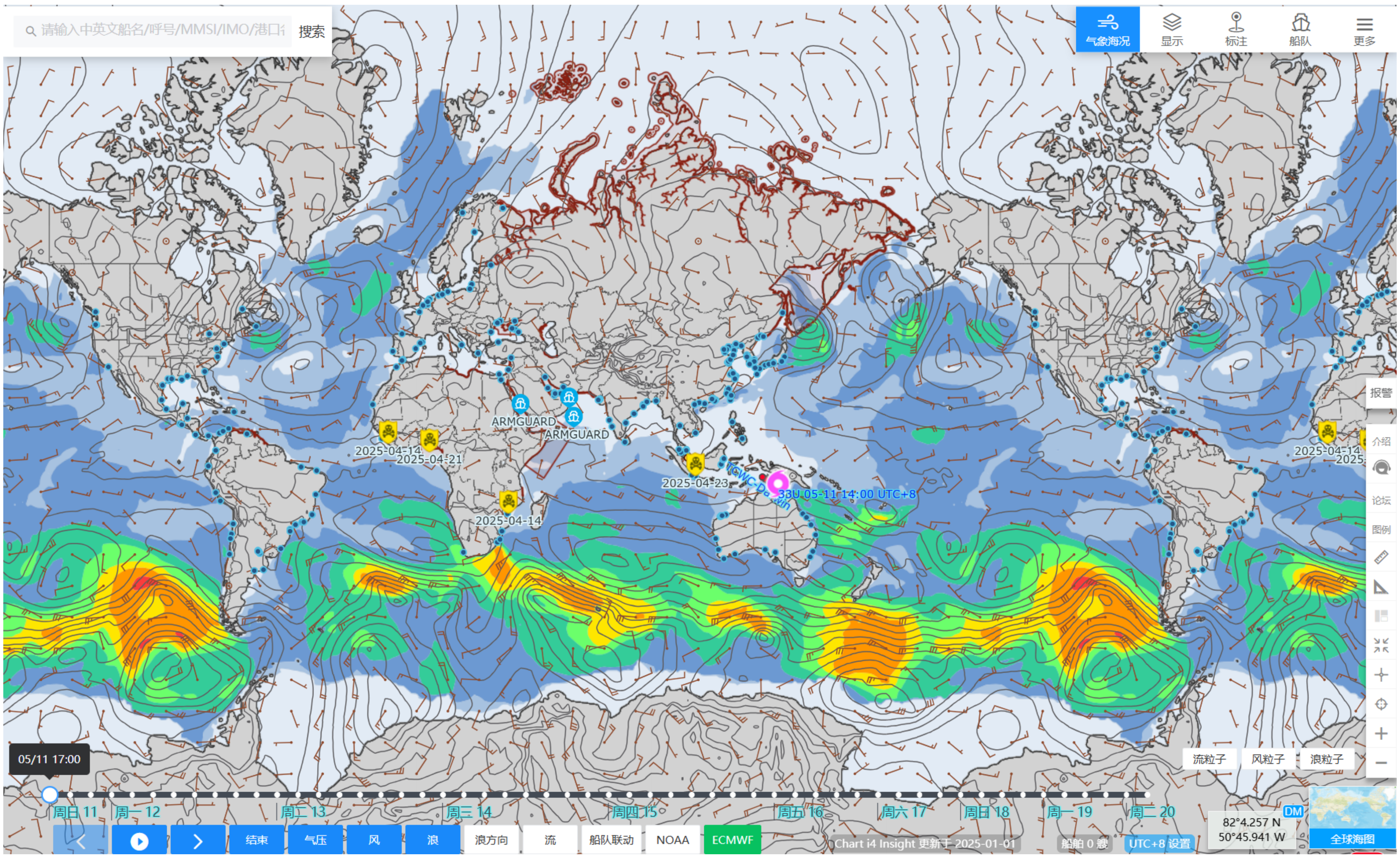
hiFleet 船队在线

2025年
第19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398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 398 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，中浪；黄海风力4-6级，中浪；东海风力3-4级，轻浪；台湾海峡5-3级风，后半周轻浪；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协助，请联系hiFleet。The coming week the wind in Bohai Sea is moderate with moderate sea. Wind in Yellow Sea becomes fresh with moderate sea. And China East Sea will be gentle with slight sea. The wind in the Taiwan Strait will become weak with slight sea in the late week. 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

5月6日报道，新加坡海峡，一艘油轮上的值班员注意到两名未经授权的人试图打开尾楼甲板绳舱舱口盖。警报响了，船员们集合起来，甲板上的灯打开了。看到船员们的警觉，这些人什么也没偷就逃走了，事件报告给新加坡VTIS。06.05.2025: 1920 UTC: Posn: 01:05.36N – 103:35.23E, Singapore Straits. Duty crew onboard a tanker underway noticed two unauthorised persons attempting to open the poop deck rope store hatch cover. Alarm raised, crew mustered and deck lights switched on. Seeing the crew alertness, the persons escaped without stealing anything. Incident reported to Singapore VTIS.

海上事件 Marine Incidents

5月9日，英国再次对俄罗斯海事保险业发起攻势，在最新一轮制裁中，将总部位于莫斯科的Soglasie列入黑名单。此举是在印度政府将Soglasie列入批准向停靠其港口的船舶提供保赔（P&I）保险的公司名单之后。在印度批准的16家保险公司名单中，有5家是俄罗斯保险公司，这些保险公司不在国际保赔协会（International Group of P&I Clubs）的保护伞下运营，国际保赔协会覆盖了约80%的远洋油轮。On May 9th, the UK once again launched an offensive against the Russian maritime insurance industry. In the latest round of sanctions, Soglasie, headquartered in Moscow, was blacklisted. This move came after the Indian government included Soglasie in the list of companies approved to provide P&I insurance to ships calling at its ports. Among the list of 16 insurance companies approved in India, 5 are Russian insurance companies. These insurance companies do not operate under the umbrella of the International Group of P&I Clubs, which covers approximately 80% of ocean-going oil tankers.

其它 Others

没有 Nil

备注 Remark

本报告数据截止时间为2025年5月11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 May 11th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

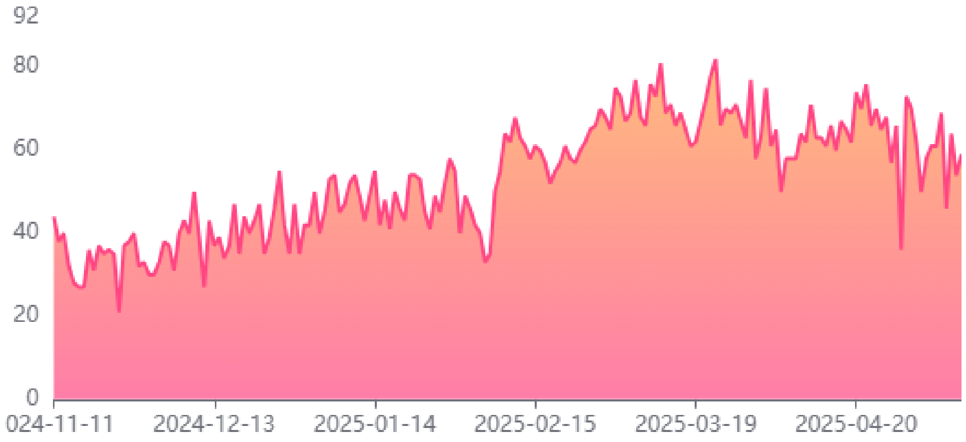
第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

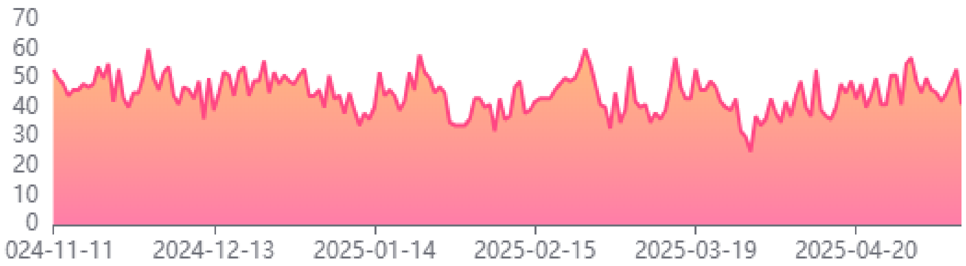
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	41	1321	-28	132
Miss.Riv.	11	175	40	84
CJK	124	4489	-156	-421
Pa.Atlan.	46	1502	-24	-119
Colum.Riv.	7	166	9	-30
Suez.Med.	59	1819	0	-89
Pa.Pac.	47	1622	-74	-15
ZJK	60	2626	-48	117

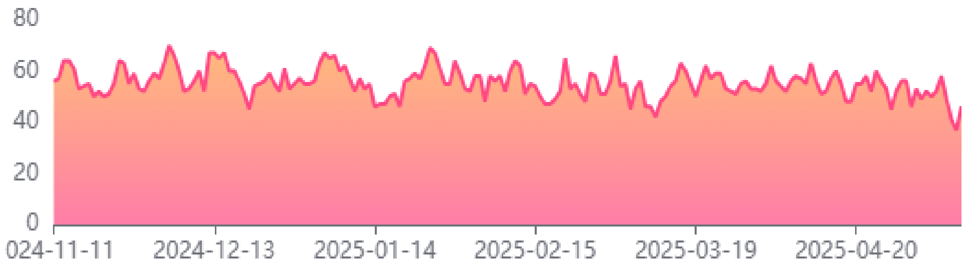
Suez(Mediterranean-Red Sea)



