



2025年 第10周市场周报

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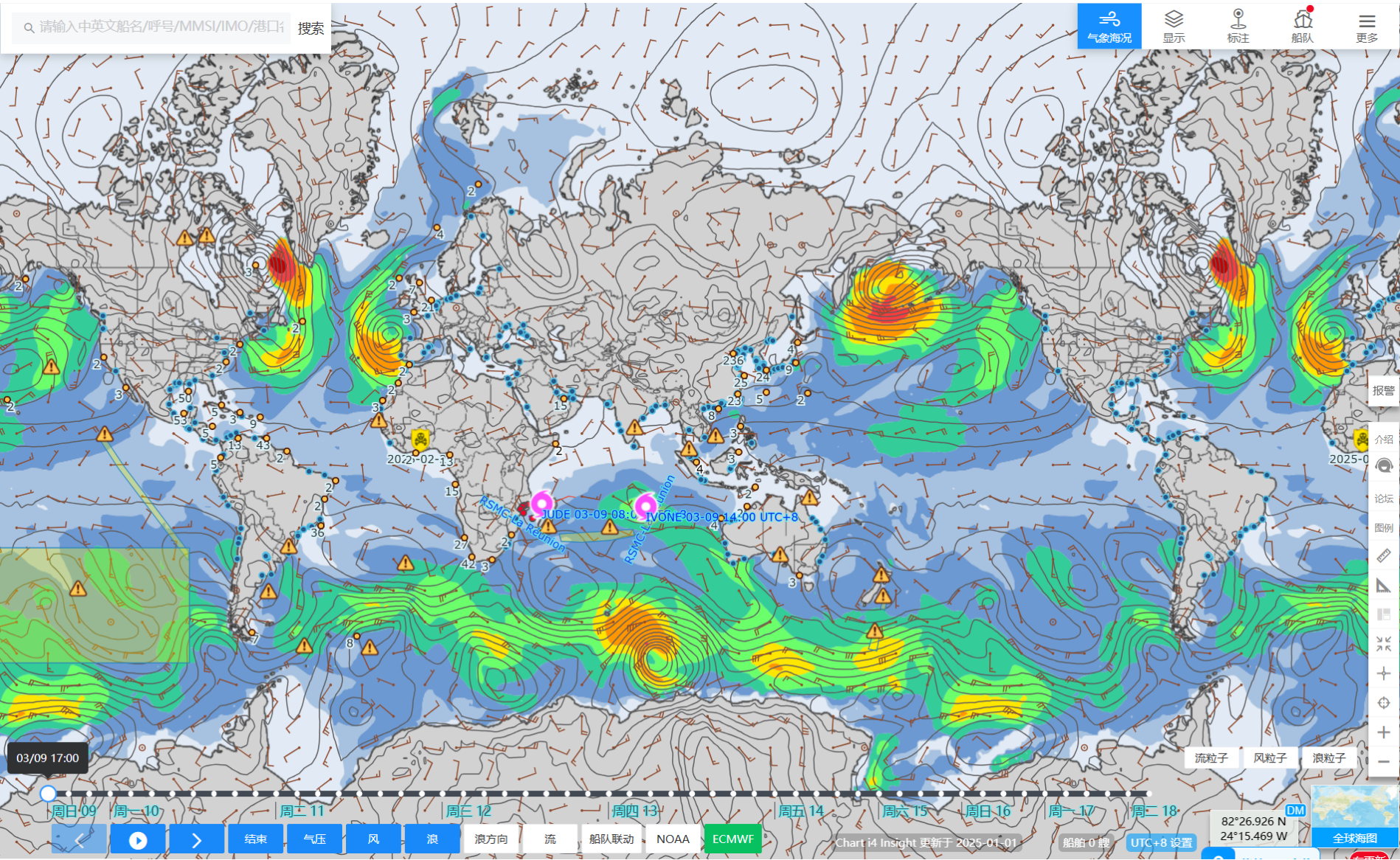
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最新商品价格 LATEST COMMODITIES PRICE

第八部分

本周话题 WEEKLY TOPIC

第一部分 航运安全 SHIPPING SAFETY



航行警告 Navigation Warning

HiFleet显示全球目前有效的航行警告有807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 807 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，轻浪；黄海风力3-4级，轻浪；东海风力3-5级，加强，中浪；台湾海峡4-6级风，风力先减弱后增强，中浪；南海大部海域风力5-3级，减弱，大浪到中浪。太平洋北部和北大西洋的低气压还是比较活跃。The coming week the wind in Bohai Sea to be moderate with slight sea. Yellow Sea to be moderate with moderate sea. And China East Sea will become strong with moderate sea. The wind in the Taiwan Strait will become weak in the beginning and strong in the late week. In most of the South China Sea the wind become weak with rough sea to moderate. The low pressure activities still be active both in North of Pacific and Atlantic.

海盗事件 Piracy

最近一周没有海盗事件报告。There is no piracy report for the latest report.

海上事件 Marine Incidents

上周末，一艘14026 箱位的ONE Columba（2018年建造）与停泊在香港葵青集装箱码头的9640 箱位的Clifford Maersk（1999年建造）相撞，造成几个集装箱受损并落海。Last weekend, one 14,026-teu ONE Columba (built 2018) collided with the 9,640-teu Clifford Maersk (built 1999), which was berthed at Hong Kong's Kwai Tsing Container Terminal which resulted several containers damaged and fallen into sea.

