



2025年 第28周市场周报

Contents

第一部分

航运安全 SHIPPING SAFETY

第二部分

航运数据 SHIPPING DATA

第三部分

航运市场 SHIPPING MARKET

第四部分

运力分布 SUPPLY DISTRIBUTION

第五部分

远期运价协议 FFA

第六部分

燃油价格 BUNKER PRICE

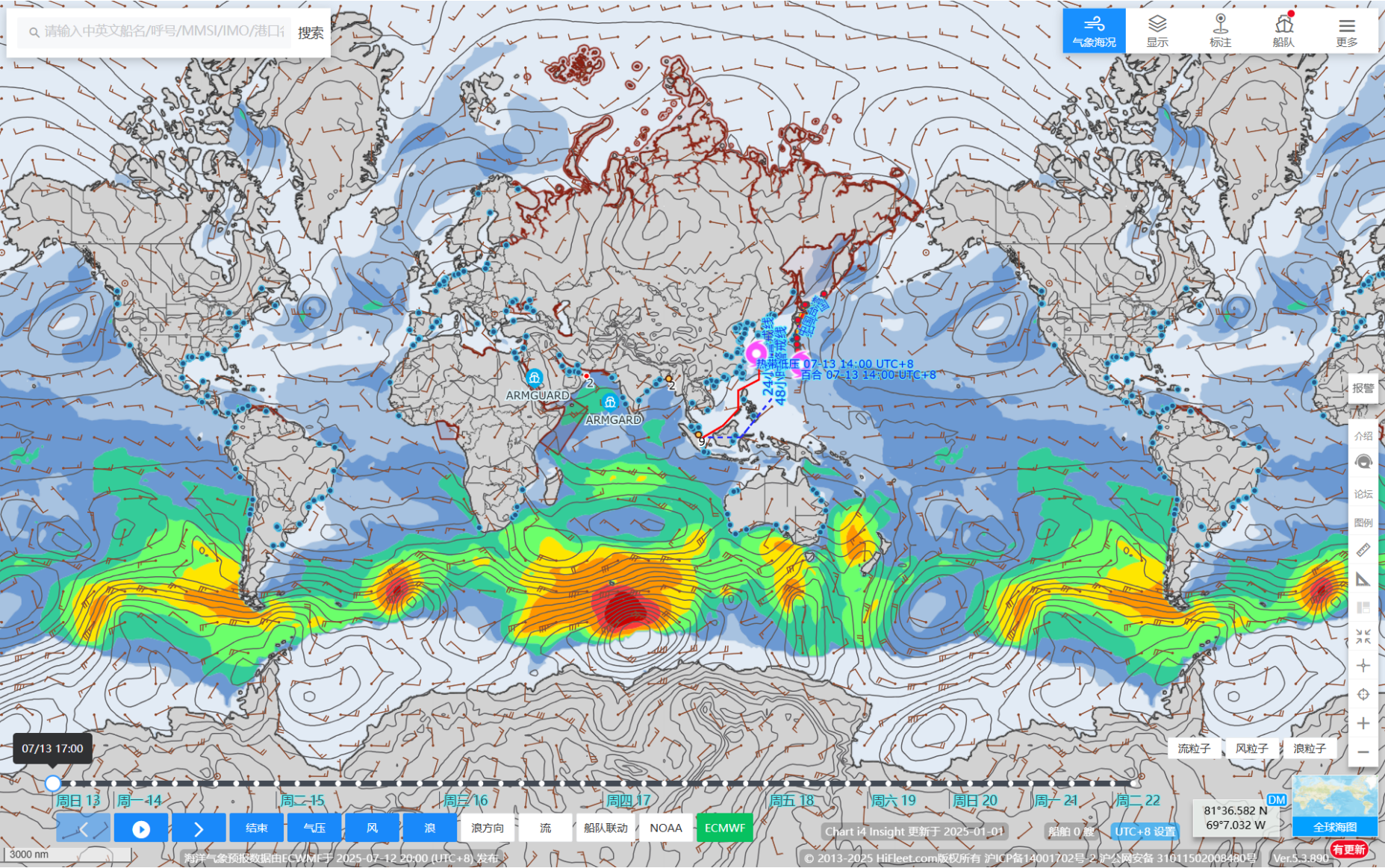
第七部分

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1140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 1140 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3-4级，轻浪；黄海风力3-5级，有中浪；东海风力4-5级，中浪；台湾海峡5-6级风，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 moderate with slight sea. Wind in Yellow Sea is moderate with moderate sea as well. And China East Sea becomes fresh with moderate sea. The wind in the Taiwan Strait is strong with moderate sea. In most of the South China Sea the wind is gentle with slight sea. The cyclone low activities become frequent in North of Pacific and Atlantic.

海盗事件 Piracy

7月8日，新加坡海峡。一艘航行中的油轮上有六名未经授权的人员登船并进入机舱。警报响起，船员集合。见船员警觉，这些不法分子带着偷来的发动机备件逃走了。该事件已向船舶交通信息服务处报告。所有船员均报告安全。08.07.2025: 1820 UTC: Posn: 01:03.60N - 103:41.32E, Singapore Straits. Six unauthorised persons boarded a tanker underway and entered the engine room. Alarm raised and crew mustered. Seeing the crew alertness, the perpetrators escaped with the stolen engine spares. The incident was reported to VTIS. All crew members reported safe.

海上事件 Marine Incidents

7月8日市场报道，胡塞武装组织在红海袭击了一艘COMOSHIP MANAGEMENT管理公司的散货船，造成两名海员失踪。这是自也门的激进组织于本周末恢复对航运袭击以来发生的第二起船只受损事件。On July 8th, market reports indicated that the Houthi armed group attacked a bulk carrier managed by COMOSHIP MANAGEMENT in the Red Sea, resulting in the disappearance of two seafarers. This is the second incident of vessel damage since the radical group in Yemen resumed attacks on shipping this weekend.