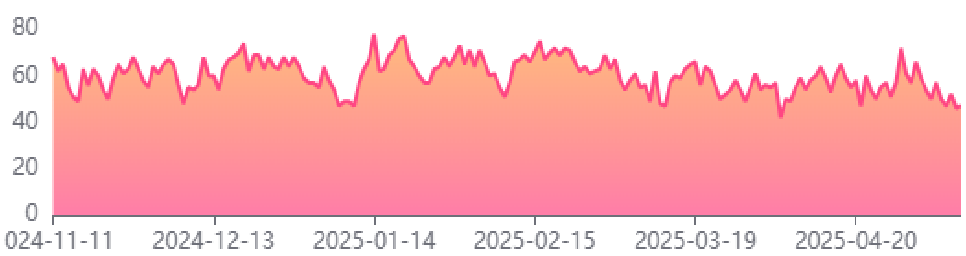
Suez(Red Sea-Mediterranean)



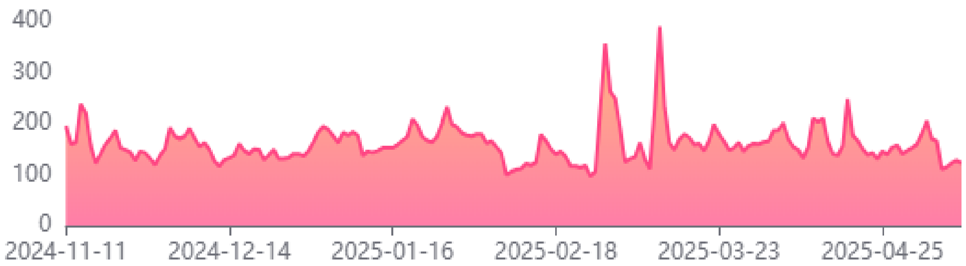
Panama(Atlantic-Pacific)



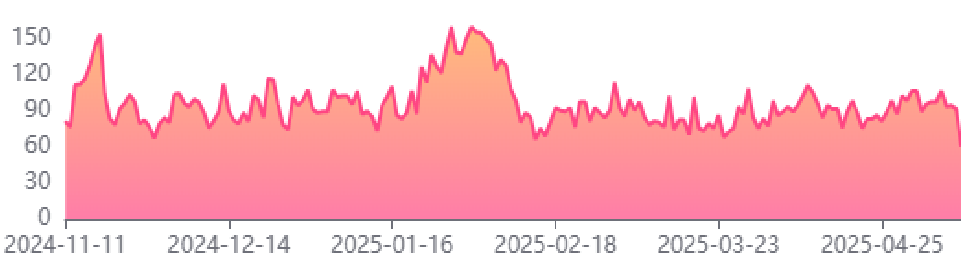
Panama(Pacific-Atlantic)



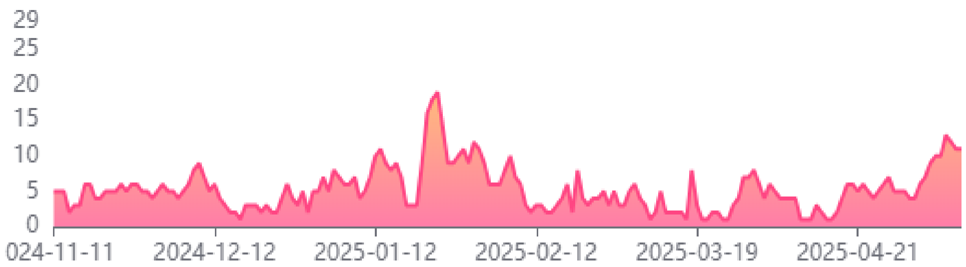
Changjiangkou(Estuary)



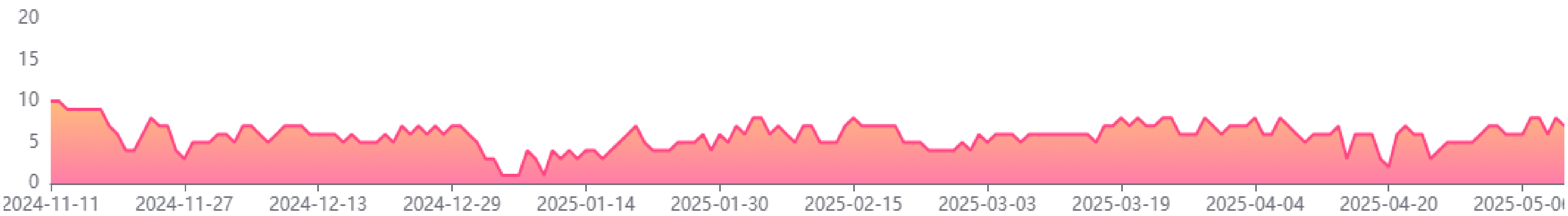
Zhujiangkou(Estuary)



Mississippi River(Estuary)



Columbia River(Estuary)

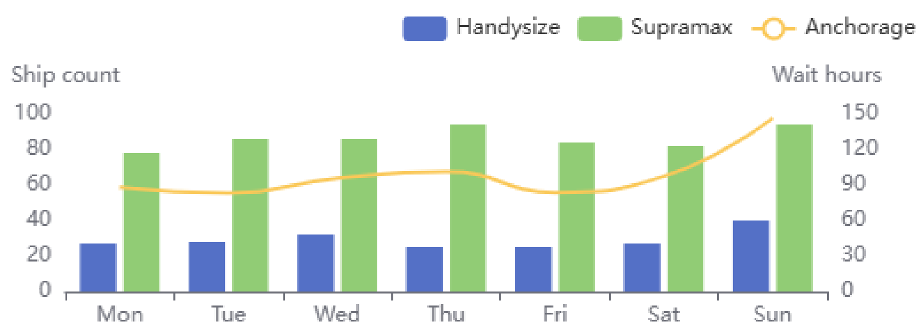


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

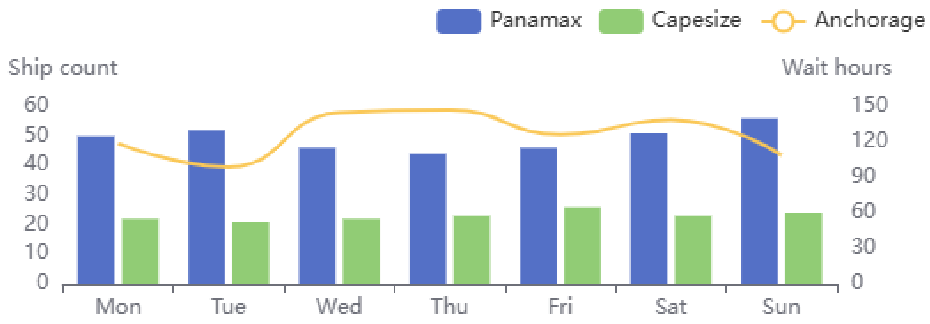
Type	M	T	W	Th	F	Sat	Sun
HDY	27	28	32	25	25	27	40
SMX	78	86	86	94	84	82	94
WT.h.	88.2	83.1	95.6	101.4	83.8	97.3	146.5



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

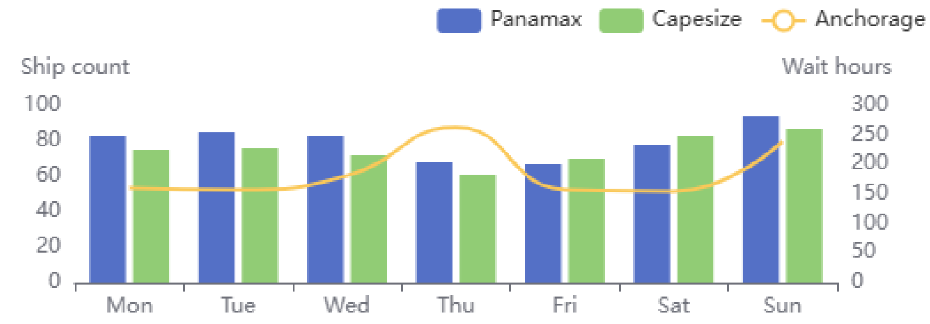
Type	M	T	W	Th	F	Sat	Sun
Pan.	50	52	46	44	46	51	56
Cap	22	21	22	23	26	23	24
WT.h.	118.7	99.1	144.8	147.1	126.3	138.7	109



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

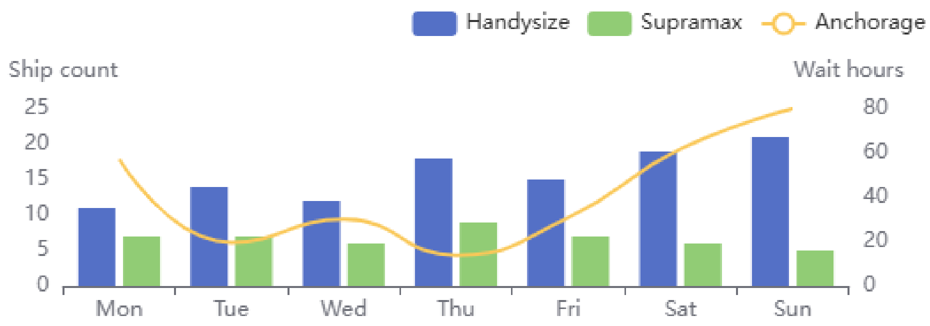
Type	M	T	W	Th	F	Sat	Sun
Pan.	83	85	83	68	67	78	94
Cap	75	76	72	61	70	83	87
WT.h.	160.8	157.2	181.2	263.4	157.7	154.7	239