其它 Others

没有 Nil

备注 Remark

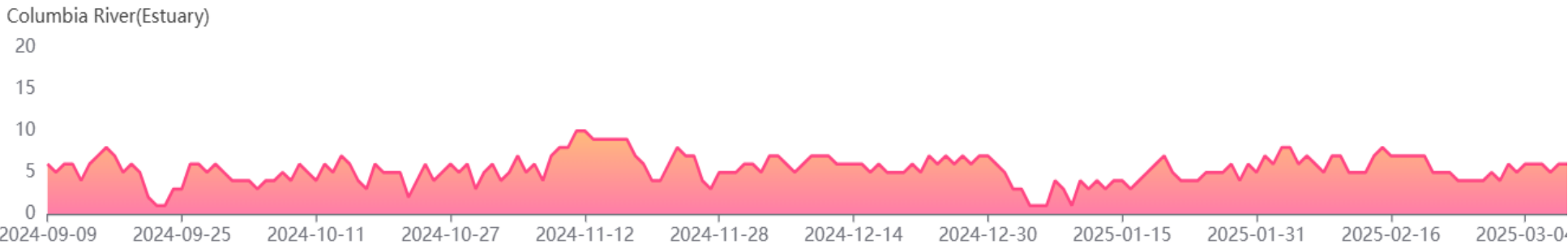
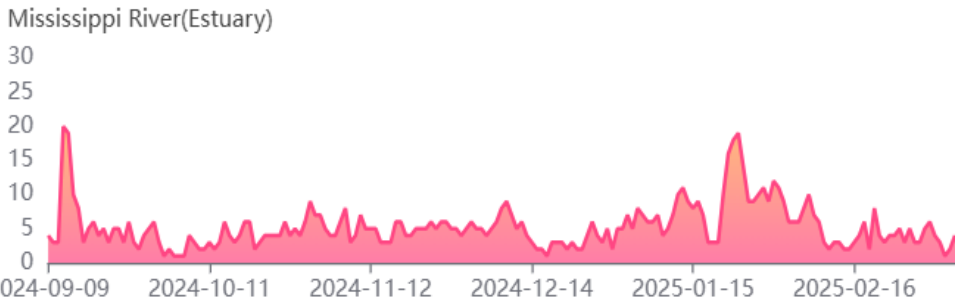
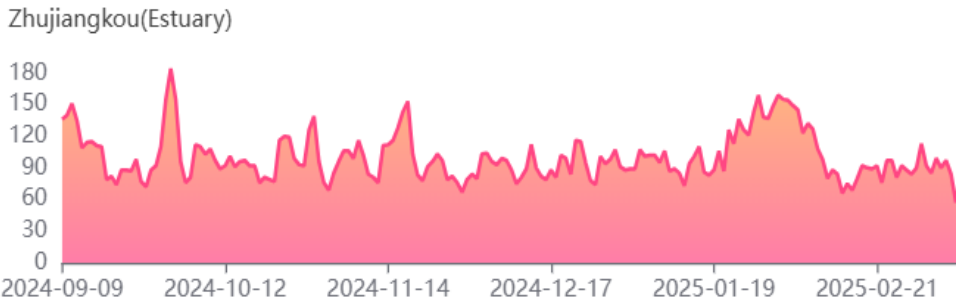
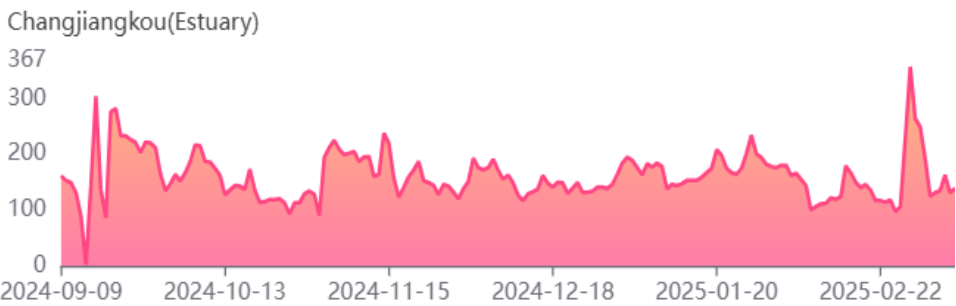
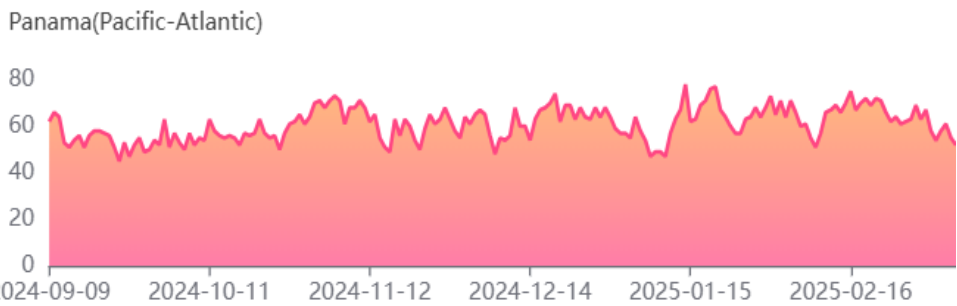
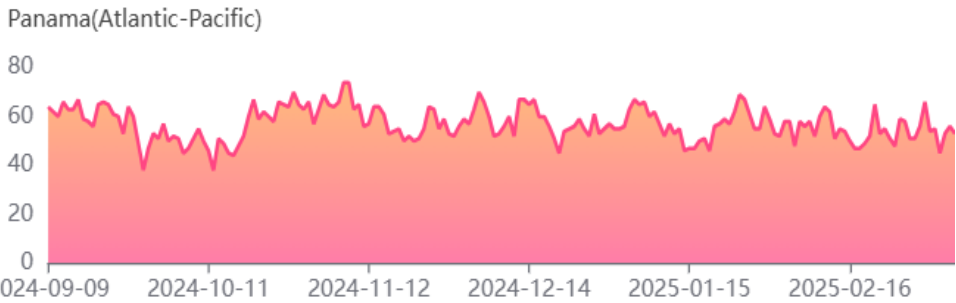
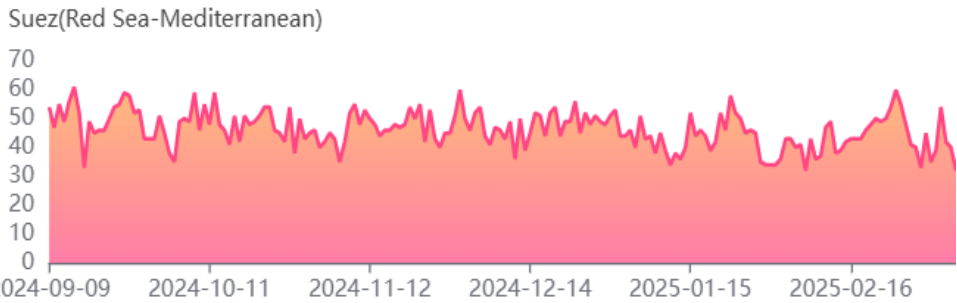
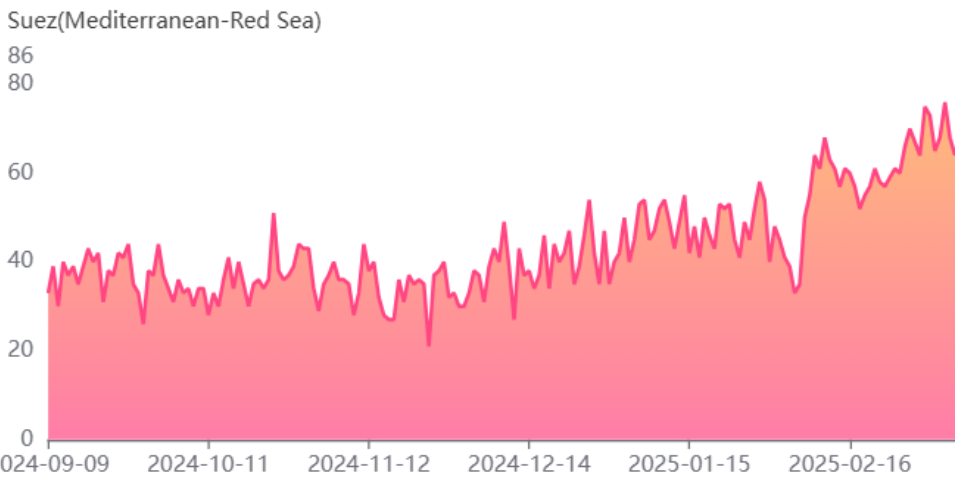
本报告数据截止时间为2025年3月9日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Mar 9th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	32	1278	-61	52
Miss.Riv.	4	103	-7	-166
CJK	139	4396	-269	-501
Pa.Atlan.	53	1572	9	-37
Colum.Riv.	6	165	10	12
Suez.Med.	64	1828	49	459
Pa.Pac.	52	1857	-42	-38
ZJK	57	2533	-25	-979

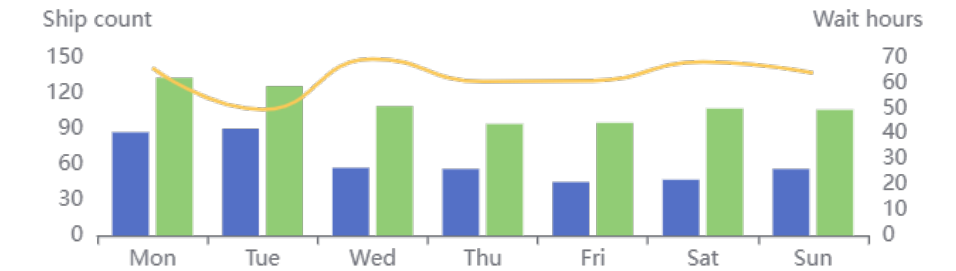
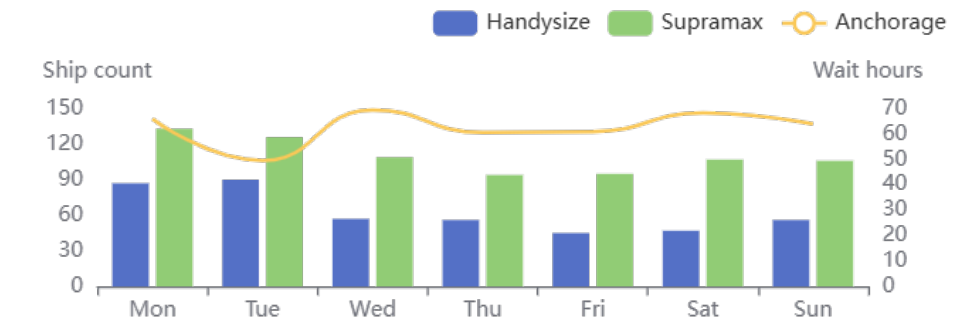


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

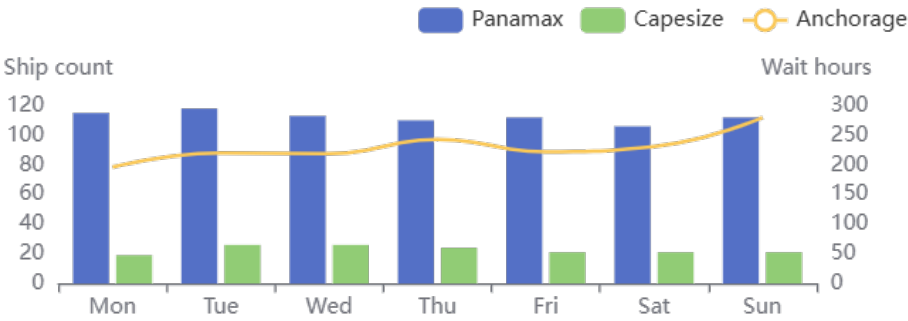
Type	M	T	W	Th	F	Sat	Sun
HDY	87	90	57	56	45	47	56
SMX	133	126	109	94	95	107	106
WT.h.	65.95	49.55	69.5	60.6	60.9	68.3	64



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

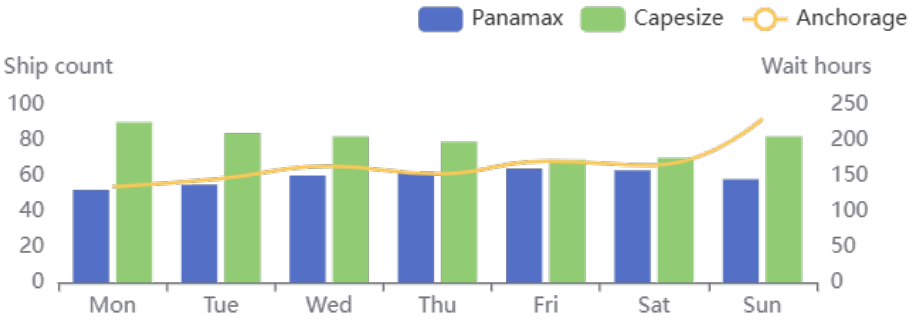
Type	M	T	W	Th	F	Sat	Sun
Pan.	115	118	113	110	112	106	112
Cap	19	26	26	24	21	21	21
WT.h.	196.1	220.2	219.1	243.1	222.2	231.2	280