其它 Others

没有 Nil

备注 Remark

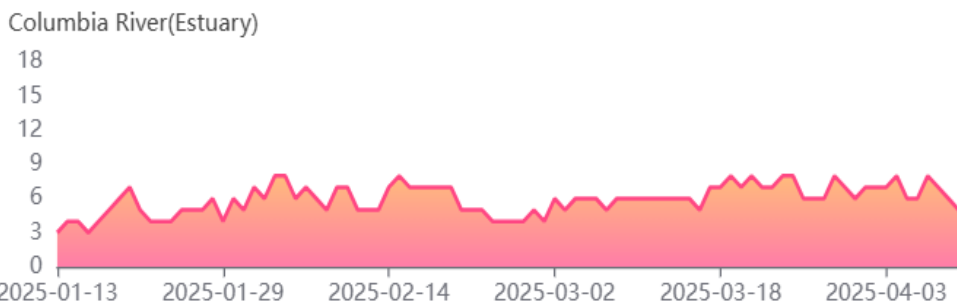
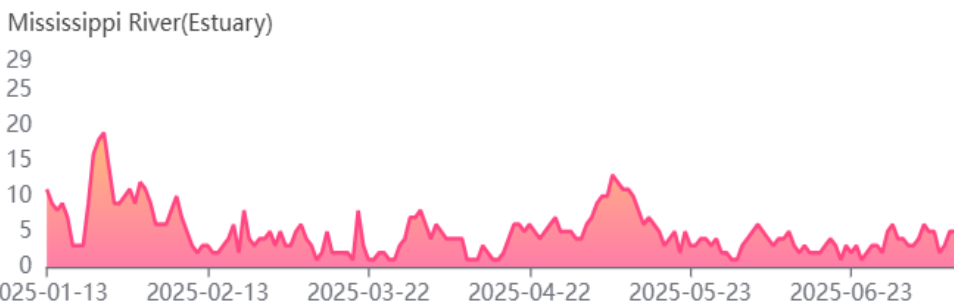
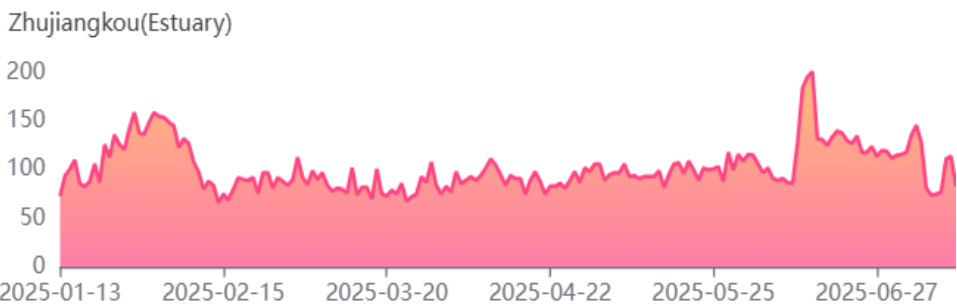
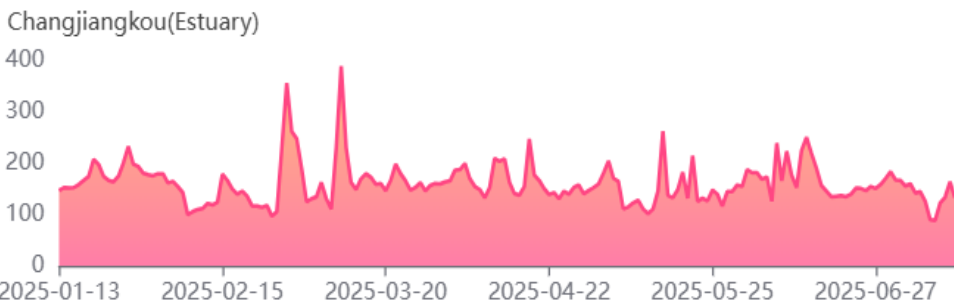
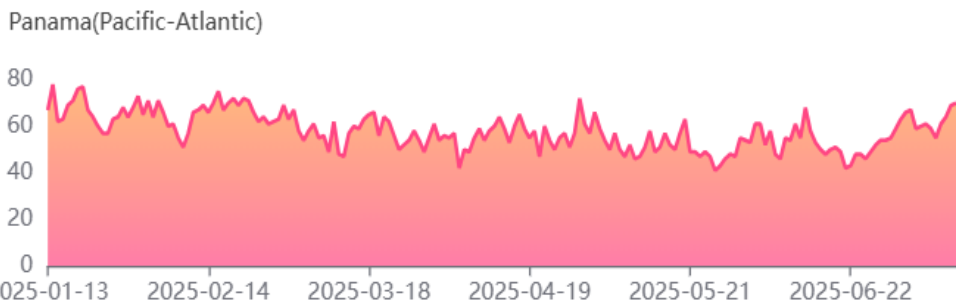
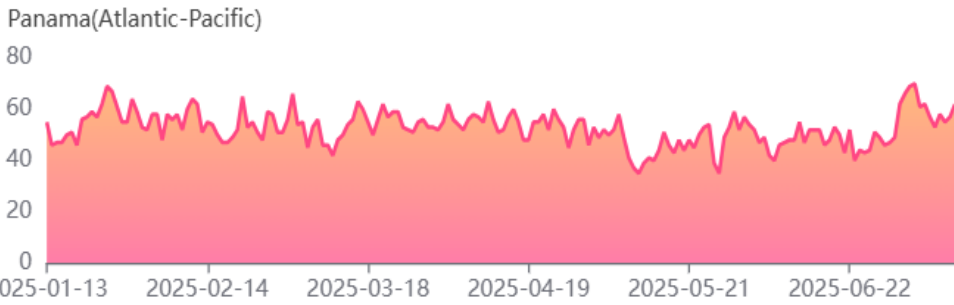
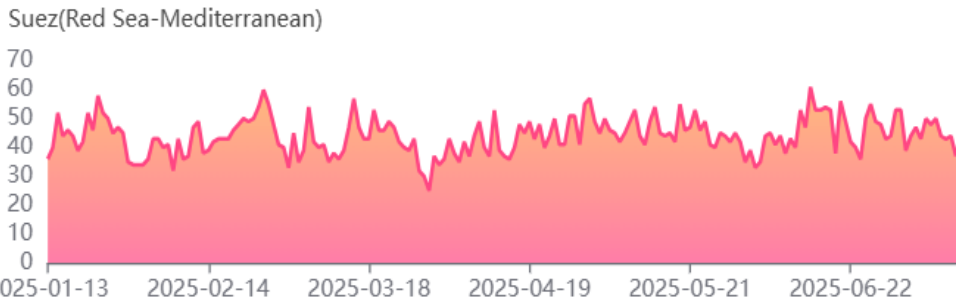
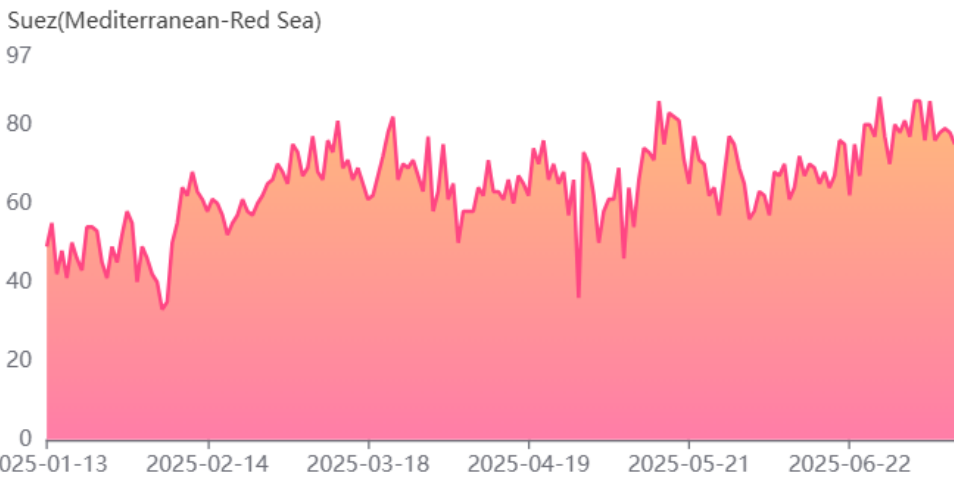
本报告数据截止时间为2025年7月13日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Jul 13th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	37	1358	-7	70
Miss.Riv.	5	96	4	-3
CJK	133	4244	-289	-696
Pa.Atlan.	62	1541	-5	133
Colum.Riv.	1	120	-1	22
Suez.Med.	75	2195	-1	238
Pa.Pac.	70	1605	16	77
ZJK	83	3391	-247	132

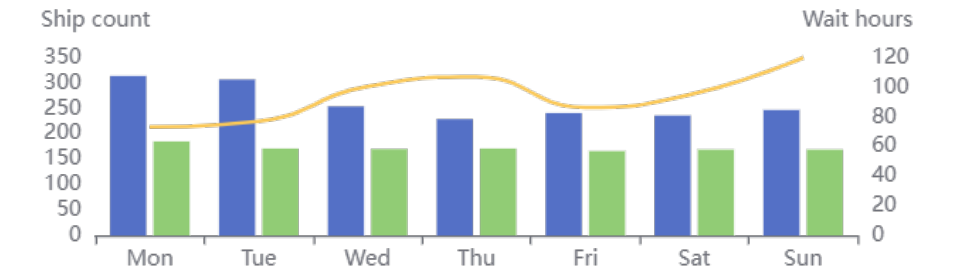
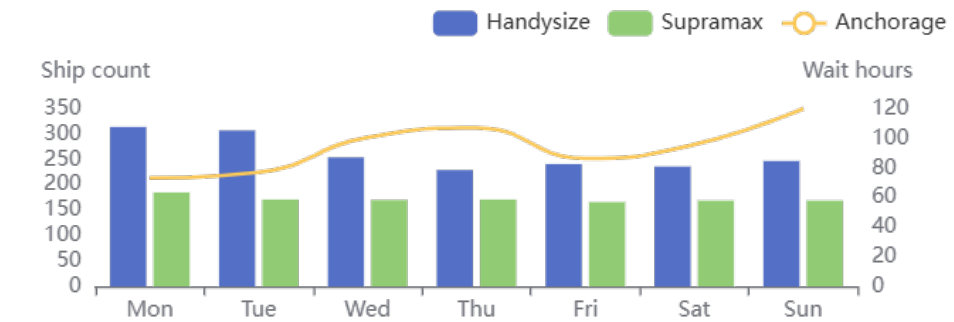