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

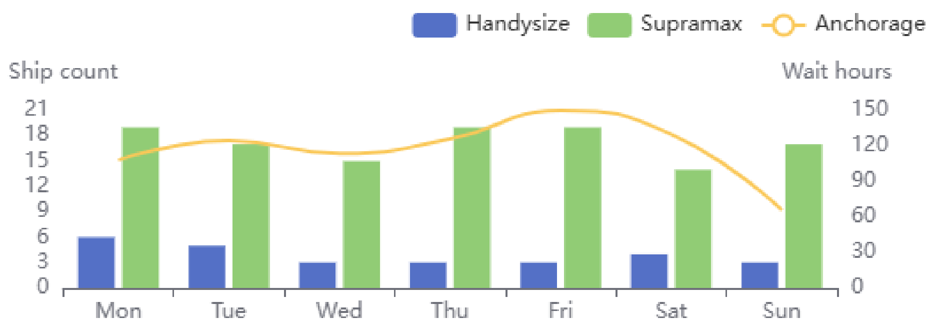
Type	M	T	W	Th	F	Sat	Sun
HDY	11	14	12	18	15	19	21
SMX	7	7	6	9	7	6	5
WT.h.	57.2	19.6	30.2	13.9	30.9	61.9	80



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

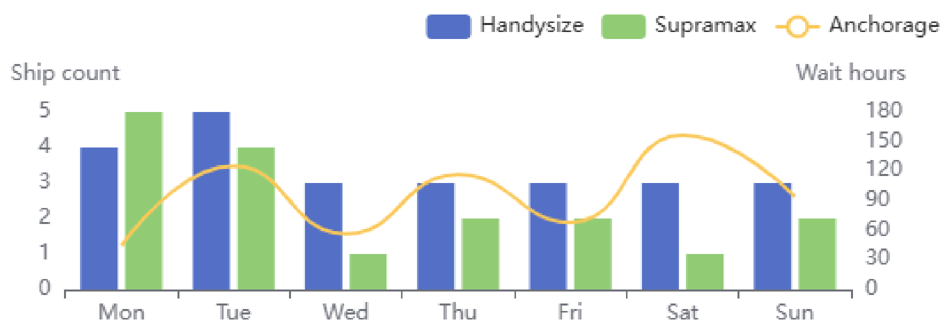
Type	M	T	W	Th	F	Sat	Sun
HDY	6	5	3	3	3	4	3
SMX	19	17	15	19	19	14	17
WT.h.	108.2	124.5	113.6	125.85	149.85	129.85	66



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

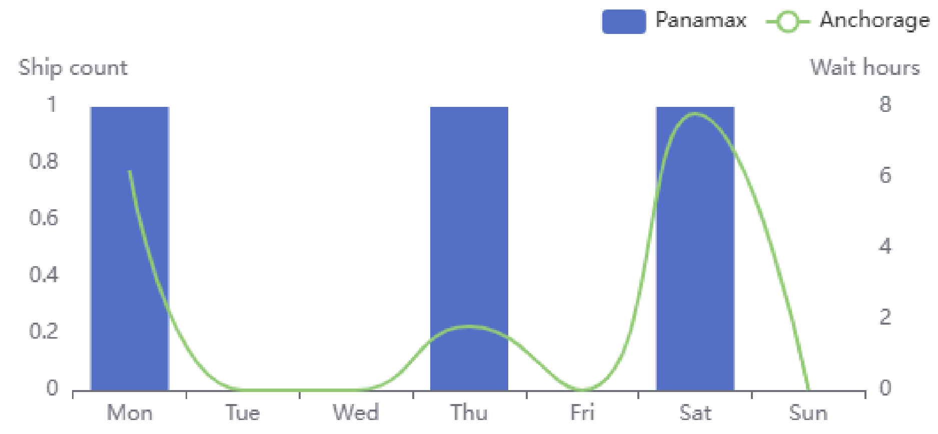
Type	M	T	W	Th	F	Sat	Sun
HDY	4	5	3	3	3	3	3
SMX	5	4	1	2	2	1	2
WT.h.	44.4	125.3	56.25	116.4	68.1	156.7	94



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

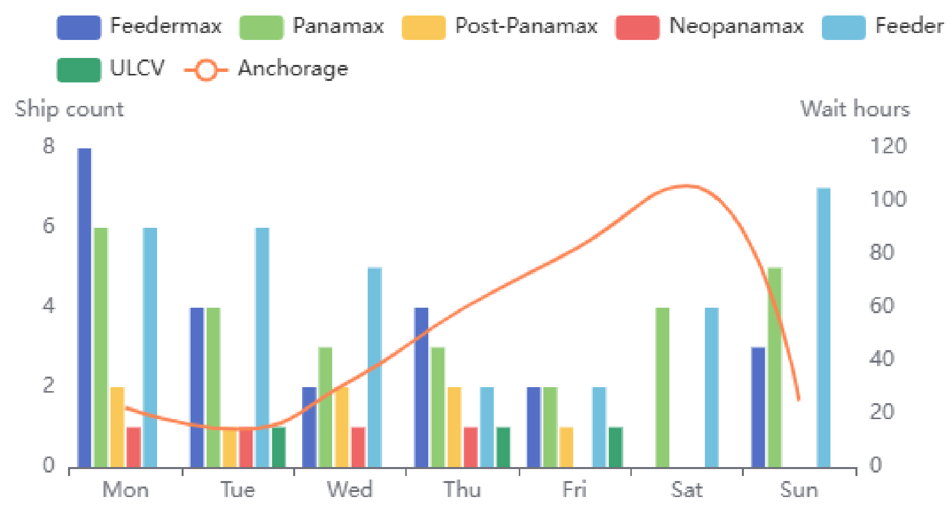
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	0
Pan.	1	0	0	1	0	1	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	0	0	0	0	0	0
WT.h.	6.2	0.0	0.0	1.8	0.0	7.8	0.0
Ulcv	0	0	0	0	0	0	0



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

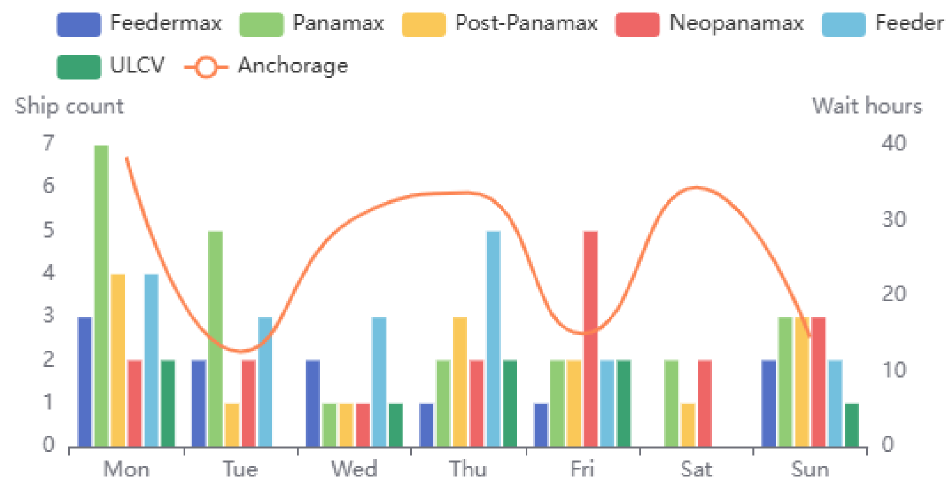
Type	M	T	W	Th	F	Sat	Sun
F.ma.	8	4	2	4	2	0	3
Pan.	6	4	3	3	2	4	5
PPx	2	1	2	2	1	0	0
NPx	1	1	1	1	0	0	0
Fd	6	6	5	2	2	4	7
Ulcv	0	1	0	1	1	0	0
WT.h.	22.3	14.3	32.3	59.5	81.9	105.9	25



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

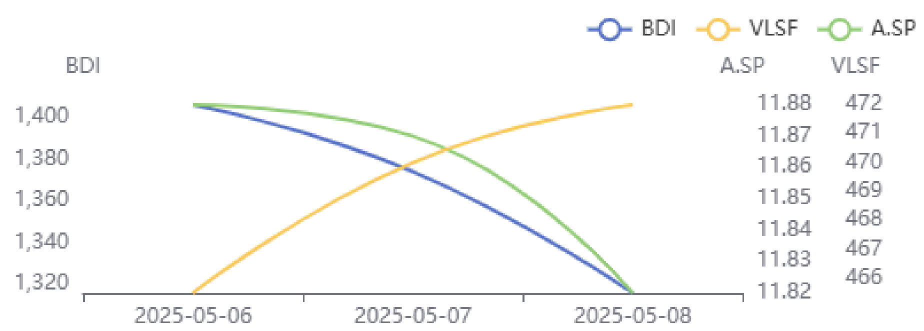
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	2	2	1	1	0	2
Pan.	7	5	1	2	2	2	3
PPx	4	1	1	3	2	1	3
NPx	2	2	1	2	5	2	3
Fd	4	3	3	5	2	0	2
Ulcv	2	0	1	2	2	0	1
WT.h.	38.4	12.6	30.3	33.7	15	34.4	14.5



