hiFleet 船队在线

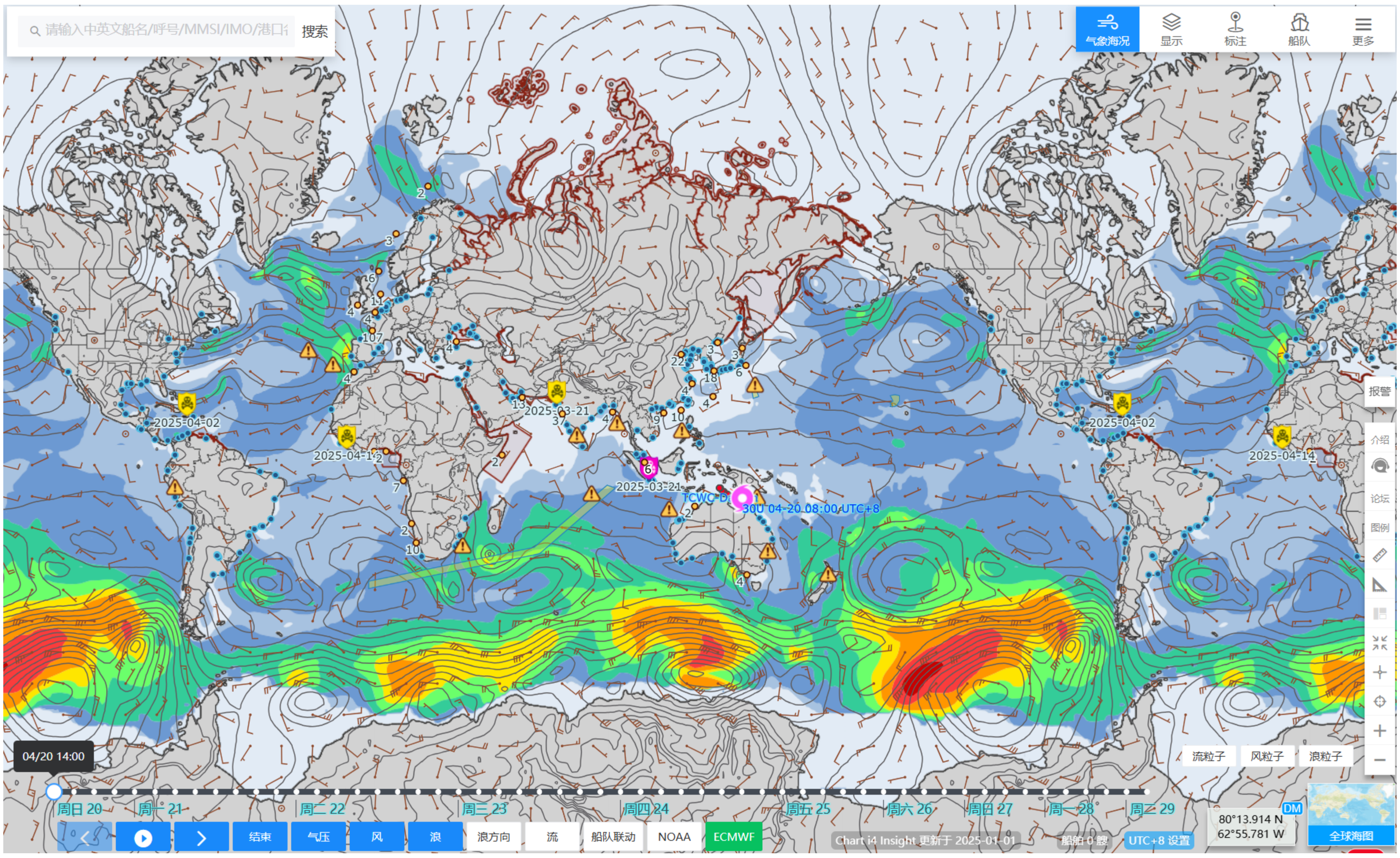
# 2025年 第16周市场周报

## 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321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 321 navigational warnings in effect around the ocean on hiFleet with the Far East 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3-5级，有时中浪；东海风力4-5级，有时中浪；台湾海峡3-6级风，增强，中浪；南海大部海域风力3-4级，轻浪。太平洋北部和北大西洋的低气压开始减弱。欢迎咨询HiFleet咨询气导服务或气象报告抗辩，请联系hiFleet。The coming week the wind in Bohai Sea to become strong with moderate wind and moderate sea occasionally. Wind in Yellow Sea up to fresh with moderate sea occasionally. And China East Sea will be moderate with moderate sea. The wind in the Taiwan Strait will become strong with moderate sea. In most of the South China Sea the wind to be moderate with slight sea. The low pressure activities become small and gentle both in North of Pacific and Atlantic. Welcome to consult the HiFleet weather routing service.

## 海盗事件 Piracy

4月16日报道，一艘艘未透露船名的帕劳国旗船的船长报告说，有几名武装人员乘坐小船尾随，事件发生在也门和索马里之间的一片水域。船长改变航向，驶往也门海岸线，小船离开了该地区。On April 16th, it was reported that the captains of several Palau-flagged ships whose names were not disclosed said that several armed men were following them in small boats. The incident occurred in a stretch of water between Yemen and Somalia. The captain changed course and headed for the coastline of Yemen. The small boat left the area.

## 海上事件 Marine Incidents

4月16号，比利时船东发言人表示，在泽布吕赫港，悬挂马耳他国旗、7800车道的DELPHINE号（2018年建造）发生火灾，没有人员伤亡报告，事故原因尚不清楚。On April 16th, a spokesperson for the Belgian shipowner said that a fire broke out on the 7,800-lane DELPHINE (built in 2018) flying the Maltese flag at the port of Zablugge. There were no reports of casualties and the cause of the accident remained unclear.

## 其它 Others

没有 Nil

## 备注 Remark

本报告数据截止时间为2025年4月20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 Apr 20th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

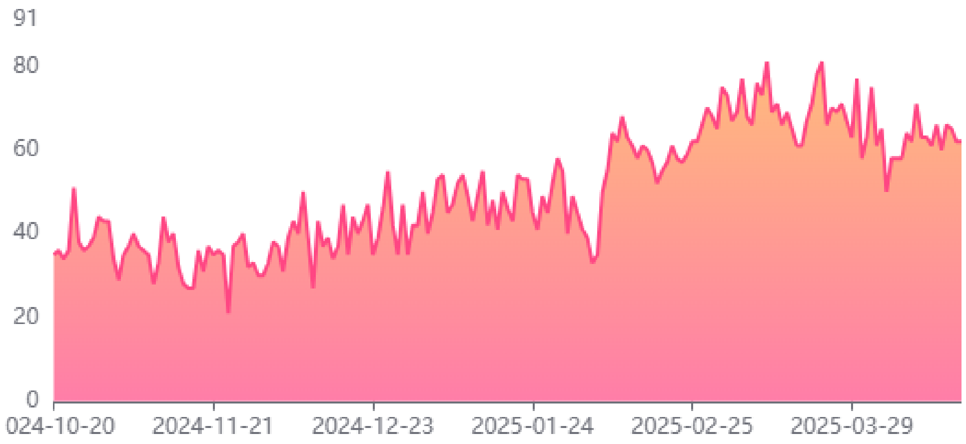
# 第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

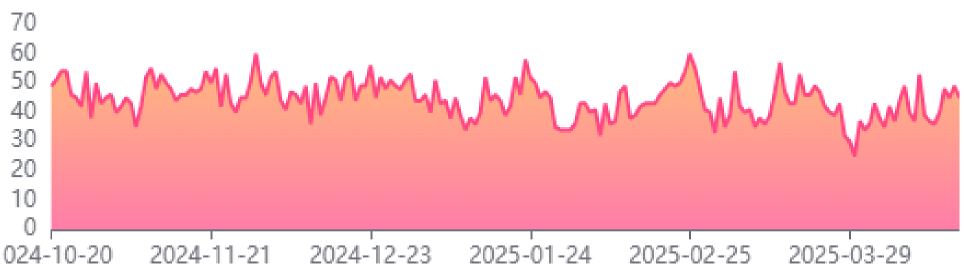
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

| Canal/Riv. | P.N. | M.N. | WoW | MoM |
|---|---|---|---|---|
| Suez.Red | 45 | 1162 | -2 | -141 |
| Miss.Riv. | 7 | 102 | 4 | 27 |
| CJK | 167 | 4916 | 18 | -305 |
| Pa.Atlan. | 56 | 1594 | -21 | 32 |
| Colum.Riv. | 4 | 182 | -9 | 14 |
| Suez.Med. | 62 | 1875 | 8 | -118 |
| Pa.Pac. | 57 | 1610 | 23 | -123 |
| ZJK | 66 | 2558 | -85 | 55 |

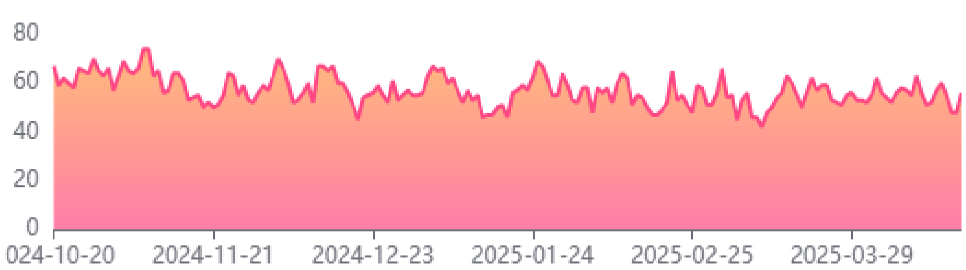
Suez(Mediterranean-Red Sea)