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

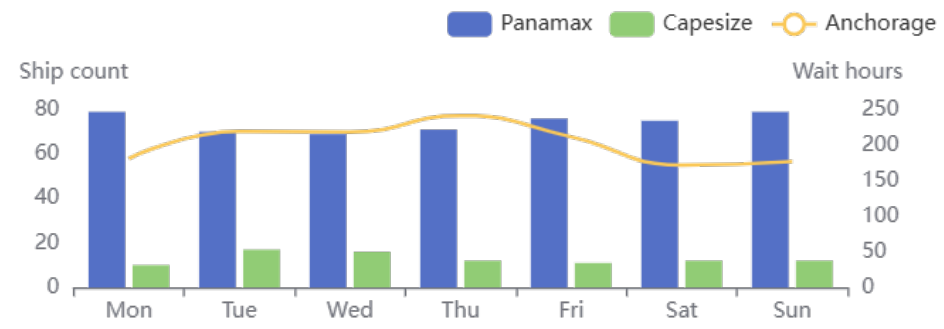
Type	M	T	W	Th	F	Sat	Sun
HDY	314	307	254	229	241	236	247
SMX	185	171	170	171	166	169	169
WT.h.	73.1	77.1	100.6	107	86.4	95.8	120



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

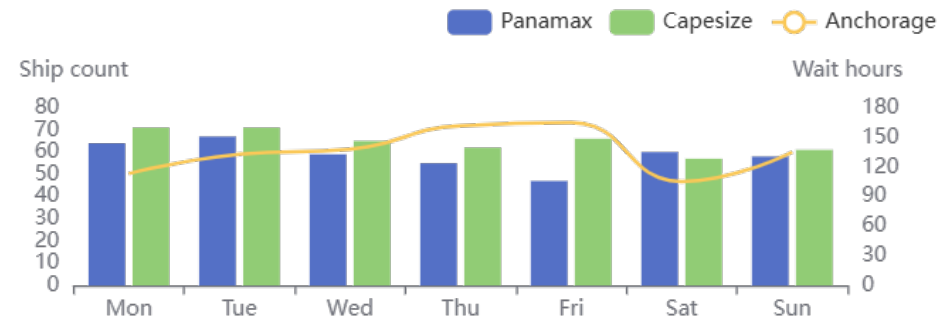
Type	M	T	W	Th	F	Sat	Sun
Pan.	79	70	69	71	76	75	79
Cap	10	17	16	12	11	12	12
WT.h.	181.2	219.5	218.4	241.7	211.8	172	177



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

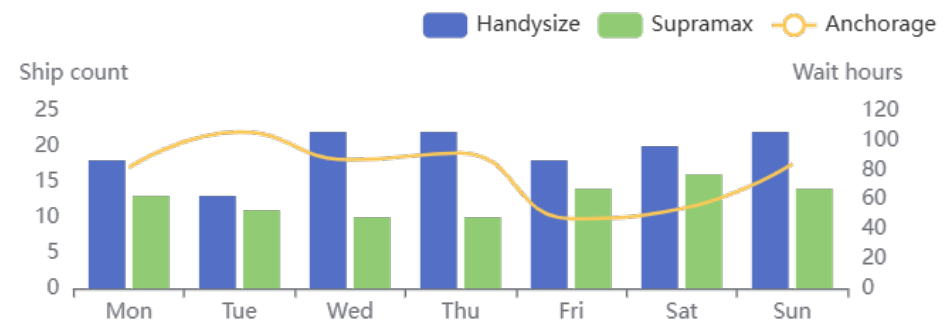
Type	M	T	W	Th	F	Sat	Sun
Pan.	64	67	59	55	47	60	58
Cap	71	71	65	62	66	57	61
WT.h.	113.2	132.8	137.8	161.8	164.9	105.3	135



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

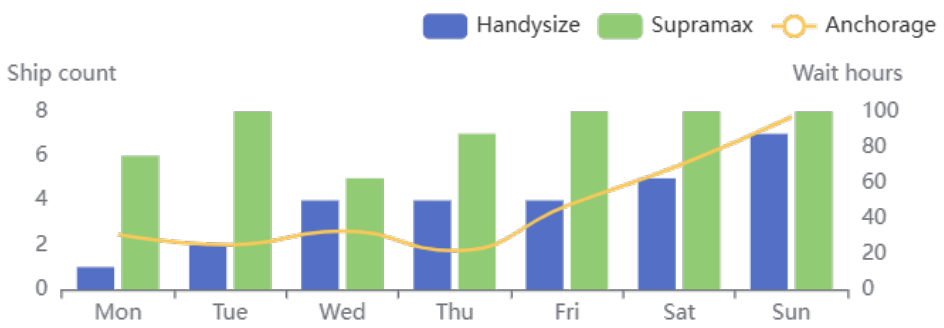
Type	M	T	W	Th	F	Sat	Sun
HDY	18	13	22	22	18	20	22
SMX	13	11	10	10	14	16	14
WT.h.	81.6	105.6	86.85	91.35	47.1	53.9	84



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

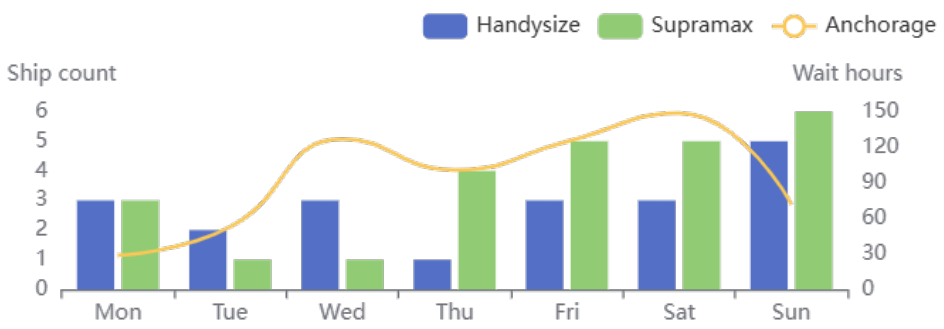
Type	M	T	W	Th	F	Sat	Sun
HDY	1	2	4	4	4	5	7
SMX	6	8	5	7	8	8	8
WT.h.	30.9	25.1	32.9	21.8	47.1	69.8	97



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

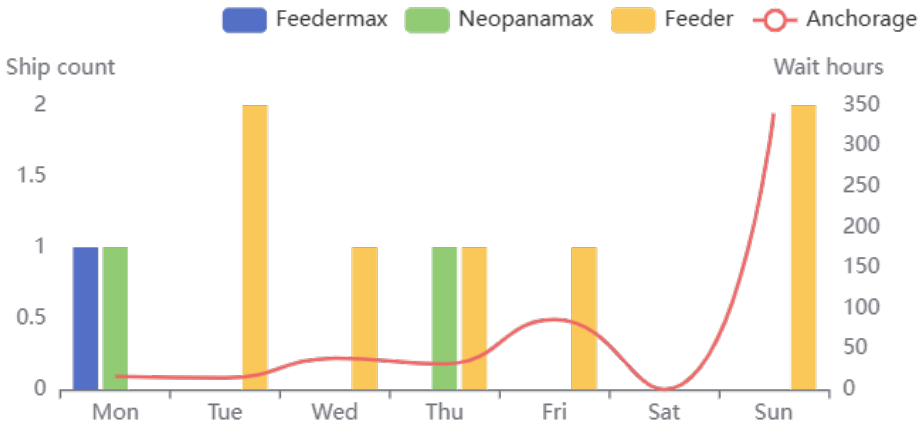
Type	M	T	W	Th	F	Sat	Sun
HDY	3	2	3	1	3	3	5
SMX	3	1	1	4	5	5	6
WT.h.	28.8	52.8	126.85	100.8	124.8	148.8	72