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

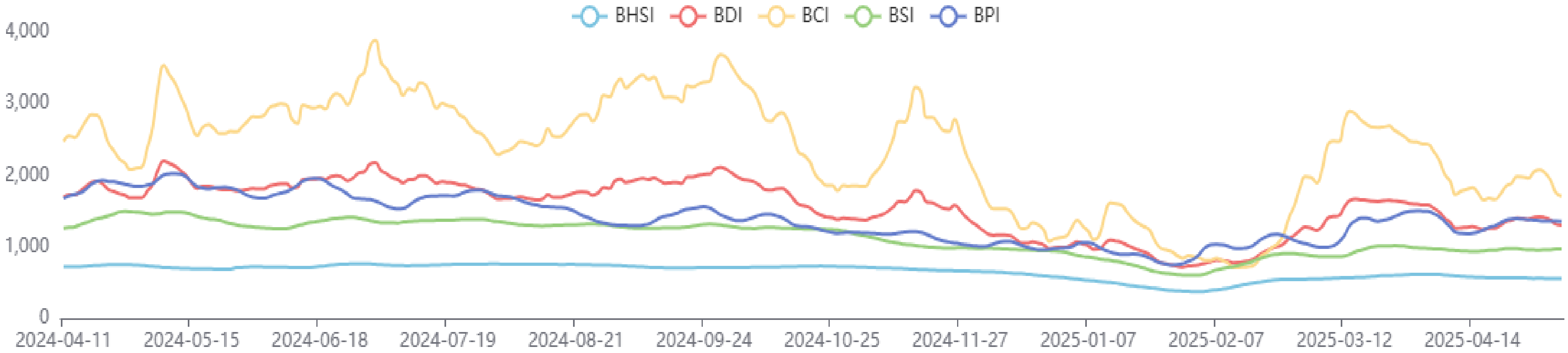
Type	M	T	W	Th	F	Sat	Sun
BDI	1360	1362	1363				
VLSF	461.00	465.50	470.00	472.00			
A.SP	11.78	11.88	11.87	11.82	11.79	11.73	



第三部分 航运市场 SHIPPING MARKET

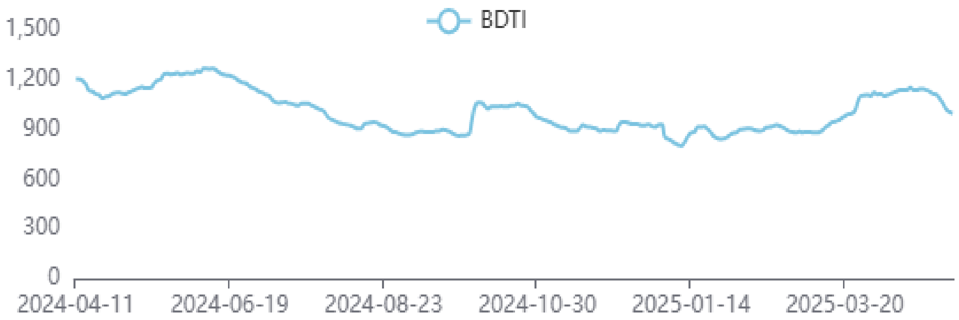
波罗的海干散货指数Baltic Dry Index

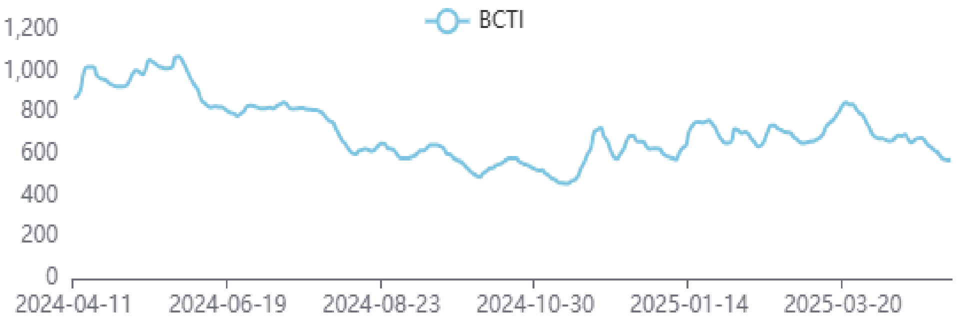
Type	PI	WoW	W%	M%	y%
BDI	1299	-122.0	-8.59	1.96	-40.03
BCI	1709	-370.0	-17.8	-5.21	-49.81
BPI	1353	-15.0	-1.1	14.08	-33.02
BSI	969	14.0	1.47	3.19	-34.88
BHSI	554	-6.0	-1.07	-4.81	-21.86

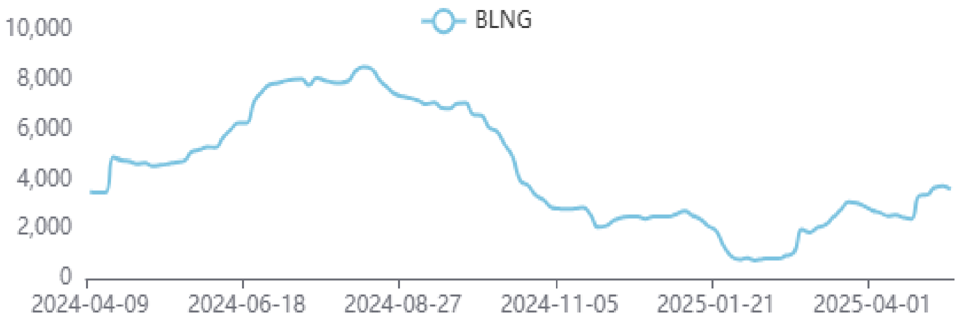


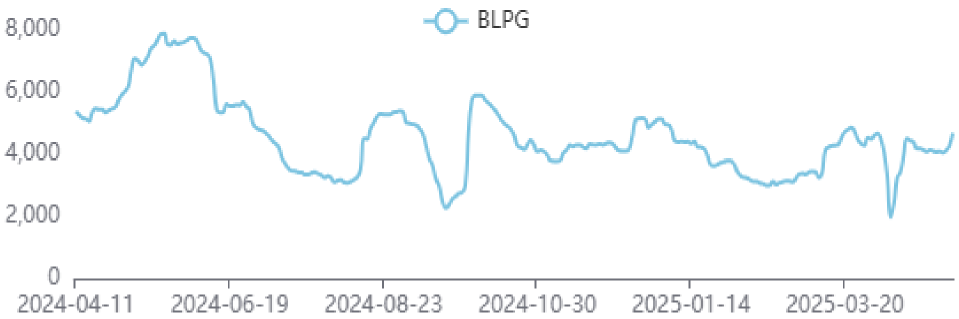
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	995	-90.0	-8.29	-12.1	-13.33
BCTI	573	-33.0	-5.45	-15.61	-42.93
BLNG	3580	-93.0	-2.53	39.84	-21.63
BLPG	4677	590.0	14.44	44.35	-33.2