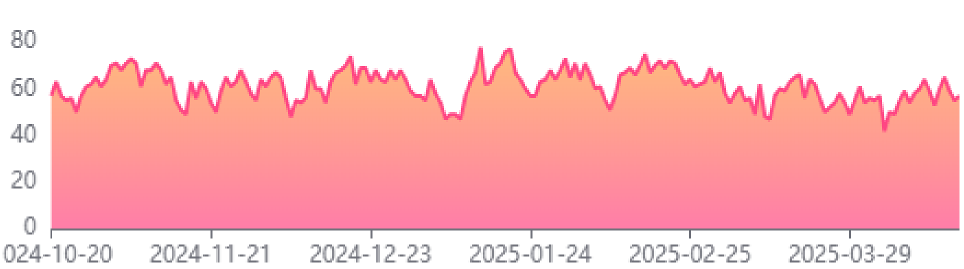
Suez(Red Sea-Mediterranean)



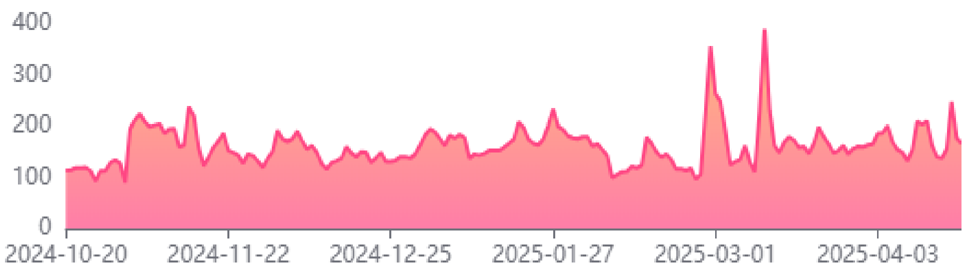
Panama(Atlantic-Pacific)



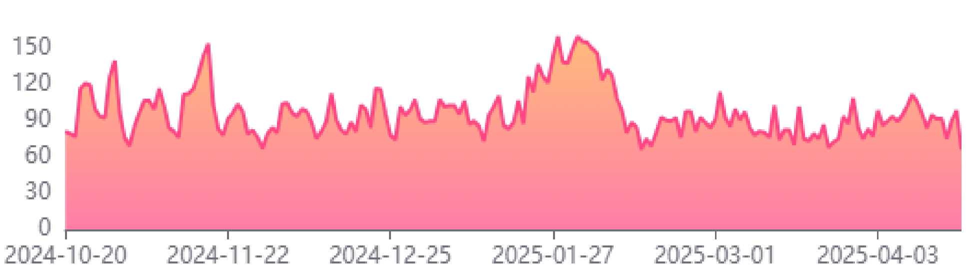
Panama(Pacific-Atlantic)



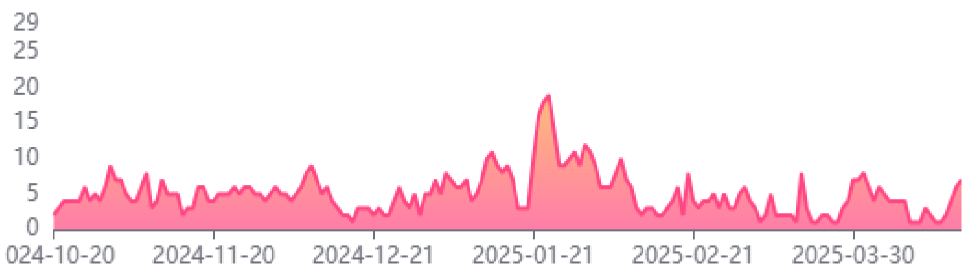
Changjiangkou(Estuary)



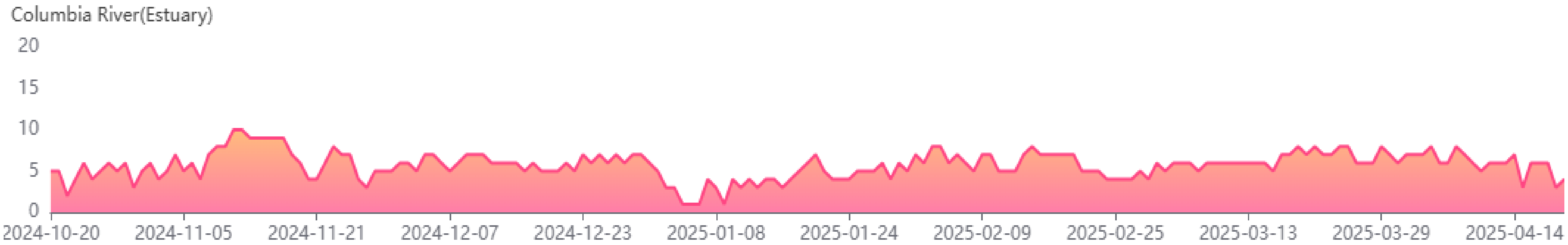
Zhujiangkou(Estuary)



Mississippi River(Estuary)



Columbia River(Estuary)

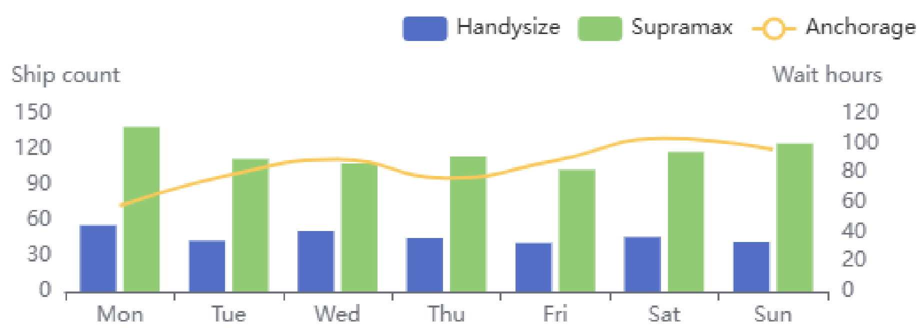


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

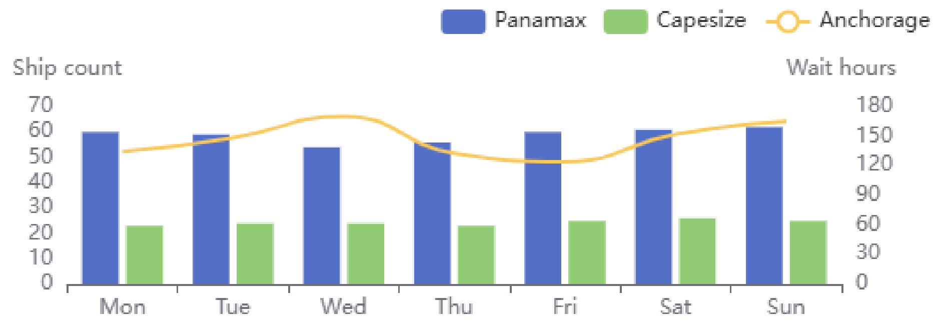
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| HDY | 56 | 43 | 51 | 45 | 41 | 46 | 42 |
| SMX | 139 | 112 | 108 | 114 | 103 | 118 | 125 |
| WT.h. | 57.9 | 78.6 | 89.4 | 76.5 | 88.5 | 103.5 | 96 |



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

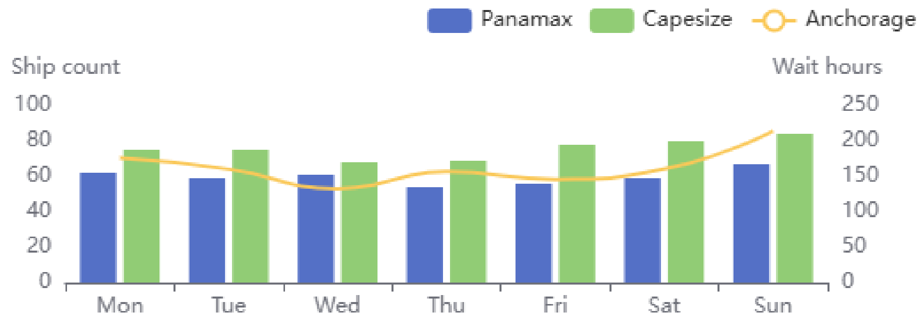
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| Pan. | 60 | 59 | 54 | 56 | 60 | 61 | 62 |
| Cap | 23 | 24 | 24 | 23 | 25 | 26 | 25 |
| WT.h. | 134.6 | 148.4 | 170.3 | 132.9 | 124.3 | 152.2 | 165 |




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

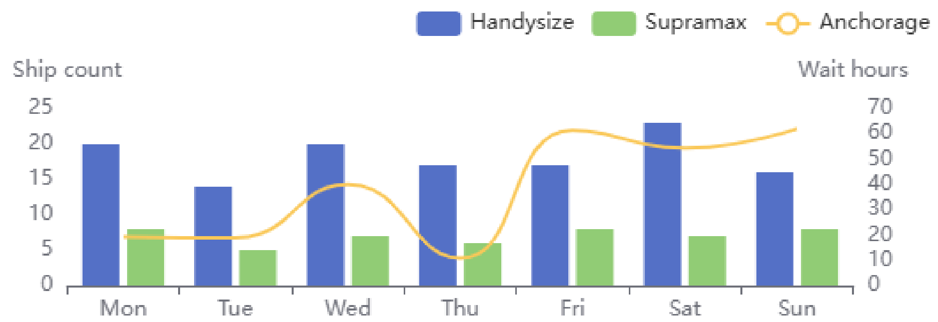
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| Pan. | 62 | 59 | 61 | 54 | 56 | 59 | 67 |
| Cap | 75 | 75 | 68 | 69 | 78 | 80 | 84 |
| WT.h. | 176.5 | 160.3 | 132.8 | 156.8 | 145.9 | 160.4 | 214 |




