pa.Atlan.	67	1589	22	-51
Colum.Riv.	7	172	-13	49
Suez.Med.	66	1639	49	233
Pa.Pac.	68	1905	-47	77
ZJK	56	2857	0	-399

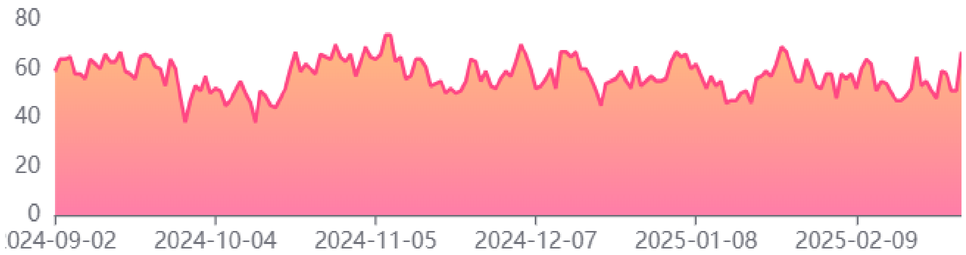
Suez(Mediterranean-Red Sea)



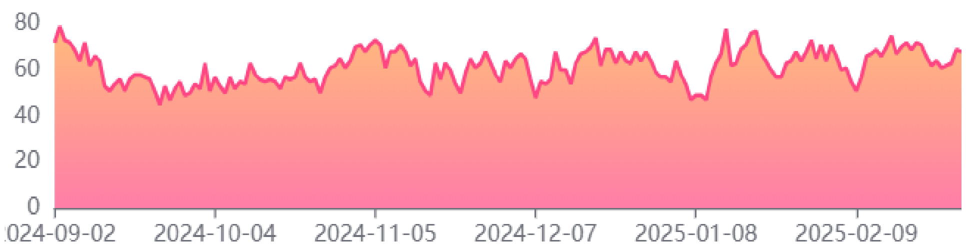
Suez(Red Sea-Mediterranean)



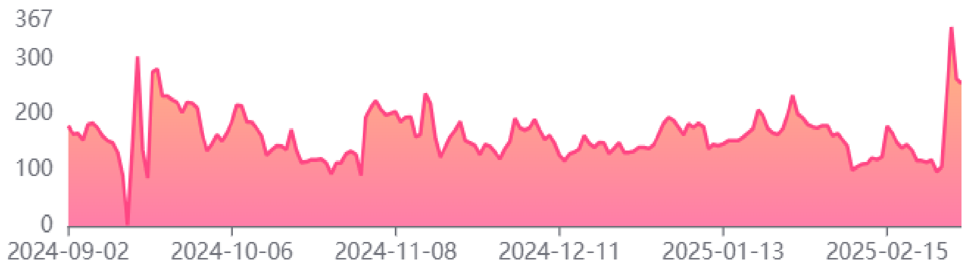
Panama(Atlantic-Pacific)



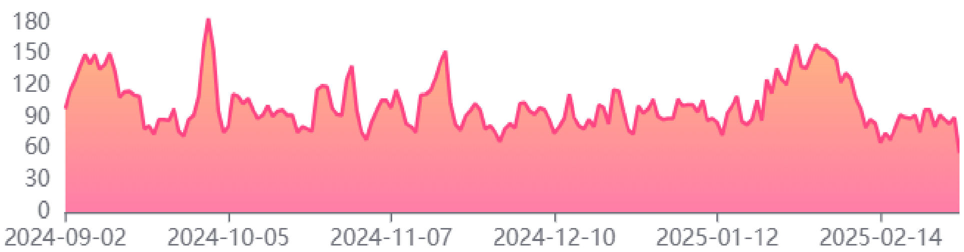
Panama(Pacific-Atlantic)



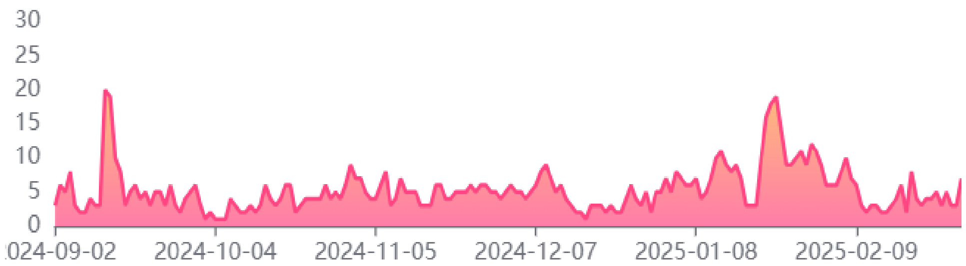
Changjiangkou(Estuary)



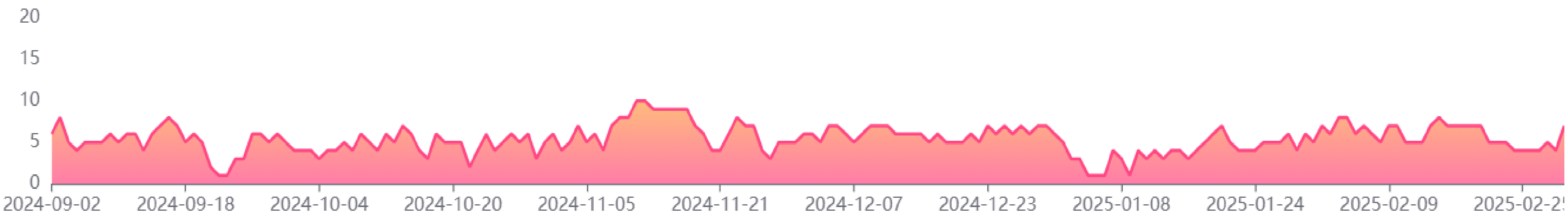
Zhujiangkou(Estuary)



Mississippi River(Estuary)



Columbia River(Estuary)

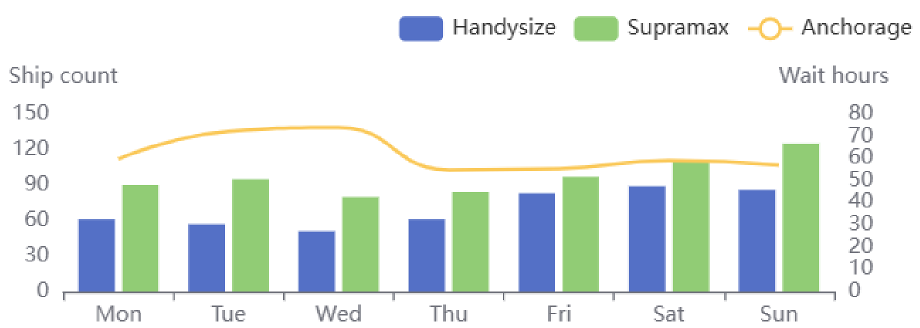


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

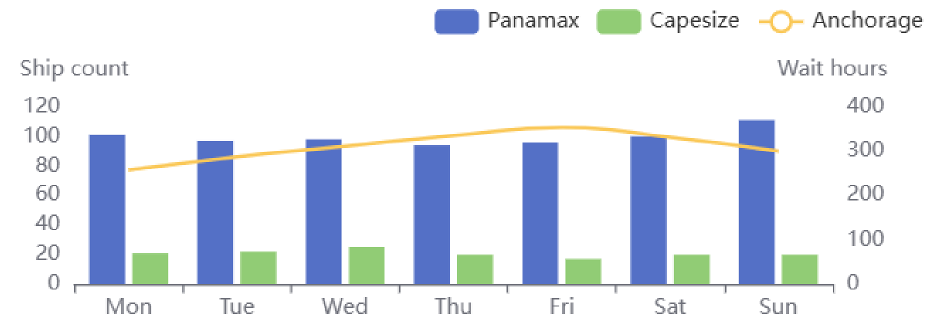
Type	M	T	W	Th	F	Sat	Sun
HDY	61	57	51	61	83	89	86
SMX	90	95	80	84	97	111	125
WT.h.	59.8	72.1	73.9	54.8	55.4	59	57



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

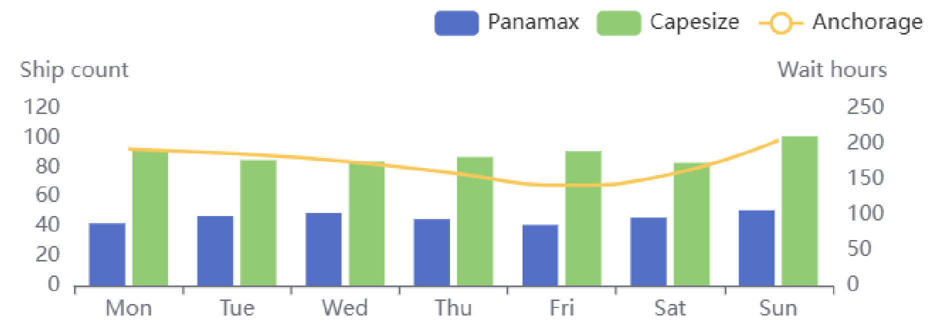
Type	M	T	W	Th	F	Sat	Sun
Pan.	101	97	98	94	96	100	111
Cap	21	22	25	20	17	20	20
WT.h.	257.7	287.1	311.1	335.1	353.7	331.2	300