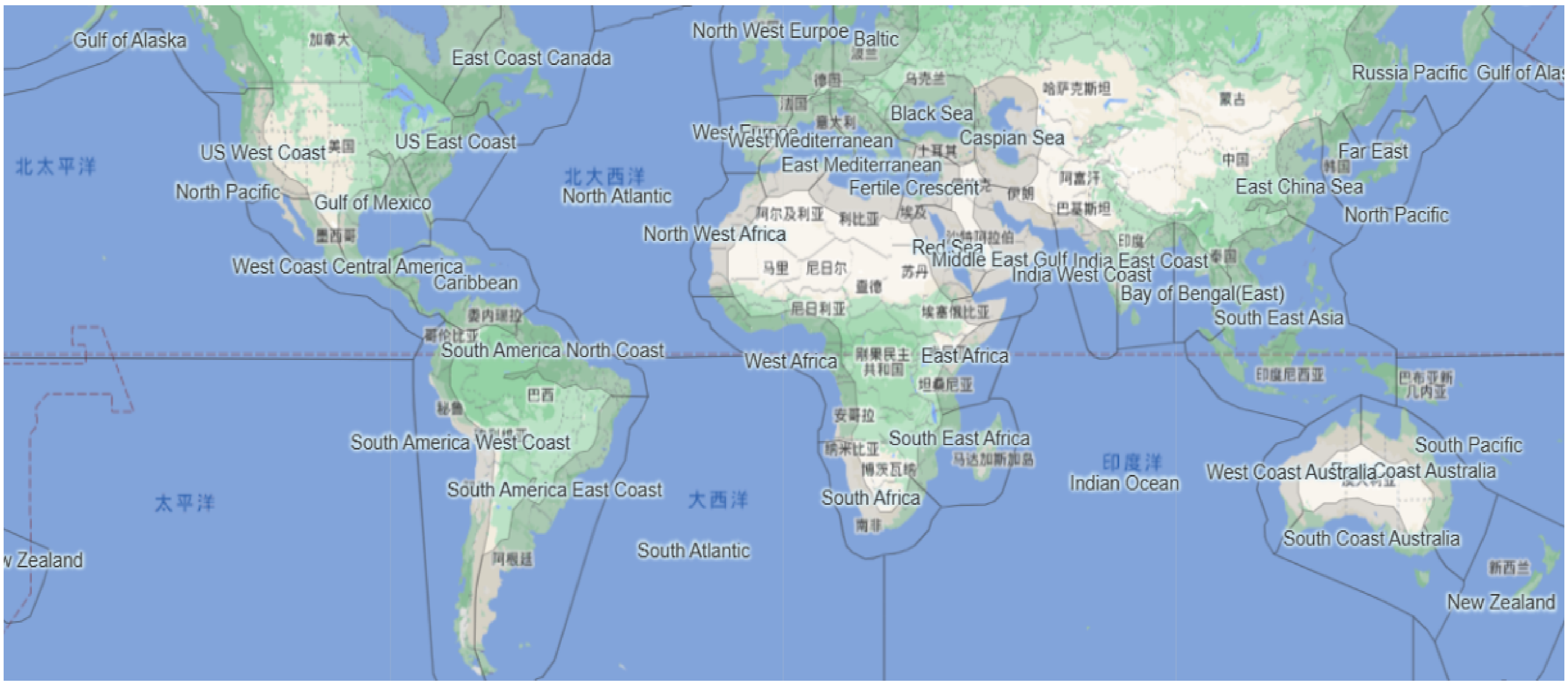








第四部分 运力分布 SUPPLY DISTRIBUTION

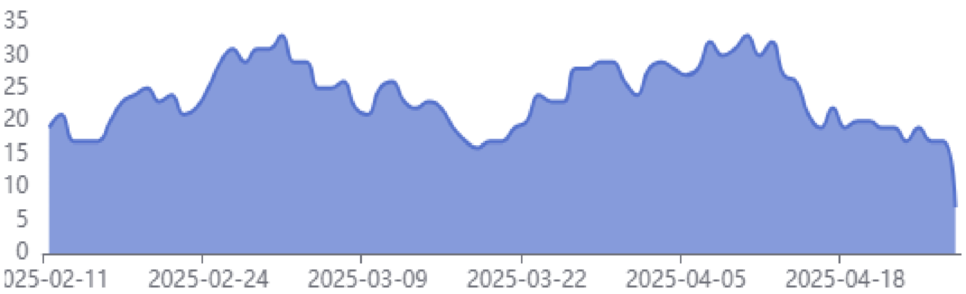


好望角型散货船 Capesize

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.

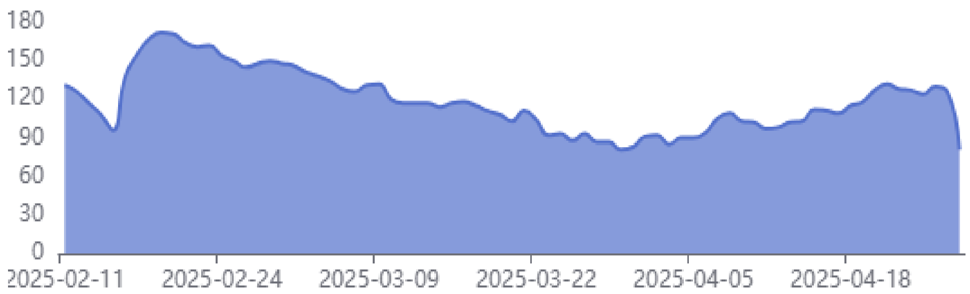
Type	M	T	W	Th	F	Sat	Sun
Cape	19	19	17	19	17	17	7



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.

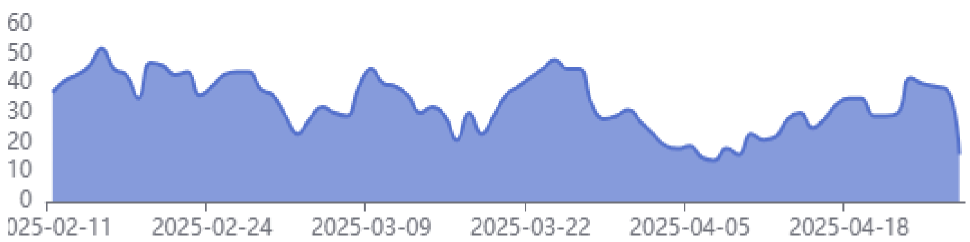
Type	M	T	W	Th	F	Sat	Sun
Cape	132	128	127	124	130	126	81



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	30	42	40	39	38	16

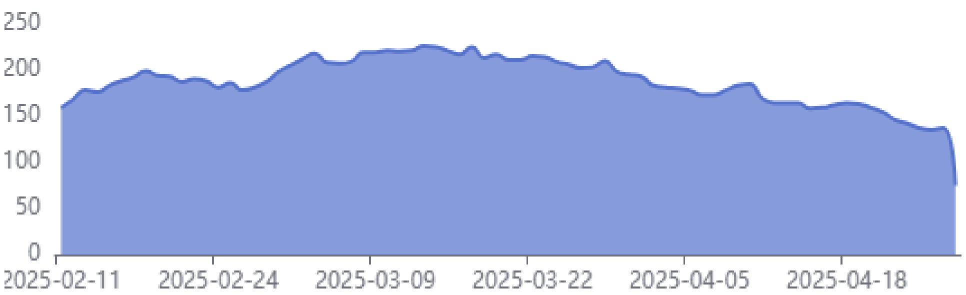


巴拿马型散货船 PANAMAX

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.

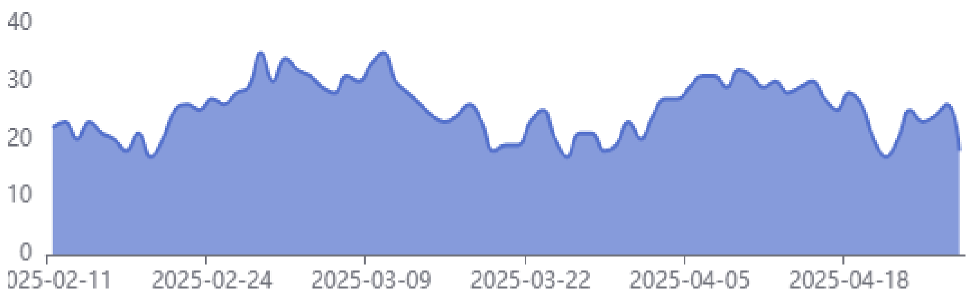
Type	M	T	W	Th	F	Sat	Sun
Pan.	154	146	142	137	135	137	75



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.

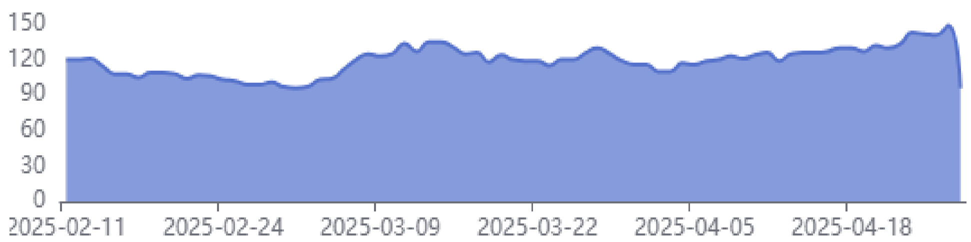
Type	M	T	W	Th	F	Sat	Sun
Pan.	8	10	8	9	9	8	3



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.	130	133	143	142	141	149	96

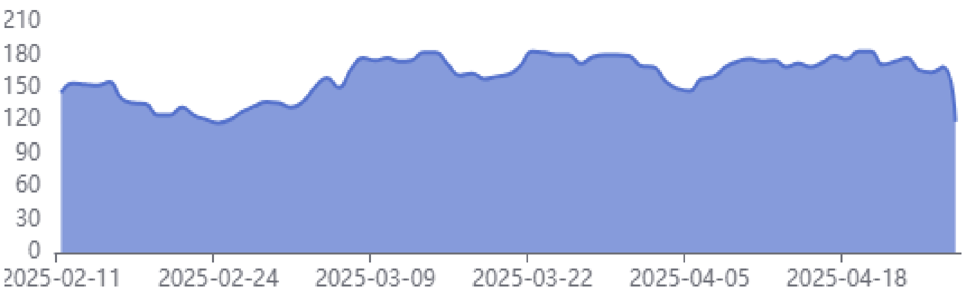


超大灵便型散货 SUPRAMAX

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.

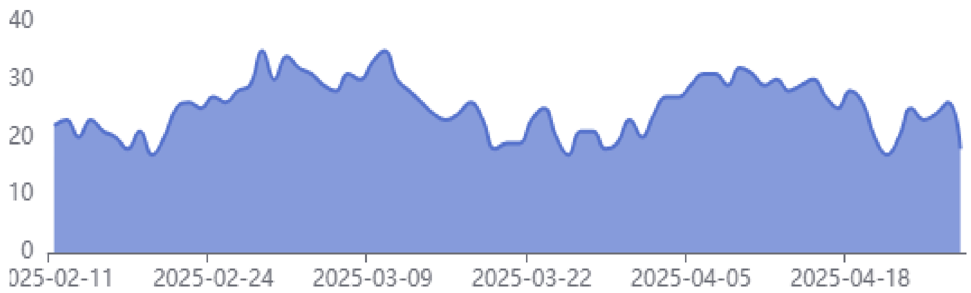
Type	M	T	W	Th	F	Sat	Sun
SMX	171	174	177	166	164	169	119



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.

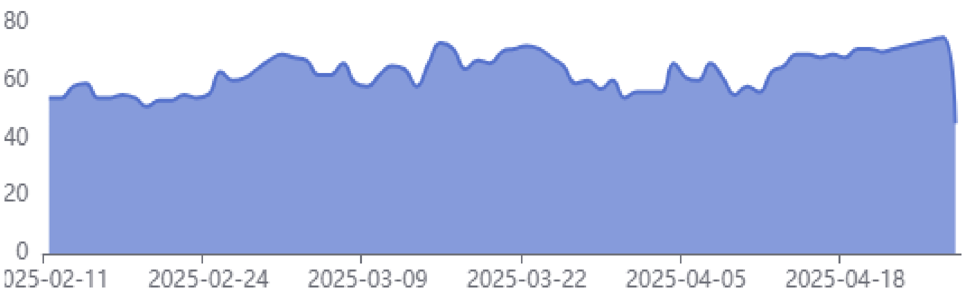
Type	M	T	W	Th	F	Sat	Sun
SMX	17	20	25	23	24	26	18



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.

