



2025年 第26周市场周报

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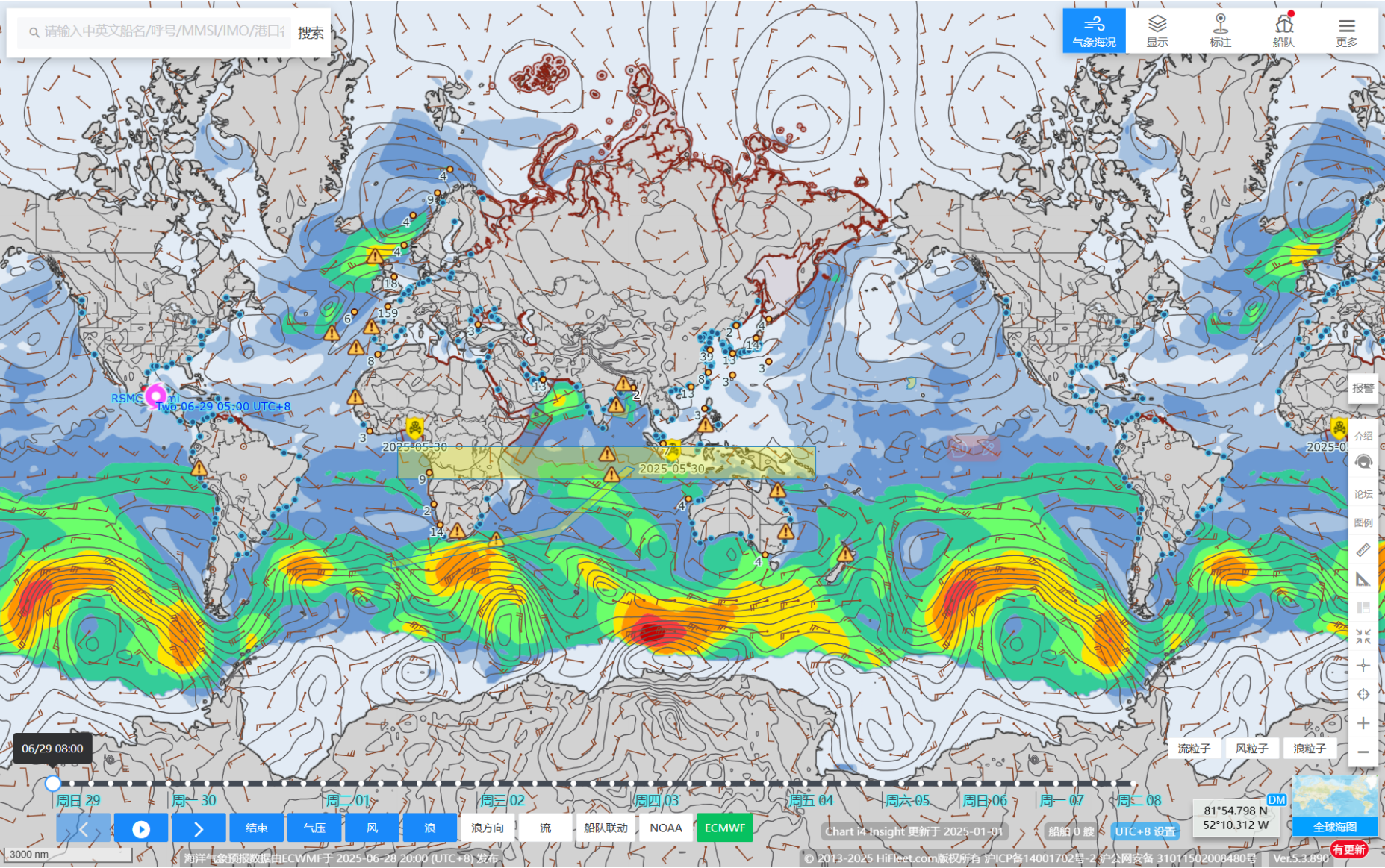
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最新商品价格 LATEST COMMODITIES PRICE

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383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 383 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3-5级，后半周有中浪；黄海风力4-5级，有中浪；东海风力3-4级，有时中浪；台湾海峡3-5级风，有中浪；南海大部海域风力3-4级，轻浪。太平洋北部和北大西洋的气旋开始变得频繁。The coming week the wind in Bohai Sea is breeze with moderate sea in the second half week. Wind in Yellow Sea is moderate with moderate sea. And China East Sea is moderate with moderate sea occasionally. The wind in the Taiwan Strait is moderate with moderate sea. In most of the South China Sea the wind will be gentle with slight sea. The cyclone low activities become frequent in North of Pacific and Atlantic.

海盗事件 Piracy

6月14日，孟加拉国锚地。8名持刀劫匪登上了一艘停泊的集装箱船，抢走了船上的财物。这一事件被报告给了海岸警卫队，后者随后登船并进行了调查。20.06.2025: 2015 UTC: Posn: 22:09.10N – 091:44.90E, Chattogram Anchorage, Bangladesh. Eight robbers armed with knives boarded an anchored container vessel and escaped with stolen ship’s properties. The incident was reported to the Coast Guard who later boarded and conducted an investigation.

海上事件 Marine Incidents

6月24日，Zodiac maritime管理的汽车运输船Morning Midas轮在北太平洋发生严重火灾后沉没。这艘容量为4902车位（2006年建造）的船只在国际水域沉没，救援船只虽然在现场，但无能为力。On June 24th, the car carrier "Morning Midas" managed by Zodiac maritime sank after a serious fire broke out in the North Pacific. This vessel with a capacity of 4,902 parking Spaces (built in 2006) sank in international waters. Although rescue vessels were on the scene, they were powerless.