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

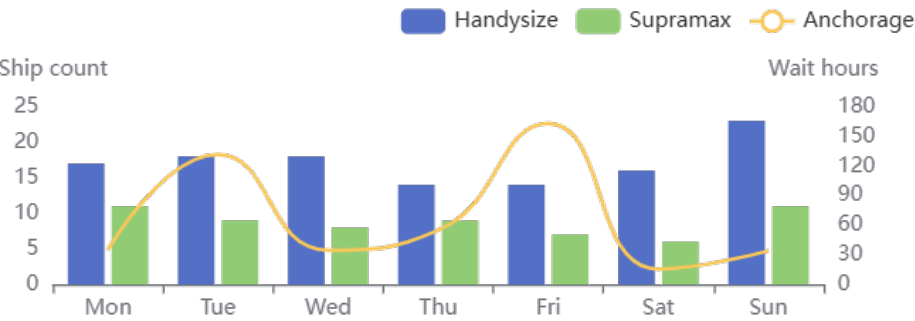
Type	M	T	W	Th	F	Sat	Sun
Pan.	52	55	60	62	64	63	58
Cap	90	84	82	79	69	70	82
WT.h.	134.5	145.9	163.4	152.6	170.4	165	230



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

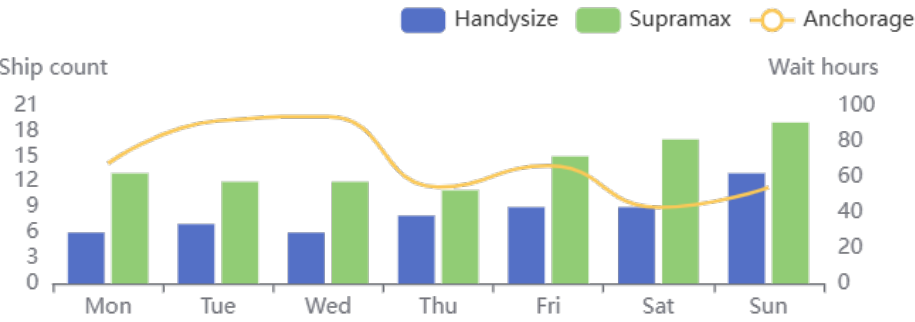
Type	M	T	W	Th	F	Sat	Sun
HDY	17	18	18	14	14	16	23
SMX	11	9	8	9	7	6	11
WT.h.	35.1	131.5	34.6	54.8	163	15.5	34



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

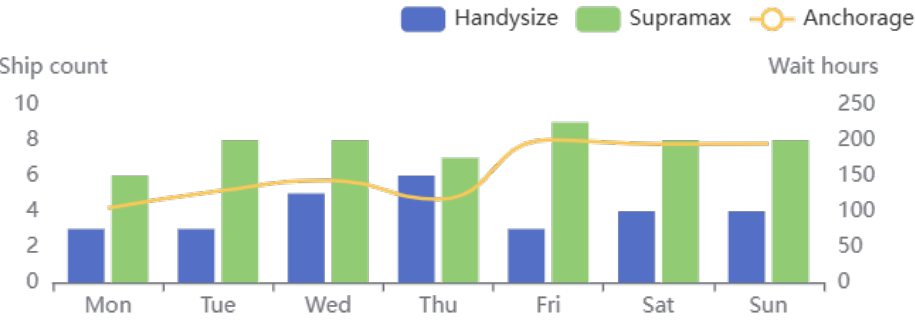
Type	M	T	W	Th	F	Sat	Sun
HDY	6	7	6	8	9	9	13
SMX	13	12	12	11	15	17	19
WT.h.	67.5	91.5	93.9	54.2	66.2	42.75	54



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

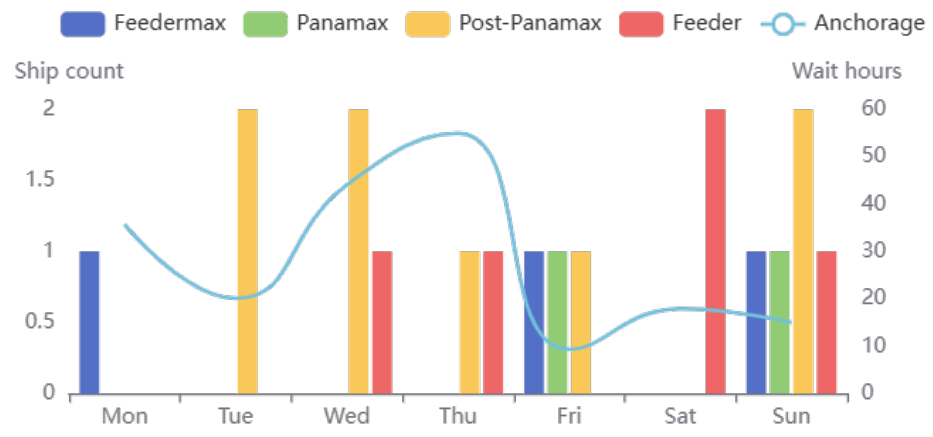
Type	M	T	W	Th	F	Sat	Sun
HDY	3	3	5	6	3	4	4
SMX	6	8	8	7	9	8	8
WT.h.	104.3	128.3	143.3	116.8	200.3	194.55	195



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

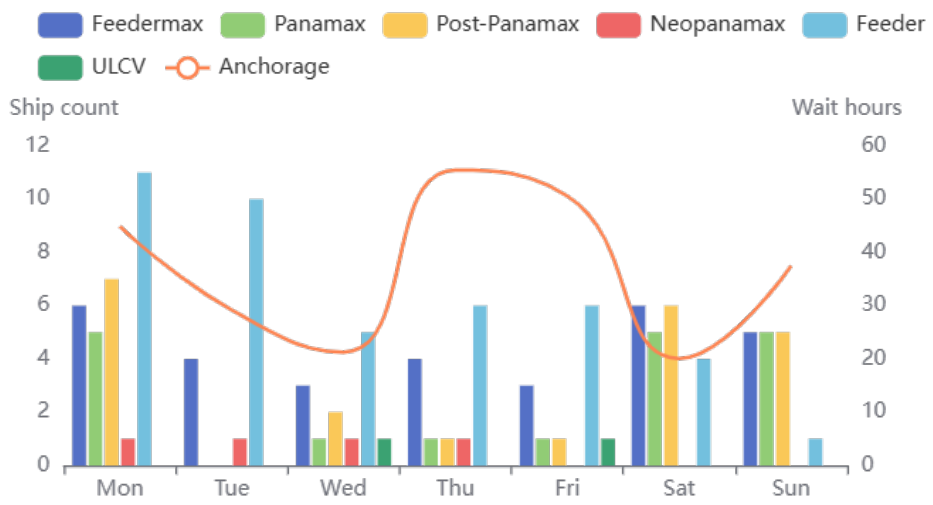
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	0	1	0	1
Pan.	0	0	0	0	1	0	1
PPx	0	2	2	1	1	0	2
NPx	0	0	0	0	0	0	0
Fd	0	0	1	1	0	2	1
WT.h.	35.7	20.1	44.1	55.0	9.3	17.9	15
Ulcw	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

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

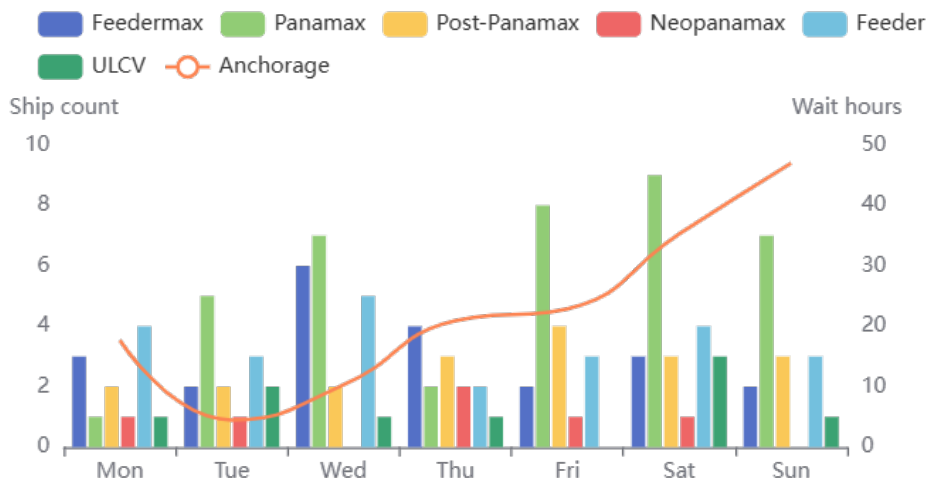
Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	4	3	4	3	6	5
Pan.	5	0	1	1	1	5	5
PPx	7	0	2	1	1	6	5
NPx	1	1	1	1	0	0	0
Fd	11	10	5	6	6	4	1
Ulcw	0	0	1	0	1	0	0
WT.h.	44.9	29.2	21.3	55.5	50.6	20.1	37.5