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

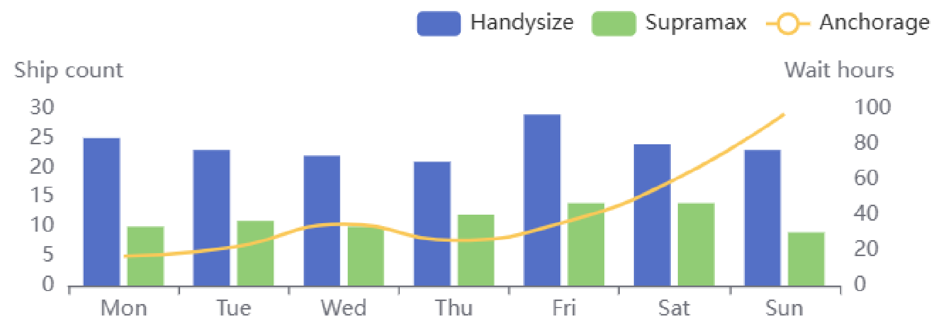
Type	M	T	W	Th	F	Sat	Sun
Pan.	42	47	49	45	41	46	51
Cap	92	85	84	87	91	83	101
WT.h.	192.4	185.8	175.2	158.6	141.3	156.7	205



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

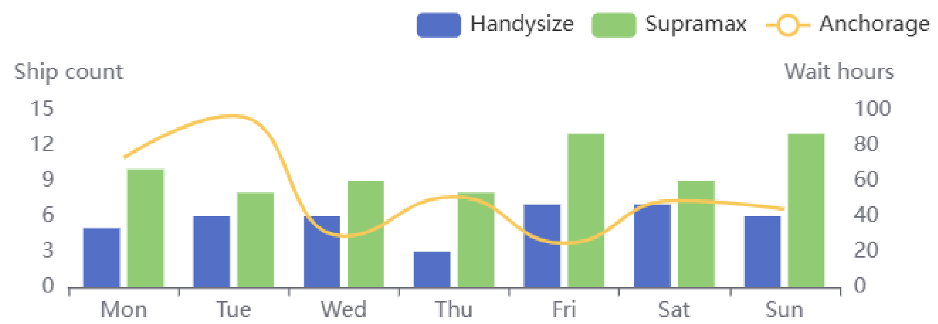
Type	M	T	W	Th	F	Sat	Sun
HDY	25	23	22	21	29	24	23
SMX	10	11	10	12	14	14	9
WT.h.	16.6	21.8	34.85	25.6	35.8	59.8	97



最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

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

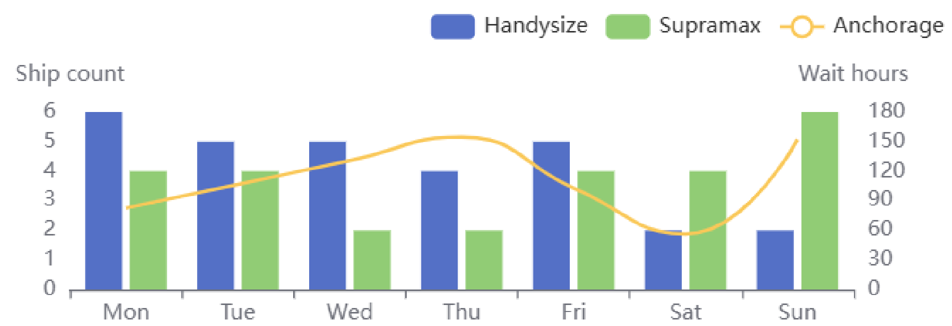
Type	M	T	W	Th	F	Sat	Sun
HDY	5	6	6	3	7	7	6
SMX	10	8	9	8	13	9	13
WT.h.	72.9	96.9	28.9	51	24.8	48.9	44



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

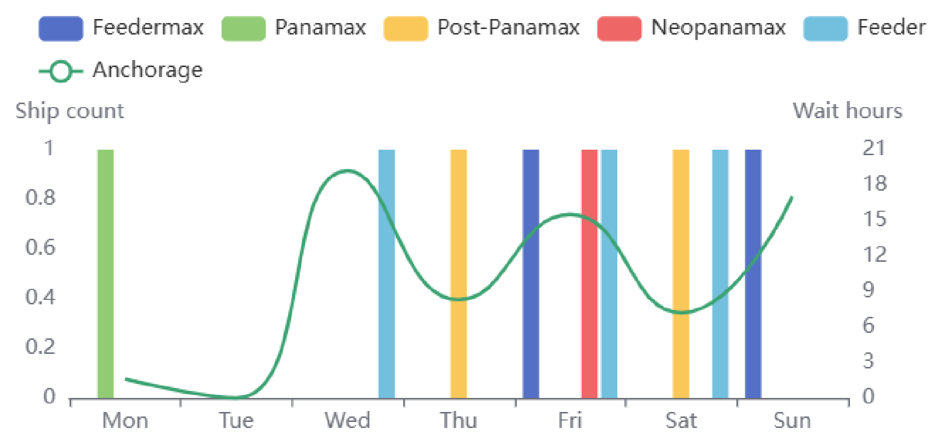
Type	M	T	W	Th	F	Sat	Sun
HDY	6	5	5	4	5	2	2
SMX	4	4	2	2	4	4	6
WT.h.	82.6	106.6	130.6	154.6	102.9	56.3	152



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

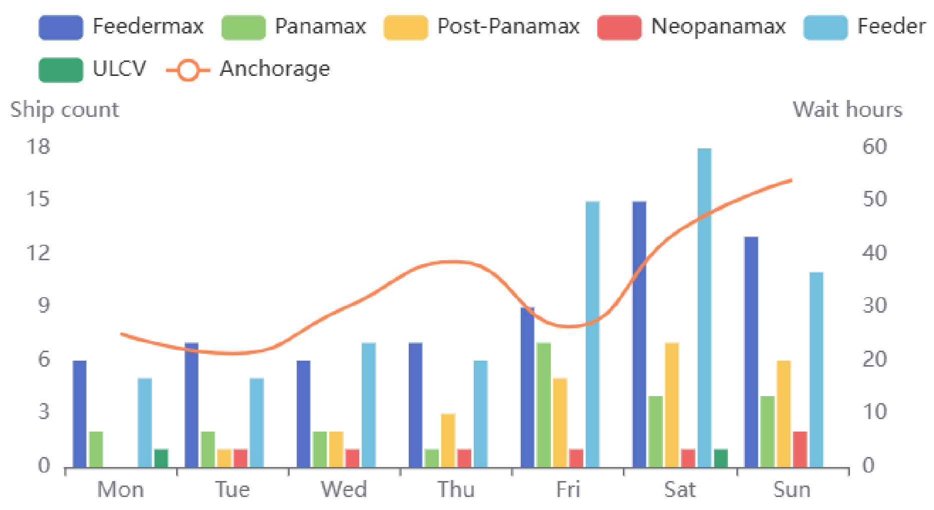
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	1	0	1
Pan.	1	0	0	0	0	0	0
PPx	0	0	0	1	0	1	0
NPx	0	0	0	0	1	0	0
Fd	0	0	1	0	1	1	0
WT.h.	1.6	0.0	19.2	8.3	15.5	7.2	17
Ulcv	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

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

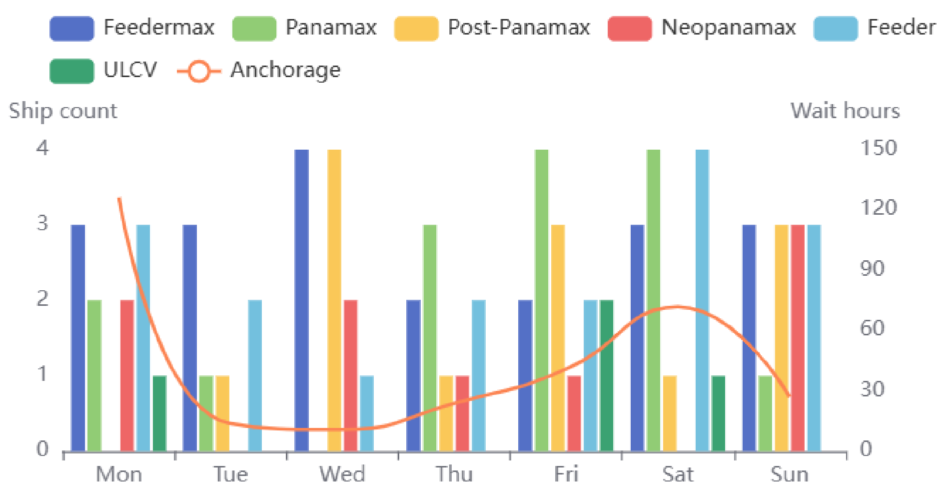
Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	7	6	7	9	15	13
Pan.	2	2	2	1	7	4	4
PPx	0	1	2	3	5	7	6
NPx	0	1	1	1	1	1	2
Fd	5	5	7	6	15	18	11
Ulcv	1	0	0	0	0	1	0
WT.h.	25.1	21.35	29.9	38.7	26.4	44.6	54