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

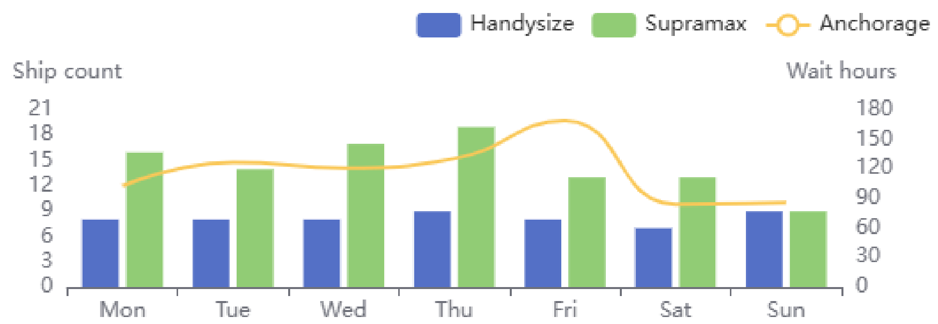
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| HDY | 20 | 14 | 20 | 17 | 17 | 23 | 16 |
| SMX | 8 | 5 | 7 | 6 | 8 | 7 | 8 |
| WT.h. | 19.2 | 18.9 | 40.1 | 10.8 | 61.4 | 54.4 | 62 |




最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

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

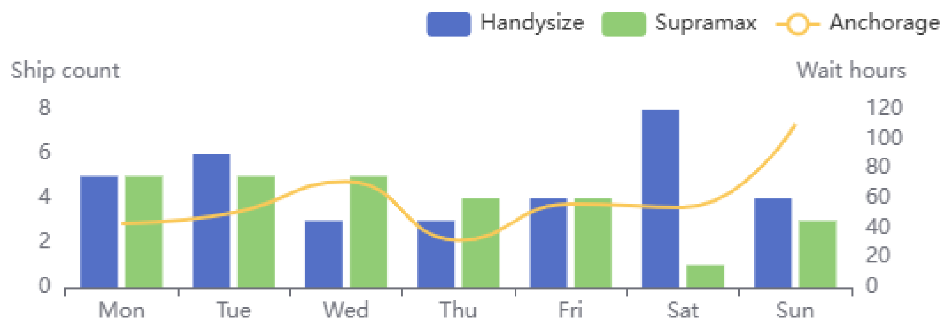
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| HDY | 8 | 8 | 8 | 9 | 8 | 7 | 9 |
| SMX | 16 | 14 | 17 | 19 | 13 | 13 | 9 |
| WT.h. | 103 | 127 | 121.1 | 130.75 | 169.1 | 84.3 | 86 |




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

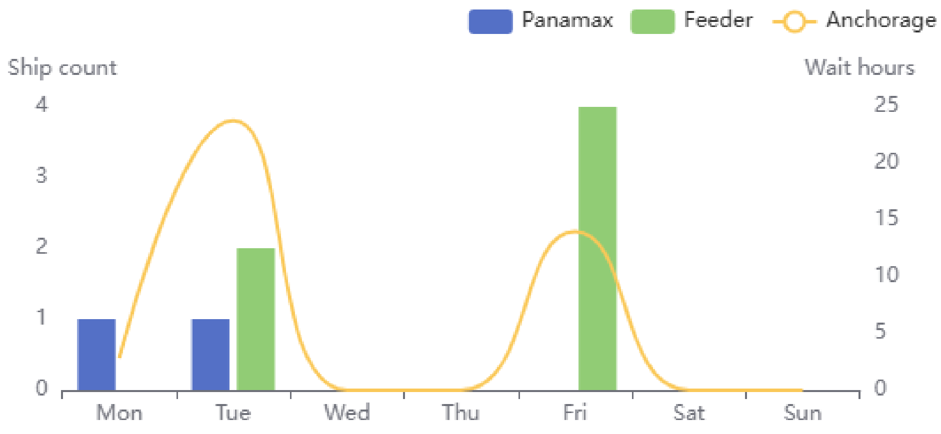
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| HDY | 5 | 6 | 3 | 3 | 4 | 8 | 4 |
| SMX | 5 | 5 | 5 | 4 | 4 | 1 | 3 |
| WT.h. | 43.2 | 50.3 | 71.55 | 31.9 | 56.3 | 54.1 | 110 |



最近一周香港区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information on Anchorages of HongKong

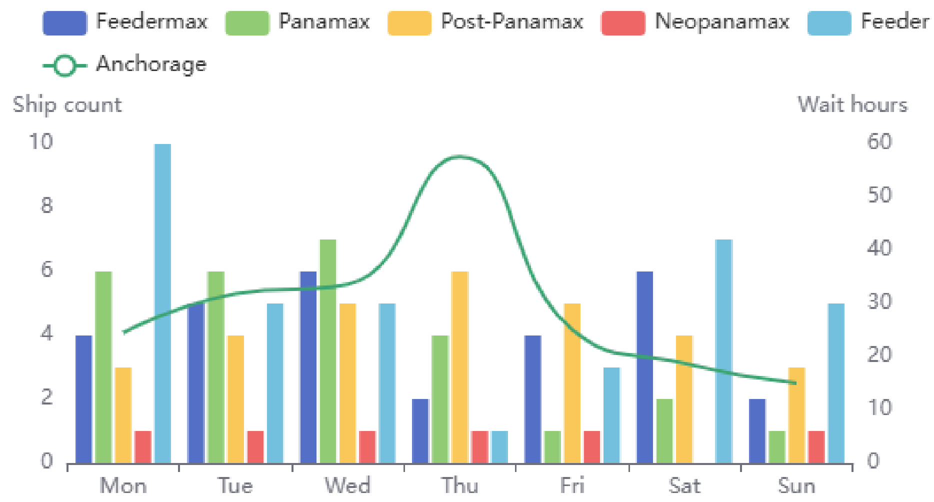
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| F.ma. | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pan. | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| PPx | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NPx | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fd | 0 | 2 | 0 | 0 | 4 | 0 | 0 |
| WT.h. | 2.8 | 23.8 | 0.0 | 0.0 | 14 | 0.0 | 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

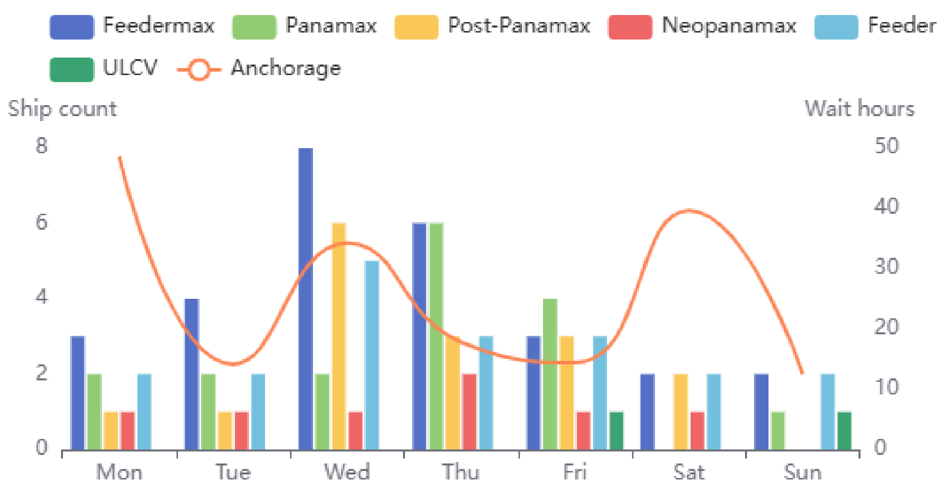
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| F.ma. | 4 | 5 | 6 | 2 | 4 | 6 | 2 |
| Pan. | 6 | 6 | 7 | 4 | 1 | 2 | 1 |
| PPx | 3 | 4 | 5 | 6 | 5 | 4 | 3 |
| NPx | 1 | 1 | 1 | 1 | 1 | 0 | 1 |
| Fd | 10 | 5 | 5 | 1 | 3 | 7 | 5 |
| Ulcv | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WT.h. | 24.5 | 31.8 | 33.6 | 57.6 | 25.1 | 18.7 | 15 |




最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

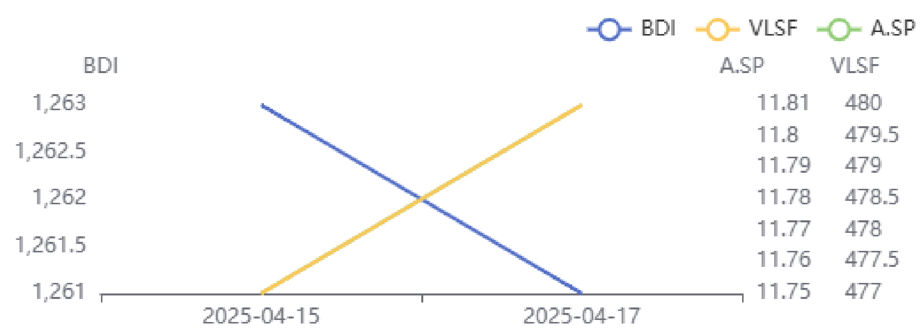
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| F.ma. | 3 | 4 | 8 | 6 | 3 | 2 | 2 |
| Pan. | 2 | 2 | 2 | 6 | 4 | 0 | 1 |
| PPx | 1 | 1 | 6 | 3 | 3 | 2 | 0 |
| NPx | 1 | 1 | 1 | 2 | 1 | 1 | 0 |
| Fd | 2 | 2 | 5 | 3 | 3 | 2 | 2 |
| Ulcv | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| WT.h. | 48.6 | 14.15 | 34.2 | 17.8 | 14.4 | 39.6 | 12.5 |