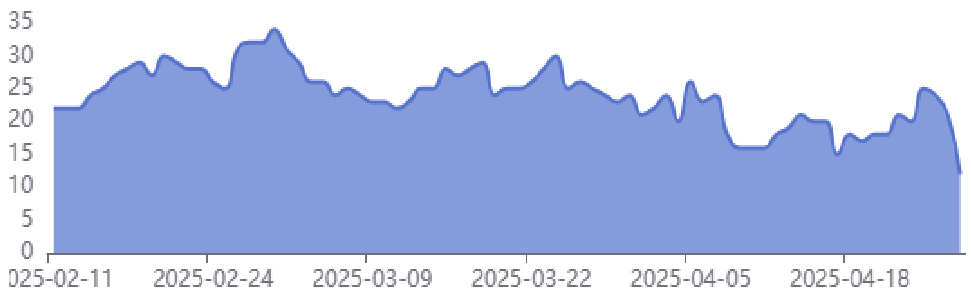
Type	M	T	W	Th	F	Sat	Sun
SMX	18	21	20	25	24	21	12



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.

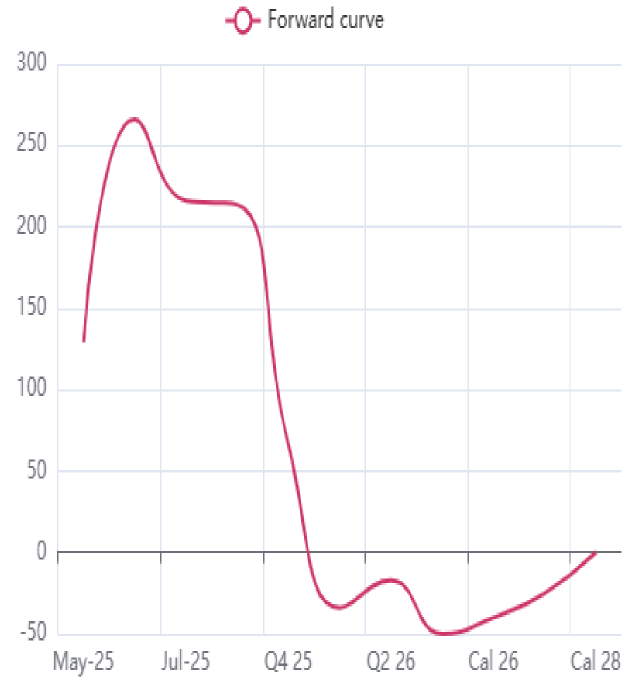
Type	M	T	W	Th	F	Sat	Sun
SMX	70	71	72	73	74	75	45



第五部分 远期运价协议 FFA

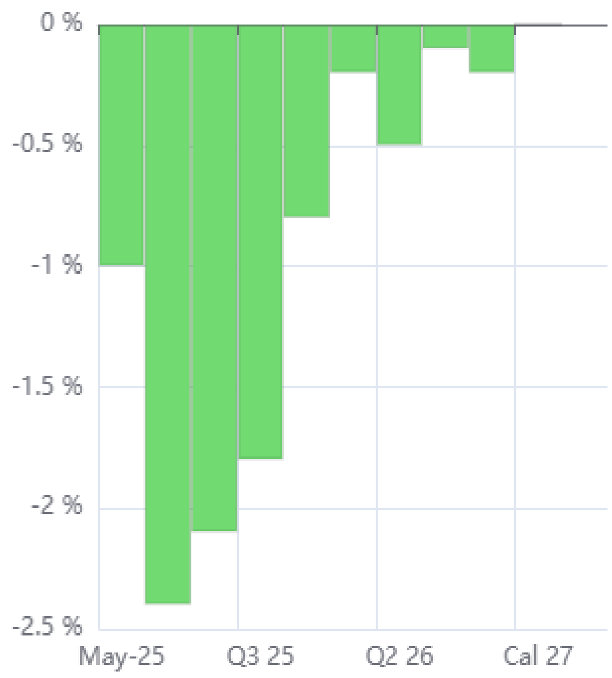
好望角型散货船Capesize

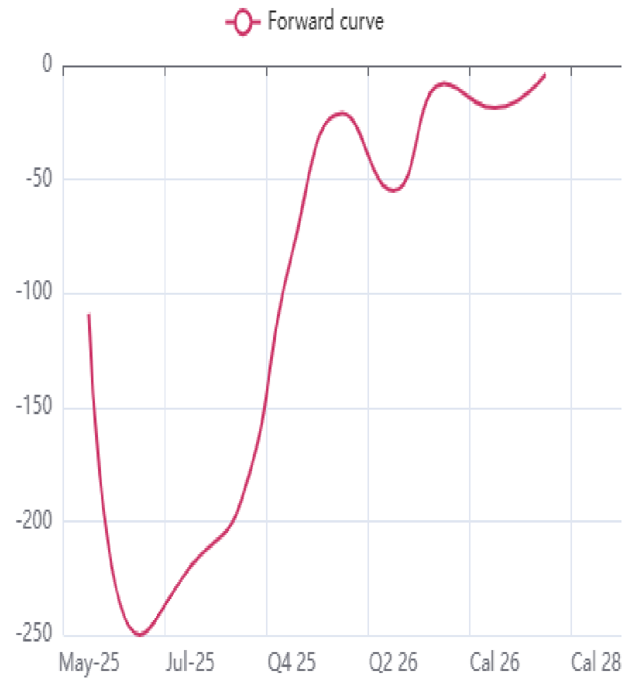
5TC	$/day	WoW	
May-25	16,092.00	129.0	0.8 %
Jun-25	18,358.00	266.0	1.5 %
Jul-25	18,858.00	216.0	1.2 %
Q3 25	19,150.00	213.67	1.1 %
Q4 25	20,337.67	66.33	0.3 %
Q1 26	11,883.00	-34.0	-0.3 %
Q2 26	17,396.00	-17.0	-0.1 %
Q3 26	20,917.00	-50.0	-0.2 %
Cal 26	17,887.50	-40.0	-0.2 %
Cal 27	18,863.00	-25.0	-0.1 %
Cal 28	18,817.00	0.0	0.0 %



巴拿马型散货船Panamax

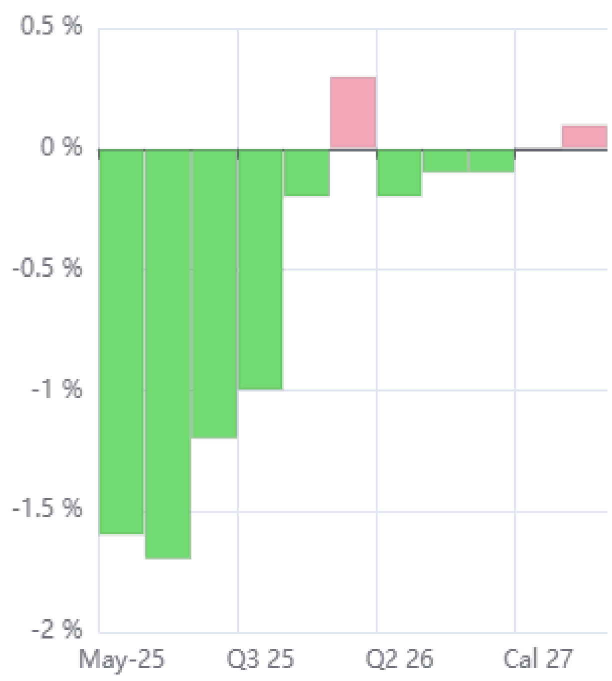
4TC	$/day	WoW	
May-25	10,508.00	-109.0	-1.0 %
Jun-25	10,046.00	-250.0	-2.4 %
Jul-25	10,138.00	-220.0	-2.1 %
Q3 25	10,253.00	-191.33	-1.8 %
Q4 25	10,096.00	-83.0	-0.8 %
Q1 26	8,592.00	-21.0	-0.2 %
Q2 26	10,608.00	-55.0	-0.5 %
Q3 26	10,400.00	-8.0	-0.1 %
Cal 26	9,890.75	-18.75	-0.2 %
Cal 27	10,213.00	-4.0	0.0 %
Cal 28	-	-	-