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

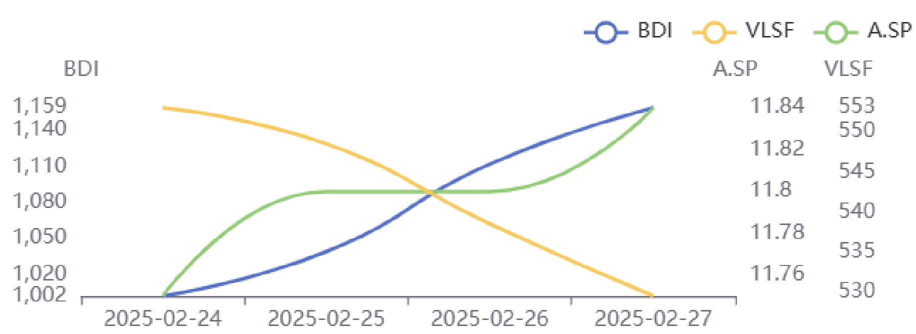
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	3	4	2	2	3	3
Pan.	2	1	0	3	4	4	1
PPx	0	1	4	1	3	1	3
NPx	2	0	2	1	1	0	3
Fd	3	2	1	2	2	4	3
Ulcv	1	0	0	0	2	1	0
WT.h.	126.1	13.7	10.7	23.8	40.8	71.8	27



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

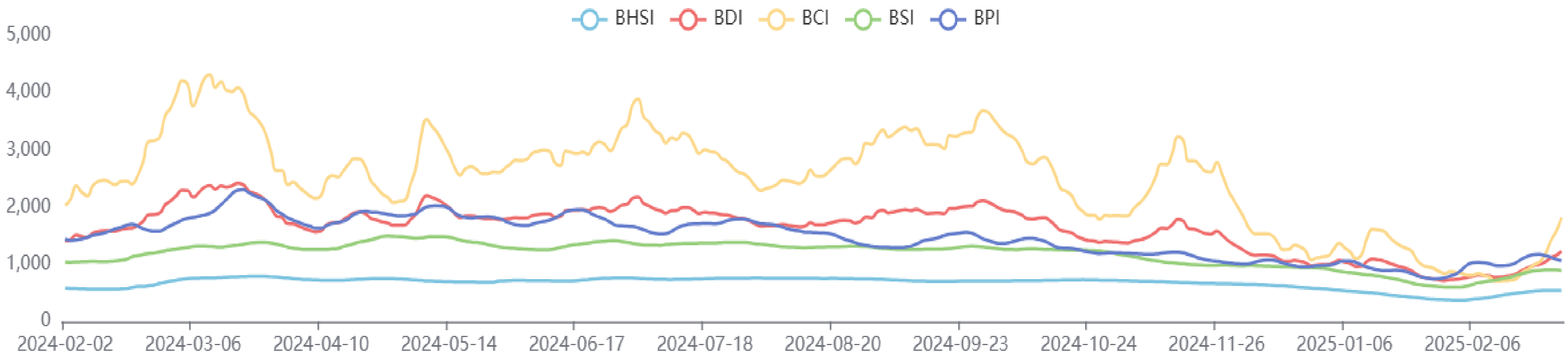
Type	M	T	W	Th	F	Sat	Sun
BDI	1177	1156	1128	1092			
VLSF	553.00	548.50	538.50	529.50			
A.SP	11.75	11.8	11.8	11.84	11.86	11.78	



第三部分 航运市场 SHIPPING MARKET

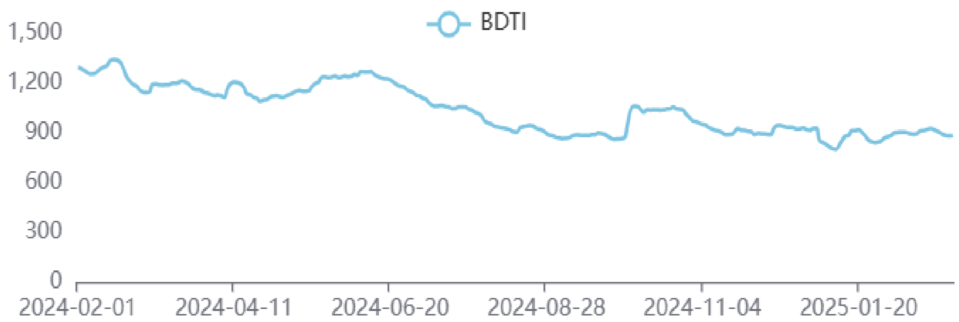
波罗的海干散货指数Baltic Dry Index

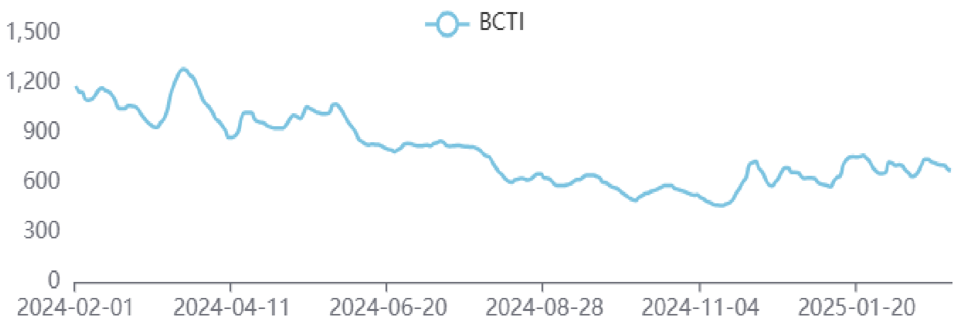
Type	PI	WoW	W%	M%	y%
BDI	1229	248.0	25.28	67.21	-39.78
BCI	1818	827.0	83.45	108.01	-49.44
BPI	1063	-107.0	-9.15	32.88	-34.67
BSI	895	9.0	1.02	48.42	-27.76
BHSI	547	13.0	2.43	45.09	-20.26

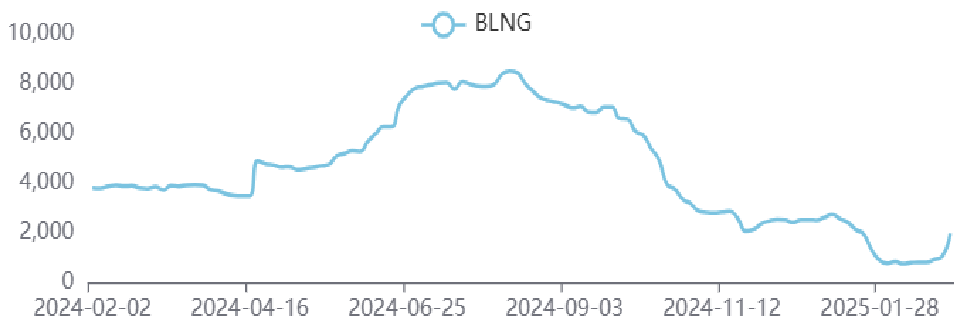


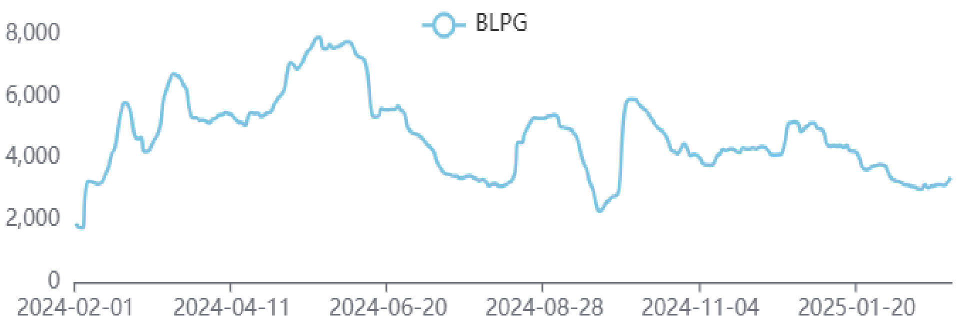
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	885	-26.0	-2.85	1.03	-23.44
BCTI	670	-47.0	-6.56	1.21	-35.82
BLNG	1977	1054.0	114.19	161.16	-48.41
BLPG	3365	257.0	8.27	-9.3	-27.07