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

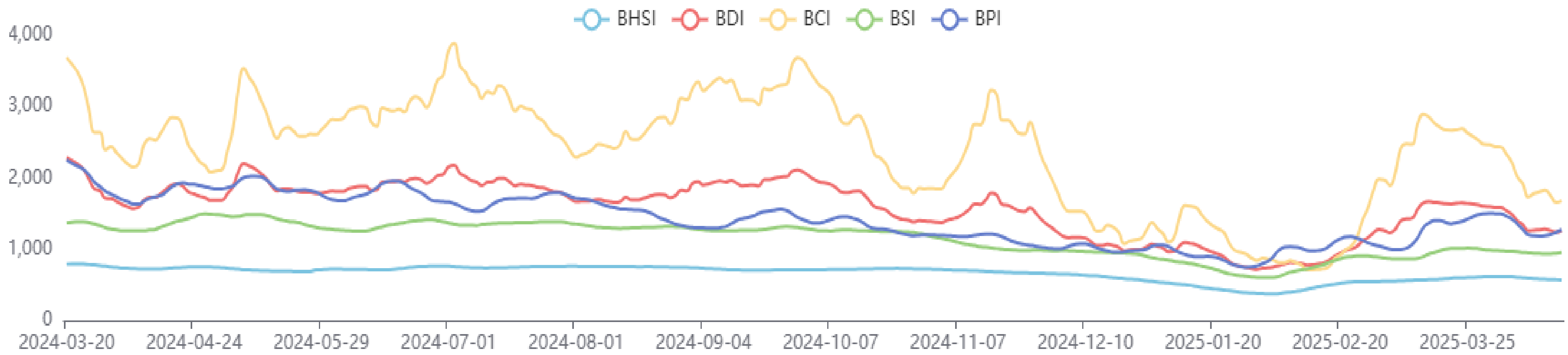
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| BDI | 1208 | 1273 | | | | | |
| VLSF | 475.50 | 477.00 | 477.00 | 480.00 | | | |
| A.SP | 11.74 | 11.75 | 11.72 | 11.81 | 11.88 | 11.82 | |



# 第三部分 航运市场 SHIPPING MARKET

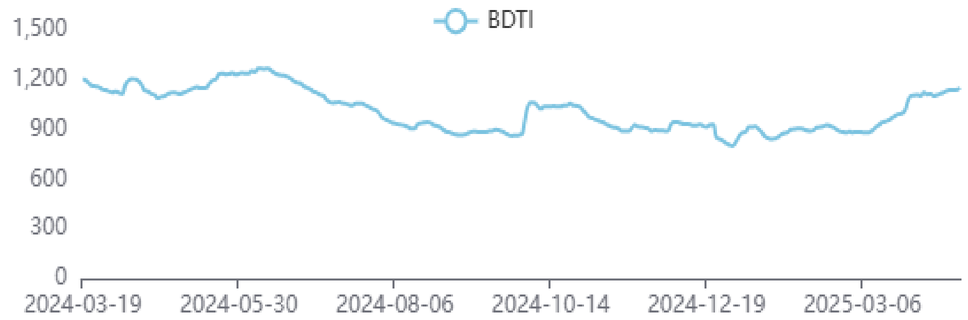
波罗的海干散货指数Baltic Dry Index

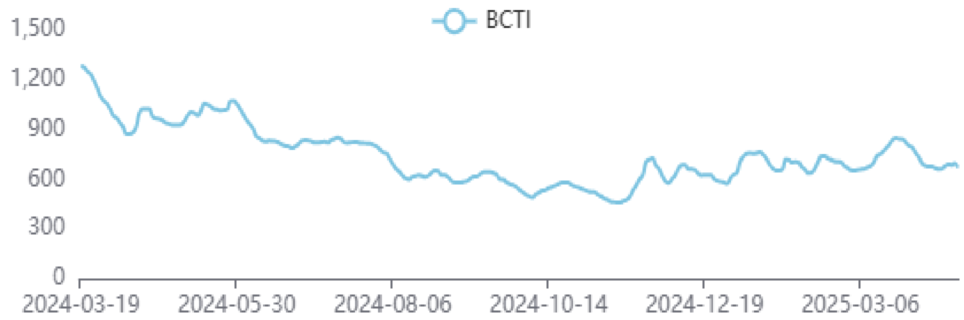
| Type | PI | WoW | W% | M% | y% |
|---|---|---|---|---|---|
| BDI | 1261 | -8.0 | -0.63 | -22.87 | -31.62 |
| BCI | 1678 | -103.0 | -5.78 | -37.15 | -39.2 |
| BPI | 1273 | 84.0 | 7.06 | -6.19 | -29.47 |
| BSI | 950 | 9.0 | 0.96 | -5.94 | -28.95 |
| BHSI | 569 | -17.0 | -2.9 | -4.05 | -21.95 |

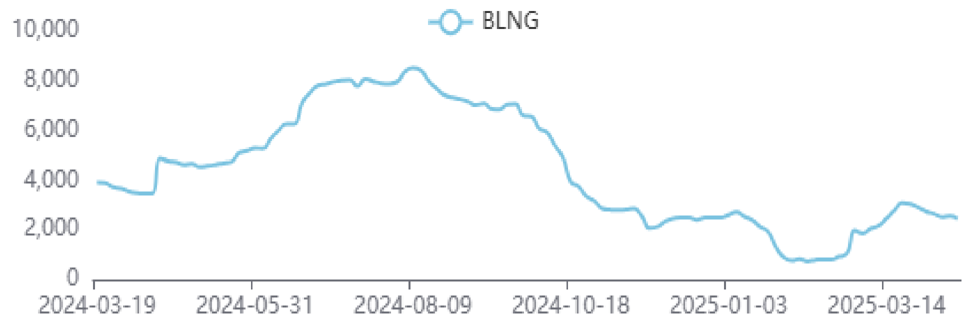


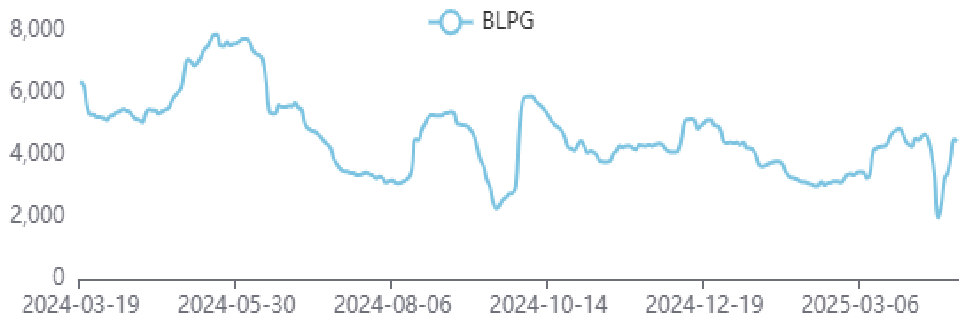

能源运价指数Energy Shipping Index

| Type | PI | WoW | W% | M% | y% |
|---|---|---|---|---|---|
| BDTI | 1152 | 29.0 | 2.58 | 17.67 | 1.59 |
| BCTI | 670 | 6.0 | 0.9 | -19.95 | -34.38 |
| BLNG | 2457 | -69.0 | -2.73 | -11.71 | -49.69 |
| BLPG | 4432 | 2012.0 | 83.14 | -6.0 | -12.34 |

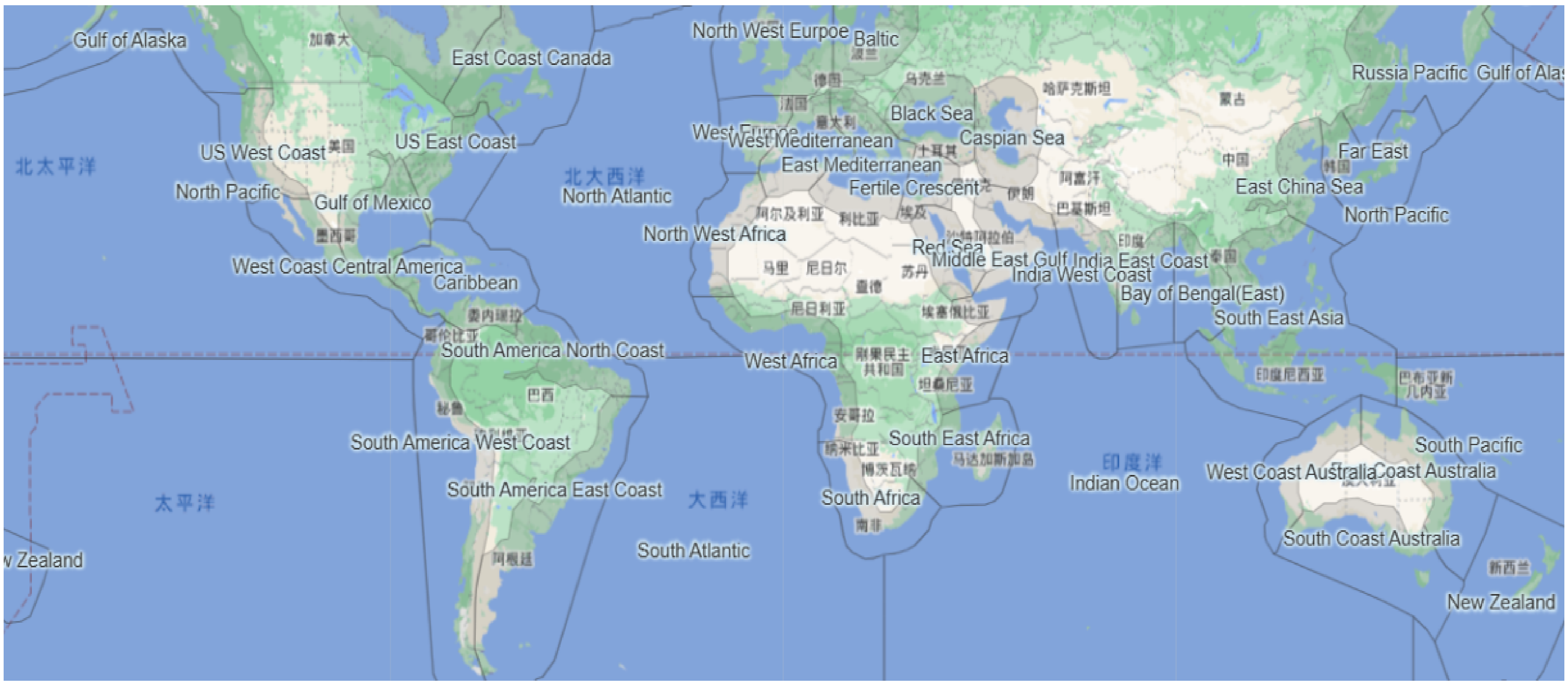


# 第四部分 运力分布 SUPPLY DISTRIBUTION

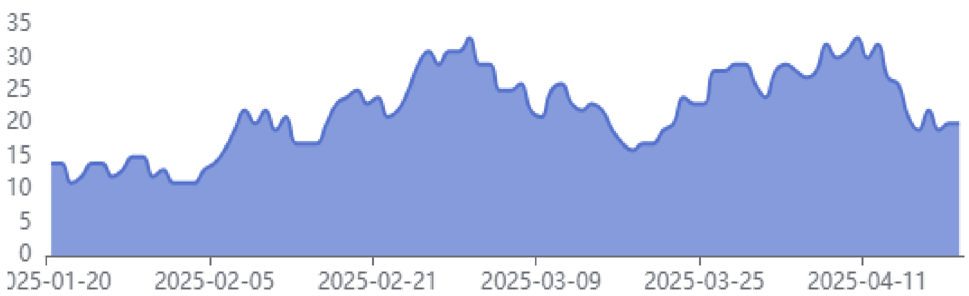



好望角型散货船 Capesize

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.