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

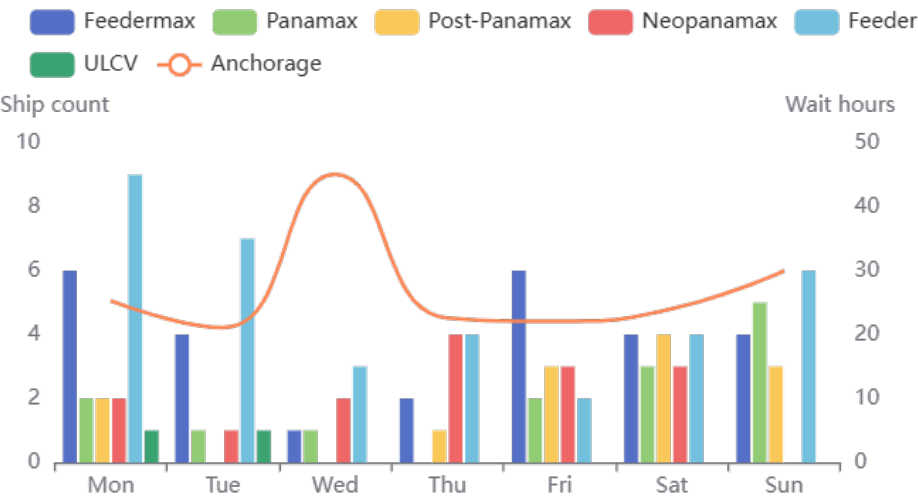
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	0	0	0	0
Pan.	0	0	0	0	0	0	0
PPx	0	0	0	0	0	0	0
NPx	1	0	0	1	0	0	0
Fd	0	2	1	1	1	0	2
WT.h.	16.3	14.3	38.3	31.6	86.3	0.0	340
Ulcw	0	0	0	0	0	0	0



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

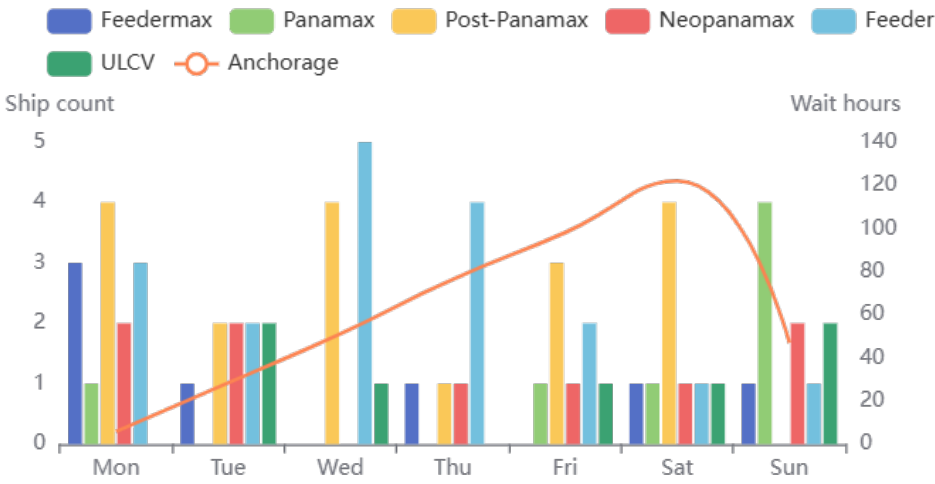
Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	4	1	2	6	4	4
Pan.	2	1	1	0	2	3	5
PPx	2	0	0	1	3	4	3
NPx	2	1	2	4	3	3	0
Fd	9	7	3	4	2	4	6
Ulcw	1	1	0	0	0	0	0
WT.h.	25.3	21.1	45.1	22.6	22.1	24.05	30



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

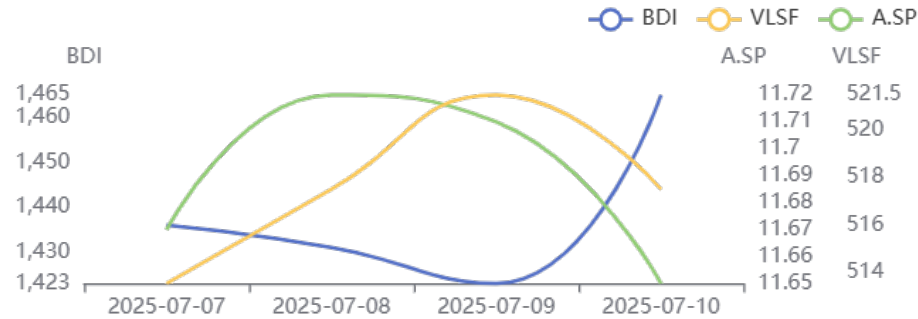
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	1	0	1	0	1	1
Pan.	1	0	0	0	1	1	4
PPx	4	2	4	1	3	4	0
NPx	2	2	0	1	1	1	2
Fd	3	2	5	4	2	1	1
Ulcw	0	2	1	0	1	1	2
WT.h.	5.9	28.4	51.2	76.4	98	122	47



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

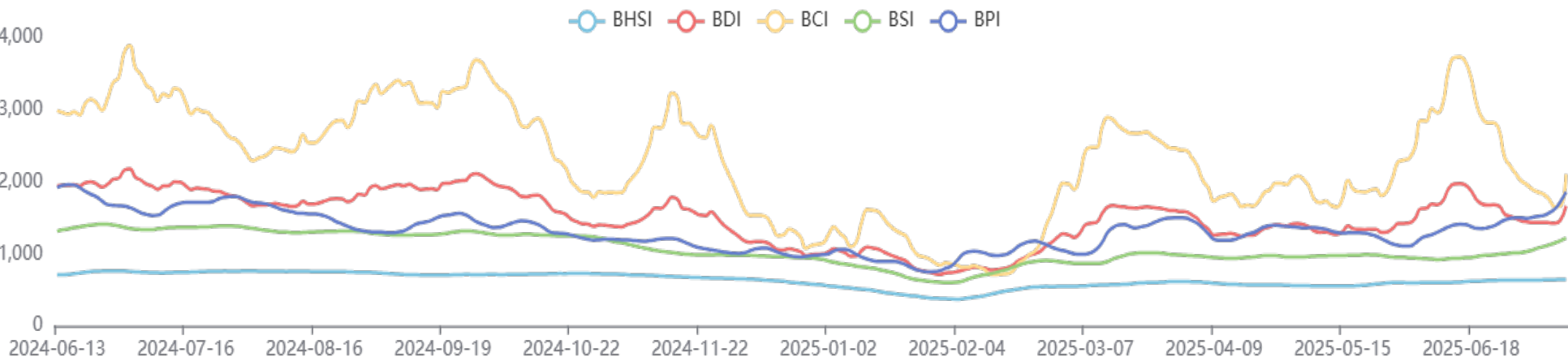
Type	M	T	W	Th	F	Sat	Sun
BDI	1531	1569	1621	1723			
VLSF	513.50	517.50	521.50	517.50			
A.SP	11.67	11.72	11.71	11.65	11.66	11.68	