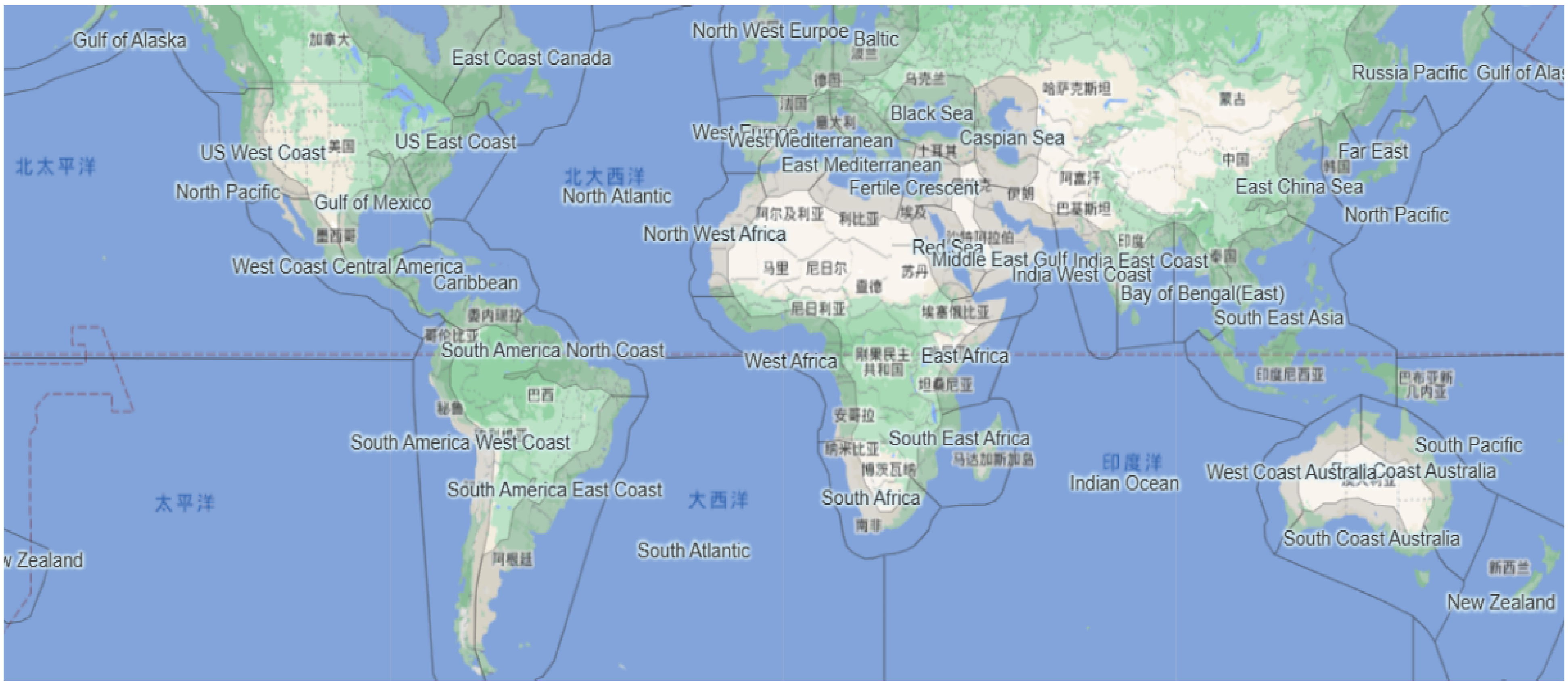








第四部分 运力分布 SUPPLY DISTRIBUTION

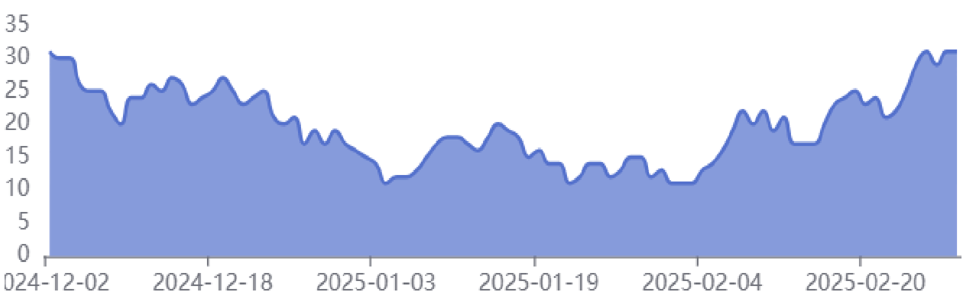


好望角型散货船 Capesize

区域：巴西，最近一周好望角型散货船准备装货船舶数量

Area: Brazil, The latest week update number for Capesize with cargo loading intention.

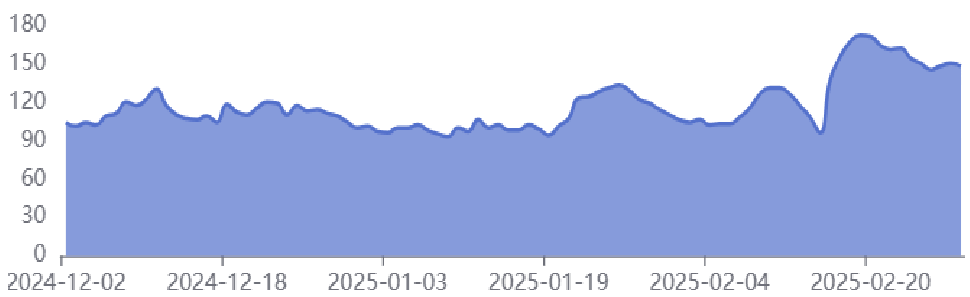
Type	M	T	W	Th	F	Sat	Sun
Cape	22	25	29	31	29	31	31



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.

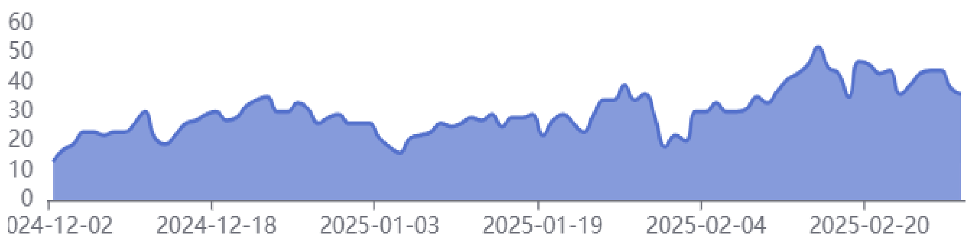
Type	M	T	W	Th	F	Sat	Sun
Cape	162	154	150	145	148	150	148



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	36	39	43	44	44	38	36

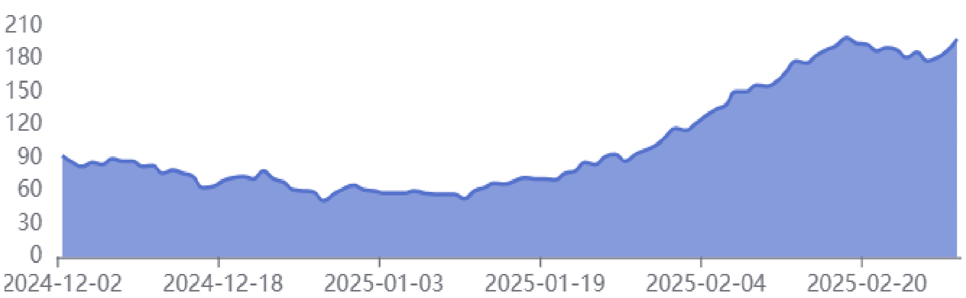


巴拿马型散货船 PANAMAX

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.

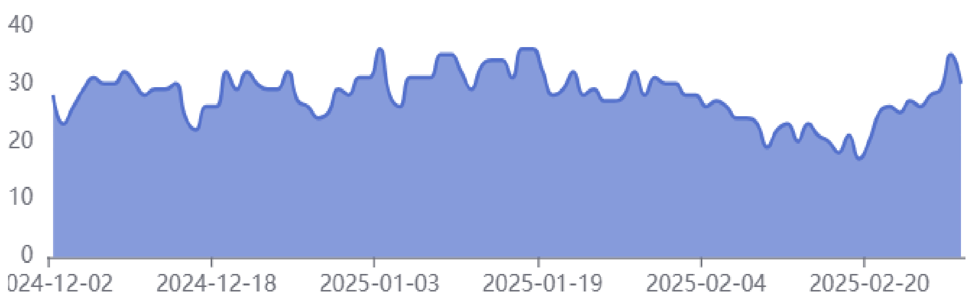
Type	M	T	W	Th	F	Sat	Sun
Pan.	188	181	186	178	181	187	198



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.