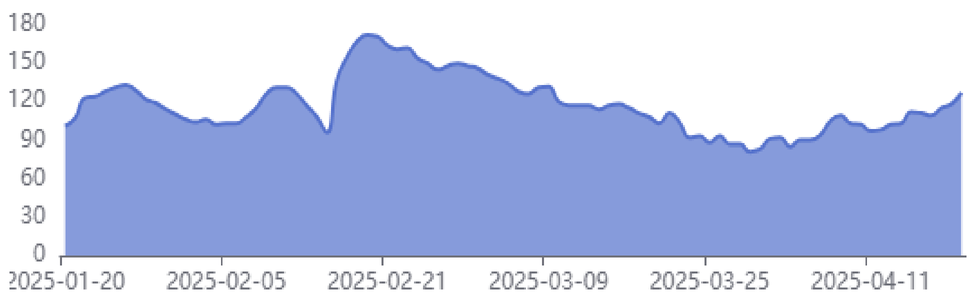
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| Cape | 26 | 21 | 19 | 22 | 19 | 20 | 20 |




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.

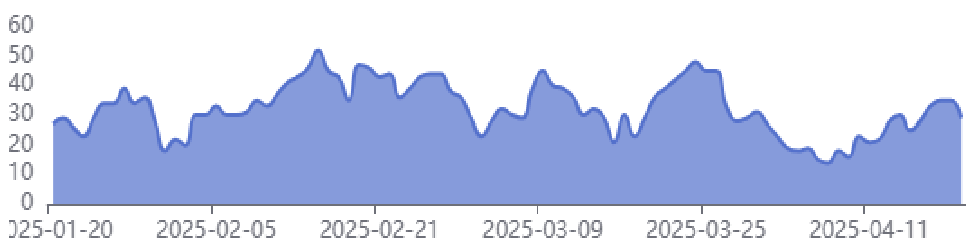
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| Cape | 103 | 112 | 111 | 109 | 115 | 118 | 127 |




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 | 30 | 25 | 28 | 33 | 35 | 35 | 29 |

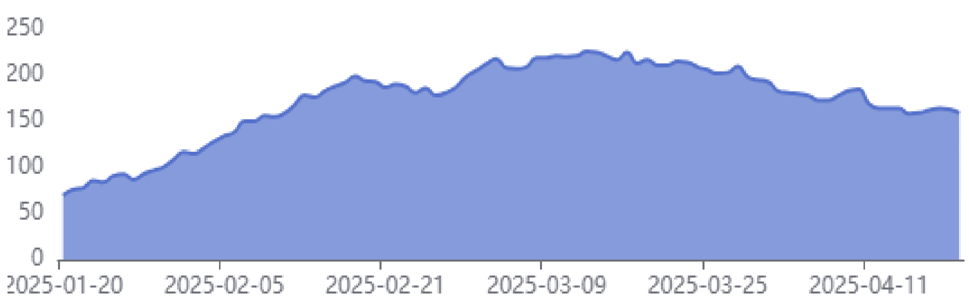



巴拿马型散货船 PANAMAX

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.

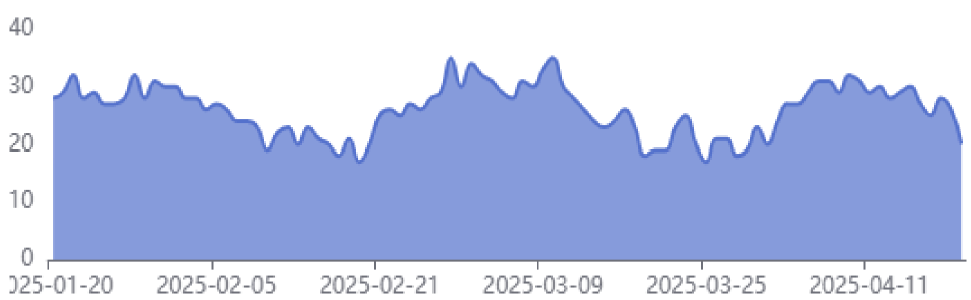
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| Pan. | 164 | 158 | 159 | 162 | 164 | 163 | 159 |




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.

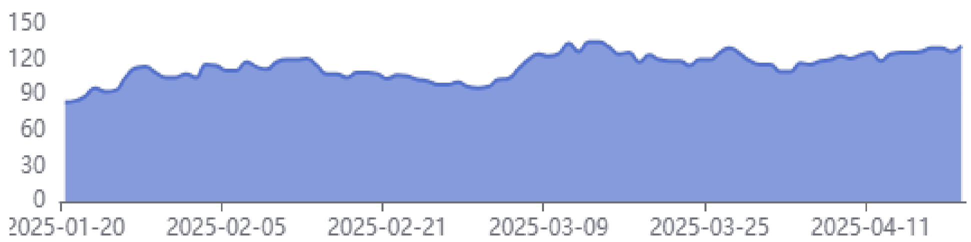
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| Pan. | 11 | 13 | 17 | 12 | 11 | 12 | 11 |



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

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

| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| Pan. | 126 | 126 | 127 | 130 | 130 | 127 | 132 |

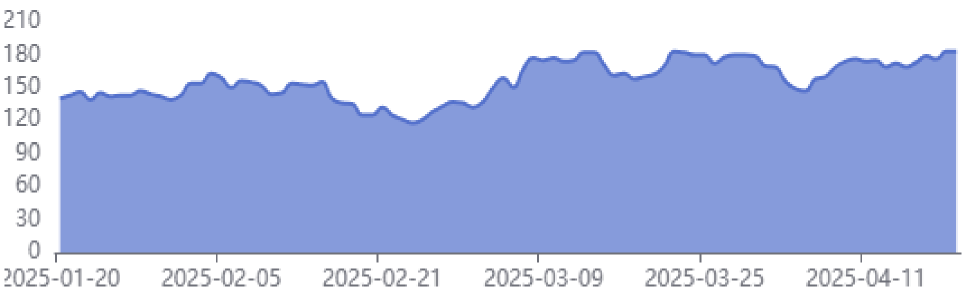



超大灵便型散货 SUPRAMAX

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.

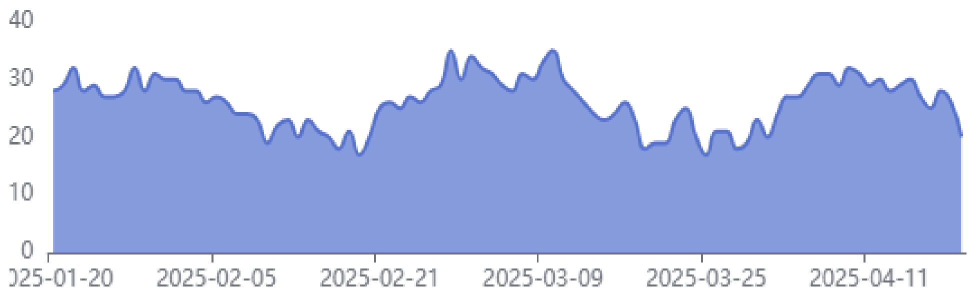
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| SMX | 172 | 169 | 173 | 179 | 176 | 183 | 183 |




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.

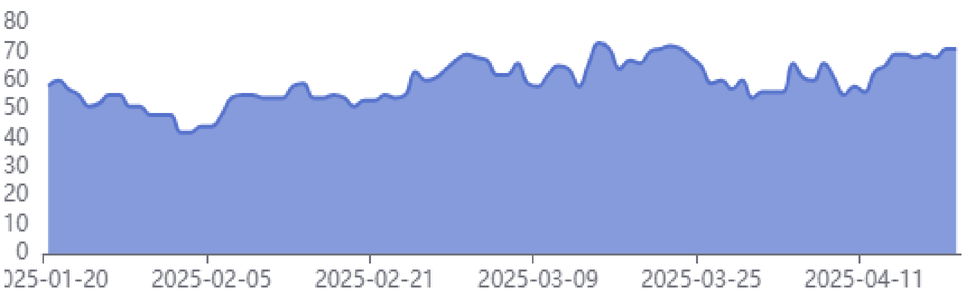
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| SMX | 29 | 30 | 27 | 25 | 28 | 26 | 20 |




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.

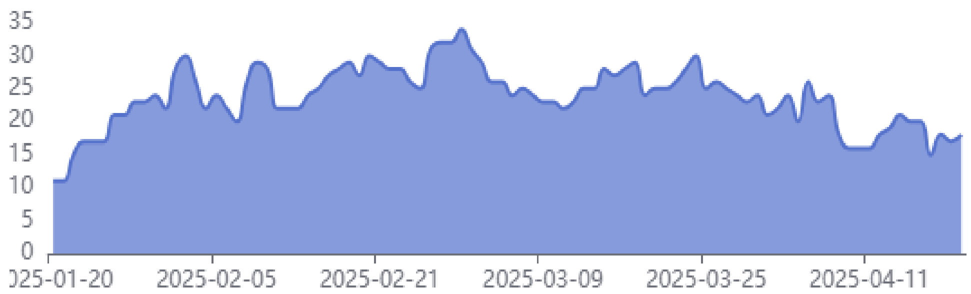
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| SMX | 21 | 20 | 20 | 15 | 18 | 17 | 18 |




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.