其它 Others

没有 Nil

备注 Remark

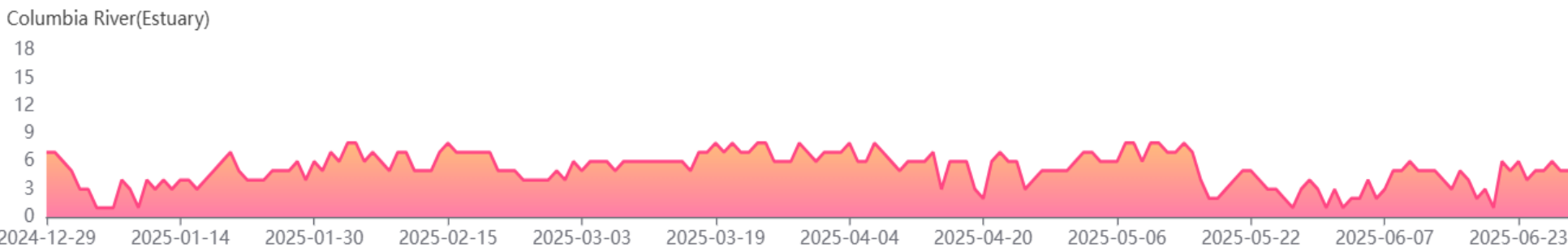
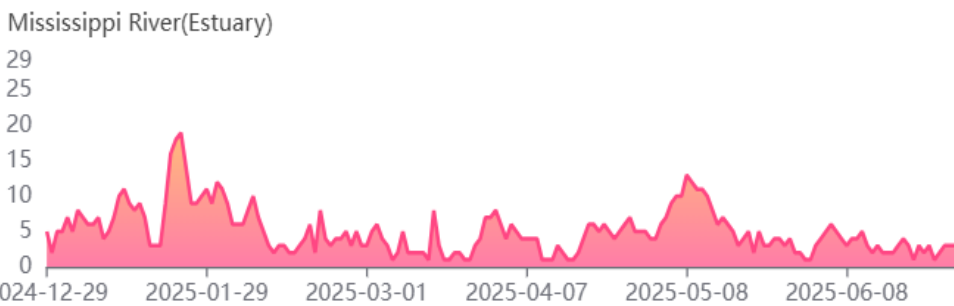
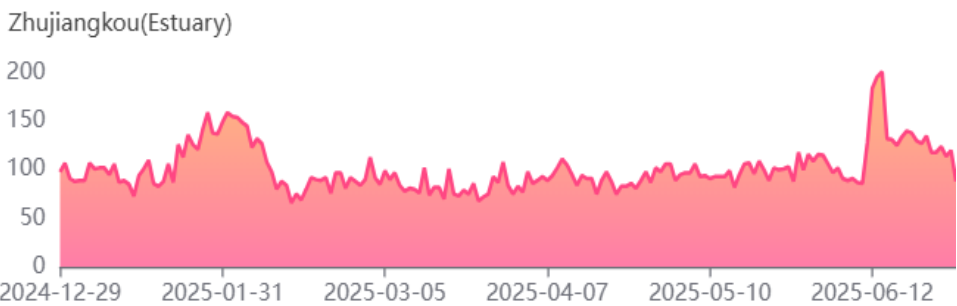
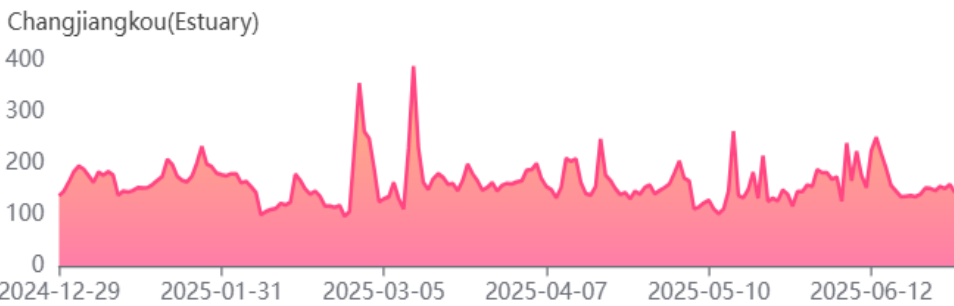
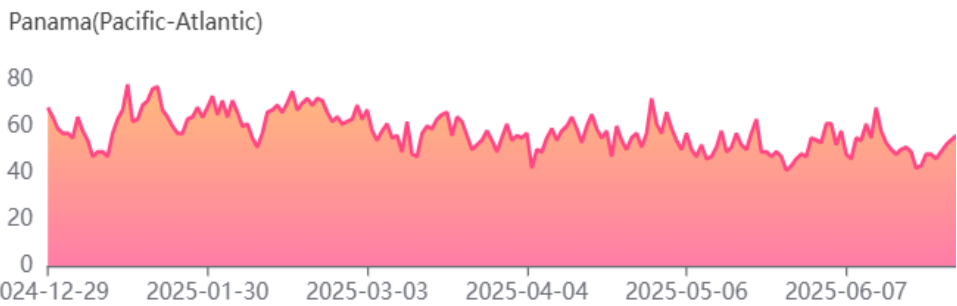
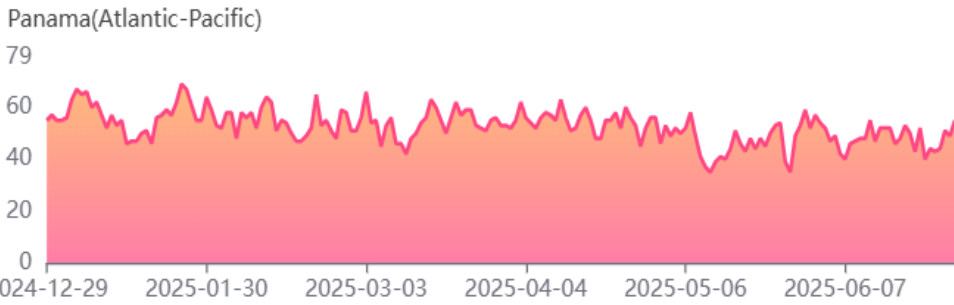
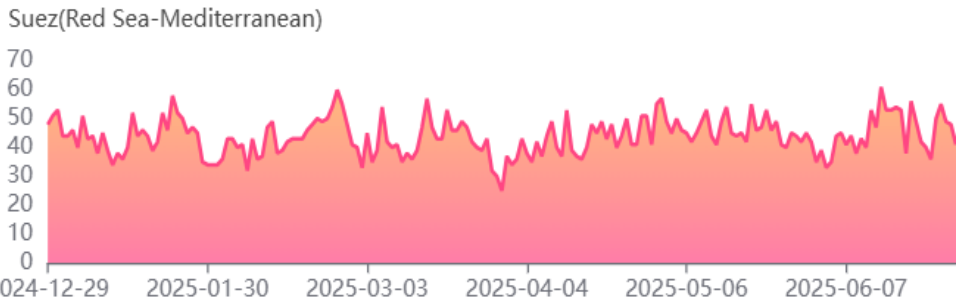
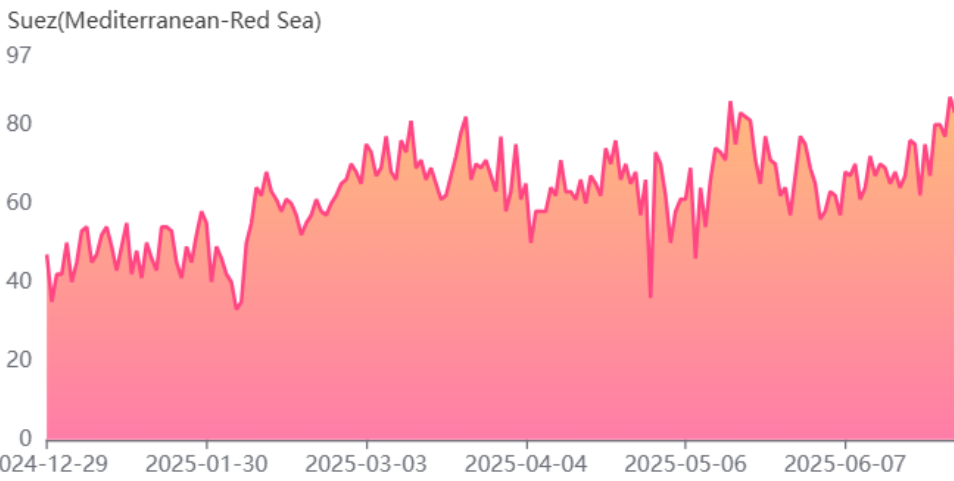
本报告数据截止时间为2025年6月29日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on June 29th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	1315	-37	-9
Miss.Riv.	3	89	0	-82
CJK	143	4912	21	629
Pa.Atlan.	55	1406	-18	42
Colum.Riv.	5	117	12	-20
Suez.Med.	83	1995	65	1
Pa.Pac.	56	1523	10	57
ZJK	88	3563	-113	675

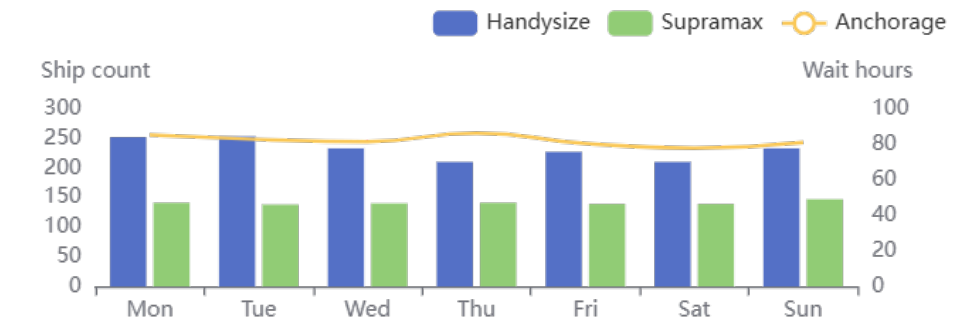


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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	252	253	233	210	227	210	233
SMX	141	138	140	141	139	139	147
WT.h.	85.2	82.7	81.5	86.3	80.4	77.9	81

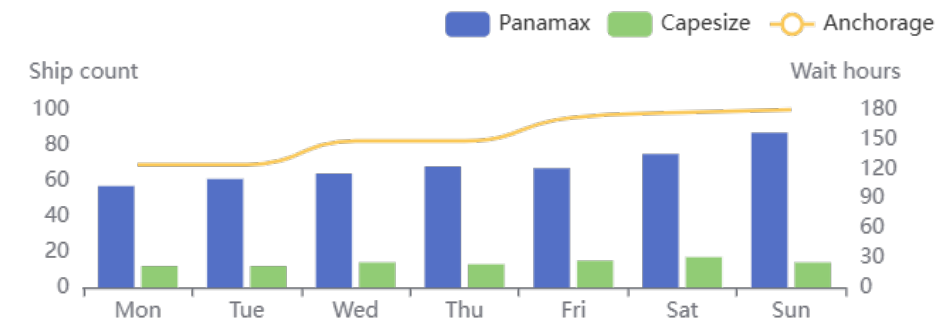


Wait hours

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

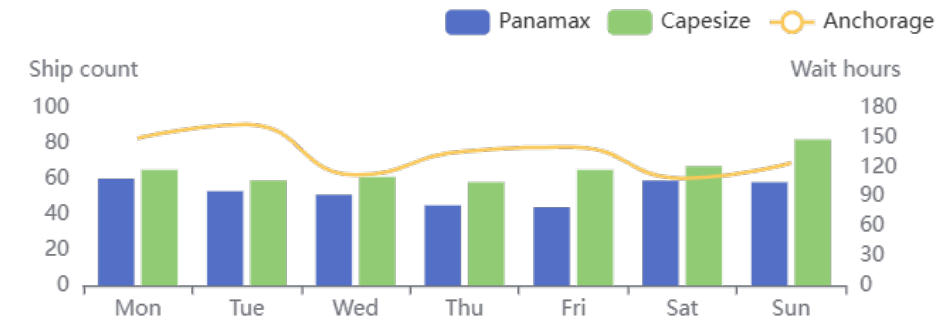
Type	M	T	W	Th	F	Sat	Sun
Pan.	57	61	64	68	67	75	87
Cap	12	12	14	13	15	17	14
WT.h.	124.1	124.3	148.3	148.2	172.2	177.2	180