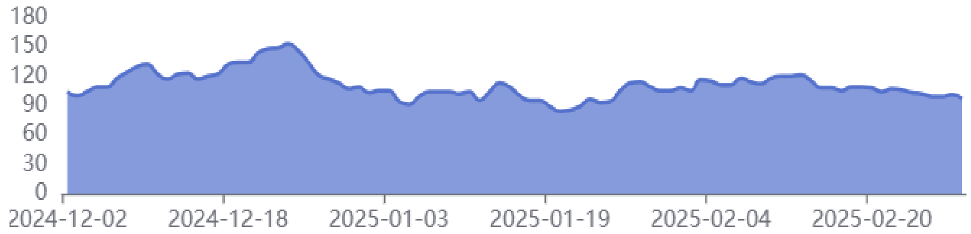
Type	M	T	W	Th	F	Sat	Sun
Pan.	24	28	22	21	19	18	20



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.	106	103	102	99	99	101	97

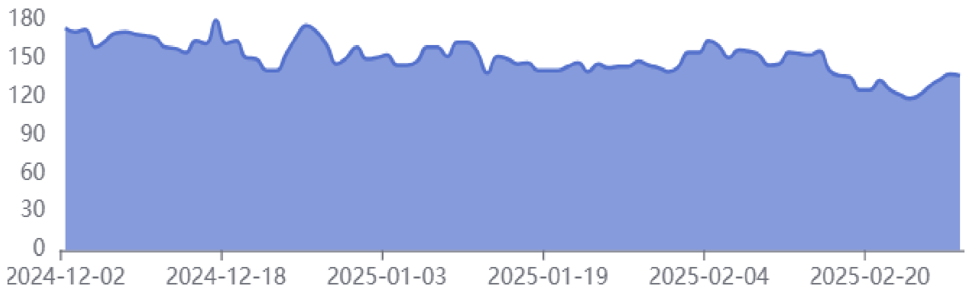


超大灵便型散货 SUPRAMAX

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.

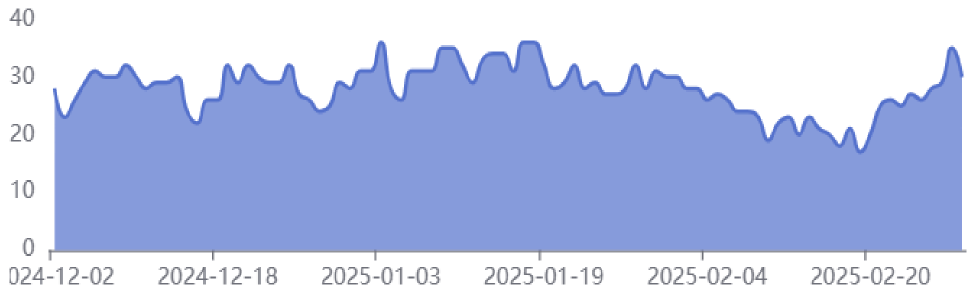
Type	M	T	W	Th	F	Sat	Sun
SMX	121	118	121	128	133	137	136



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.

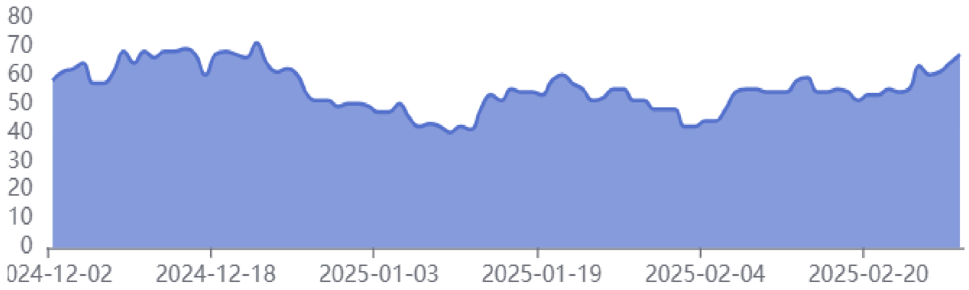
Type	M	T	W	Th	F	Sat	Sun
SMX	25	27	26	28	29	35	30



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.

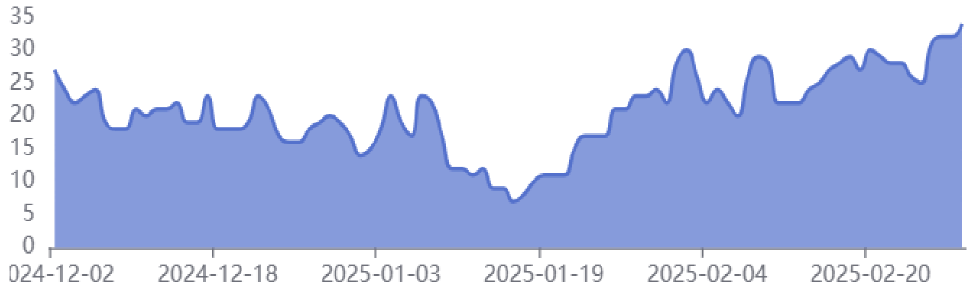
Type	M	T	W	Th	F	Sat	Sun
SMX	28	26	25	31	32	32	34



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.

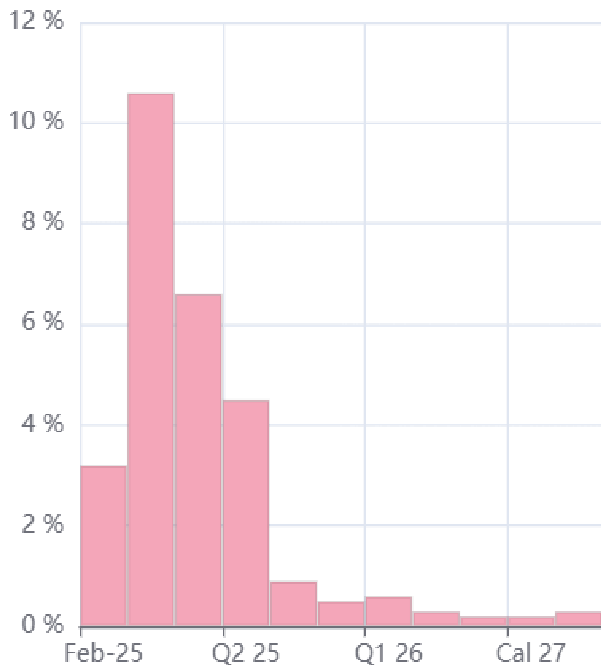
Type	M	T	W	Th	F	Sat	Sun
SMX	54	55	63	60	61	64	67