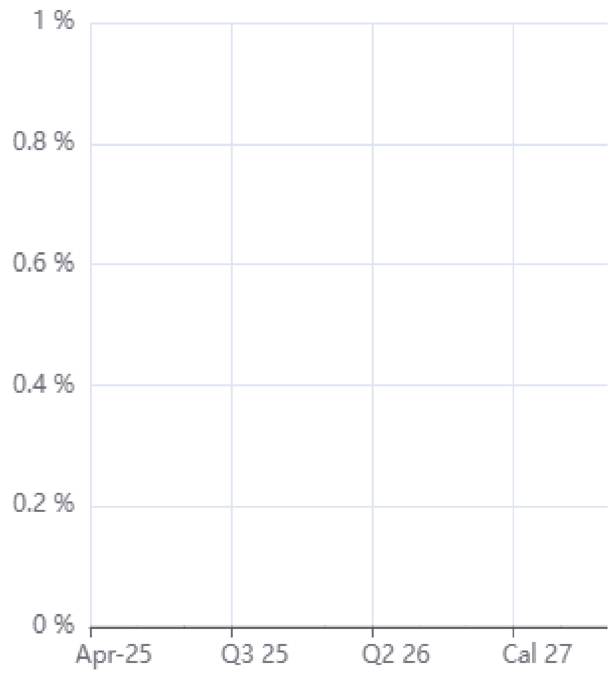
| Type | M | T | W | Th | F | Sat | Sun |
|---|---|---|---|---|---|---|---|
| SMX | 69 | 69 | 68 | 69 | 68 | 71 | 71 |

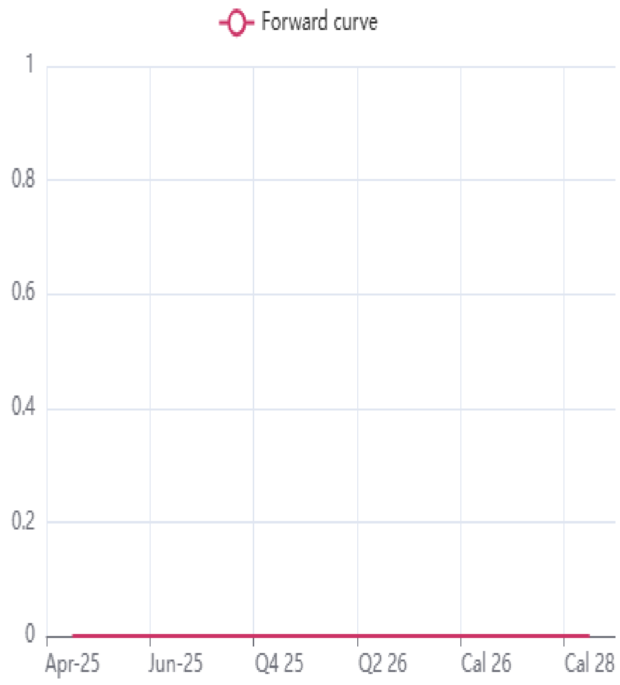


# 第五部分 远期运价协议 FFA

好望角型散货船Capesize

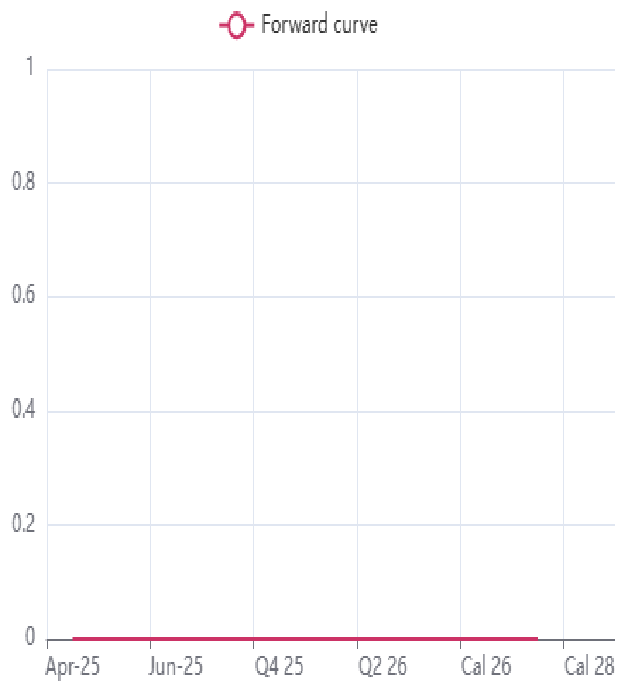
| 5TC | $/day | WoW | |
|---|---|---|---|
| Apr-25 | 16,096.00 | 0.0 | 0.0 % |
| May-25 | 18,142.00 | 0.0 | 0.0 % |
| Jun-25 | 19,688.00 | 0.0 | 0.0 % |
| Q3 25 | 19,747.00 | 0.0 | 0.0 % |
| Q4 25 | 20,883.00 | 0.0 | 0.0 % |
| Q1 26 | 12,113.00 | 0.0 | 0.0 % |
| Q2 26 | 17,513.00 | 0.0 | 0.0 % |
| Q3 26 | 21,229.00 | 0.0 | 0.0 % |
| Cal 26 | 18,149.25 | 0.0 | 0.0 % |
| Cal 27 | 19,175.00 | 0.0 | 0.0 % |
| Cal 28 | 18,983.00 | 0.0 | 0.0 % |



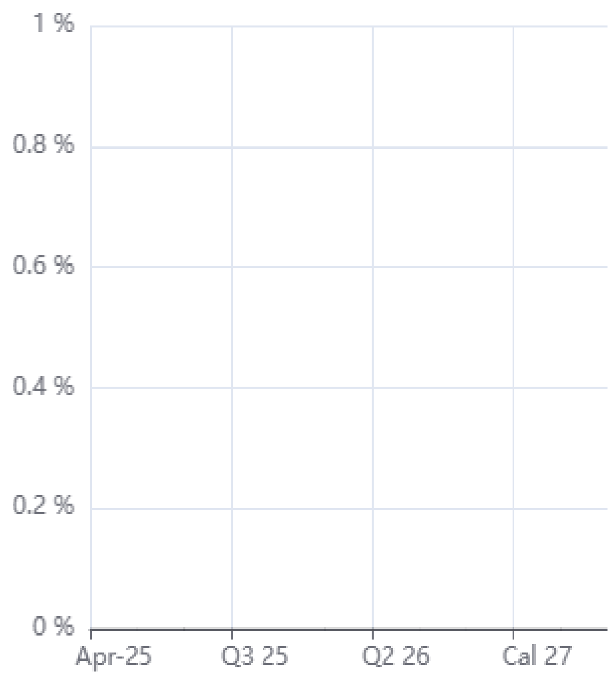

巴拿马型散货船Panamax

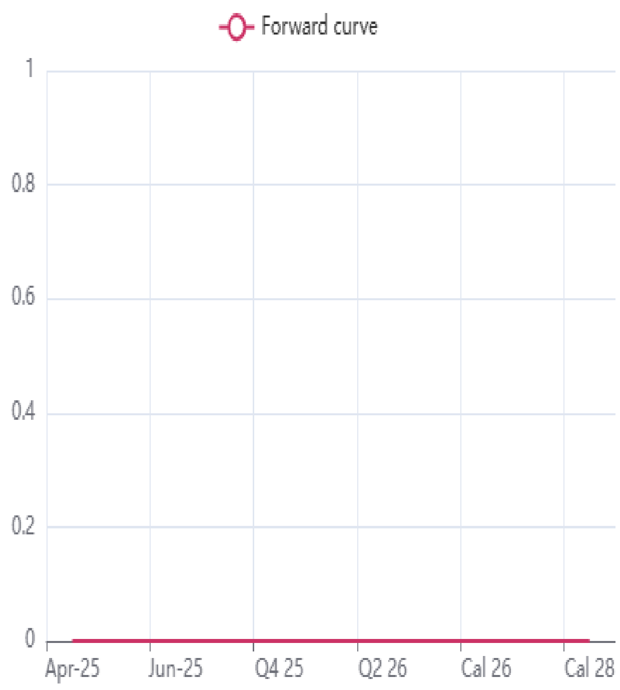
| 4TC | $/day | WoW | |
|---|---|---|---|
| Apr-25 | 10,592.00 | 0.0 | 0.0 % |
| May-25 | 11,121.00 | 0.0 | 0.0 % |
| Jun-25 | 10,933.00 | 0.0 | 0.0 % |
| Q3 25 | 10,839.67 | 0.0 | 0.0 % |
| Q4 25 | 10,325.00 | 0.0 | 0.0 % |
| Q1 26 | 8,854.00 | 0.0 | 0.0 % |
| Q2 26 | 10,750.00 | 0.0 | 0.0 % |
| Q3 26 | 10,508.00 | 0.0 | 0.0 % |
| Cal 26 | 10,078.00 | 0.0 | 0.0 % |
| Cal 27 | 10,275.00 | 0.0 | 0.0 % |
| Cal 28 | - | - | - |