第三部分 航运市场 SHIPPING MARKET

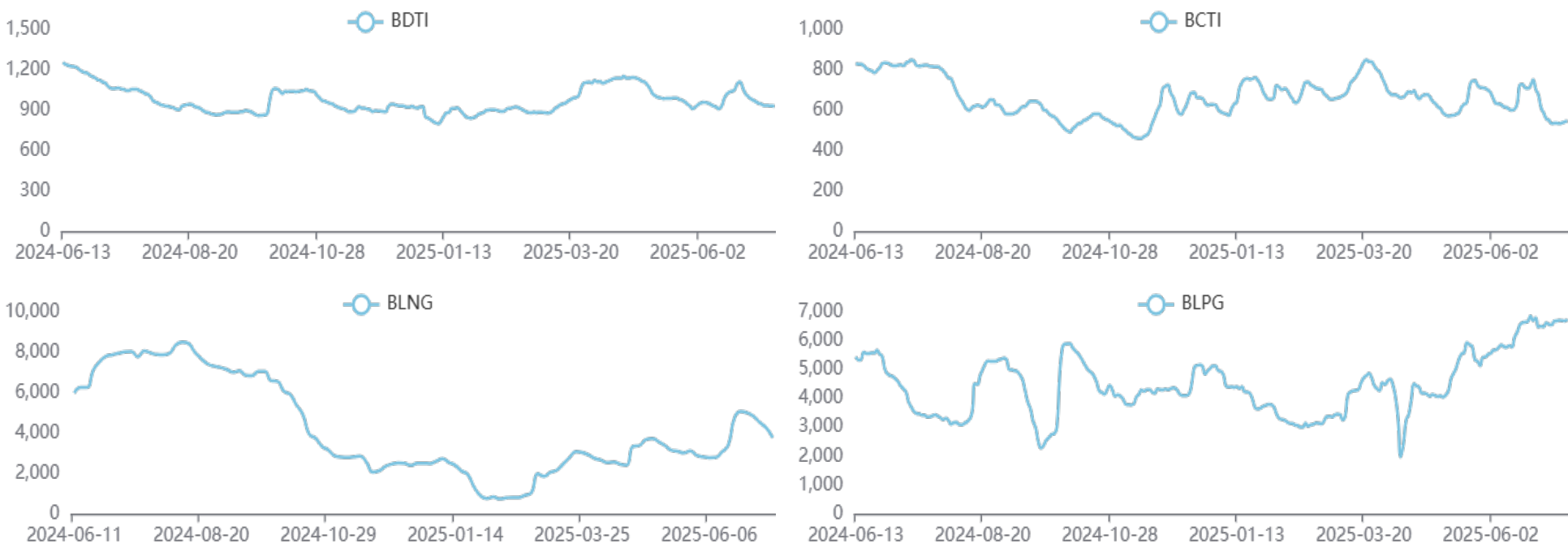
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1663	227.0	15.81	-15.5	-14.59
BCI	2104	249.0	13.42	-43.47	-33.9
BPI	1860	340.0	22.37	32.76	13.55
BSI	1219	138.0	12.77	30.24	-10.43
BHSI	645	12.0	1.9	6.79	-12.84



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	929	-16.0	-1.69	0.11	-12.52
BCTI	546	11.0	2.06	-9.6	-35.0
BLNG	3770	-740.0	-16.41	23.32	-53.05
BLPG	6733	59.0	0.88	10.07	74.07



第四部分 运力分布 SUPPLY DISTRIBUTION

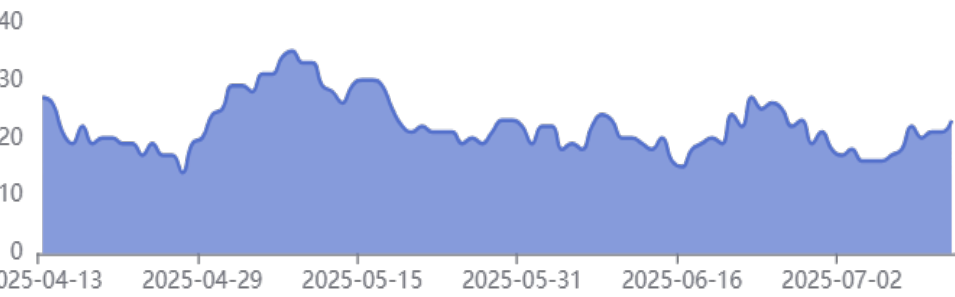


好望角型散货船 Capesize

区域：巴西，最近一周好望角型散货船准备装货船舶数量

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

Type	M	T	W	Th	F	Sat	Sun
Cape	17	18	22	20	21	21	23



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	30	33	30	30	29	33

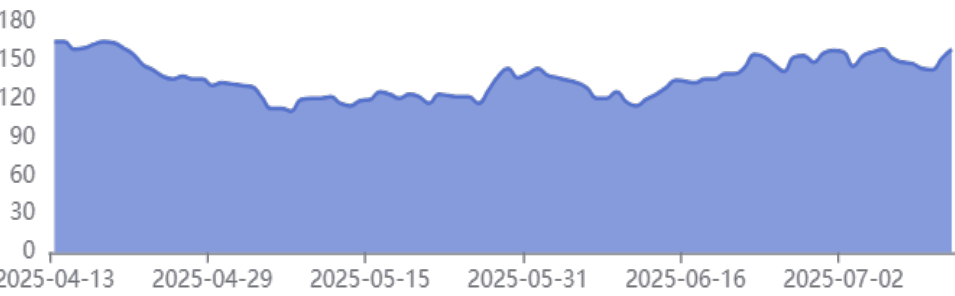


巴拿马型散货船 PANAMAX

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.

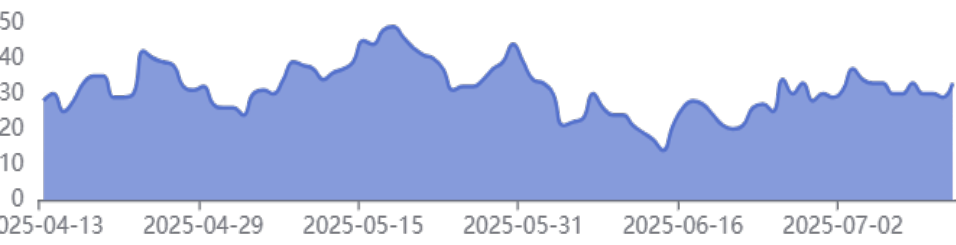
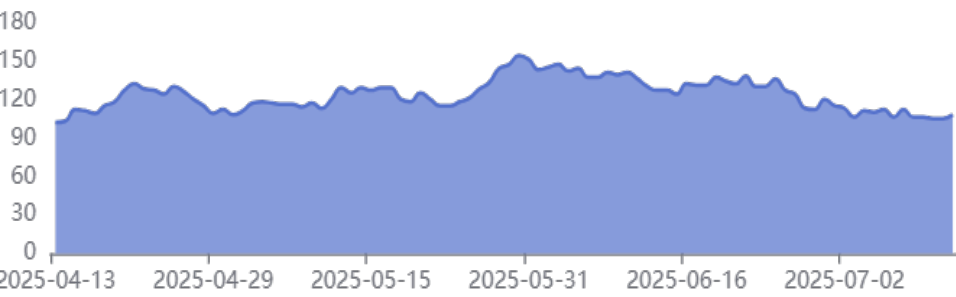
Type	M	T	W	Th	F	Sat	Sun
Pan.	151	148	147	143	142	151	158



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.

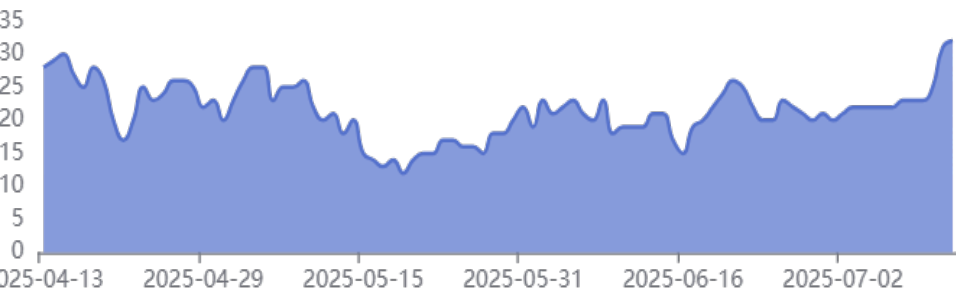
Type	M	T	W	Th	F	Sat	Sun
Cape	106	112	106	106	105	105	108



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.