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

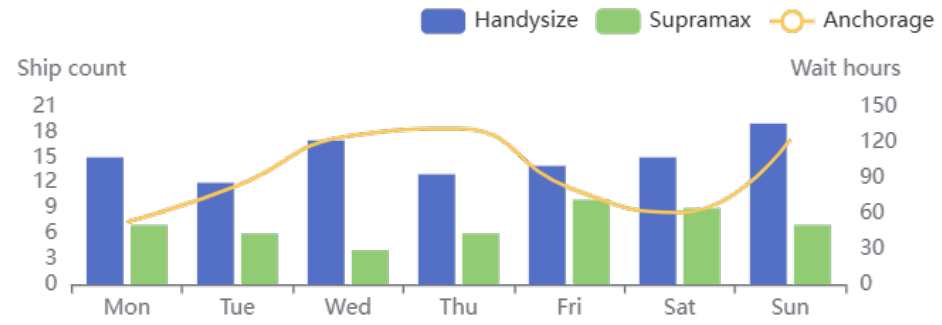
Type	M	T	W	Th	F	Sat	Sun
Pan.	60	53	51	45	44	59	58
Cap	65	59	61	58	65	67	82
WT.h.	149.1	162.95	111.8	135.8	139.9	108.5	124



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

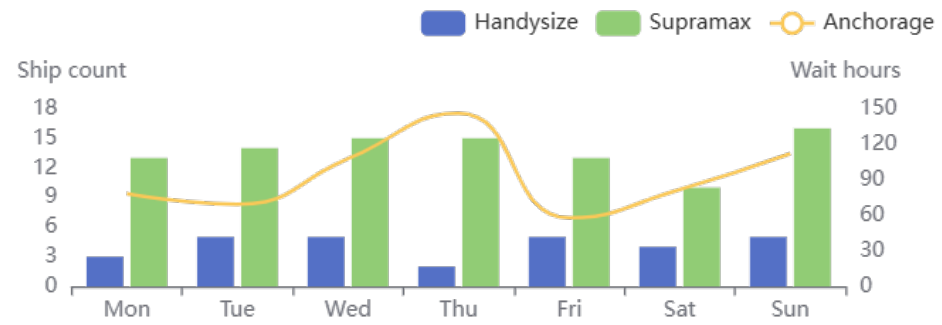
Type	M	T	W	Th	F	Sat	Sun
HDY	15	12	17	13	14	15	19
SMX	7	6	4	6	10	9	7
WT.h.	52.5	83.4	125.2	131.4	81.65	60.6	122.5



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

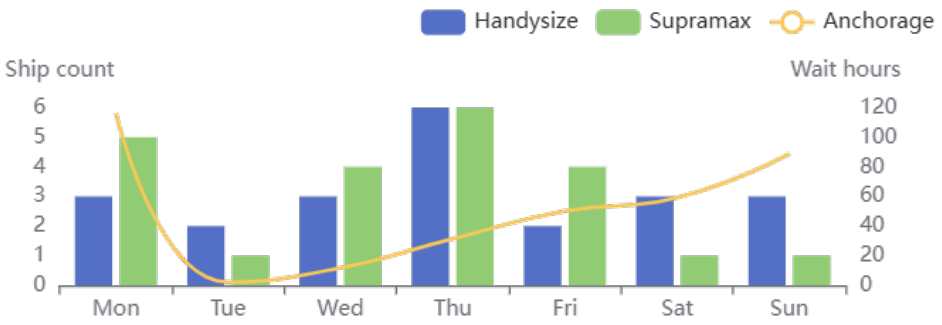
Type	M	T	W	Th	F	Sat	Sun
HDY	3	5	5	2	5	4	5
SMX	13	14	15	15	13	10	16
WT.h.	78.35	69.3	107.75	146.2	57.8	81.8	112



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

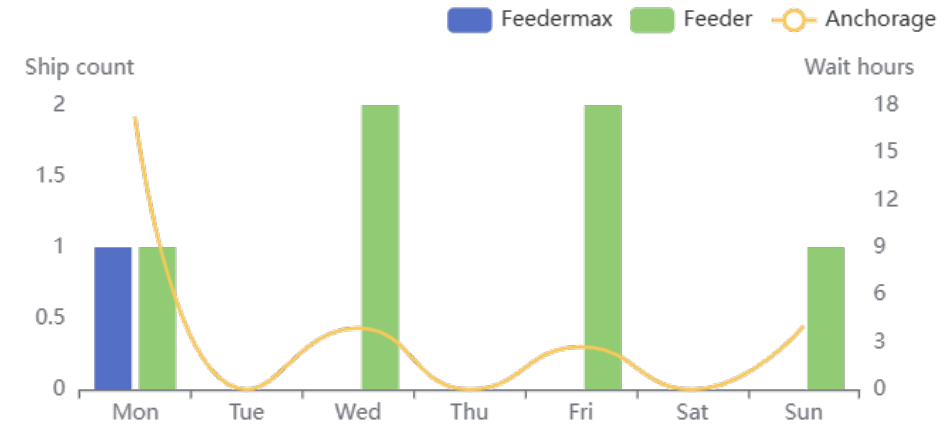
Type	M	T	W	Th	F	Sat	Sun
HDY	3	2	3	6	2	3	3
SMX	5	1	4	6	4	1	1
WT.h.	116.3	2.2	11.8	31.5	50.15	59.2	89



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

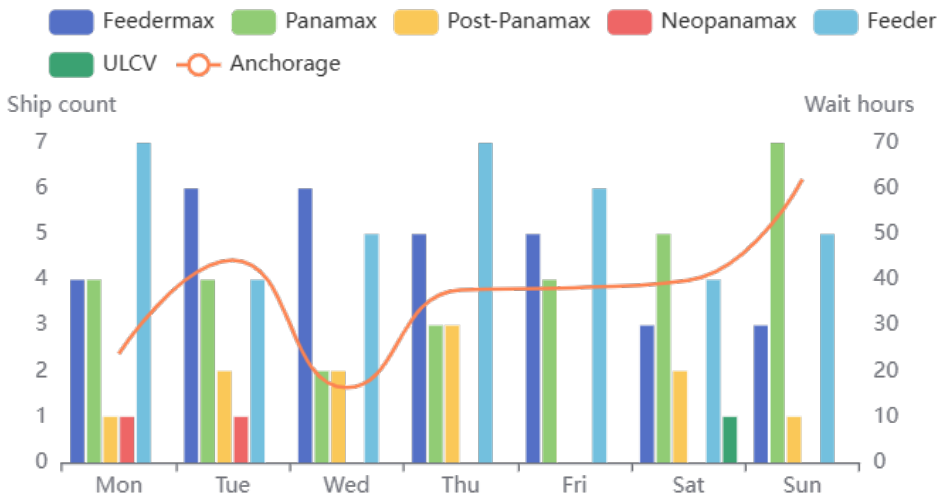
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	0	0	0	0
Pan.	0	0	0	0	0	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	1	0	2	0	2	0	1
WT.h.	17.25	0.0	3.9	0.0	2.7	0.0	4
Ulcw	0	0	0	0	0	0	0



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

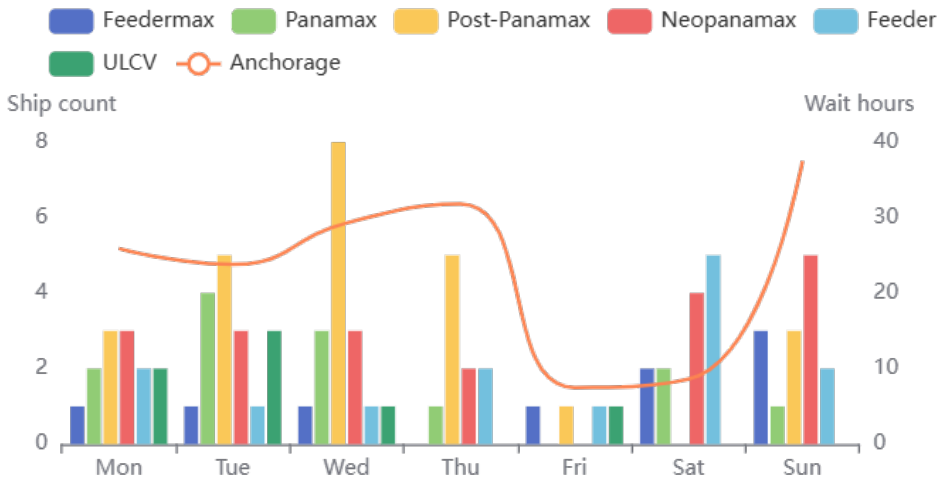
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	6	6	5	5	3	3
Pan.	4	4	2	3	4	5	7
PPx	1	2	2	3	0	2	1
NPx	1	1	0	0	0	0	0
Fd	7	4	5	7	6	4	5
Ulcw	0	0	0	0	0	1	0
WT.h.	23.8	44.3	16.4	37.8	38.3	39.9	62