超大灵便型散货船Supramax

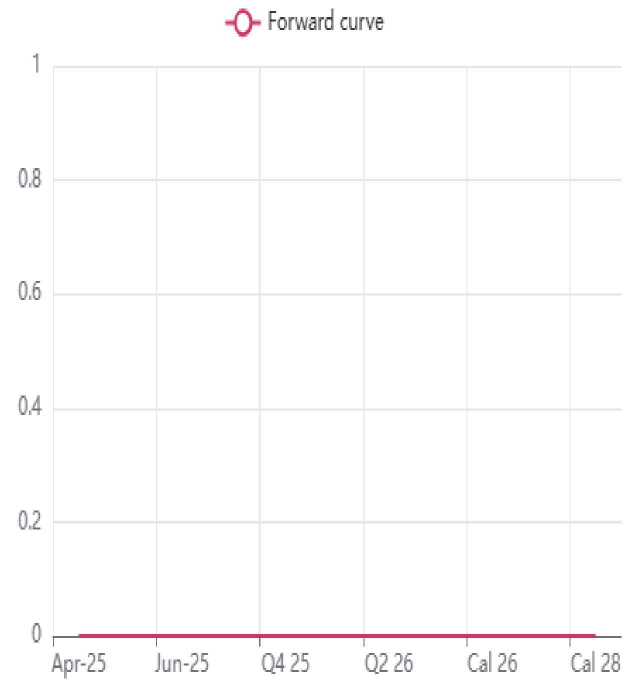
| 10TC | $/day | WoW | |
|---|---|---|---|
| Apr-25 | 10,308.00 | 0.0 | 0.0 % |
| May-25 | 11,083.00 | 0.0 | 0.0 % |
| Jun-25 | 10,983.00 | 0.0 | 0.0 % |
| Q3 25 | 10,740.33 | 0.0 | 0.0 % |
| Q4 25 | 10,288.00 | 0.0 | 0.0 % |
| Q1 26 | 8,858.00 | 0.0 | 0.0 % |
| Q2 26 | 10,654.00 | 0.0 | 0.0 % |
| Q3 26 | 10,800.00 | 0.0 | 0.0 % |
| 10,172.75 | Cal 26 | 0.0 | 0.0 % |
| Cal 27 | 10,450.00 | 0.0 | 0.0 % |
| Cal 28 | 10,650.00 | 0.0 | 0.0 % |



灵便型散货船Handysize

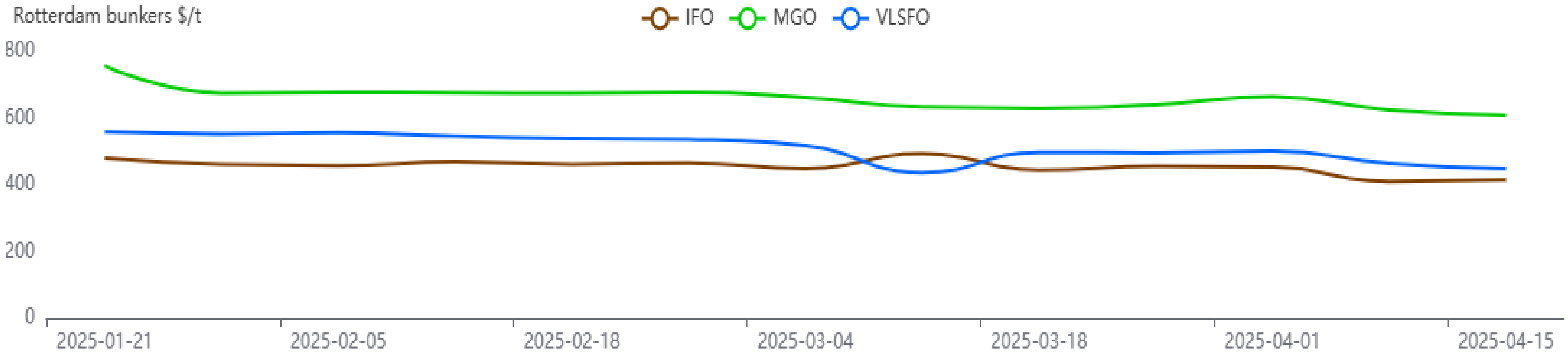
| 7TC | $/day | WoW | |
|---|---|---|---|
| Apr-25 | 10,525.00 | 0.0 | 0.0 % |
| May-25 | 10,650.00 | 0.0 | 0.0 % |
| Jun-25 | 10,588.00 | 0.0 | 0.0 % |
| Q3 25 | 10,592.00 | 0.0 | 0.0 % |
| Q4 25 | 10,175.00 | 0.0 | 0.0 % |
| Q1 26 | 8,838.00 | 0.0 | 0.0 % |
| Q2 26 | 10,325.00 | 0.0 | 0.0 |
| Q3 26 | 10,538.00 | 0.0 | 0.0 % |
| Cal 26 | 10,003.50 | 0.0 | 0.0 % |
| Cal 27 | 10,325.00 | 0.0 | 0.0 % |
| Cal 28 | 10,538.00 | 0.0 | 0.0 % |

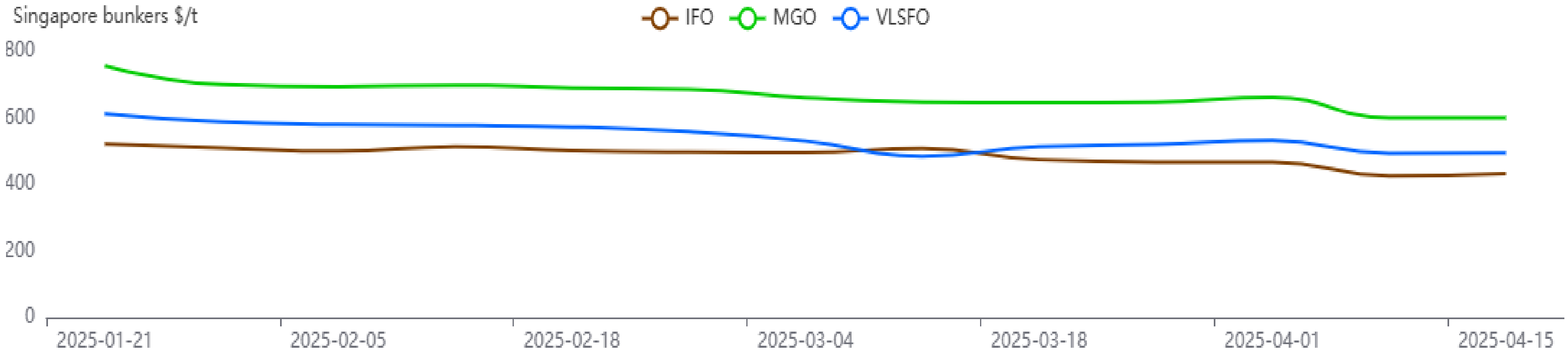



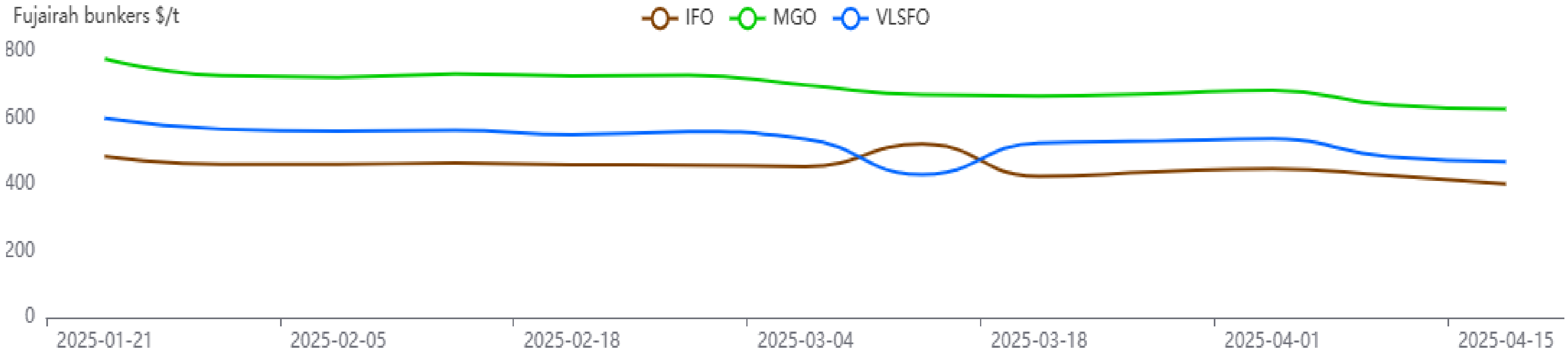
# 第六部分 燃油价格 BUNKER PRICE

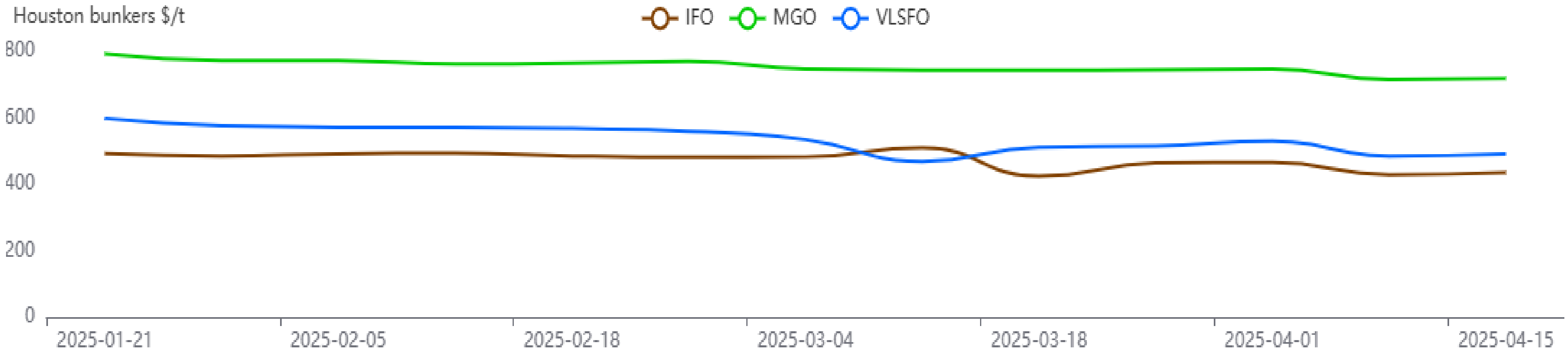
| MP | LO | HO | MO | SP | WoW | W% | M% |
|---|---|---|---|---|---|---|---|
| zhoushan | 497.5 | 441.0 | 646.0 | 56.5 | 1.5 | 2.73 | 66.18 |
| Singapore | 495.0 | 432.5 | 600.0 | 62.5 | -5.5 | -8.09 | 58.23 |
| Rotterdam | 447.5 | 414.5 | 607.5 | 33.0 | -21.5 | -39.45 | -37.74 |
| Fujairah | 468.5 | 401.0 | 627.0 | 67.5 | 11.5 | 20.54 | -33.17 |
| Houston | 490.5 | 434.5 | 718.0 | 56.0 | 0.0 | 0.0 | -36.0 |