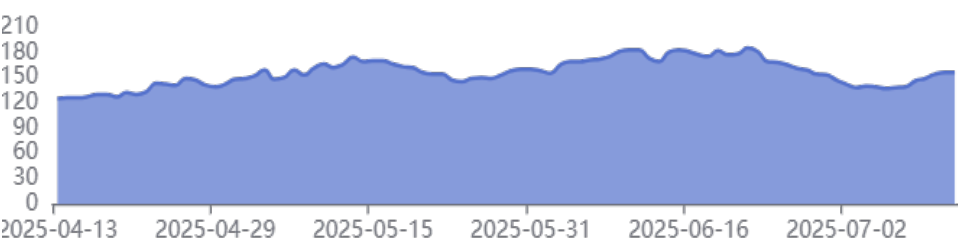
Type	M	T	W	Th	F	Sat	Sun
Pan.	10	11	12	14	15	17	18



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.	138	139	146	149	154	156	156

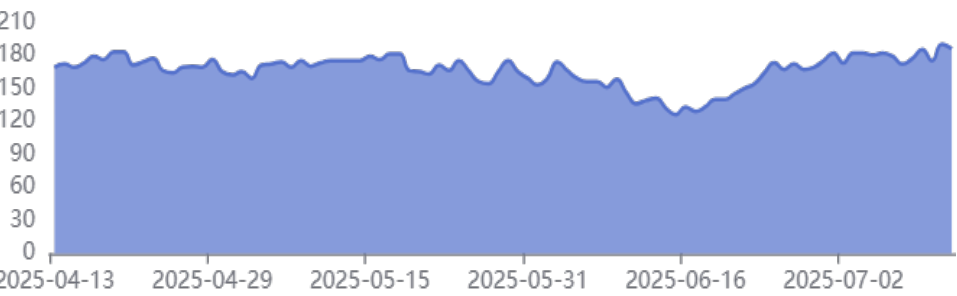


超大灵便型散货 SUPRAMAX

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.

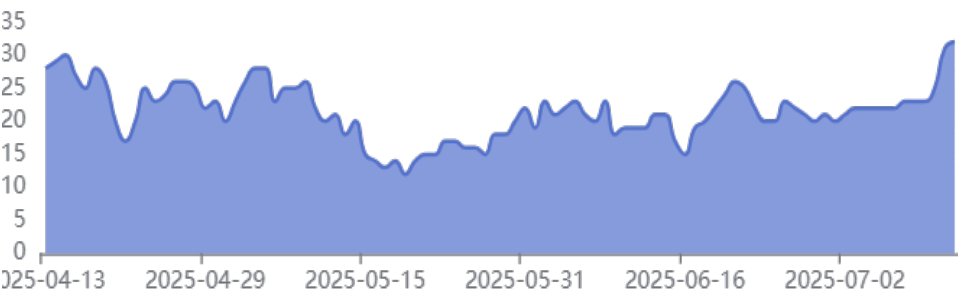
Type	M	T	W	Th	F	Sat	Sun
SMX	179	172	177	185	175	190	186



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.

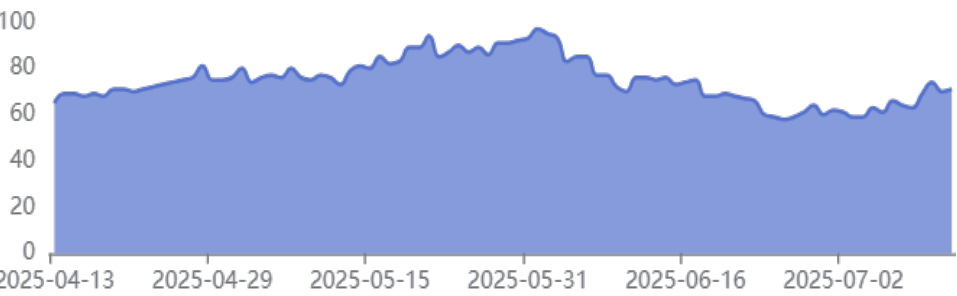
Type	M	T	W	Th	F	Sat	Sun
SMX	22	23	23	23	25	31	32



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.

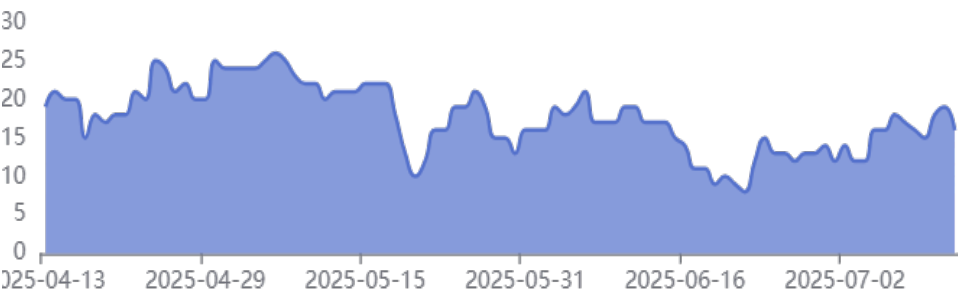
Type	M	T	W	Th	F	Sat	Sun
SMX	18	17	16	15	18	19	16



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.

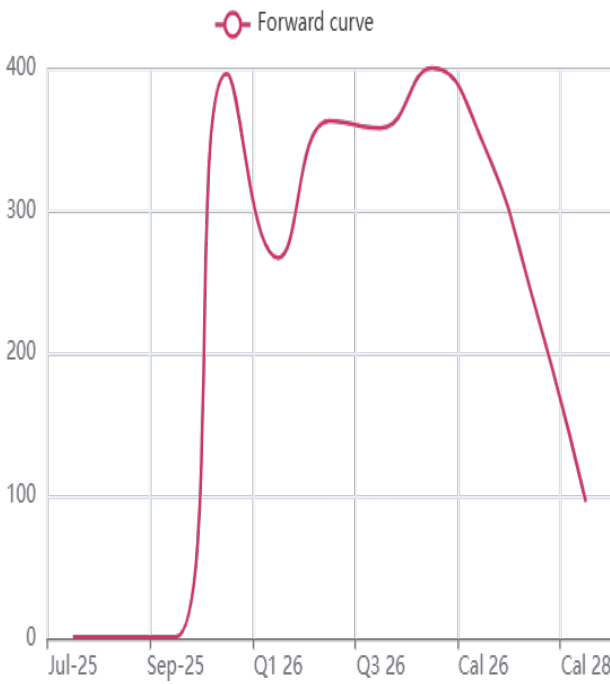
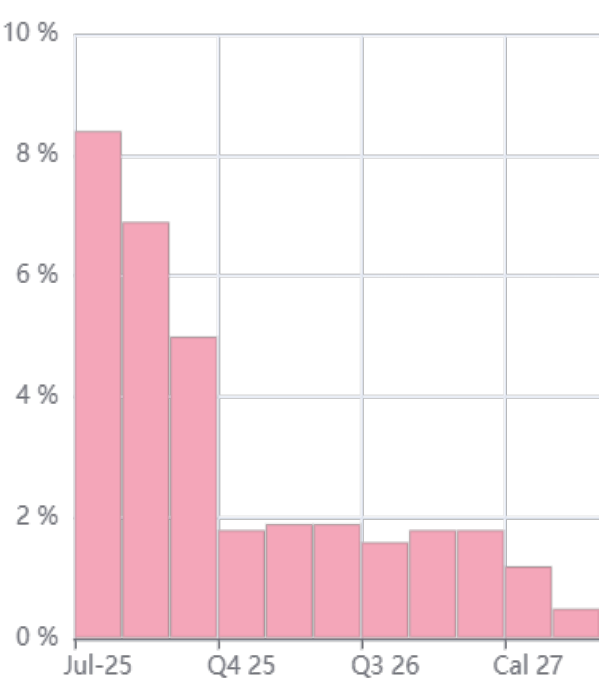
Type	M	T	W	Th	F	Sat	Sun
SMX	66	64	63	69	74	70	71