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

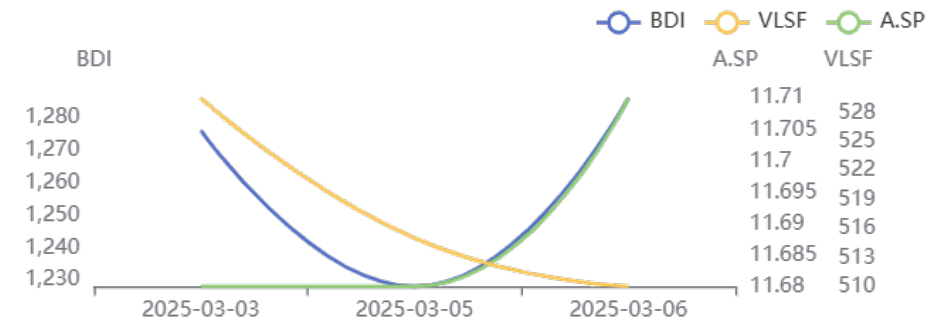
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	2	6	4	2	3	2
Pan.	1	5	7	2	8	9	7
PPx	2	2	2	3	4	3	3
NPx	1	1	0	2	1	1	0
Fd	4	3	5	2	3	4	3
Ulcw	1	2	1	1	0	3	1
WT.h.	17.7	4.5	10.3	20.95	22.9	35.3	47



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

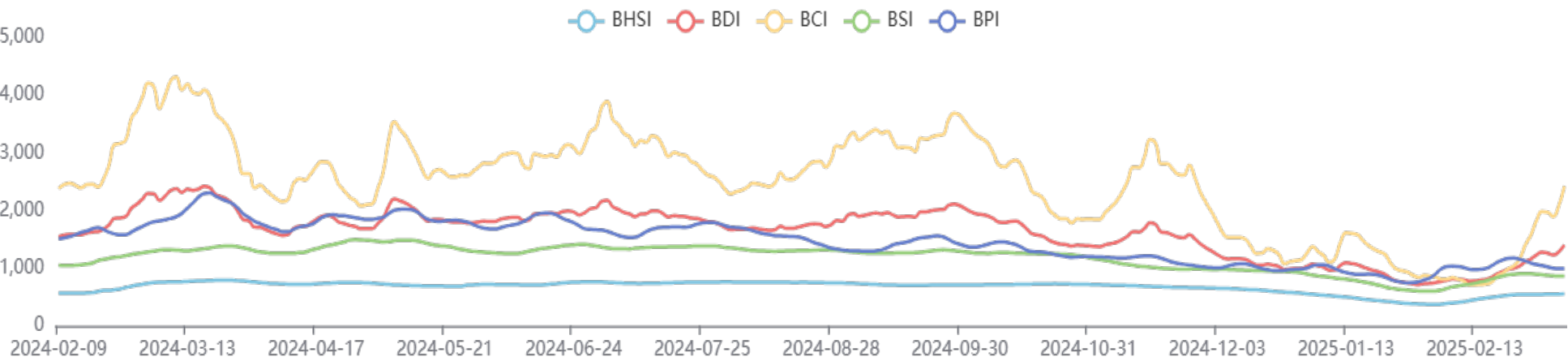
Type	M	T	W	Th	F	Sat	Sun
BDI	1045	1000	992				
VLSF	529.50	518.50	515.00	510.00			
A.SP	11.68	11.65	11.68	11.71	11.71	11.77	



第三部分 航运市场 SHIPPING MARKET

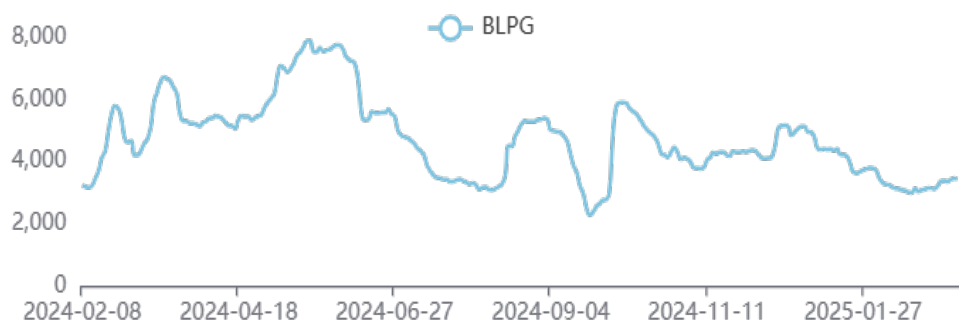
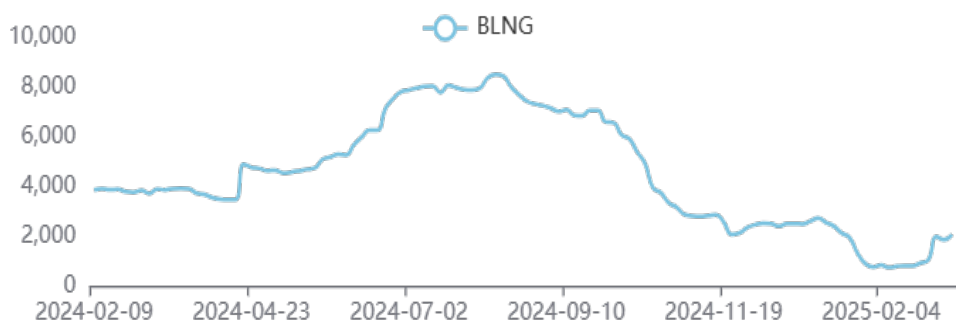
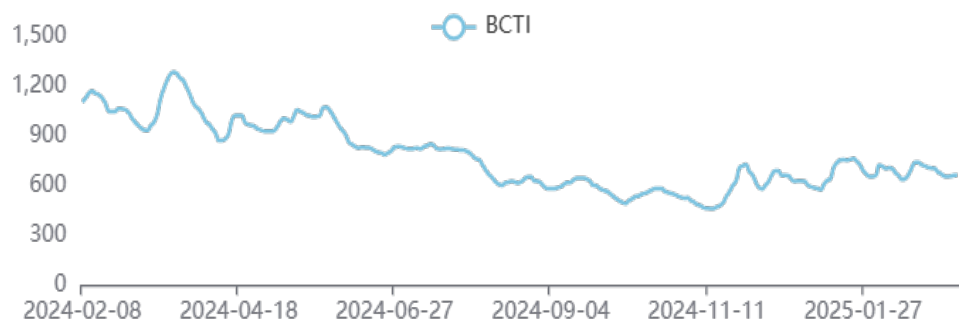
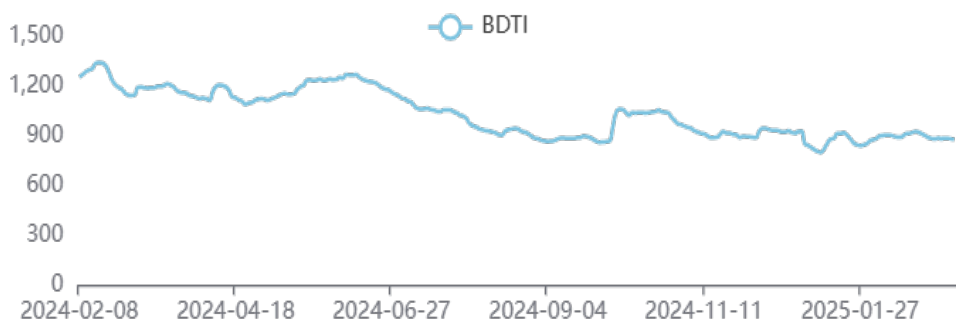
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1400	171.0	13.91	71.78	-37.81
BCI	2422	604.0	33.22	188.33	-39.13
BPI	995	-68.0	-6.4	-3.86	-45.92
BSI	864	-31.0	-3.46	27.62	-34.4
BHSI	556	9.0	1.65	39.7	-26.75