(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 | | 204.0 | 3.0 | 1.49 | 0.49 | 3.03 |
| Maize | | 243.0 | 8.0 | 3.4 | 5.19 | 22.11 |
| Soybeans | | 208.0 | 10.0 | 5.05 | 1.96 | -5.02 |
| Rice | | 175.0 | -1.0 | -0.57 | -2.78 | -29.15 |
| Barley | | 237.0 | 0.0 | 0.0 | 0.85 | 13.94 |
| Energy | | Index | +/- | Weekly | Monthly | YTD |
| Crude Oil | USD/Bbl | 61.89 | 0.95 | 1.56 | -8.9 | -27.09 |
| Brent | USD/Bbl | 65.25 | 0.84 | 1.3 | -8.72 | -27.27 |
| Natural Gas | USD/MMBtu | 3.35 | -0.3 | -8.22 | -17.08 | 91.43 |
| Gasoline | USD/Gal | 2.03 | 0.0 | 0.0 | -7.31 | -27.24 |
| Heating Oil | USD/Gal | 2.1 | 0.02 | 0.96 | -5.41 | -21.35 |
| Ethanol | USD/Gal | 1.82 | 0.02 | 1.11 | 3.41 | 9.64 |
| Naphtha | USD/T | 541.0 | 6.58 | 1.23 | -11.06 | -21.41 |
| Propane | USD/Gal | 0.81 | 0.02 | 2.53 | -5.81 | -1.22 |
| Uranium | USD/Lbs | 64.4 | 0.0 | 0.0 | 0.94 | -27.44 |
| Methanol | CNY/T | 2376.0 | -100.0 | -4.04 | -9.31 | -7.04 |
| TTF Gas | EUR/MWh | 34.36 | -1.44 | -4.02 | -16.64 | 12.36 |
| UK Gas | GBp/thm | 84.61 | -3.27 | -3.72 | -15.91 | 11.67 |
| Industrial | | Index | +/- | Weekly | Monthly | YTD |
| Copper | USD/Lbs | 4.62 | 0.36 | 8.45 | -6.67 | 7.69 |
| Coal | USD/T | 95.5 | -2.0 | -2.05 | -3.29 | -28.6 |
| Steel | CNY/T | 3061.0 | 1.0 | 0.03 | -4.85 | -10.91 |
| Iron Ore | USD/T | 100.08 | -0.77 | -0.76 | -2.19 | -5.63 |
| Aluminum | USD/T | 2383.8 | 5.9 | 0.25 | -11.4 | -6.33 |
| Lithium | CNY/T | 71550.0 | -850.0 | -1.17 | -4.47 | N/A |
| Metals | | Index | +/- | Weekly | Monthly | YTD |
| Gold | USD/t.oz | 3227.48 | 221.78 | 7.38 | 7.15 | 37.29 |
| Silver | USD/t.oz | 32.28 | 2.02 | 6.68 | -4.83 | 14.06 |
| Platium | null | 947.8 | 42.1 | 4.65 | -7.64 | N/A |
| Currencies | | Index | +/- | Weekly | Monthly | YTD |
| EUR/USD | | 1.13 | 0.04 | 3.67 | 3.67 | 5.61 |
| USD/CNY | | 7.31 | -0.05 | -0.68 | 1.11 | 0.69 |

# 第八部分 本周话题 WEEKLY TOPIC

## 美国针对中国船舶产业的《301调查》启动了增加港口费用和建造国限制等措施

美国贸易办公室针对与中国有关联的船舶、非美国制造的汽车运输船以及未来对外国建造的液化天然气运输船的港口费用，可能会引发全球海上贸易和造船动态的重大变化。
海上面临运输成本增加和区域的供应链中断问题，中国制造的船只每次停靠美国港口从50万美元到350万美元不等，将对拥有中国制造船队的运营商产生不成比例的影响，迫使他们将成本转嫁给进口商和消费者。这可能会推高美国能源产品、农产品和消费品等商品的价格。
航运公司可能会改变船只路线，以尽量减少美国港口停靠，或将货物集中交付在较大的港口，如洛杉矶或休斯顿，或将船队分为美国和非美国贸易路线。圣地亚哥等规模较小的美国港口面临业务流失的风险，削弱了近期的基础设施投资。
对非美国建造的LNG运输船的限制（在三年内分阶段实施）可能会使全球最大的美国LNG出口复杂化，因为运营商争相遵守新规定或将面临LNG出口延误。
运营商可能优先考虑非美国市场，为中国制造的船只提供航线，同时将美国制造或非中国制造的船队用于美国贸易。这可能会分裂全球航运网络，减少美国市场的竞争，并增加与美国进出口相关的12%的全球海运贸易的成本。能源运输（如原油、液化天然气）面临更大的不确定性。例如，运送中东石油到美国的中国油轮可能会转向亚洲或欧洲市场，而美国液化天然气出口商可能会面临延迟。
美国出台该政策旨在通过惩罚外国竞争者来振兴美国造船业。《琼斯法案》（Jones Act）规定的美国自有船舶的豁免和激励措施（要求国内船舶在美国境内航行）。美国的商业造船业已经减少到每年不到十艘深吃水船舶，而中国每年有1,700艘，中国在造船业的主导地位使其有能力进一步扰乱美国的供应链。扩大生产规模将需要数年的投资和劳动力培训，有延期，成本超支和环境污染的风险。更突出美国要回归低端制造的决心，不一定是科学的决策。
北京可能已经实施对美国商品征收关税或限制，贸易战加剧，本周可能会有所缓和，但互相伤害的影响力可能长达10年。
美国政策会带来通货膨胀和消费压力，经济学家警告说，复合关税和费用可能会重新引发通货膨胀，给美国家庭和企业带来负担。世界航运理事会（World Shipping Council）认为，这些费用"对供应链的各个方面都不利"。
虽然该政策针对的是中国，但它有可能疏远全球盟友，并加速无法适应的美国港口的衰落。例如，圣地亚哥NASSCO工厂的船舶维修活动减少可能会损害当地的就业机会。
美国收取港口费是一场重夺海上主导地位的高风险赌博。虽然它们可能会促进国内造船业的适度复苏，但成本上升、贸易路线分散和地缘政治摩擦等直接后果可能会超过长期收益。成功取决于在保护主义与全球供应链现实之间取得平衡，中国在海上物流领域的根深蒂固地位放大了这一挑战。
The port charges imposed by the United States Trade Office on vessels associated with China, non-US-made car carriers, and future foreign-built liquefied natural gas carriers may trigger significant changes in global maritime trade and shipbuilding dynamics.
Facing the problems of rising transportation costs and regional supply chain disruptions at sea, the cost of each call of Chinese-made vessels at US ports ranges from 500,000 to 3.5 million US dollars, which will have a disproportionate impact on operators with Chinese-made fleets, forcing them to pass on the costs to importers and consumers. This might push up the prices of goods such as energy products, agricultural products and consumer goods in the United States.
Shipping companies may change the routes of their vessels to minimize the number of calls at US ports, or concentrate the delivery of goods at larger ports such as Los Angeles or Houston, or divide their fleets into US and non-US trade routes. Smaller US ports such as San Diego are at risk of business loss, weakening recent infrastructure investment.
Restrictions on non-US-built LNG carriers (implemented in phases over three years) could complicate the world's largest U.S. LNG exports, as operators scrambling to comply with the new regulations may face delays in LNG exports.
Operators may give priority to non-US markets, provide shipping routes for vessels made in China, and at the same time use fleets made in the US or not made in China for US trade. This might split the global shipping network, reduce competition in the US market, and increase the cost of 12% of global maritime trade related to US imports and exports. Energy transportation (such as crude oil and liquefied natural gas) is facing greater uncertainties. For instance, Chinese oil tankers transporting Middle East oil to the United States might turn to the Asian or European markets, while US liquefied natural gas exporters might face delays.
The United States introduced this policy with the aim of revitalizing the American shipbuilding industry by punishing foreign competitors. The exemptions and incentives for American-owned vessels stipulated in the Jones Act (requiring domestic vessels to navigate within the United States). The commercial shipbuilding industry in the United States has decreased to less than ten deep-draft vessels per year, while China has 1,700 each year. China's dominant position in the shipbuilding industry enables it to further disrupt the supply chain in the United States. Expanding the production scale will require several years of investment and labor training, and there are risks of delays, cost overruns and environmental pollution. Highlighting the determination of the United States to return to low-end manufacturing is not necessarily a scientific decision.
Beijing may have imposed tariffs or restrictions on US goods, intensifying the trade war. It may ease somewhat this week, but the mutually harmful impact could last for up to 10 years.
Us policies will bring about inflation and consumption pressure. Economists warn that compound tariffs and fees may reignite inflation and impose a burden on American households and businesses. The World Shipping Council believes that these costs "are detrimental to all aspects of the supply chain".
Although this policy is targeted at China, it may alienate global Allies and accelerate the decline of US ports that are unable to adapt. For instance, the reduction in ship repair activities at the NASSCO factory in San Diego might undermine local job opportunities.
The collection of port fees by the United States is a high-risk gamble to regain its dominance at sea. Although they may promote a moderate recovery of the domestic shipbuilding industry, the direct consequences such as rising costs, fragmented trade routes and geopolitical frictions may outweigh the long-term benefits. Success depends on striking a balance between protectionism and the reality of the global supply chain. China's deep-rooted position in the field of maritime logistics has magnified this challenge.