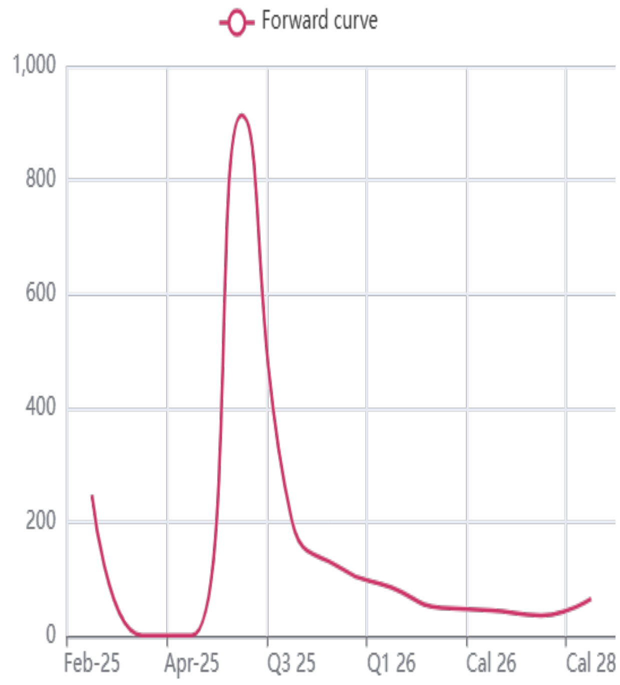


第五部分 远期运价协议 FFA

好望角型散货船Capesize

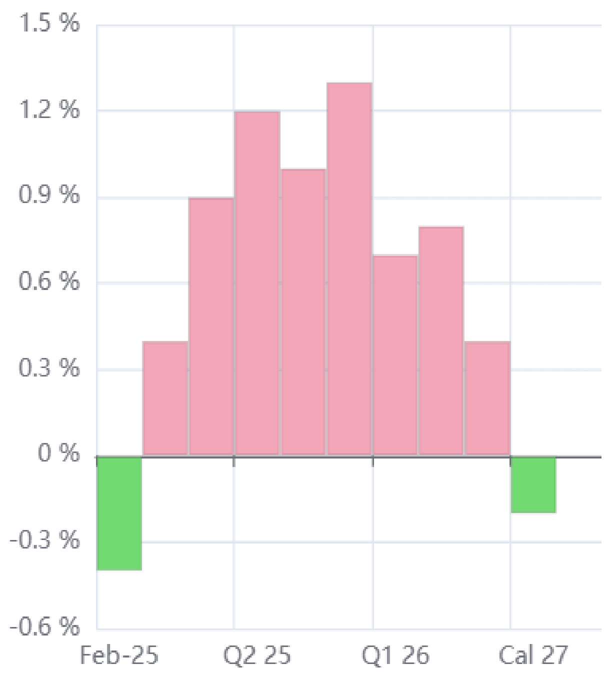
5TC	$/day	WoW	
Feb-25	7,935.90	246.9	3.2 %
Mar-25	19,108.00	1826.0	10.6 %
Apr-25	21,067.00	1301.0	6.6 %
Q2 25	21,389.00	913.33	4.5 %
Q3 25	22,086.33	204.0	0.9 %
Q4 25	22,679.00	118.0	0.5 %
Q1 26	13,292.00	85.0	0.6 %
Q2 26	18,842.00	49.0	0.3 %
Cal 26	19,888.00	45.0	0.2 %
Cal 27	19,875.00	36.0	0.2 %
Cal 28	19,129.00	65.0	0.3 %

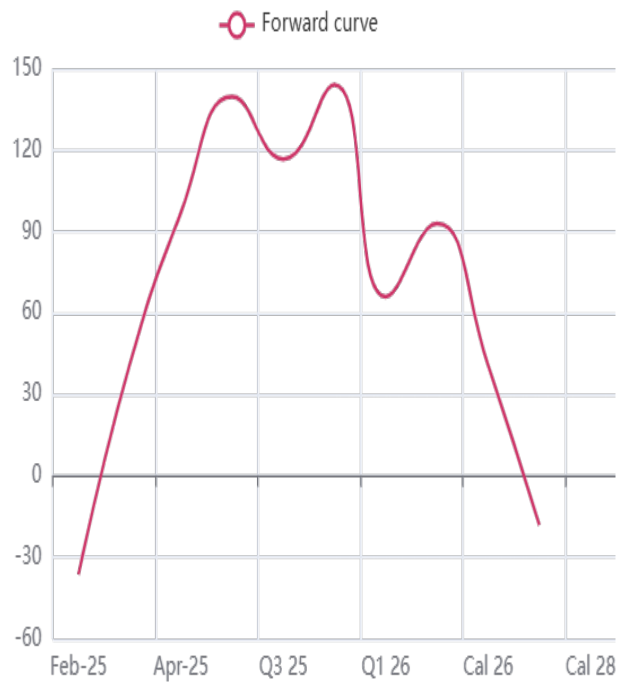




巴拿马型散货船Panamax

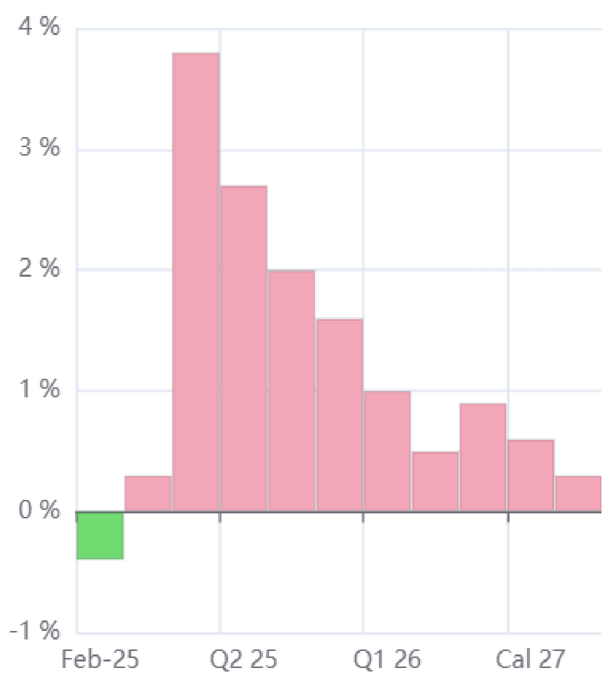
4TC	$/day	WoW	
Feb-25	8,038.70	-36.3	-0.4 %
Mar-25	9,670.00	41.0	0.4 %
Apr-25	11,115.00	97.0	0.9 %
Q2 25	11,626.67	139.67	1.2 %
Q3 25	11,566.67	116.67	1.0 %
Q4 25	11,305.00	144.0	1.3 %
Q1 26	9,480.00	66.0	0.7 %
Q2 26	11,050.00	93.0	0.8 %
Cal 26	10,745.00	40.75	0.4 %
Cal 27	10,850.00	-18.0	-0.2 %
Cal 28	-	-	-

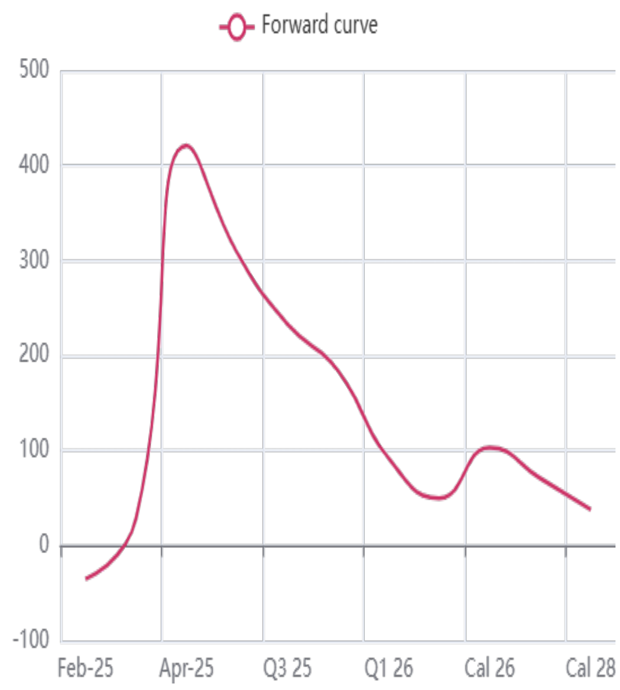




超大灵便型散货船Supramax

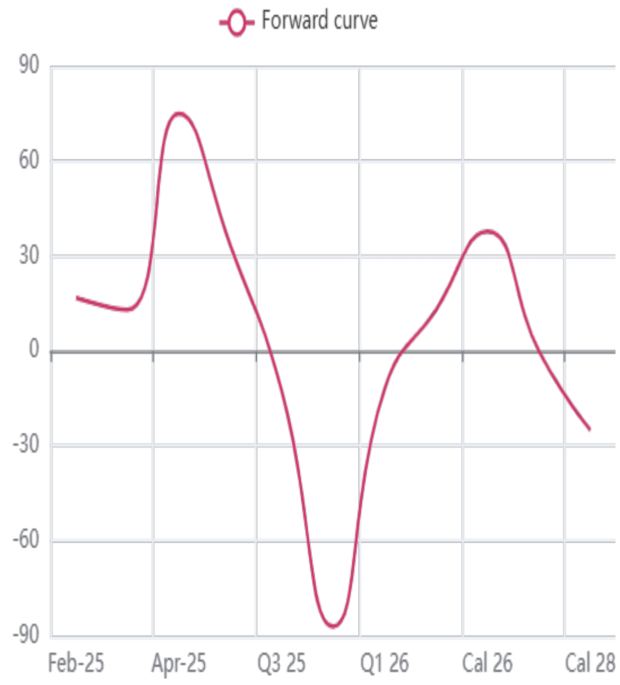
10TC	$/day	WoW	
Feb-25	7,746.10	-34.9	-0.4 %
Mar-25	9,933.00	29.0	0.3 %
Apr-25	11,421.00	421.0	3.8 %
Q2 25	11,757.00	308.33	2.7 %
Q3 25	11,800.33	233.33	2.0 %
Q4 25	11,388.00	184.0	1.6 %
Q1 26	9,717.00	92.0	1.0 %
Q2 26	10,892.00	50.0	0.5 %
11,041.75	Cal 26	103.5	0.9 %
Cal 27	11,225.00	71.0	0.6 %
Cal 28	11,296.00	38.0	0.3 %