第五部分 远期运价协议 FFA

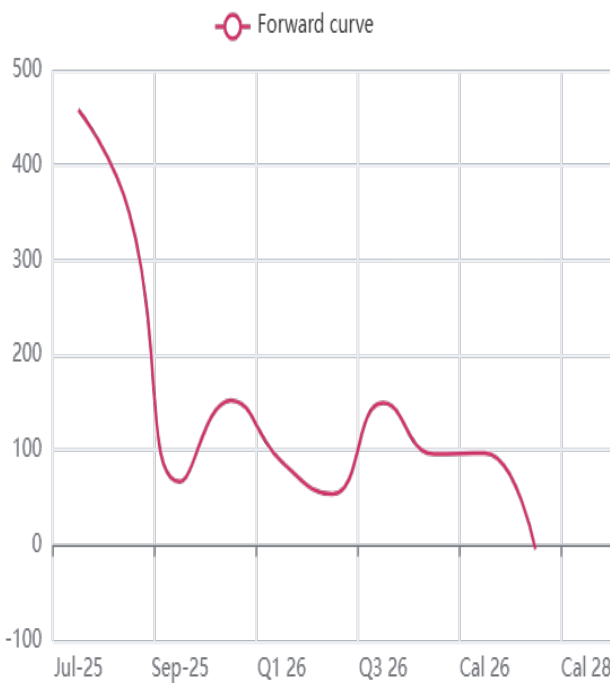
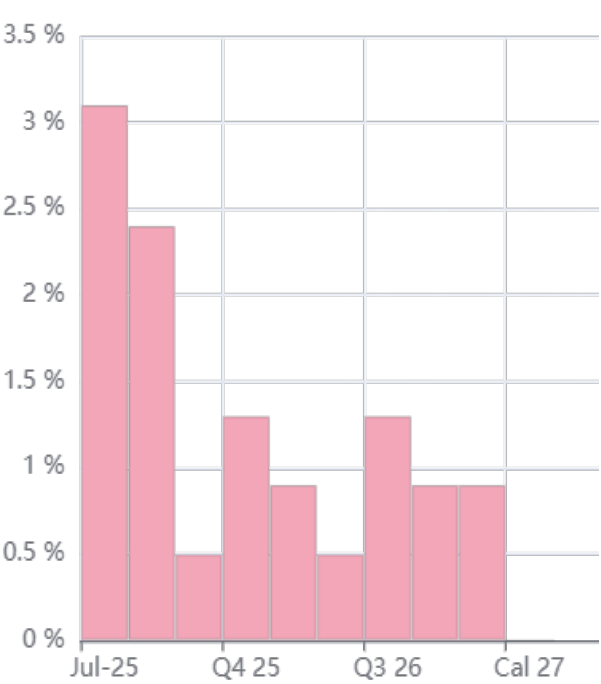
好望角型散货船Capesize

5TC	\$/day	WoW	
Jul-25	18,225.00	1408.0	8.4 %
Aug-25	21,383.00	1379.0	6.9 %
Sep-25	22,775.00	1087.0	5.0 %
Q4 25	22,236.33	396.0	1.8 %
Q1 26	14,438.00	267.0	1.9 %
Q2 26	19,163.00	363.0	1.9 %
Q3 26	22,329.00	358.0	1.6 %
Q4 26	22,896.00	400.0	1.8 %
Cal 26	19,706.50	347.0	1.8 %
Cal 27	19,567.00	234.0	1.2 %
Cal 28	18,996.00	96.0	0.5 %



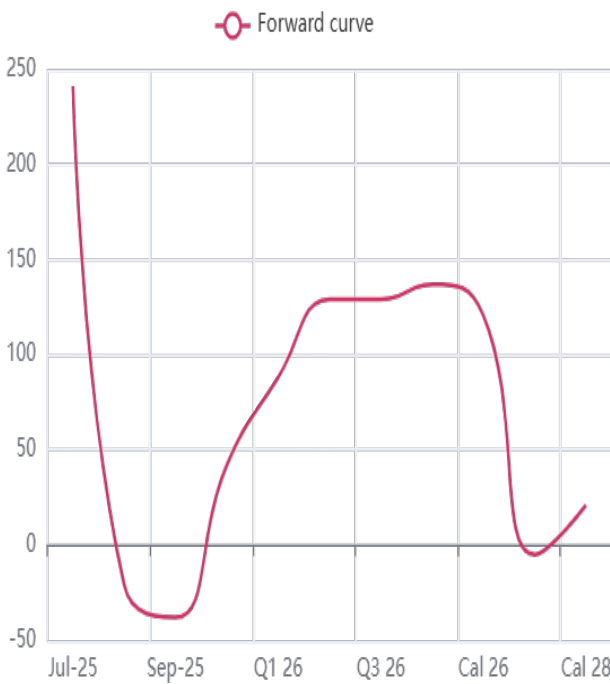
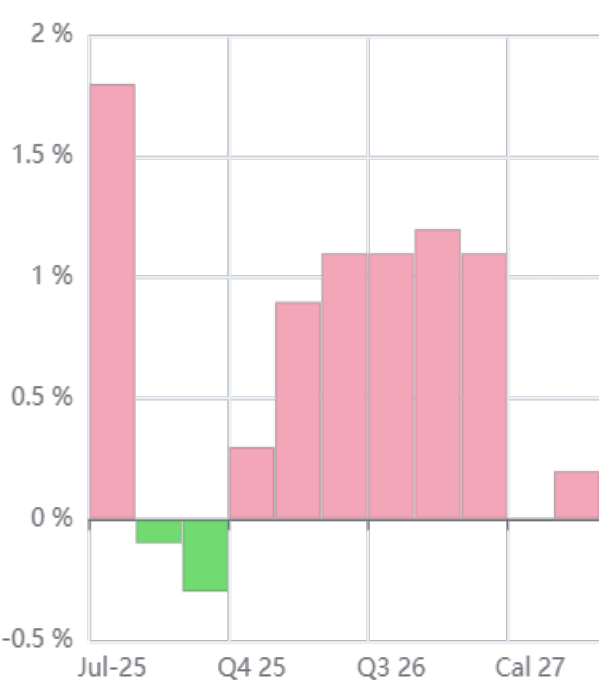
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jul-25	15,396.00	458.0	3.1 %
Aug-25	15,121.00	350.0	2.4 %
Sep-25	13,871.00	67.0	0.5 %
Q4 25	12,026.00	152.33	1.3 %
Q1 26	9,596.00	88.0	0.9 %
Q2 26	11,354.00	54.0	0.5 %
Q3 26	11,344.00	150.0	1.3 %
Q4 26	10,827.00	96.0	0.9 %
Cal 26	10,780.25	97.0	0.9 %
Cal 27	10,500.00	-4.0	0.0 %
Cal 28	-	-	-



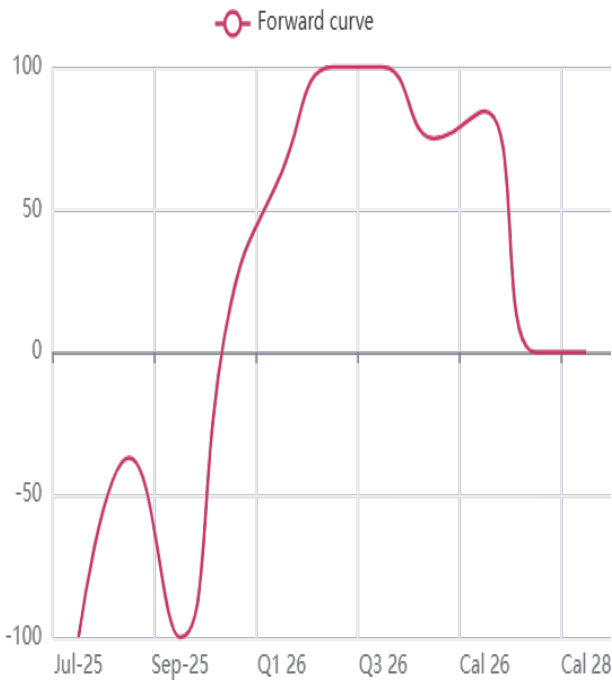
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jul-25	13,808.00	241.0	1.8 %
Aug-25	14,492.00	-21.0	-0.1 %
Sep-25	14,258.00	-38.0	-0.3 %
Q4 25	12,596.33	42.0	0.3 %
Q1 26	9,813.00	88.0	0.9 %
Q2 26	11,733.00	129.0	1.1 %
Q3 26	11,650.00	129.0	1.1 %
Q4 26	11,358.00	137.0	1.2 %
11,138.50	Cal 26	120.75	1.1 %
Cal 27	10,933.00	-5.0	0.0 %
Cal 28	11,038.00	21.0	0.2 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Jul-25	12,363.00	-100.0	-0.8 %
Aug-25	12,788.00	-37.0	-0.3 %
Sep-25	12,713.00	-100.0	-0.8 %
Q4 25	12,100.33	17.0	0.1 %
Q1 26	9,319.00	63.0	0.7 %
Q2 26	11,350.00	100.0	0.9 %
Q3 26	11,500.00	100.0	100.0
Q4 26	10,975.00	75.0	0.7 %
Cal 26	10,786.00	84.5	0.8 %
Cal 27	10,738.00	0.0	0.0 %
Cal 28	10,725.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	531.0	442.0	687.0	89.0	11.0	14.1	37.98
Singapore	527.5	419.5	680.5	108.0	14.5	15.51	64.89
Rotterdam	511.5	431.0	706.0	80.5	16.0	24.81	64.29
Fujairah	495.5	431.5	694.0	64.0	12.5	24.27	-7.91
Houston	519.0	414.0	732.0	105.0	10.0	10.53	29.63