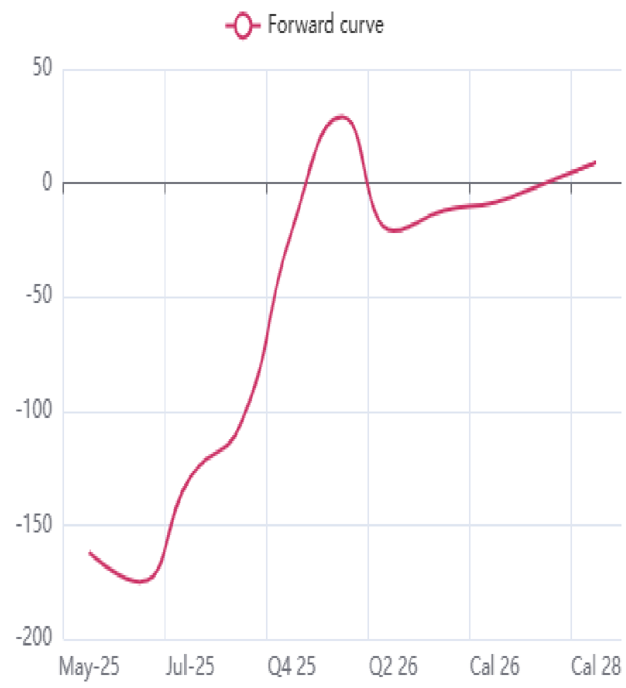




超大灵便型散货船Supramax

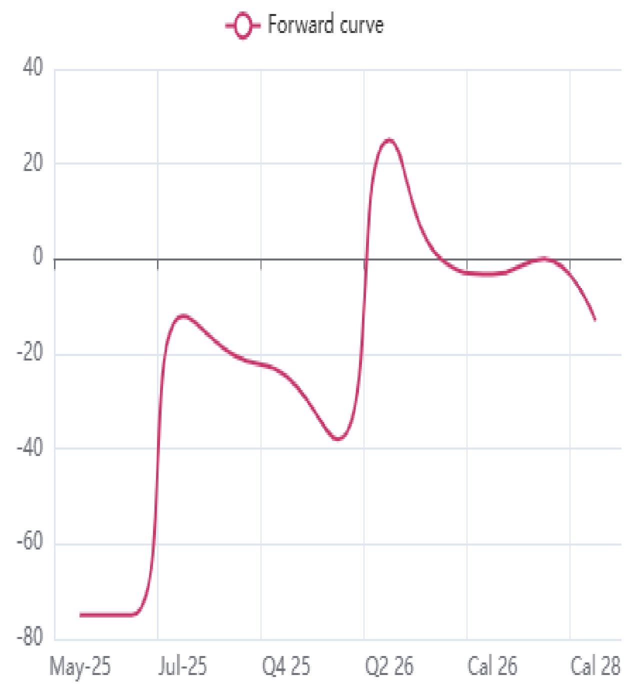
10TC	$/day	WoW	
May-25	10,238.00	-162.0	-1.6 %
Jun-25	10,208.00	-175.0	-1.7 %
Jul-25	10,388.00	-129.0	-1.2 %
Q3 25	10,515.67	-105.33	-1.0 %
Q4 25	10,242.00	-21.0	-0.2 %
Q1 26	8,833.00	29.0	0.3 %
Q2 26	10,708.00	-21.0	-0.2 %
Q3 26	10,713.00	-12.0	-0.1 %
10,128.00	Cal 26	-8.5	-0.1 %
Cal 27	10,446.00	0.0	0.0 %
Cal 28	10,717.00	9.0	0.1 %





灵便型散货船Handysize

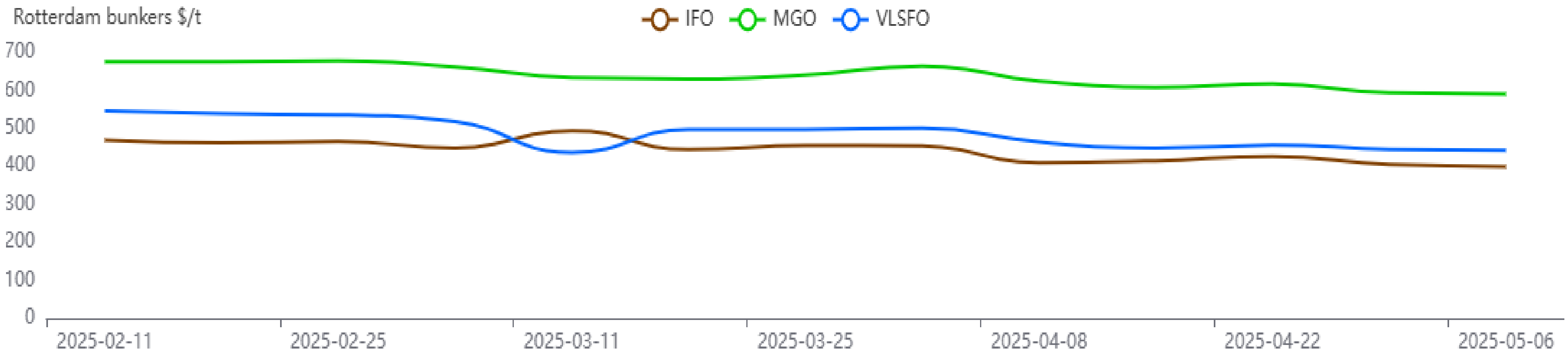
7TC	$/day	WoW	
May-25	10,100.00	-75.0	-0.7 %
Jun-25	10,188.00	-75.0	-0.7 %
Jul-25	10,288.00	-12.0	-0.1 %
Q3 25	10,304.67	-20.33	-0.2 %
Q4 25	10,113.00	-24.67	-0.2 %
Q1 26	8,600.00	-38.0	-0.4 %
Q2 26	10,538.00	25.0	25.0
Q3 26	10,475.00	0.0	0.0 %
Cal 26	9,940.75	-3.25	0.0 %
Cal 27	10,175.00	0.0	0.0 %
Cal 28	10,350.00	-13.0	-0.1 %