灵便型散货船Handysize

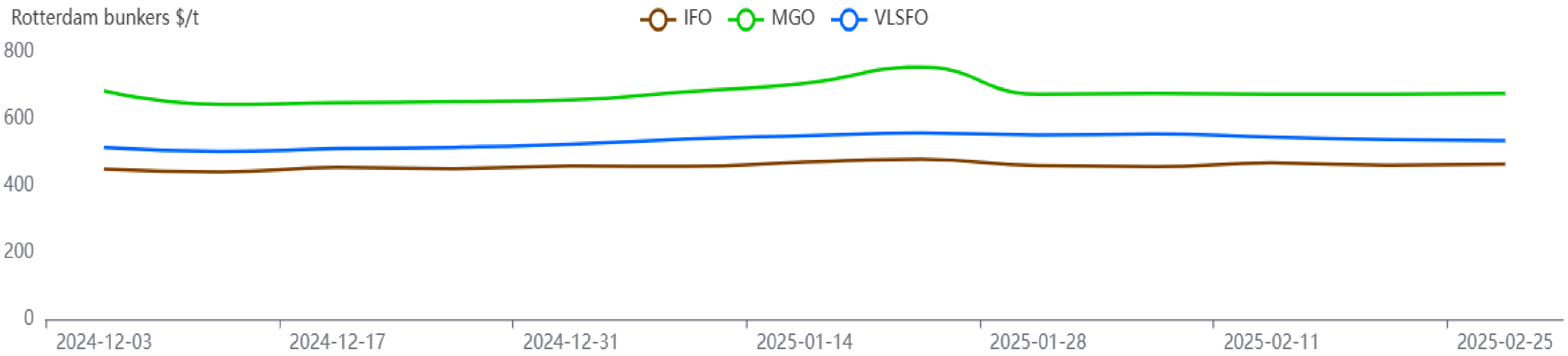
7TC	$/day	WoW	
Feb-25	8,435.80	16.8	0.2 %
Mar-25	10,438.00	13.0	0.1 %
Apr-25	11,200.00	75.0	0.7 %
Q2 25	11,421.00	33.33	0.3 %
Q3 25	11,350.33	-12.67	-0.1 %
Q4 25	10,963.00	-87.0	-0.8 %
Q1 26	9,638.00	-12.0	-12.0
Q2 26	10,238.00	13.0	0.1 %
Cal 26	10,813.00	37.75	0.4 %
Cal 27	10,938.00	0.0	0.0 %
Cal 28	10,838.00	-25.0	-0.2 %

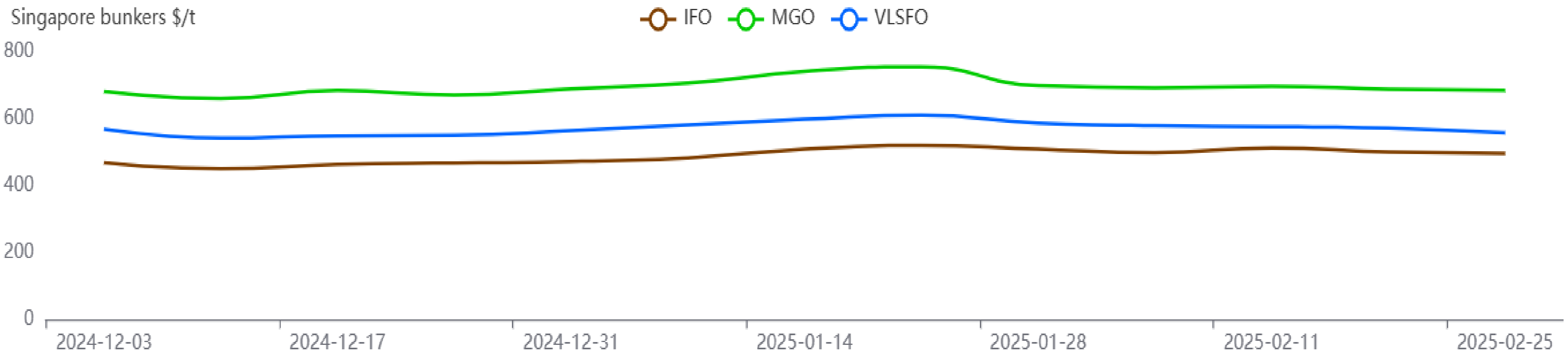


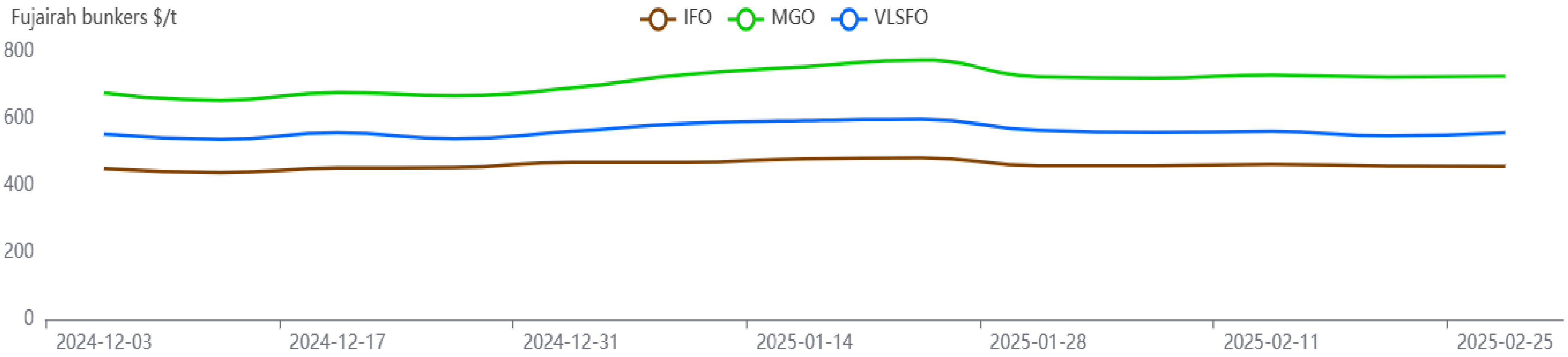
第六部分 燃油价格 BUNKER PRICE

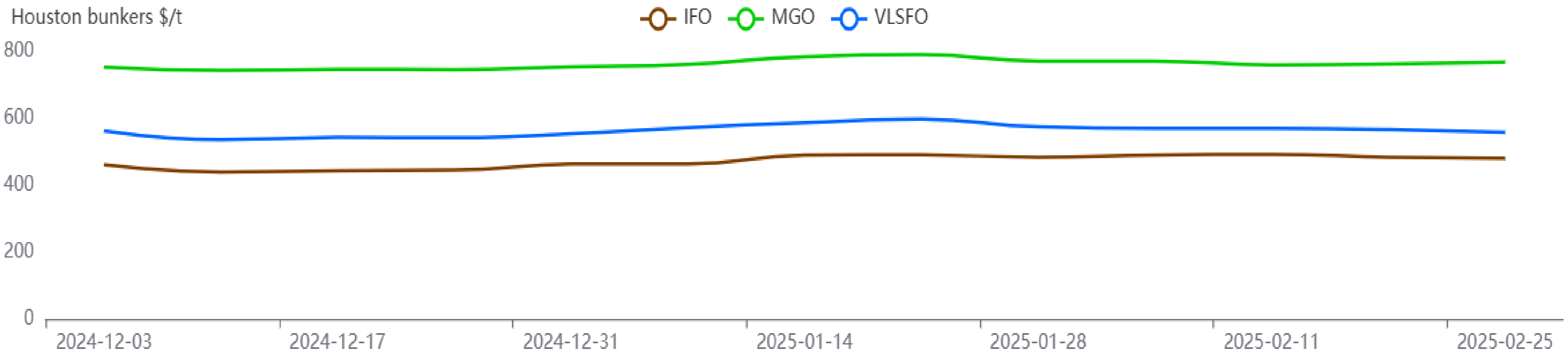
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	563.0	515.0	713.5	48.0	-6.0	-11.11	-19.33
Singapore	558.5	497.0	685.5	61.5	-9.5	-13.38	-21.66
Rotterdam	535.5	465.5	677.5	70.0	-7.0	-9.09	-23.5
Fujairah	558.5	458.0	728.0	100.5	10.0	11.05	-5.19
Houston	559.0	481.0	769.0	78.0	-5.0	-6.02	-14.29