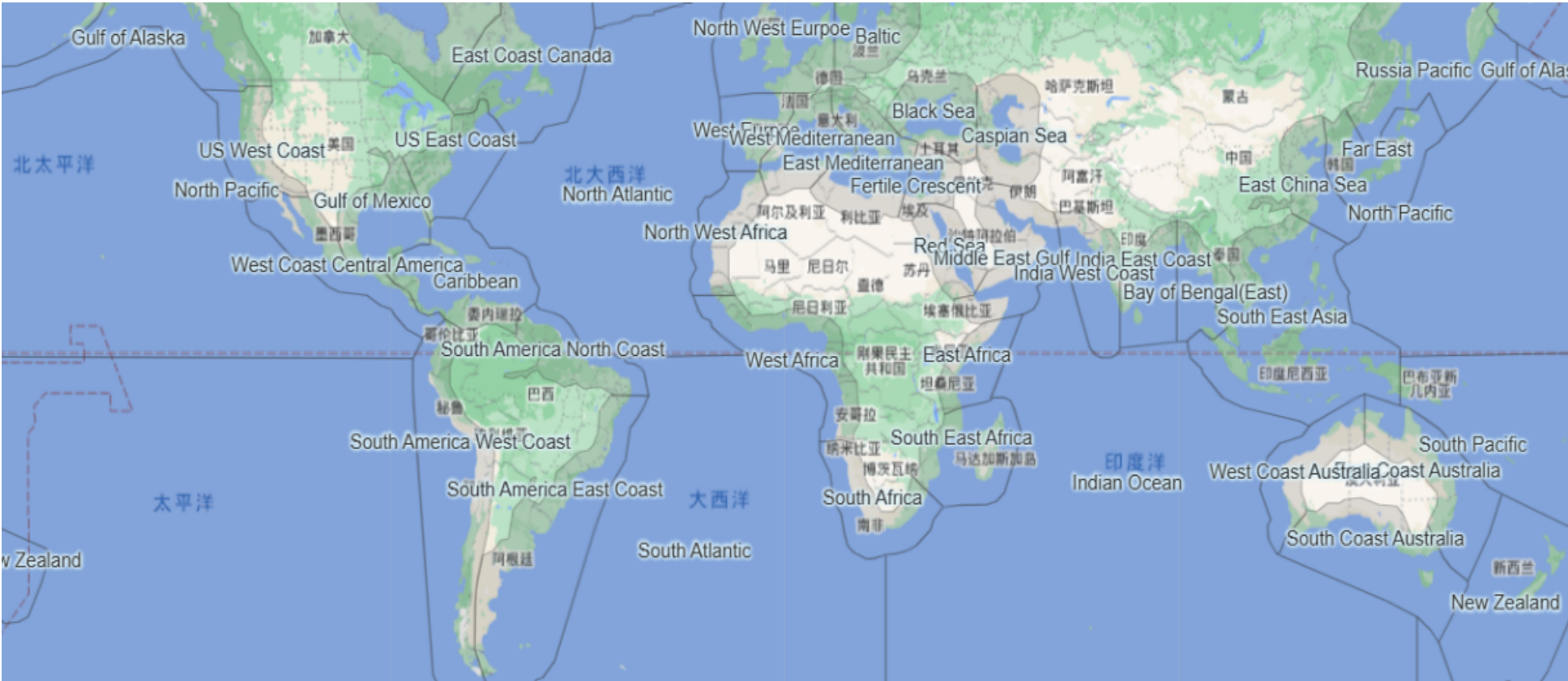


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	879	-6.0	-0.68	-2.66	-26.01
BCTI	663	-7.0	-1.04	-5.29	-28.79
BLNG	2060	83.0	4.2	180.27	-47.1
BLPG	3438	73.0	2.17	7.94	-27.19



第四部分 运力分布 SUPPLY DISTRIBUTION

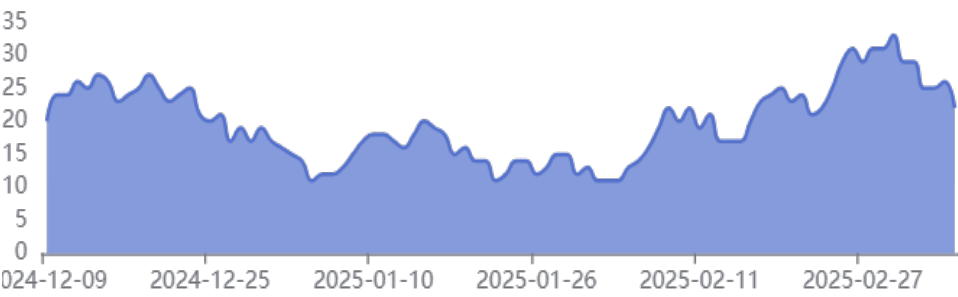


好望角型散货船 Capesize

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	33	29	29	25	25	26	22



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.

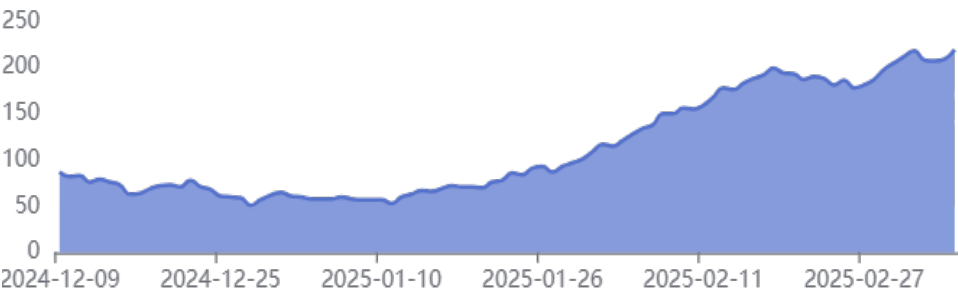
Type	M	T	W	Th	F	Sat	Sun
Cape	29	23	28	32	30	29	39

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.

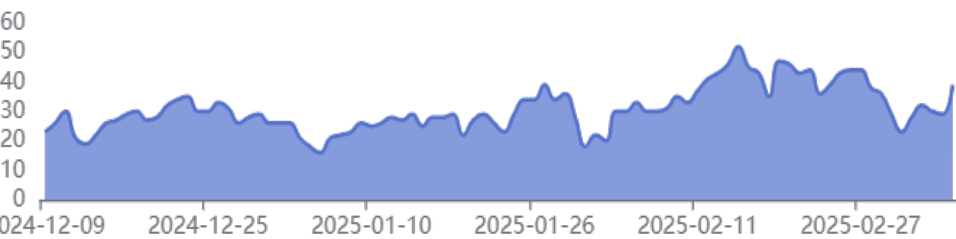
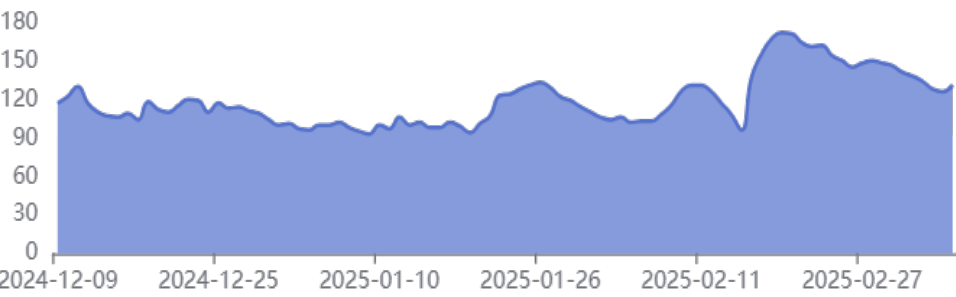
Type	M	T	W	Th	F	Sat	Sun
Pan.	205	212	218	208	207	209	219



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.

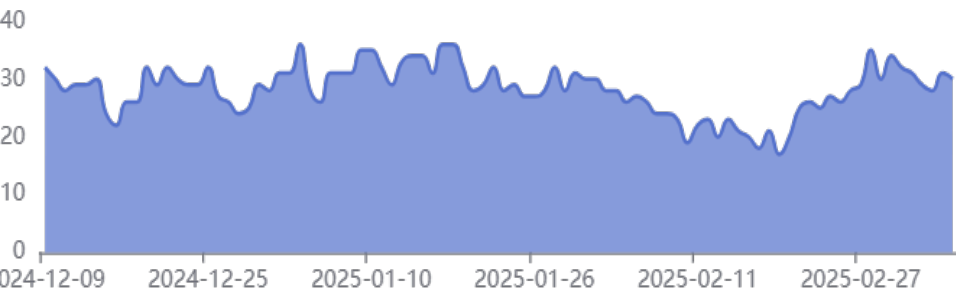
Type	M	T	W	Th	F	Sat	Sun
Cape	146	141	138	134	128	126	131



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.

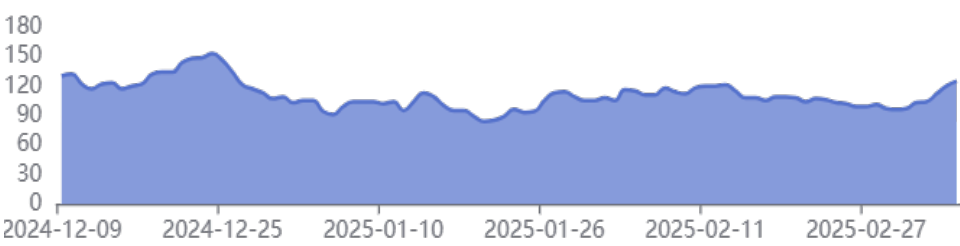
Type	M	T	W	Th	F	Sat	Sun
Pan.	21	19	17	17	19	18	17



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.	96	97	103	104	112	120	125

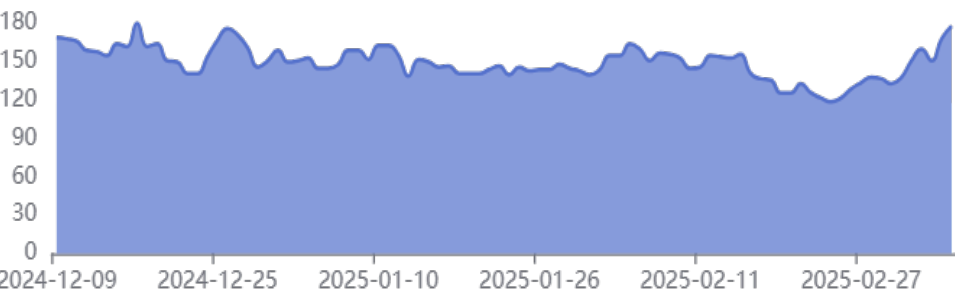


超大灵便型散货 SUPRAMAX

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.