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

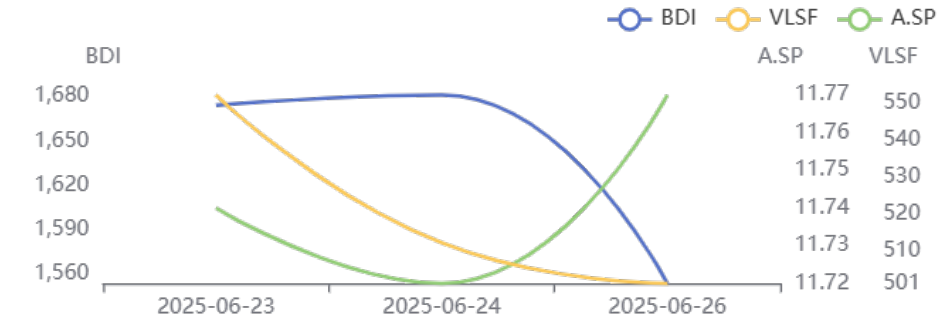
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	1	0	1	2	3
Pan.	2	4	3	1	0	2	1
PPx	3	5	8	5	1	0	3
NPx	3	3	3	2	0	4	5
Fd	2	1	1	2	1	5	2
Ulcw	2	3	1	0	1	0	0
WT.h.	25.9	23.8	29.3	31.8	7.5	8.6	37.5



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

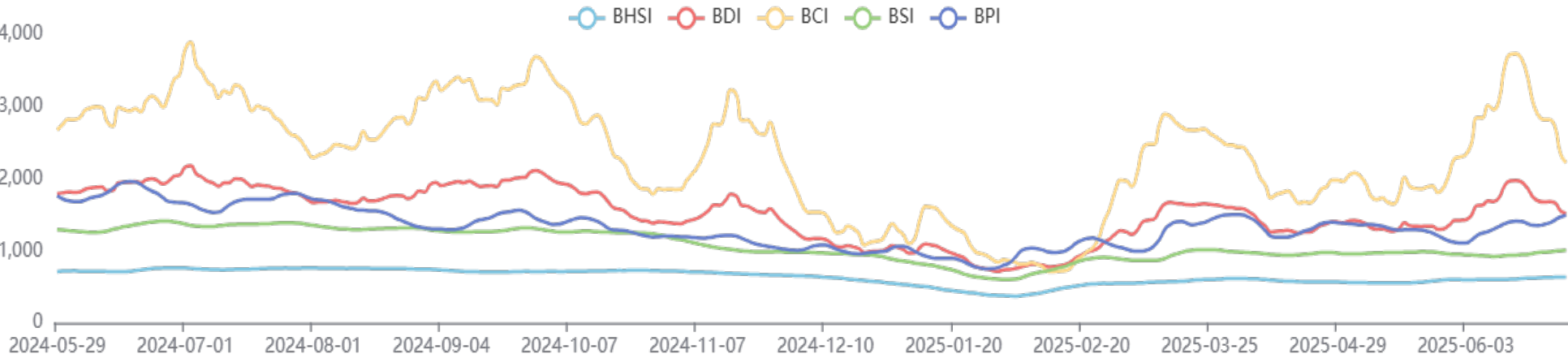
Type	M	T	W	Th	F	Sat	Sun
BDI	1362	1384	1468				
VLSF	552.00	512.00	503.50	501.00			
A.SP	11.74	11.72	11.71	11.77	11.75	11.8	



第三部分 航运市场 SHIPPING MARKET

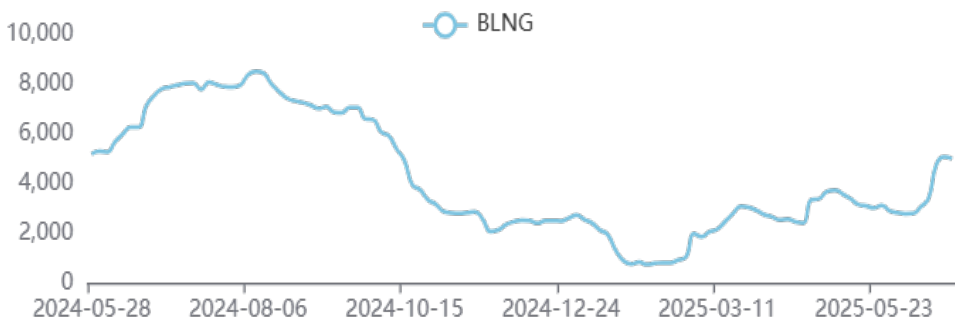
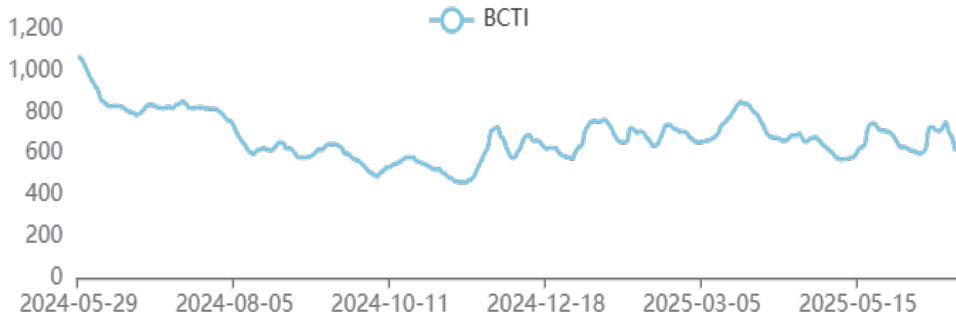
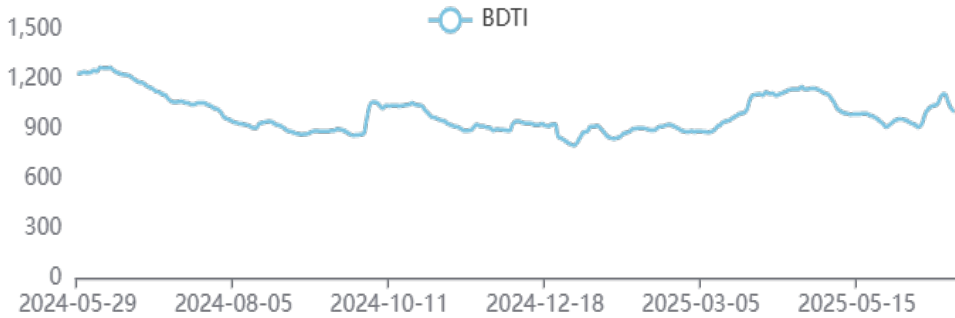
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1521	-168.0	-9.95	7.26	-25.11
BCI	2220	-659.0	-22.89	-2.5	-34.14
BPI	1490	140.0	10.37	33.15	-10.89
BSI	1009	36.0	3.7	6.1	-27.88
BHSI	636	12.0	1.92	5.82	-16.64