(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		207.0	-1.0	-0.48	1.47	0.0
Maize		242.0	-1.0	-0.41	0.83	26.7
Soybeans		205.0	2.0	0.99	0.49	-5.53
Rice		183.0	-3.0	-1.61	-5.18	-30.15
Barley		233.0	-1.0	-0.43	0.0	11.48
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	70.83	-1.24	-1.72	-2.34	-10.14
Brent	USD/Bbl	74.95	-1.08	-1.42	-0.95	-9.52
Natural Gas	USD/MMBtu	3.99	0.03	0.76	31.25	157.42
Gasoline	USD/Gal	2.03	-0.06	-2.87	-2.87	-12.5
Heating Oil	USD/Gal	2.45	0.01	0.41	0.41	-11.87
Ethanol	USD/Gal	1.81	-0.04	-2.16	2.26	19.87
Naphtha	USD/T	654.56	-0.73	-0.11	0.76	-1.32
Propane	USD/Gal	0.91	-0.01	-1.09	1.11	-1.09
Uranium	USD/Lbs	64.7	-1.75	-2.63	-9.32	-37.31
Methanol	CNY/T	2584.0	20.0	0.78	0.19	-0.35
TTF Gas	EUR/MWh	46.56	-3.34	-6.69	-13.23	89.73
UK Gas	GBp/thm	111.26	-4.67	-4.03	-15.09	86.33
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.49	-0.08	-1.75	5.65	17.85
Coal	USD/T	102.25	1.4	1.39	-12.53	-14.26
Steel	CNY/T	3299.0	56.0	1.73	-0.21	-15.21
Iron Ore	USD/T	107.19	0.36	0.34	5.51	-16.26
Aluminum	USD/T	2640.0	-30.45	-1.14	1.72	19.32
Lithium	CNY/T	75900.0	-250.0	-0.33	-2.44	N/A
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2938.59	-0.35	-0.01	5.06	45.43
Silver	USD/t.oz	32.31	-0.5	-1.52	3.29	39.87
Platium	null	959.1	-33.1	-3.34	-7.11	N/A
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.05	0.01	0.96	0.96	-2.78
USD/CNY		7.26	-0.03	-0.41	-0.82	476.19

第八部分 本周话题 WEEKLY TOPIC

川普政府扬言针对中国船舶大幅提高港口费用震动航运市场

以前华盛顿的改革还只对航运业产生一些间接影响。如今，美国总统唐纳德•特朗普（Donald Trump）的副手们将矛头直接对准了航运业，并辩称，航运业应该缴纳更多税款，以减少对美国人的税收。首先，商务部长霍华德·卢特尼克提出了范围广泛的税收改革，这将打击停靠美国港口的悬挂外国国旗的船只。

美国特朗普政府提议对停靠美国港口的中国拥有或建造的船舶征收高额费用：中国籍船舶每次停靠需支付100万美元，非中国公司运营的中国建造船舶则需支付150万美元。此举可能严重冲击全球航运业，尤其是集装箱运输，并波及中国造船业。

特朗普政府提议对中国船舶实施各种贸易制裁的范围之广令人惊讶，这引发了人们的疑问，即这些关税能在多大程度上触及航运领域。一艘由中国公司运营、在中国船厂建造的船舶，在同一港口停靠时是否需要支付这双重费用？班轮航线的集装箱船在美国港口的每一站都要交吗？在香港注册的附属公司会被视为中国公司吗？自特朗普的贸易旋风席卷世界以来，对于每一项拟议中的措施，都必须提出一个问题：这是一种谈判策略。

受此负面消息影响，在新加坡上市的扬子江造船（Yangzijiang Shipbuilding）的股价受到打击，在新加坡交易所主板上市的扬子江股价已连续几天下跌。

中国航运巨头中远海（Cosco Shipping）却正启动新一轮数十亿美元的新造船热潮，这家航运巨头去年订购了大约100艘新造船，现在又在询问70多艘不同船型的船的价格和交货日期。

特朗普的威胁对航运业与中国造船业的影响可能是深远的，如果实施，高昂费用将推高运输成本，迫使船公司调整航线或减少对美港口依赖，可能导致全球供应链效率下降。部分航运公司可能转向非中国船舶以规避费用，引发运力重新分配，短期内造成市场混乱。对中国造船业长期产生阴影，船舶投资人可能因担忧额外成本而减少订购中国建造船舶，削弱中国在全球造船市场的竞争力。

若美国未通过WTO争端机制单方面加征费用，可能违反《关税与贸易总协定》（GATT）第1条（最惠国待遇）和第3条（国民待遇）。国际海事组织（IMO）未授权成员国单边征收此类费用，美国需证明其措施符合《联合国海洋法公约》（UNCLOS）中"港口国主权"例外条款，但需避免歧视性适用。援引"国家安全例外"（GATT第21条），但需证明中国船舶对美构成实际威胁，否则可能被视为贸易保护主义。

面对美国优先的混乱逻辑，中国可能首先向WTO提起诉讼，联合欧盟、东盟等受影响方共同施压，要求美国撤销歧视性政策。同时中国也会对美国航运或相关行业加征关税或限制准入，增加美方相关成本。中国还可通过"一带一路"倡议强化与其他国家的航运合作，降低对美国市场依赖。同时中国会进一步针对造船业进行产业升级，加速造船业技术升级，提高高端船舶占比，增强国际竞争力。

美国此举若实施，将扰乱全球航运秩序并冲击中国造船业，但其法律依据薄弱，可能面临国际法挑战。中国需采取法律、经济与产业政策组合拳，既维护自身权益，也推动全球贸易规则的多边协商。

Previously, Washington's reforms had had only indirect effects on the shipping industry. Now, US President Donald Trump's lieutenants are taking direct aim at the shipping industry and arguing that it should pay more taxes to reduce taxes on Americans. First, Commerce Secretary Howard Lutnick proposed wide-ranging tax reforms that would crack down on foreign-flagged ships calling at U.S. ports.

The Trump administration has proposed imposing steep fees on Chinese-owned or built ships calling at U.S. ports: $1 million per call for Chinese-owned ships and $1.5 million for Chinese-built ships operated by non-Chinese companies. The move could have a serious impact on the global shipping industry, especially container shipping, and ripple through China's shipbuilding industry.

The surprising breadth of the various trade sanctions proposed by the Trump administration against Chinese ships has raised questions about how far the tariffs could reach the shipping sector. Does a ship operated by a Chinese company and built in a Chinese shipyard have to pay this double fee when calling at the same port? Do container ships on liner lines have to be delivered at every stop at a U.S. port? Will a subsidiary registered in Hong Kong be considered a Chinese company? With every proposed measure since Mr. Trump's trade whirlwind swept the world, a question must be asked: It is a negotiating tactic.

The negative news hit shares in Singapore-listed Yangzijiang Shipbuilding, which is listed on the Singapore Exchange's main board and has fallen for several days.

Chinese Shipping giant Cosco Shipping, on the other hand, is embarking on a new multibillion-dollar shipbuilding spree. The shipping giant ordered about 100 new ships last year and is now asking about prices and delivery dates for more than 70 different ship types.

The impact of Trump's threats on the shipping industry and China's shipbuilding industry could be far-reaching, and if implemented, the high fees would push up shipping costs, forcing shipping companies to adjust routes or reduce their dependence on US ports, potentially leading to less efficient global supply chains. Some shipping companies may turn to non-Chinese vessels to avoid fees, triggering a reallocation of capacity and causing market disruption in the short term. China's shipbuilding industry has long cast a shadow, and ship investors may reduce orders for Chinese-built ships due to concerns about additional costs, weakening China's competitiveness in the global shipbuilding market.

If the United States does not unilaterally impose fees through the WTO dispute mechanism, it may violate Articles 1 (most-favoured-nation treatment) and 3 (national treatment) of the General Agreement on Tariffs and Trade (GATT). The International Maritime Organization (IMO) does not authorize member states to unilaterally impose such fees, and the United States needs to prove that its measures are consistent with the "port state sovereignty" exception in the United Nations Convention on the Law of the Sea (UNCLOS), but it needs to avoid discriminatory application. Invoking the "National security exception" (GATT Article 21), subject to proof that Chinese ships pose an actual threat to the United States, could be seen as trade protectionism.

In the face of the confused logic of America first, China may first file a lawsuit at the WTO, and jointly pressure affected parties such as the EU and ASEAN to ask the United States to withdraw its discriminatory policies. At the same time, China will also impose tariffs or restrict access to US shipping or related industries, increasing relevant costs for the US side. China can also strengthen shipping cooperation with other countries through the Belt and Road Initiative and reduce its dependence on the US market. At the same time, China will further upgrade the shipbuilding industry, accelerate the upgrading of shipbuilding technology, increase the proportion of high-end ships, and enhance international competitiveness.

The US move, if implemented, would disrupt the global shipping order and hit China's shipbuilding industry, but its legal basis is weak and it could face challenges under international law. China needs to adopt a combination of legal, economic and industrial policies to safeguard its own rights and promote multilateral negotiations on global trade rules.