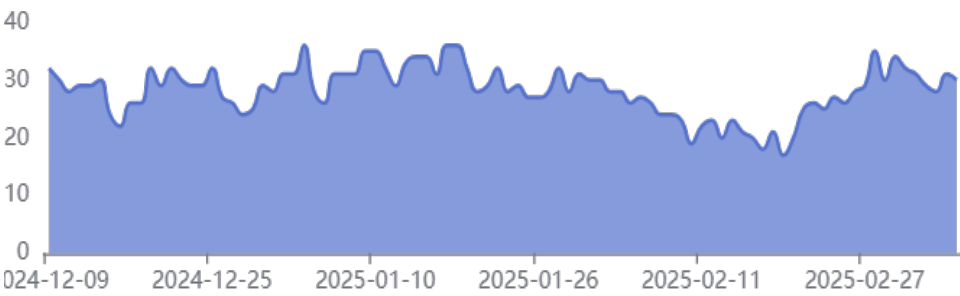
Type	M	T	W	Th	F	Sat	Sun
SMX	132	137	150	159	150	167	177



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.

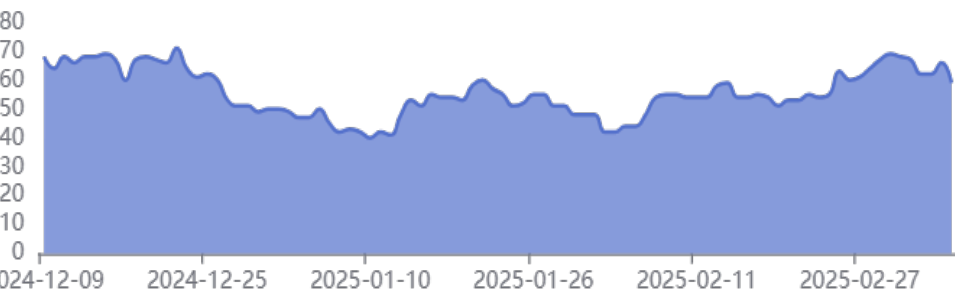
Type	M	T	W	Th	F	Sat	Sun
SMX	34	32	31	29	28	31	30



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.

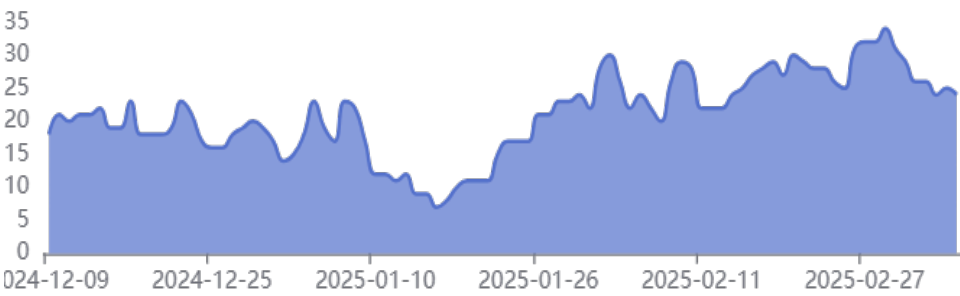
Type	M	T	W	Th	F	Sat	Sun
SMX	31	29	26	26	24	25	24



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.

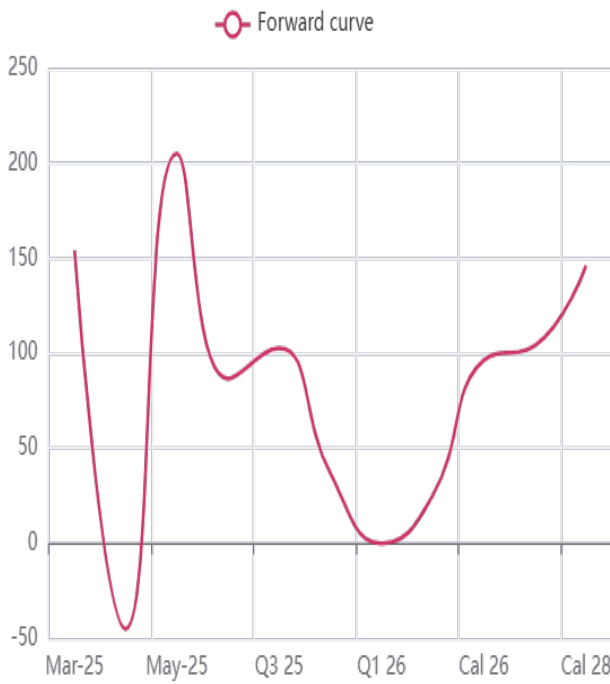
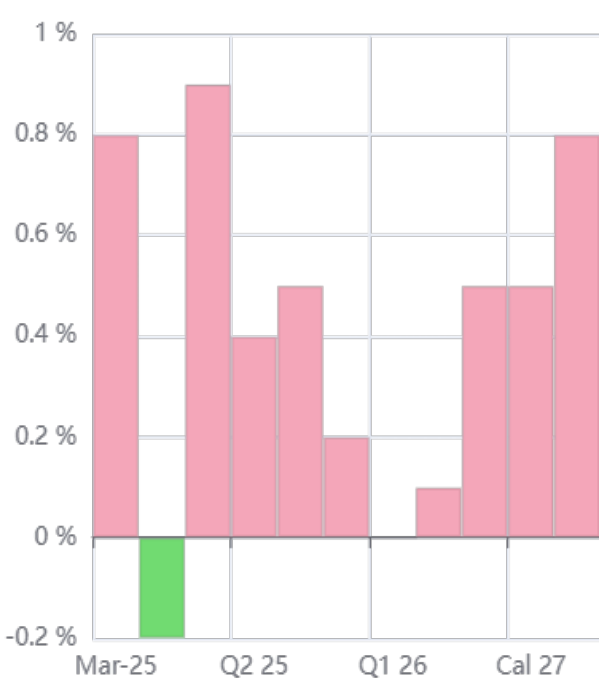
Type	M	T	W	Th	F	Sat	Sun
SMX	69	68	67	62	62	66	59



第五部分 远期运价协议 FFA

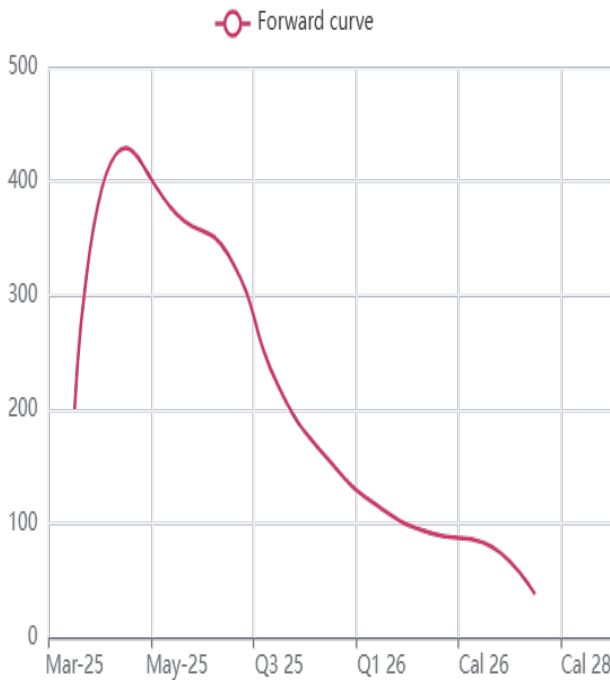
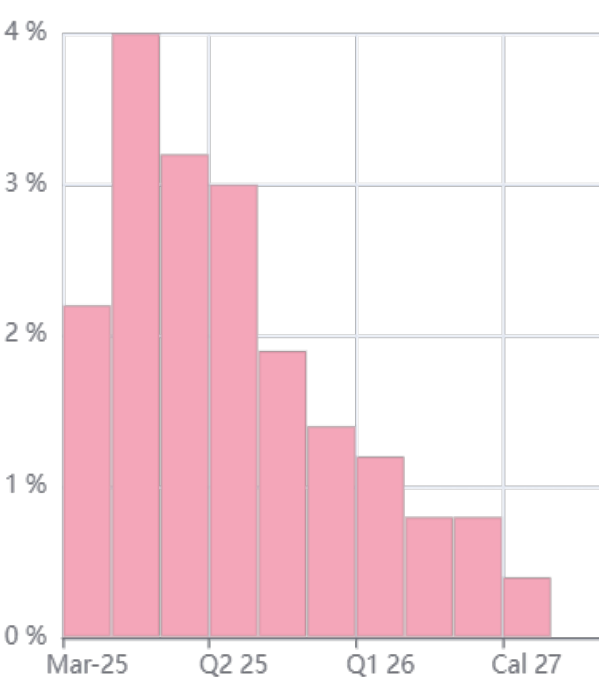
好望角型散货船Capesize