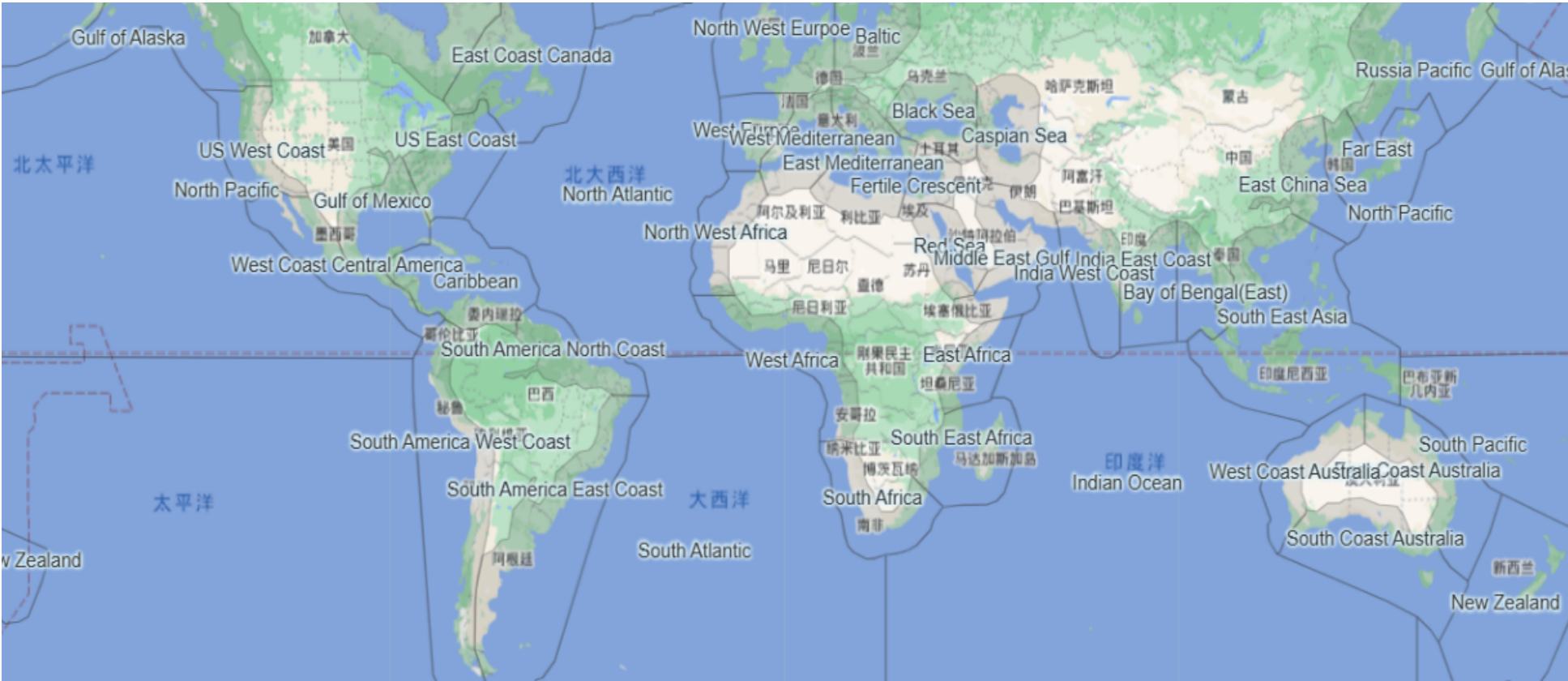


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1002	-52.0	-4.93	8.68	-13.7
BCTI	613	-95.0	-13.42	-12.18	-26.14
BLNG	4993	233.0	4.89	72.17	-36.01
BLPG	6498	-165.0	-2.48	17.59	19.3



第四部分 运力分布 SUPPLY DISTRIBUTION

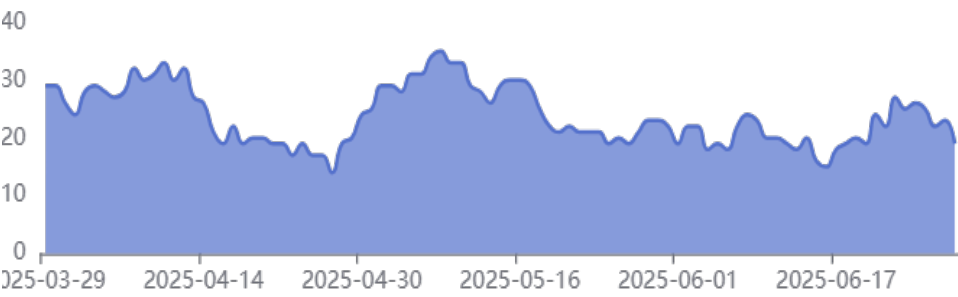


好望角型散货船 Capesize

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	27	25	26	25	22	23	19



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.

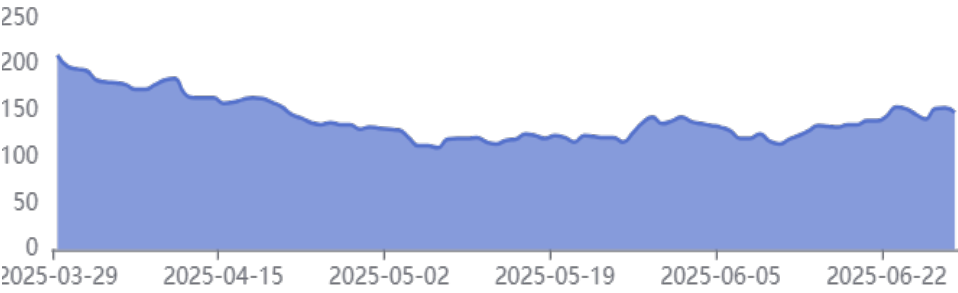
Type	M	T	W	Th	F	Sat	Sun
Cape	26	27	25	34	30	33	28

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.

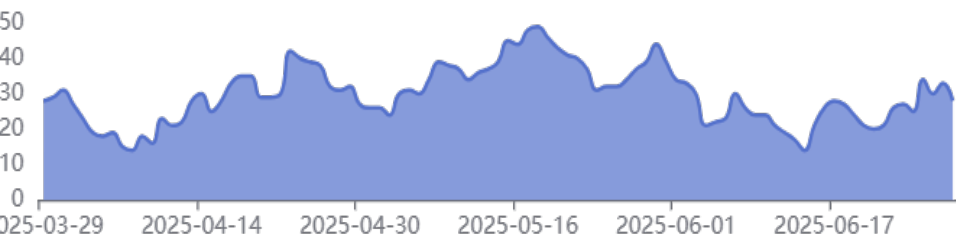
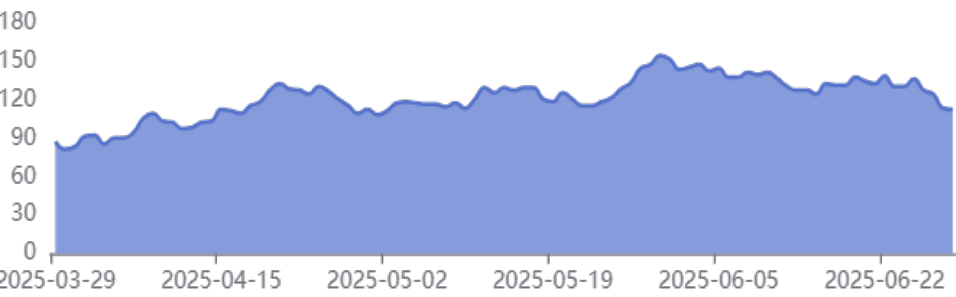
Type	M	T	W	Th	F	Sat	Sun
Pan.	154	152	146	141	152	153	148



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.

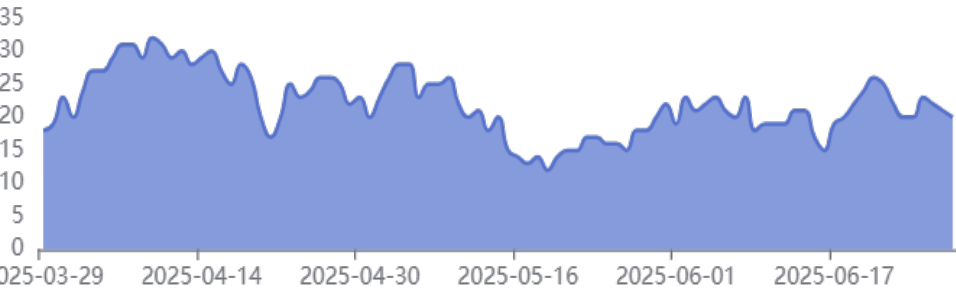
Type	M	T	W	Th	F	Sat	Sun
Cape	130	130	136	127	124	113	112



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.

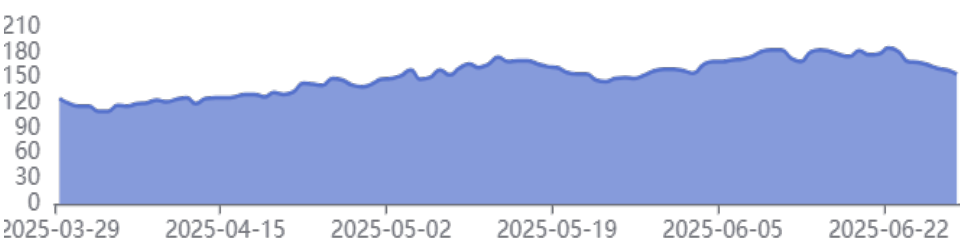
Type	M	T	W	Th	F	Sat	Sun
Pan.	5	5	5	4	8	7	9



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.	181	169	168	165	161	159	154

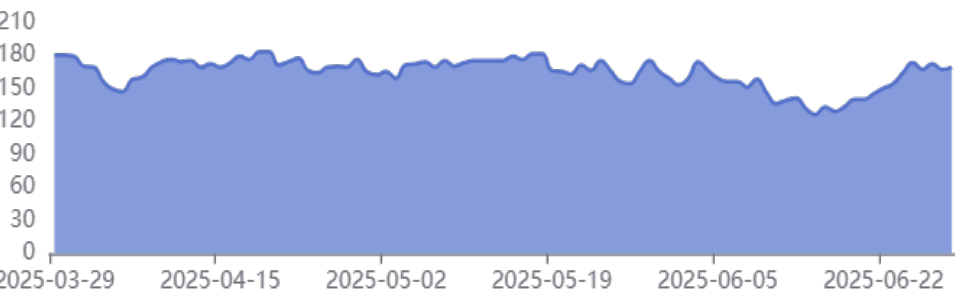


超大灵便型散货 SUPRAMAX

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.