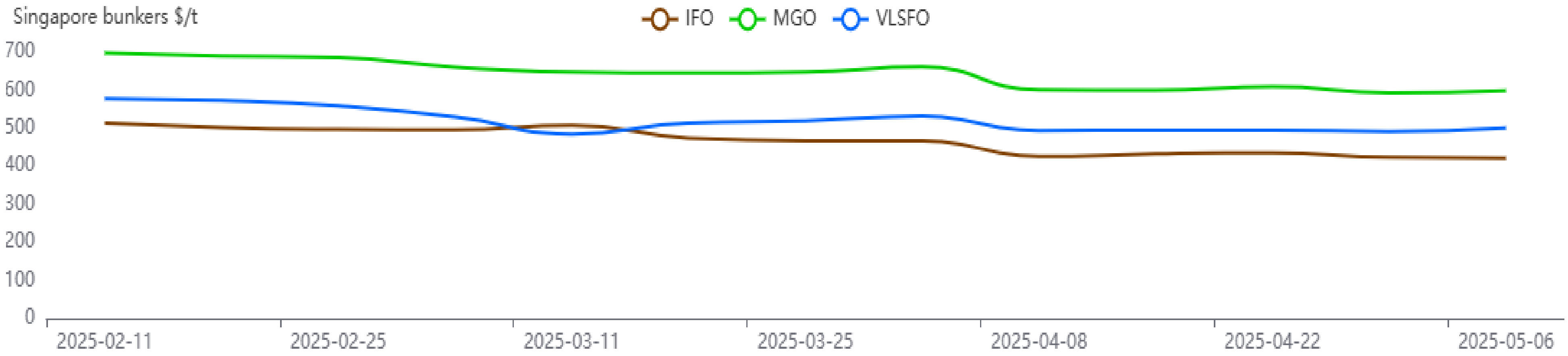


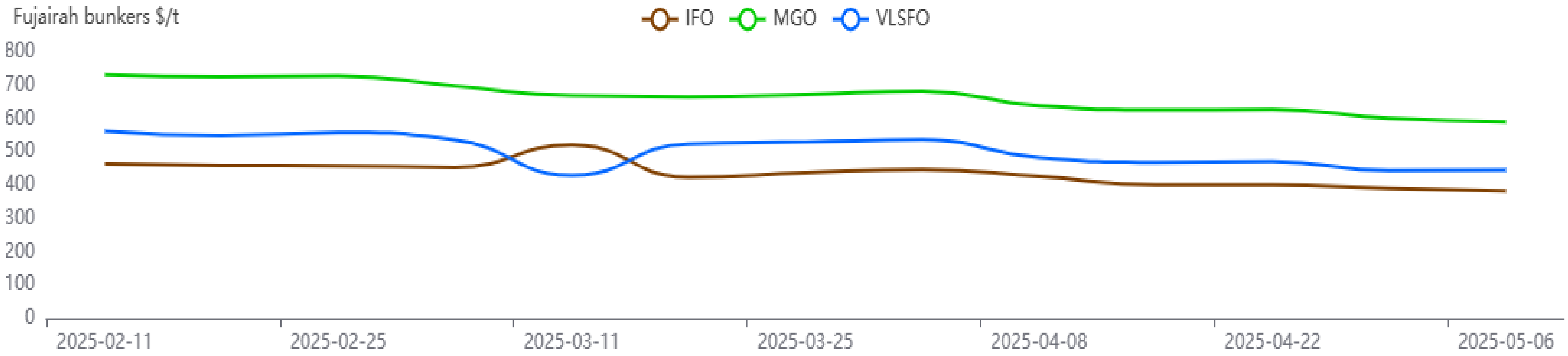
第六部分 燃油价格 BUNKER PRICE

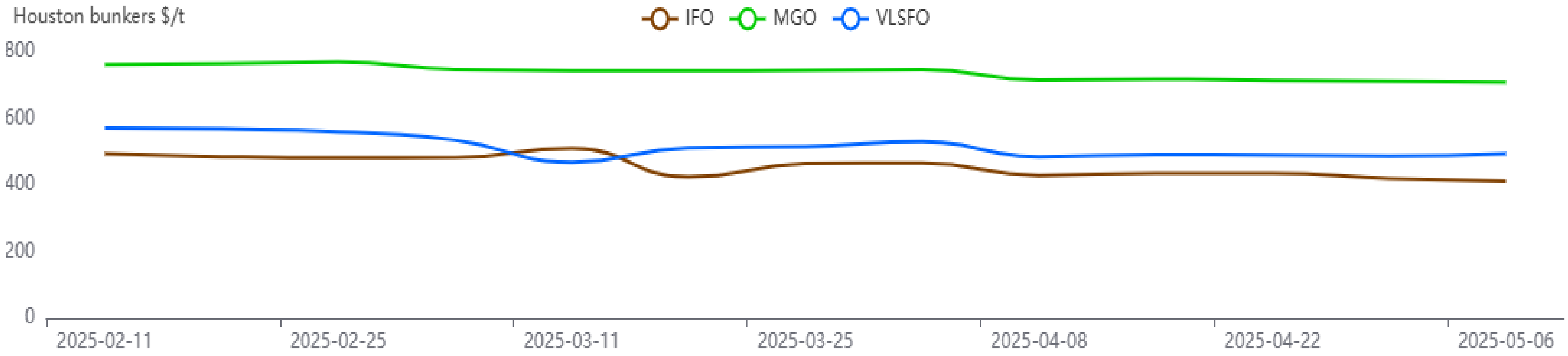
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	496.5	437.0	632.5	59.5	14.0	30.77	8.18
Singapore	501.0	421.0	598.5	80.0	12.0	17.65	17.65
Rotterdam	442.0	399.5	590.5	42.5	2.5	6.25	-22.02
Fujairah	445.0	383.0	591.0	62.0	9.0	16.98	10.71
Houston	493.0	410.5	708.5	82.5	14.5	21.32	47.32

(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	200.0	2.0	1.01	-0.5	-7.83
Maize	231.0	-6.0	-2.53	-1.7	8.96
Soybeans	203.0	-2.0	-0.98	2.53	-13.98
Rice	177.0	1.0	0.57	0.57	-28.34
Barley	232.0	0.0	0.0	-2.11	4.98

Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	58.4	0.11	0.19	-4.17	-24.61
Brent	USD/Bbl	61.34	0.05	0.08	-4.77	-25.38
Natural Gas	USD/MMBtu	3.65	0.02	0.55	0.0	64.41
Gasoline	USD/Gal	2.03	0.01	0.5	0.0	-19.12
Heating Oil	USD/Gal	1.98	-0.01	-0.5	-4.81	-18.85
Ethanol	USD/Gal	1.72	-0.06	-3.37	-4.44	-2.27
Naphtha	USD/T	528.15	-8.16	-1.52	-1.17	-20.56
Propane	USD/Gal	0.71	-0.03	-4.05	-10.13	2.9
Uranium	USD/Lbs	70.1	0.3	0.43	8.85	-24.01
Methanol	CNY/T	2313.0	2.0	0.09	-6.58	-11.99
TTF Gas	EUR/MWh	34.56	1.94	5.95	-3.46	13.16
UK Gas	GBp/thm	83.14	4.42	5.61	-5.39	11.02

Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.56	-0.09	-1.94	7.04	0.22
Coal	USD/T	98.75	0.75	0.77	1.28	-32.64
Steel	CNY/T	3068.0	16.0	0.52	0.26	-13.21
Iron Ore	USD/T	99.33	1.14	1.16	-1.51	-16.92
Aluminum	USD/T	2440.4	0.0	0.0	2.63	-3.71
Lithium	CNY/T	65250.0	-2700.0	-3.97	-9.88	-40.95

Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3347.51	108.17	3.34	11.37	44.8
Silver	USD/t.oz	32.44	0.43	1.34	7.2	18.83
Platium	null	972.6	13.1	1.37	7.39	N/A

Currencies	Index	+/-	Weekly	Monthly	YTD
EUR/USD	1.13	0.0	0.0	3.67	5.61
USD/CNY	7.24	0.03	0.42	-1.63	0.14

第八部分 本周话题 WEEKLY TOPIC

红海局势扑朔迷离

2025年5月6日，唐纳德·特朗普总统表示，美国已与胡塞武装达成停火协议。市场对此消息好像显得波澜不惊，因为全世界都了解特朗普特不靠谱，消息是否属实还得问问胡塞武装。
白宫椭圆形办公室的声明给那些避开这条航线的公司带来了重新开放红海和苏伊士运河的希望。这也直接关乎航运业的收益，因为胡塞武装对一条关键贸易航线红海航线的威胁导致吨海里的增加，促使了集装箱运费居高不下，一些集装箱船东这几年因为红海航线的扰动而受益。
川普在白宫会见加拿大新任总理马克·卡尼时宣布针对胡塞武装的停火。在卡尼的陪同下，特朗普表示，胡塞武装已经宣布他们不想再战斗，美国也随即停止对胡塞武装的轰炸，同时表示胡塞武装将不会再攻击任何商船。
阿曼外交部长Badr Albusaidi在公共平台上证实，阿曼政府作为调停方促成了这次停火安排。未来，双方都不会在红海和曼德海峡（Bab al-Mandab Strait）以对方为目标，包括美国船只，以确保航行自由和国际商业航运的畅通，因为曼德海峡是连接红海和亚丁湾的航道。
奇怪的是胡塞武装并没有提及该停火协议。在以色列和哈马斯于2023年10月爆发战争后不久，得到其它地区支持的也门激进组织开始在红海和亚丁湾袭击船舶，甚至击沉了商船，对海上财产和环境构成了直接的威胁，集装箱市场实际上受益数年。
特朗普重返白宫不到两个月，美军于3月15日开始对胡塞武装目标发动袭击。
如果之前胡塞武装对红海的持续威胁得到暂停，应该会看到红海船舶交通迅速恢复到历史水平，同时会降低航运保险费，缓解石油和液化天然气价格的波动。整个航运市场都时刻在关注胡塞武装切实是否停火的证据，同时市场时刻关注随后油轮市场和集装箱船租船费率的发展方向。因为受胡塞武装袭击影响最大的原油运输是经由苏伊士运河北上的中东至欧洲航线。根据HiFleet航运大数据显示，2023年每天从中东运往欧洲的90万桶原油几乎都要通过红海通道。自2023年11月袭击事件开始以来，2024年欧洲原油流量下降至77万桶每天，市场份额转向了美洲。
马士基首席执行官文森特·克勒克（Vincent Clerc）认为红海航线全面回归其实相当复杂，成本高昂，因此短时间排除了红海航线回归的可能性。而且最近几天红海局势好像并没有彻底归于平静，航运市场也没有发生大的波动和变化，大家时而看到胡塞武装袭击以色列的新闻。

On May 6, 2025, President Donald Trump said that the United States had reached a ceasefire agreement with the Houthi armed forces. The market seems indifferent to this news, as the whole world knows that Trump is unreliable. Whether the news is true or not still needs to be asked of the Houthi forces.
The statement from the Oval Office of the White House has brought hope to those companies that have avoided this route to reopen the Red Sea and the Suez Canal. This is also directly related to the profits of the shipping industry. The threat posed by the Houthi forces to a key trade route, the Red Sea route, has led to an increase in tonnnautical miles, causing container freight rates to remain high. Some container shipowners have benefited from the disruption of the Red Sea route in recent years.
Trump announced a ceasefire against the Houthi forces when he met with Canada's new Prime Minister Mark Carney at the White House. Accompanied by Carney, Trump said that the Houthi forces had declared that they no longer wanted to fight, and the United States promptly stopped bombing the Houthi forces. At the same time, he stated that the Houthi forces would no longer attack any merchant ships.
Oman's Foreign Minister Badr Albusaidi confirmed on public platforms that the Omani government, as the mediator, facilitated this ceasefire arrangement. In the future, neither side will target the other, including US vessels, in the Red Sea and the Bab al-Mandab Strait to ensure freedom of navigation and the smoothness of international commercial shipping, as the Bab al-Mandab Strait is the waterway connecting the Red Sea and the Gulf of Aden.
Strangely, the Houthi forces did not mention the ceasefire agreement. Shortly after the war between Israel and Hamas broke out in October 2023, Yemeni radical groups supported by other regions began attacking ships in the Red Sea and the Gulf of Aden, even sinking merchant ships, posing a direct threat to maritime property and the environment. The container market actually benefited for several years.
Less than two months after Trump's return to the White House, the US military began launching attacks on Houthi targets on March 15.
If the continuous threat posed by the Houthi forces to the Red Sea is suspended before, we should witness a rapid recovery of ship traffic in the Red Sea to historical levels. At the same time, shipping insurance premiums will be reduced and the fluctuations in oil and liquefied natural gas prices will be alleviated. The entire shipping market is constantly keeping an eye on the evidence of whether the Houthi forces have actually ceased fire. At the same time, the market is constantly monitoring the subsequent development directions of the oil tanker market and container ship charter rates. Because the crude oil transportation most affected by the Houthi attack is the Middle East to Europe route northward via the Suez Canal. According to HiFleet's shipping big data, almost all of the 900,000 barrels of crude oil transported from the Middle East to Europe every day in 2023 have to pass through the Red Sea passage. Since the attack began in November 2023, European crude oil flows have dropped to 770,000 barrels per day in 2024, and market share has shifted to the Americas.
Vincent Clerc, the CEO of Maersk, believes that the full return of the Red Sea route is actually quite complex and costly. Therefore, the possibility of the return of the Red Sea route has been ruled out in the short term. Moreover, in recent days, the situation in the Red Sea does not seem to have completely calmed down. There have been no major fluctuations or changes in the shipping market. From time to time, people see news about the Houthi armed forces attacking Israel.