5TC	\$/day	WoW	
Mar-25	20,075.00	154.0	0.8 %
Apr-25	21,238.00	-45.0	-0.2 %
May-25	22,513.00	205.0	0.9 %
Q2 25	22,085.00	86.67	0.4 %
Q3 25	22,372.00	102.67	0.5 %
Q4 25	22,600.00	37.0	0.2 %
Q1 26	13,213.00	0.0	0.0 %
Q2 26	18,775.00	25.0	0.1 %
Cal 26	19,671.00	96.25	0.5 %
Cal 27	19,833.00	104.0	0.5 %
Cal 28	19,221.00	146.0	0.8 %



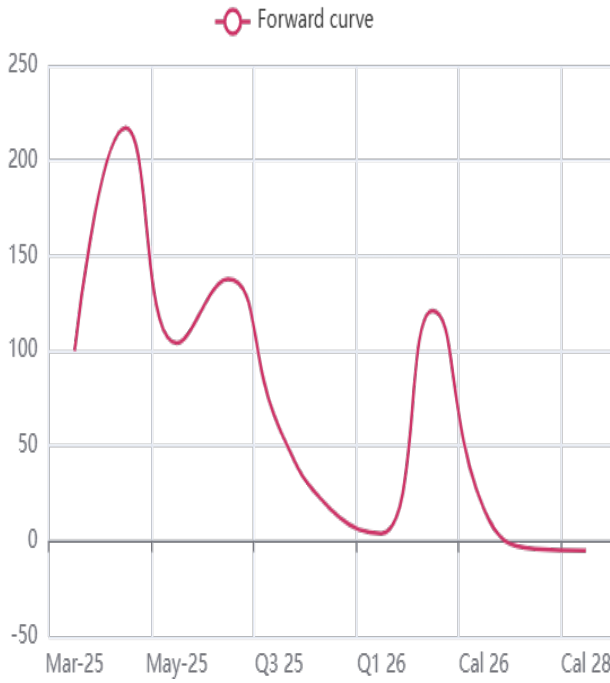
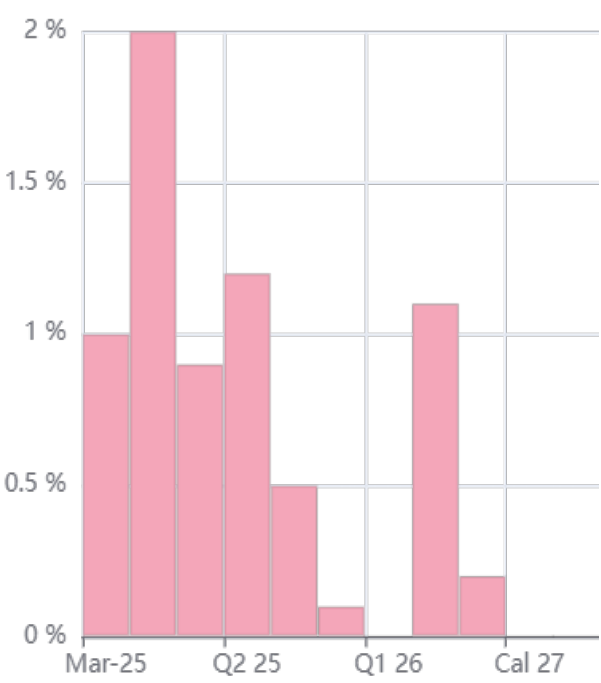
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Mar-25	9,150.00	200.0	2.2 %
Apr-25	11,129.00	429.0	4.0 %
May-25	11,804.00	371.0	3.2 %
Q2 25	11,605.33	336.0	3.0 %
Q3 25	11,718.00	219.0	1.9 %
Q4 25	11,354.00	154.0	1.4 %
Q1 26	9,513.00	113.0	1.2 %
Q2 26	11,204.00	91.0	0.8 %
Cal 26	10,753.75	83.0	0.8 %
Cal 27	10,838.00	38.0	0.4 %
Cal 28	-	-	-



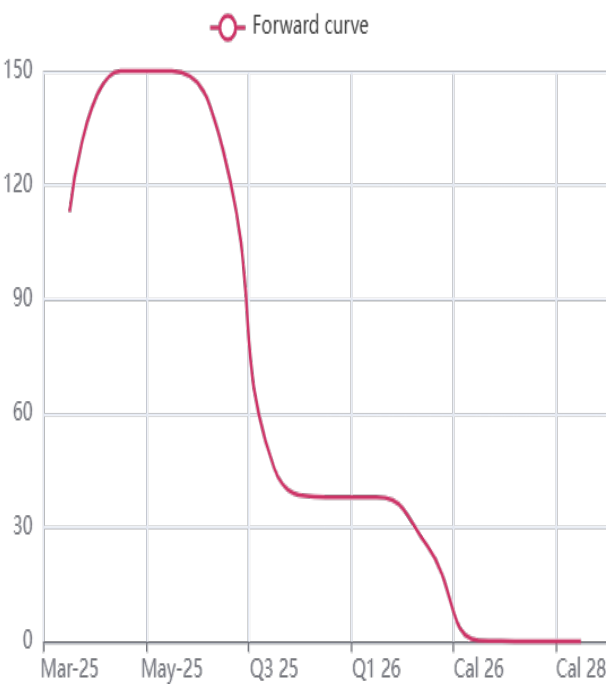
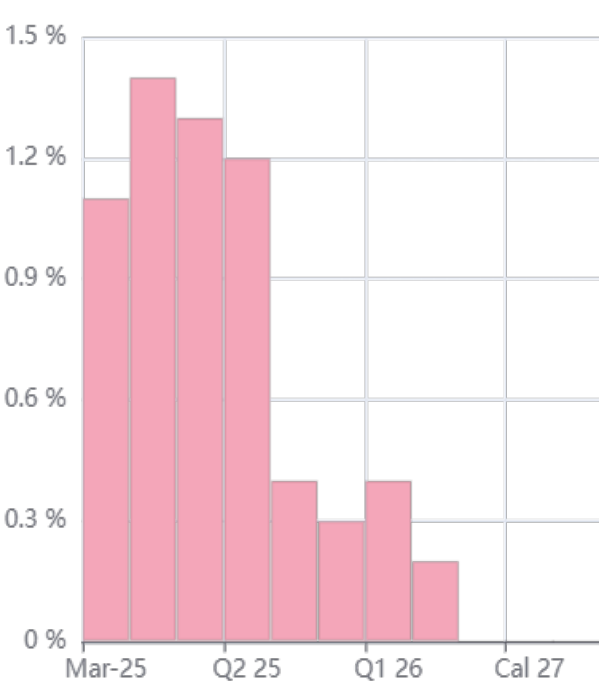
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Mar-25	9,750.00	100.0	1.0 %
Apr-25	11,092.00	217.0	2.0 %
May-25	11,904.00	104.0	0.9 %
Q2 25	11,662.67	137.67	1.2 %
Q3 25	11,801.33	59.67	0.5 %
Q4 25	11,517.00	17.0	0.1 %
Q1 26	9,671.00	4.0	0.0 %
Q2 26	11,004.00	121.0	1.1 %
10,946.25	Cal 26	17.25	0.2 %
Cal 27	11,038.00	-4.0	0.0 %
Cal 28	11,183.00	-5.0	0.0 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Mar-25	10,188.00	113.0	1.1 %
Apr-25	10,813.00	150.0	1.4 %
May-25	11,450.00	150.0	1.3 %
Q2 25	11,267.00	129.33	1.2 %
Q3 25	11,375.00	45.67	0.4 %
Q4 25	11,063.00	38.0	0.3 %
Q1 26	9,688.00	38.0	38.0
Q2 26	10,550.00	25.0	0.2 %
Cal 26	10,775.00	0.25	0.0 %
Cal 27	10,825.00	0.0	0.0 %
Cal 28	10,900.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	535.0	500.5	693.0	34.5	-13.5	-28.13	-47.73
Singapore	530.0	496.0	660.5	34.0	-27.5	-44.72	-57.76
Rotterdam	517.5	448.0	661.5	69.5	-0.5	-0.71	-29.08
Fujairah	536.5	453.5	698.0	83.0	-17.5	-17.41	-17.0
Houston	534.0	482.0	746.5	52.0	-26.0	-33.33	-34.59