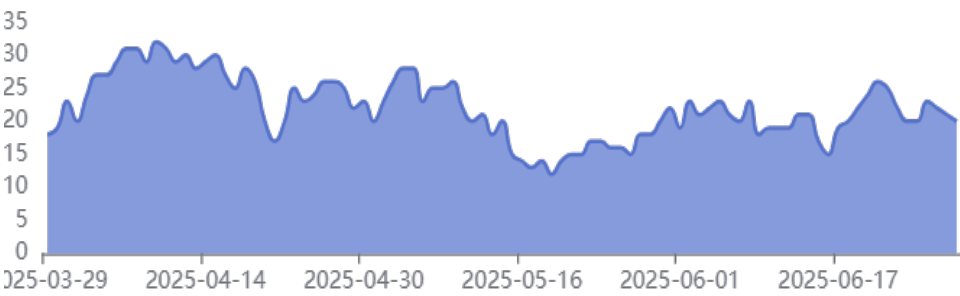
Type	M	T	W	Th	F	Sat	Sun
SMX	154	164	173	167	172	167	169



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.

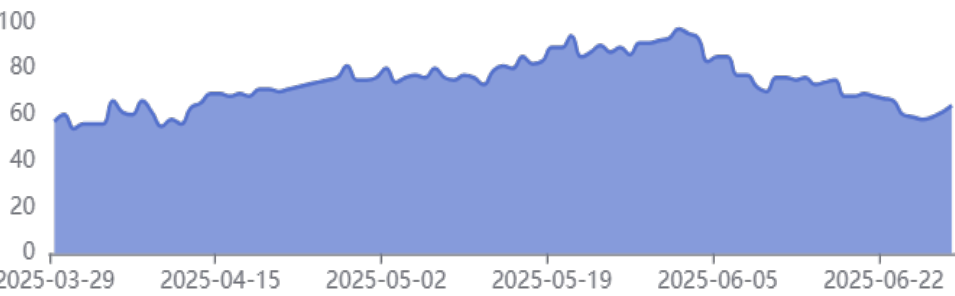
Type	M	T	W	Th	F	Sat	Sun
SMX	22	20	20	23	22	21	20



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.

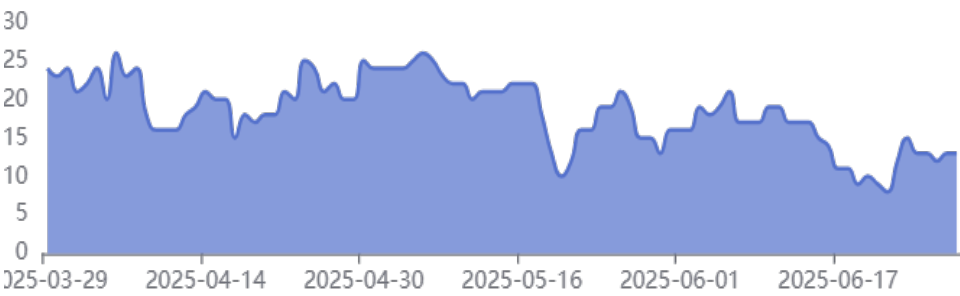
Type	M	T	W	Th	F	Sat	Sun
SMX	12	15	13	13	12	13	13



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.

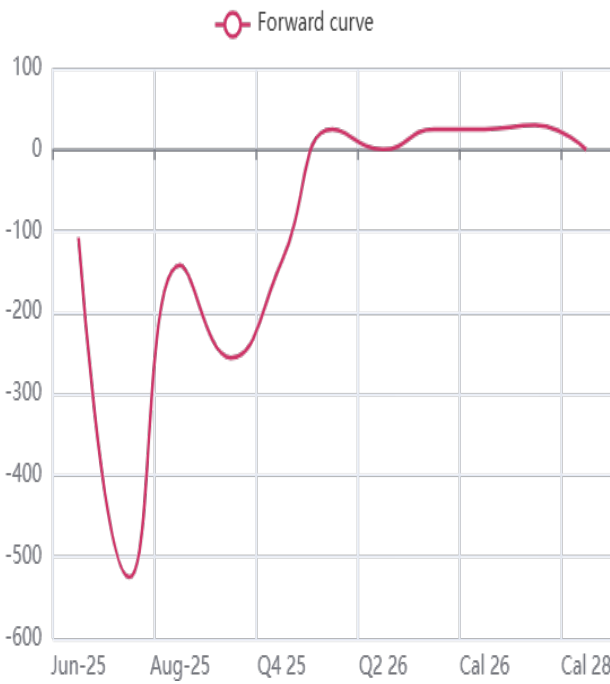
Type	M	T	W	Th	F	Sat	Sun
SMX	66	60	59	58	59	61	64



第五部分 远期运价协议 FFA

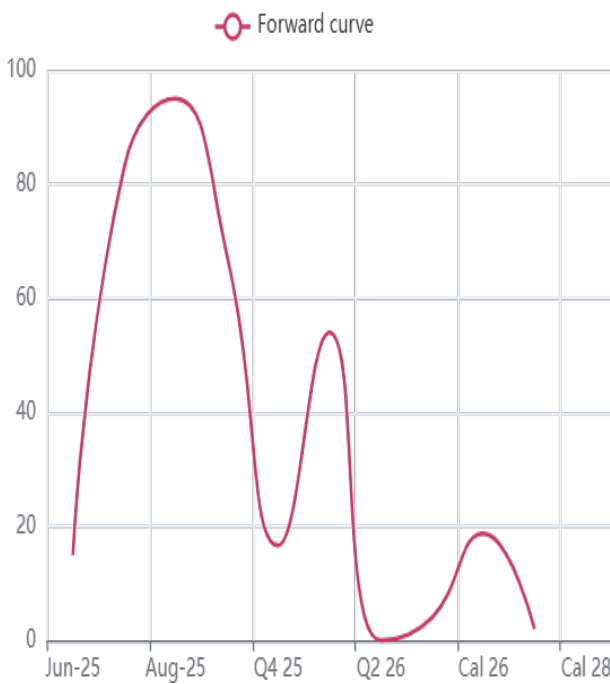
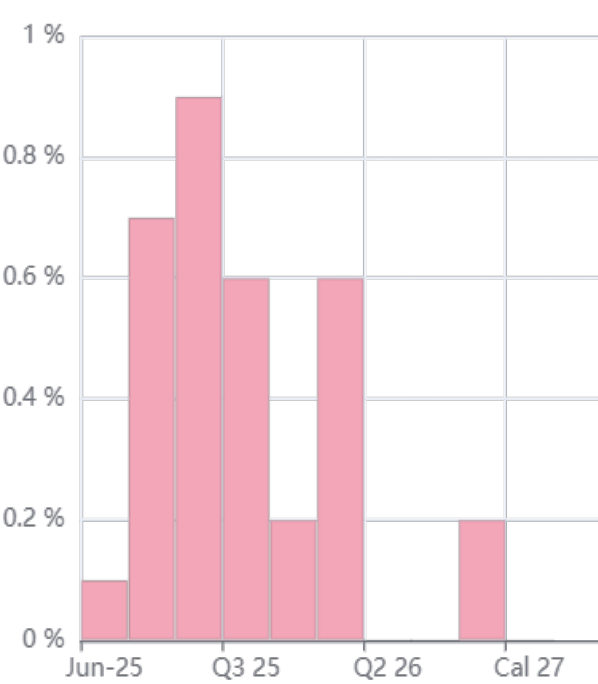
好望角型散货船Capesize

5TC	\$/day	WoW	
Jun-25	24,125.00	-108.0	-0.4 %
Jul-25	16,858.00	-525.0	-3.0 %
Aug-25	17,050.00	-142.0	-0.8 %
Q3 25	17,722.00	-255.67	-1.4 %
Q4 25	19,404.00	-137.67	-0.7 %
Q1 26	12,188.00	25.0	0.2 %
Q2 26	17,133.00	0.0	0.0 %
Q3 26	20,338.00	25.0	0.1 %
Cal 26	17,677.25	25.0	0.1 %
Cal 27	18,638.00	30.0	0.2 %
Cal 28	18,517.00	0.0	0.0 %