(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	202.0		5.0	2.54	-0.49	-2.42
Maize	222.0		5.0	2.3	0.91	12.69
Soybeans	213.0		7.0	3.4	2.9	-6.58
Rice	169.0		-1.0	-0.59	-2.31	-32.13
Barley	220.0		0.0	0.0	-0.45	2.33
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	67.6	2.61	4.02	3.43	-18.14
Brent	USD/Bbl	69.29	2.68	4.02	3.23	-19.53
Natural Gas	USD/MMBtu	3.39	-0.01	-0.29	-6.61	46.12
Gasoline	USD/Gal	2.15	0.08	3.86	2.87	-15.69
Heating Oil	USD/Gal	2.41	0.15	6.64	12.62	-6.59
Ethanol	USD/Gal	1.7	0.02	1.19	2.41	-10.53
Naphtha	USD/T	554.97	-4.45	-0.8	2.24	-21.37
Propane	USD/Gal	0.74	-0.02	-2.63	0.0	-12.94
Uranium	USD/Lbs	75.95	-2.8	-3.56	7.73	-11.33
Methanol	CNY/T	2353.0	-53.0	-2.2	2.17	-6.37
TTF Gas	EUR/MWh	34.12	0.69	2.06	-2.96	2.46
UK Gas	GBp/thm	81.33	2.69	3.42	-0.44	4.78
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.0	-0.1	-1.96	2.88	8.46
Coal	USD/T	109.5	-0.4	-0.36	4.04	-19.34
Steel	CNY/T	3031.0	69.0	2.33	2.64	-7.45
Iron Ore	USD/T	95.22	0.75	0.79	-0.42	-14.46
Aluminum	USD/T	2452.05	0.0	0.0	0.0	-3.27
Lithium	CNY/T	62900.0	1600.0	2.61	4.23	-31.26
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3327.56	-18.03	-0.54	-0.01	39.8
Silver	USD/t.oz	36.78	0.19	0.52	0.71	18.65
Platium	null	1369.0	19.7	1.46	13.27	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.17		-0.01	-0.85	2.63	8.33
USD/CNY	7.17		0.01	0.14	-0.28	-1.65

第八部分 本周话题 WEEKLY TOPIC



胡塞武装卷土重来

2025年7月6日，胡塞武装证实对一艘希腊散货船发动了袭击，致使该散货船起火并迫使船员弃船逃生。这是胡塞武装今年首次对商船发动直接攻击。从2023年11月份开始，胡塞武装开始在红海袭击和以色列有关商船旨在支持加沙地带的巴勒斯坦人对抗以色列，自从巴以停火协议达成后，胡塞武装的活动停止了，现在因为以色列针对胡塞武装控制的三个港口实施空中打击，胡塞武装针对与以色列有关的商船重新进行了袭击。

这艘被袭击的散货船船名报道是MAGIC SEAS，一艘极限灵便散货船，据HIFLEET航运大数据显示该船6月18号早上从新加坡锚地开出来，7月6号北京时间晚上九点被袭击。据HIFLEET船舶档案大数据显示，该船是2016年由扬州大洋造船厂建造。据胡塞军事发言人叶哈亚·萨雷称，这艘被胡塞武装击中的散货船被攻击后完全沉入了大海深处。

紧接着7月7号晚间，第二艘希腊控制的一艘散货船遭到了胡塞武装的攻击，该散货船由COMOSHIP MANAGEMENT管理公司的一艘散货船，此次袭击造成两名海员失踪，另外两名船员受伤。据市场信息，在红海遭遇胡塞武装顽强攻击而受损的希腊散货船上的幸存船员已经离船。被袭击的船舶是一艘36800 载重吨的“ETERNITY C”号（2012 年建造），当地时间晚

间时候所有幸存船员登上了一艘救援船，将船员们送往沙特阿拉伯的吉达。这艘船于7月9日沉没，其中大部分船员不知所踪，后来胡塞发言人确认是他们转移了船员，周三晚些时候胡塞武装发布的视频显示，这艘小型散货船似乎由于最初袭击导致进水而沉没。

在以色列空袭胡塞武装控制的港口后，在这些港口被困的11艘船只从这些港口撤离，其中最后一艘船——载货量为 79500 立方米的VLGC GAZ GMS（建于 1997 年）于 6 月 29 日从RAS ISA OIL PORT出发，结束了漫长而复杂的海上危机。

胡塞武装以“千元武器瘫痪亿元贸易”的不对称战术，将红海变为全球供应链的“阿喀琉斯之踵”。对航运业而言，中短期需承受效率折损、成本飙升与安全焦虑三重压力；长期则倒逼物流网络冗余化设计。唯有通过区域合作消弭冲突根源（如巴以问题）、技术平权降低安防成本，方能避免红海硝烟演变为全球化退潮的又一注脚。

On July 6, 2025, the Houthi forces confirmed that they had launched an attack on a Greek bulk carrier, causing the vessel to catch fire and forcing the crew to abandon ship. This was the first direct attack on a merchant ship by the Houthi forces this year. Since November 2023, the Houthi forces have been attacking merchant ships related to Israel in the Red Sea in an effort to support Palestinians in the Gaza Strip against Israel. After the ceasefire agreement between Palestine and Israel was reached, the activities of the Houthi forces ceased. Now, due to Israel's air strikes on the three ports controlled by the Houthi forces, the Houthi forces have resumed attacking merchant ships related to Israel.

The name of the bulk carrier that was attacked was reported as MAGIC SEAS, a Panamax bulk carrier. According to HIFLEET's shipping big data, the vessel left Singapore anchorage on the morning of June 18th and was attacked at 9 p.m. Beijing time on July 6th. According to HIFLEET's vessel archive big data, the vessel was built by Yangzhou Ocean Shipyard in 2016. According to the Houthi military spokesperson Yahya Saree, the bulk carrier hit by the Houthi forces sank completely into the deep sea after being attacked.

Immediately following the attack on the Greek-controlled bulk carrier on the evening of July 7th, a second Greek-controlled bulk carrier was attacked by Houthi forces. The vessel was managed by COMOSHIP MANAGEMENT. This attack resulted in two crew members going missing and two others being injured. According to market information, the surviving crew members from the Greek bulk carrier that was damaged in a fierce attack by Houthi forces in the Red Sea have left the vessel. The attacked vessel was a 36,800 deadweight ton "ETERNITY C" (built in 2012). All the surviving crew members boarded a rescue vessel at local evening time and were taken to Jeddah, Saudi Arabia. The ship sank on July 9th, with most of the crew members unaccounted for. Later, a Houthi spokesperson confirmed that they had transferred the crew members. A video released by the Houthi forces later that Wednesday showed that the small bulk carrier seemed to have sunk due to water ingress caused by the initial attack.

After Israel's air strikes on ports controlled by the Houthi forces, 11 ships trapped in these ports were evacuated. The last one, the 79,500-cubic-meter VLGC GAZ GMS (built in 1997), departed from RAS ISA OIL PORT on June 29, bringing an end to a long and complex maritime crisis.

The Houthi forces have turned the Red Sea into a "Achilles' heel" of the global supply chain with their asymmetric tactics of "paralyzing billion-dollar trade with thousand-dollar weapons". For the shipping industry, in the medium and short term, it has to bear the triple pressure of efficiency loss, soaring costs and security anxiety; in the long term, it will be forced to design a redundant logistics network. Only by eliminating the root causes of conflicts through regional cooperation (such as the Israel-Palestine issue) and reducing security costs through technological parity can the Red Sea's smoke of war be prevented from becoming another footnote in the retreat of globalization.

刘红太