(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	198.0		-9.0	-4.35	-10.81	-2.46
Maize	232.0		-10.0	-4.13	-3.73	22.11
Soybeans	202.0		-3.0	-1.46	-1.94	-5.16
Rice	182.0		-1.0	-0.55	-5.21	-28.91
Barley	232.0		-1.0	-0.43	0.43	13.73
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	67.9	-2.93	-4.14	-6.23	-15.26
Brent	USD/Bbl	70.94	-4.01	-5.35	-6.35	-15.43
Natural Gas	USD/MMBtu	4.12	0.13	3.26	28.75	119.15
Gasoline	USD/Gal	2.19	0.16	7.88	4.78	-16.09
Heating Oil	USD/Gal	2.27	-0.18	-7.35	-6.2	-15.93
Ethanol	USD/Gal	1.68	-0.13	-7.18	-6.15	13.51
Naphtha	USD/T	654.31	-0.25	-0.04	0.87	-4.88
Propane	USD/Gal	0.92	0.01	1.1	1.1	6.98
Uranium	USD/Lbs	65.45	0.75	1.16	-7.95	-31.11
Methanol	CNY/T	2635.0	51.0	1.97	0.96	3.54
TTF Gas	EUR/MWh	45.77	-0.79	-1.7	-13.69	83.89
UK Gas	GBp/thm	105.77	-5.49	-4.93	-17.99	70.32
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.55	0.06	1.34	4.36	17.27
Coal	USD/T	101.4	-0.85	-0.83	-9.87	-23.18
Steel	CNY/T	3296.0	-3.0	-0.09	1.17	-10.94
Iron Ore	USD/T	100.81	-6.38	-5.95	-4.35	-14.2
Aluminum	USD/T	2617.45	-22.55	-0.85	-0.02	17.35
Lithium	CNY/T	74950.0	-950.0	-1.25	-3.48	N/A
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	2888.93	-49.66	-1.69	0.72	38.62
Silver	USD/t.oz	31.68	-0.63	-1.95	-2.31	37.14
Platium	null	962.4	3.3	0.34	-4.27	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.05		0.0	0.0	0.96	-2.78
USD/CNY	7.29		0.03	0.41	0.14	1.11

第八部分 本周话题 WEEKLY TOPIC



全球新造船市场挑战与机遇并存

2025年初，全球新造船市场呈现显著结构性调整。根据市场新造船数据显示，2025年前两月全球新造船订单量同比暴跌65%（384万CGT 对比2024年同期的1111万CGT），反映出市场需求收缩和船东投资趋于谨慎。尽管新造船价格指数仍处历史高位（188.36），但部分船型价格已出现松动，例如LNG运输船和VLCC（超大型原油船），价格都有几百万美金的下跌，且需求动能减弱。

新造船市场中长期发展核心影响因素有几个关键点，首先是海事环保法规倒逼船舶制造技术更新或升级，IMO 2030/2050碳排放目标及欧盟碳关税（ETS）推动船东加速淘汰老旧船舶，绿色船舶（LNG双燃料、甲醇、氨动力等）成为核心投资方向。其次是船舶动力能源转型与贸易重构，全球能源结构向低碳化转型（天然气、绿色甲醇、氢能、氨能、风能），叠加地缘政治引发的供应链区域化趋势，重塑航运需求结构。航运还存在周期波动特点，2023~2024年新船集中交付导致部分船型运力过剩（如集装箱船），抑制新订单需求；但中长期看，随着老旧船拆解加速，船队更新需求将逐步释放。

中长期看新造船市场受冲击最大的船型是那些传统燃料船舶与部分过剩船型。VLCC（超大型原油船），受全球能源转型加速，原油海运需求增长趋缓，叠加现有运力过剩，导致新船订单锐减。

2025年2月VLCC新船价环比下跌2.3%，预计未来价格将进一步回调。超大型集装箱船

（22000~24000 TEU）也存在运力过剩风险，疫情期间订单在2024年后集中交付，东西干线运力饱和，船东转向中小型支线船或环保型船舶。现有大型集装箱船难以满足未来零碳燃料兼容性要求，船东观望情绪浓厚。中长期船舶运行受碳排放法规限制，船东更倾向于投资LNG双燃料或甲醇动力散货船，传统船型订单空间被挤压。

未来新造船增长潜力领域包含绿色船舶与细分市场。LNG运输船，短期价格回调不改长期需求。全球天然气贸易增长（尤其是亚洲市场）及浮式储存需求（FSRU）支撑订单韧性。甲醇双燃料船，头部航运公司已批量订购甲醇动力船，该类船型兼具环保合规性与燃料可获得性，成为散货和集装箱船市场主流选择。*汽车运输船（PCTC）与模块化船舶(适应多用途运输)因灵活性高，在区域贸易碎片化背景下潜力显著。海上风电安装船（WTIV）欧洲与亚太市场订单将持续释放。

中国凭借成本控制能力与全产业链优势，在中低端船型（散货船、支线集装箱船）及绿色船舶领域占据主导地位，手持订单占比58%（9075万CGT）。韩国依赖高技术含量船型（LNG船、大型集装箱船），但受价格竞争和需求波动冲击，市场份额下滑至23%（3667万CGT）。

作为船厂，应聚焦绿色技术研发，与能源公司合作构建燃料供应链，推动造船数字化（智能船厂）以降低成本。船东可考虑优先投资兼容多燃料的船舶设计，延长资产生命周期，关注区域性贸易航线增量市场。各国需加大绿色船舶补贴及港口配套设施建设，推动行业低碳转型。全球新造船市场已进入深度调整期，传统船型面临淘汰压力，而绿色船舶与细分市场将成为未来十年的核心增长点。中国船厂在规模与成本上占优，韩国以技术突破维持竞争力，全球市场格局将进一步向“环保驱动、技术主导”方向演进。

At the beginning of 2025, the global new shipbuilding market showed a significant structural adjustment. According to market new shipbuilding data, the global new shipbuilding orders in the first two months of 2025 plunged 65% year-on-year (3.84 million CGT compared with 11.11 million CGT in the same period in 2024), reflecting the contraction of market demand and cautious investment by shipowners. While the new ship price index remains at an all-time high (188.36), some ship types have eased, such as LNG carriers and VLCCS (very large crude carriers), which have seen price declines of several million dollars, and demand momentum has weakened.

There are several key factors affecting the medium and long-term development of the new shipbuilding market. First, maritime environmental protection regulations force the updating or upgrading of ship manufacturing technology, IMO 2030/2050 carbon emission targets and EU carbon tariffs (ETS) promote shippers to accelerate the elimination of old ships, and green ships (LNG dual-fuel, methanol, ammonia power, etc.) become the core investment direction. Secondly, the transformation of ship power energy and trade reconstruction, the transformation of global energy structure to low carbon (natural gas, green methanol, hydrogen energy, ammonia energy, wind energy), superimposed the geopolitical trend of supply chain regionalization, reshaping the shipping demand structure. Shipping is also characterized by cyclical fluctuations. The concentrated delivery of new ships from 2023 to 2024 leads to excess capacity of some ship types (such as container ships), which inhibits the demand for new orders. However, in the medium and long term, as the dismantling of old ships accelerates, the demand for fleet renewal will be gradually released.

In the medium and long term, the ship types that suffer the biggest impact on the new shipbuilding market are those traditional fuel ships and some excess ships. VLCC (very large crude oil carrier), due to the acceleration of the global energy transition, the growth of crude oil shipping demand has slowed down, and the excess of existing capacity has led to a sharp decline in new ship orders. In February 2025, the price of new VLCC vessels fell by 2.3% month-on-month, and it is expected that the price will further correction in the future. Very large container ships (22,000 to 24,000 TEU) are also at risk of overcapacity, with orders concentrated after 2024 during the pandemic, east-west trunk line capacity saturated, and shipowners turning to small and medium-sized feeder ships or environmentally friendly vessels. Existing large container ships are difficult to meet future zero-carbon fuel compatibility requirements, and shipowners are in a wait-and-see mood. In the medium and long term, ship operation is restricted by carbon emission regulations, and ship owners are more inclined to invest in LNG dual-fuel or methanol-powered bulk carriers, and the order space of traditional ship types is squeezed.

The potential growth areas for new shipbuilding in the future include green ships and segments. LNG carriers, short-term price correction does not change long-term demand. Growth in global gas trade, particularly in Asia, and floating storage demand (FSRU) support order resilience. Methanol dual-fuel vessels, the first shipping company has ordered a batch of methanol powered vessels, which have both environmental compliance and fuel availability, becoming the mainstream choice in the bulk and container ship market. * Vehicle carriers (PCTC) and modular vessels (suitable for multi-purpose transport) have significant potential in the context of regional trade fragmentation due to their high flexibility. Orders for offshore wind power installation vessels (WTIV) will continue to be released in the European and Asia-Pacific markets.

With its cost control ability and the advantages of the whole industry chain, China dominated the field of medium and low-end ships (bulk carriers, feeder container ships) and green ships, accounting for 58% of the orders (90.75 million CGT). South Korea relies on high-technology ship types (LNG carriers, large container ships), but due to price competition and demand fluctuations, the market share has slipped to 23% (36.67 million CGT).

As shipyards, they should focus on green technology research and development, cooperate with energy companies to build fuel supply chains, and promote the digitization of shipbuilding (smart shipyards) to reduce costs. Shipowners may consider prioritizing investments in ship designs that are compatible with multiple fuels, extending the life cycle of their assets, and focusing on the incremental market of regional trade routes. Countries need to increase subsidies for green ships and the construction of port supporting facilities to promote the low-carbon transformation of the industry. The global new shipbuilding market has entered a deep adjustment period, and traditional ship types are facing elimination pressure, while green ships and segments will become the core growth point in the next decade. Chinese shipyards are dominant in scale and cost, and South Korea maintains its competitiveness with technological breakthroughs, and the global market pattern will further evolve in the direction of "environmentally driven and technology-led".