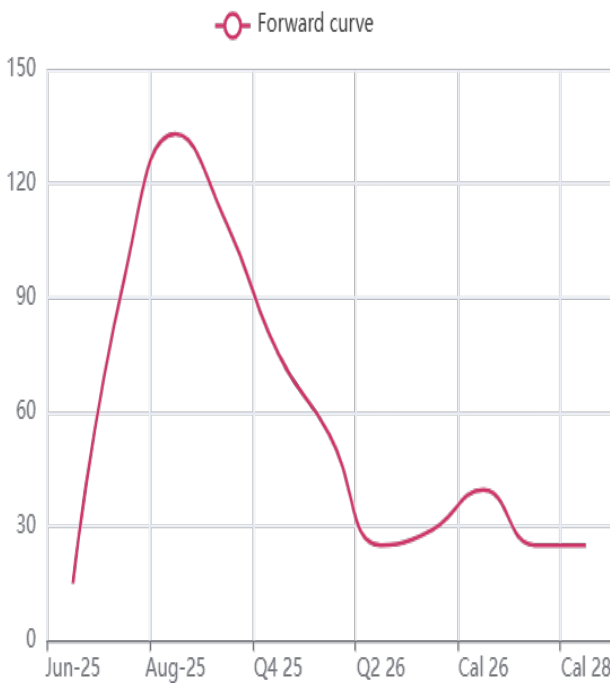
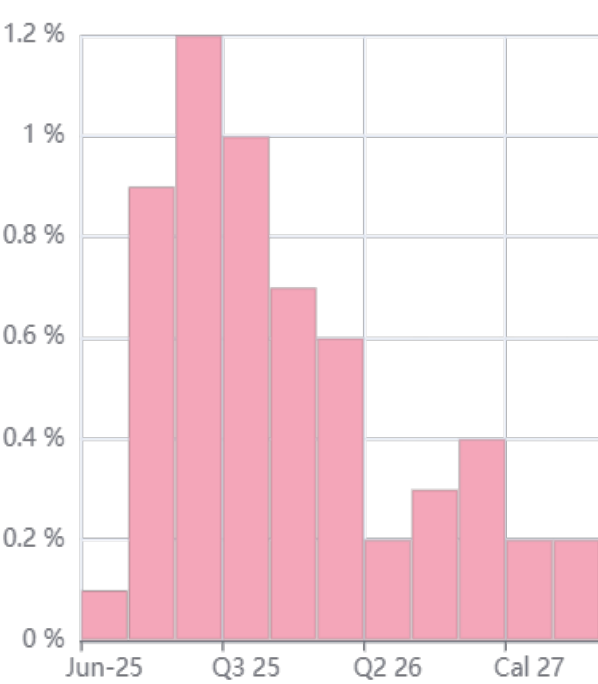
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jun-25	10,615.00	15.0	0.1 %
Jul-25	11,221.00	83.0	0.7 %
Aug-25	10,683.00	95.0	0.9 %
Q3 25	10,872.33	67.67	0.6 %
Q4 25	10,430.67	16.67	0.2 %
Q1 26	8,567.00	54.0	0.6 %
Q2 26	10,463.00	0.0	0.0 %
Q3 26	10,471.00	4.0	0.0 %
Cal 26	9,931.50	18.75	0.2 %
Cal 27	10,038.00	2.0	0.0 %
Cal 28	-	-	-



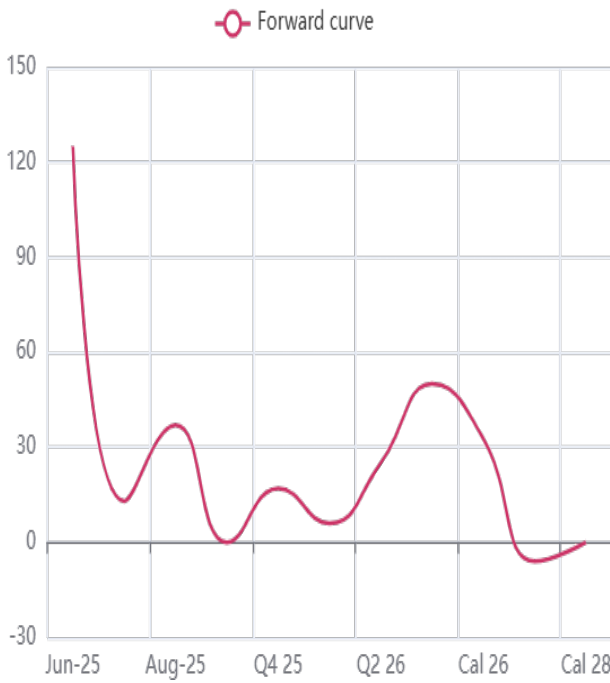
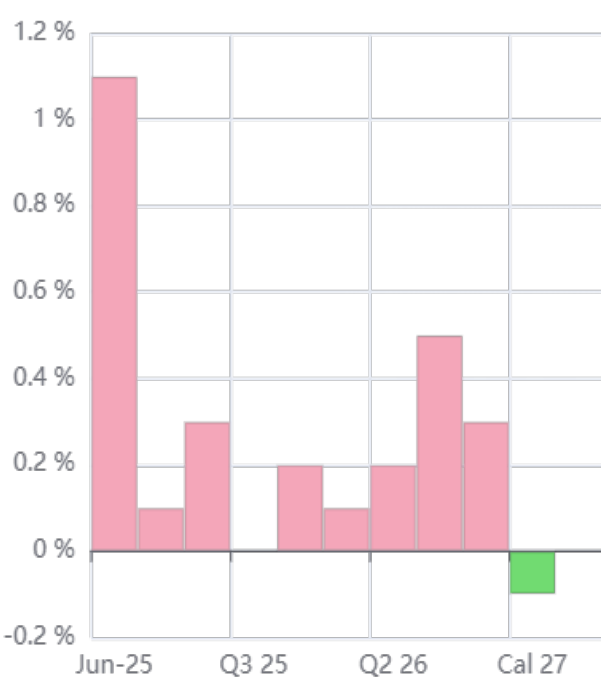
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jun-25	10,098.00	15.0	0.1 %
Jul-25	11,183.00	95.0	0.9 %
Aug-25	11,329.00	133.0	1.2 %
Q3 25	11,330.33	109.33	1.0 %
Q4 25	11,028.00	75.33	0.7 %
Q1 26	9,129.00	54.0	0.6 %
Q2 26	10,979.00	25.0	0.2 %
Q3 26	10,871.00	29.0	0.3 %
10,403.00	Cal 26	39.5	0.4 %
Cal 27	10,613.00	25.0	0.2 %
Cal 28	10,879.00	25.0	0.2 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Jun-25	11,238.00	125.0	1.1 %
Jul-25	11,663.00	13.0	0.1 %
Aug-25	11,875.00	37.0	0.3 %
Q3 25	11,637.67	0.0	0.0 %
Q4 25	11,138.00	17.0	0.2 %
Q1 26	9,050.00	6.0	0.1 %
Q2 26	10,725.00	25.0	25.0
Q3 26	10,663.00	50.0	0.5 %
Cal 26	10,197.00	32.75	0.3 %
Cal 27	10,294.00	-6.0	-0.1 %
Cal 28	10,413.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	572.0	499.5	718.5	72.5	7.0	10.69	12.4
Singapore	570.5	487.5	715.5	83.0	11.0	15.28	30.71
Rotterdam	532.0	486.0	739.0	46.0	-6.0	-11.54	-2.13
Fujairah	546.5	464.0	740.0	82.5	5.0	6.45	30.95
Houston	560.0	468.0	777.0	92.0	24.0	35.29	10.18

(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	201.0		-1.0	-0.5	-0.5	-0.99
Maize	213.0		-9.0	-4.05	-7.79	5.97
Soybeans	210.0		-2.0	-0.94	1.94	-7.89
Rice	171.0		-1.0	-0.58	-1.72	-32.68
Barley	221.0		1.0	0.45	-4.33	4.25
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	66.23	-6.31	-8.7	8.02	-18.83
Brent	USD/Bbl	69.04	-5.08	-6.85	6.96	-19.74
Natural Gas	USD/MMBtu	3.64	-0.15	-3.96	11.66	29.08
Gasoline	USD/Gal	2.16	-0.08	-3.57	2.37	-13.94
Heating Oil	USD/Gal	2.28	-0.15	-6.17	9.09	-9.52
Ethanol	USD/Gal	1.63	-0.04	-2.4	-9.44	-16.84
Naphtha	USD/T	566.95	-1.92	-0.34	3.8	-14.36
Propane	USD/Gal	0.78	0.0	0.0	4.0	4.0
Uranium	USD/Lbs	77.55	1.35	1.77	8.39	-7.24
Methanol	CNY/T	2423.0	-11.0	-0.45	8.12	-2.42
TTF Gas	EUR/MWh	36.43	-2.36	-6.08	-0.98	4.32
UK Gas	GBP/thm	85.11	-6.47	-7.06	-3.02	4.38
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.88	0.07	1.46	3.17	10.16
Coal	USD/T	107.25	1.25	1.18	6.82	-18.69
Steel	CNY/T	2951.0	4.0	0.14	-2.7	-12.3
Iron Ore	USD/T	94.75	-0.48	-0.5	-5.07	-11.07
Aluminum	USD/T	2452.05	0.0	0.0	0.0	-2.35
Lithium	CNY/T	59900.0	-550.0	-0.91	-3.39	-35.94
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3319.5	-60.54	-1.79	0.4	42.87
Silver	USD/t.oz	36.06	-0.4	-1.1	9.07	22.24
Platium	null	1302.8	59.5	4.79	20.91	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.16		0.0	0.0	2.65	8.41
USD/CNY	7.17		-0.02	-0.28	-0.28	-1.65

第八部分 本周话题 WEEKLY TOPIC



汽车运输火灾频发

近年来因为全球电动汽车海上运输需求不断增加，汽车运输船火灾事故也呈频发态势。2025年6月4日，由Zodiac Maritime管理的一艘4902车位的“Morning Midas号”（2006年建造）汽车船在前往墨西哥拉萨罗·卡德纳斯的途中起火燃烧。该船在阿拉斯加附近海域，据报道是电动汽车起火，22名机组人员全部被疏散。这艘船于6月24日最终沉没，救助船在一旁也无能为力。2025年4月16日，CLdN旗下一艘悬挂马耳他国旗、7800车位的Delphine号（2018年建造）在比利时泽布吕赫港遭遇火灾，后来该火灾确认由一辆传统燃油车引发，排除纯电动汽车责任。2024年12月4日，马来西亚一艘1536载重吨的Malaysia Star号（1992年建造）汽车船发生火灾，19名船员弃船。这些海员在距离Danjung Laboh 9.1海里处被救走。2024年11月，一艘汽车船起火，导致一名海员死亡，数千辆汽车被烧毁，这艘6220车位的Fremantle Highway号（2013年建成）已经在火灾中失去了汽车甲板和顶层住宿，已经开始前往中国进行重建。这艘汽车运输船被命名为“Floor”，已被荷兰工业退役公司Koole Contractors收购。2022年2月，一艘6400车位的汽车船Felicity Ace号（2005年建造）在亚速尔群岛附近燃烧了两周后沉没。斯图加特的法律诉讼称，保时捷电动汽车电池是造成火灾的罪魁祸首。

这些汽车运输船多起火灾事故直接指向电动汽车电池：锂电池短路、碰撞或过热可能引发“热失控”，火势蔓延快且难扑灭。保时捷诉讼案印证船东对电池风险的担忧，车企被指未充分披露风险及预防措施。国际海事保险联盟呼吁深入研究电动汽车火灾特性。

针对汽车运输船避免火灾的关键措施应包含智能监测，安装AI驱动的热成像摄像头（如MOL新船配置），实时监测电池温度、烟雾，早期预警。部署舱内气体传感器，检测氢气/电解液泄漏（电池热失控副产品）。船舶配备专用消防设备，配备电池舱浸没式灭火系统（如将集装箱浸入水槽）或大型水雾喷淋装置，持续降温防复燃。增设甲板通风口，避免可燃气体积聚。

电动车上船后的操作注意事项，电动汽车与燃油车分层隔离，电池区域采用防火材料隔断。限制单船载运电池数量，避免连锁反应。加强员专项培训，演练电池火灾应急流程。要求车企提供电池安全数据表（如热失控温度、灭火指南），供船东制定运输方案。国际船级社（如DNV、LR）需将电池防火设计纳入新船标准，包括耐火分隔、自动灭火系统。保险公司对采用防火措施的船舶降低保费，激励安全投入。

应急响应优化，全球救援网络，在主要航线部署专业消防拖船，配备深水冷却设备（如驳船泵送海水持续降温）。事故数据库共享，建立行业火灾案例库，分析诱因（如电池型号、充电状态），指导风险防控。

电动汽车电池的热失控特性显著加剧了汽车运输船的火灾风险。未来需通过技术防控（AI监测+专用消防）、运输规范（隔离/限载）、行业标准升级（船舶设计+数据共享）三位一体策略，系统性降低事故概率。短期可借鉴挪威船东的保守策略，暂停高风险货物运输；中长期需依赖国际海事组织（IMO）推动强制性新规，确保行业安全转型。

In recent years, due to the continuous increase in the global demand for electric vehicle maritime transportation, fire accidents involving car transport ships have also shown a frequent trend. On June 4, 2025, a car carrier with 4902 parking Spaces, the "Morning Midas" (built in 2006), managed by Zodiac Maritime, caught fire on its way to Lazaro Cardenas, Mexico. The ship was in the waters near Alaska. It was reported that an electric vehicle caught fire and all 22 crew members were evacuated. The ship finally sank on June 24th, and the rescue vessel was powerless by its side.

On April 16, 2025, the Delphine (built in 2018), a 7,800-seat vessel flying the Maltese flag under CLdN, caught fire in the port of Zeebrugge, Belgium. Later, it was confirmed that the fire was caused by a traditional fuel vehicle, and the responsibility of the pure electric vehicle was ruled out.

On December 4, 2024, a 1,536-deadweight ton Malaysia Star (built in 1992) car carrier in Malaysia caught fire and 19 crew members abandoned the ship. These sailors were rescued 9.1 nautical miles away from Danjung Laboh.

In November 2024, a car ship caught fire, resulting in the death of one sailor and the burning of thousands of cars. The 6,220-car Fremantle Highway (built in 2013) has lost its car deck and top floor accommodation in the fire and has begun its journey to China for reconstruction. This car carrier, named "Floor", has been acquired by Koole Contractors, a Dutch industrial decommissioning company.

In February 2022, a 6,400-car capacity car boat, Felicity Ace (built in 2005), sank after burning for two weeks near the Azores. The legal lawsuit in Stuttgart claims that the battery of the Porsche electric vehicle was the chief culprit causing the fire.

Many fire accidents involving these car carriers directly pointed to the batteries of electric vehicles: short circuits, collisions or overheating of lithium batteries may cause "thermal runaway", and the fire spreads rapidly and is difficult to extinguish. The Porsche lawsuit confirmed the shipowner's concerns about battery risks, and the automaker was accused of not fully disclosing the risks and preventive measures. The International Maritime Insurance Union has called for in-depth research on the fire characteristics of electric vehicles.

The key measures to prevent fires on car carriers should include intelligent monitoring, installing AI-driven thermal imaging cameras (as configured on MOL's new ships) to monitor battery temperature and smoke in real time and provide early warnings. Deploy gas sensors in the cabin to detect hydrogen/electrolyte leakage (a by-product of battery thermal runaway). Ships are equipped with dedicated fire-fighting equipment, including battery compartment immersion fire extinguishing systems (such as immersing containers in water tanks) or large water mist sprinkler devices, to continuously cool down and prevent re-ignition. Add deck ventilation openings to prevent the accumulation of flammable gases.

Precautions for the operation of electric vehicles on board: Separate electric vehicles from fuel vehicles on different layers, and use fireproof materials to separate the battery area. Limit the number of batteries carried by a single vessel to avoid a chain reaction. Strengthen specialized training for staff and practice the emergency response procedures for battery fires. The vehicle manufacturers are required to provide battery safety data sheets (such as thermal runaway temperature and fire extinguishing guidelines) for the shipowners to formulate transportation plans. International classification societies (such as DNV and LR) need to incorporate battery fire protection design into new ship standards, including fire-resistant compartments and automatic fire extinguishing systems. Insurance companies reduce premiums for ships that adopt fire prevention measures to encourage safety investment.

Emergency response optimization, global rescue network, deployment of professional fire-fighting tugboats on major routes, and equipped with deep-water cooling equipment (such as barges pumping seawater for continuous cooling). Share the accident database, establish an industry fire case library, analyze the causes (such as battery model and charging status), and guide risk prevention and control.

The thermal runaway characteristics of electric vehicle batteries significantly increase the fire risk of car carriers. In the future, a three-in-one strategy of technological prevention and control (AI monitoring + dedicated fire protection), transportation regulations (isolation/load limit), and industry standard upgrades (ship design + data sharing) should be adopted to systematically reduce the probability of accidents. In the short term, the conservative strategy of Norwegian shipowners can be borrowed to suspend the transportation of high-risk goods. In the medium and long term, the industry needs to rely on the International Maritime Organization (IMO) to promote mandatory new regulations to ensure a safe transformation.