



# 2025年 第34周市场周报

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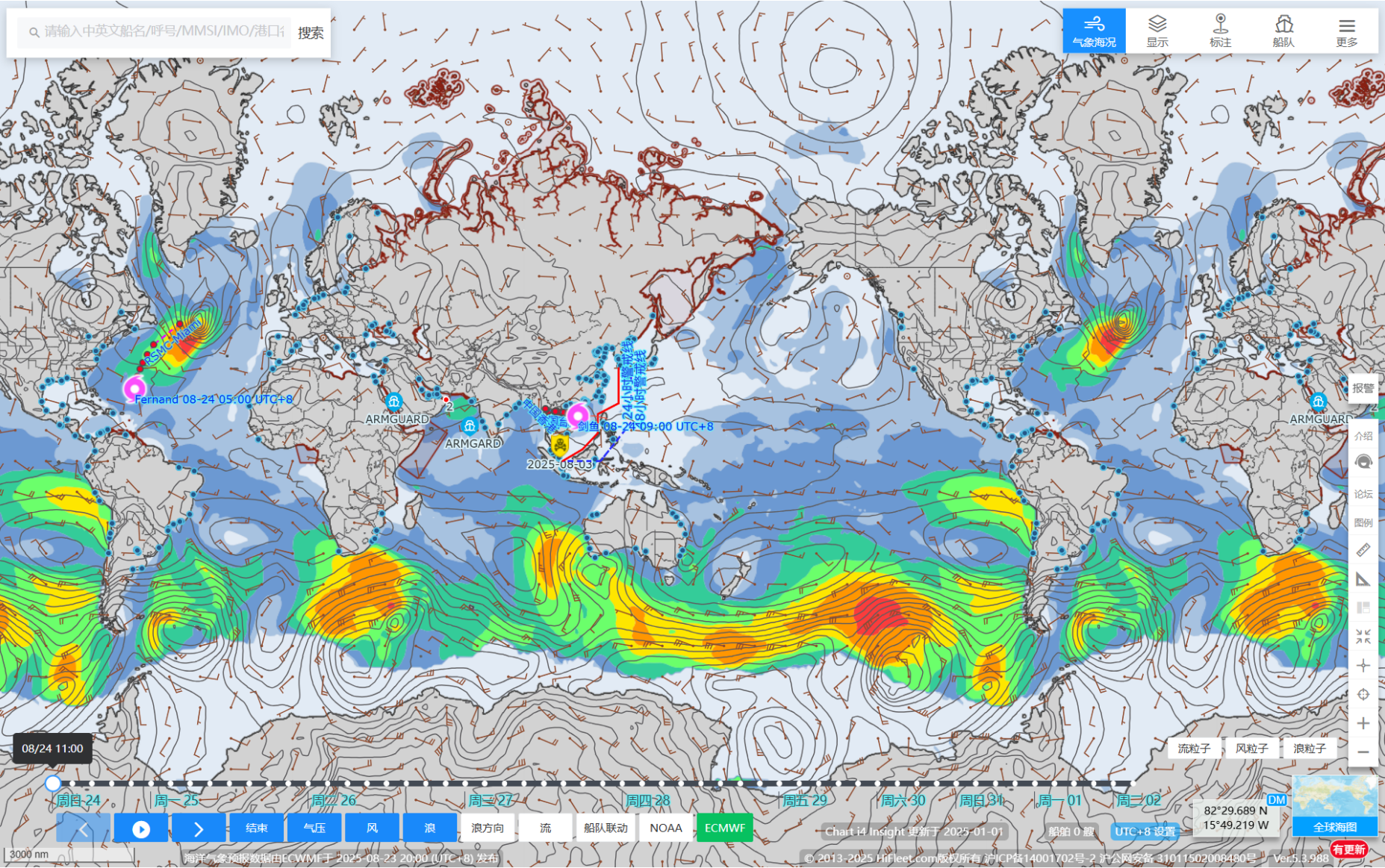
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本周话题 WEEKLY TOPIC

# 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1553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 1553 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3-6级，后半周有中浪；黄海风力3-5级，下周末有中浪；东海风力3-4级，有中浪；台湾海峡3-4级风，有中浪；南海台风剑鱼预计8月25日下午在云南以东区域登录，之后风力逐步减弱。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 moderate sea in late week. Wind in Yellow Sea is moderate with moderate sea by the end of next week. And China East Sea the Typhoon TAJIKI will land east of Vietnam in afternoon on 25th Aug and wind will become weak then. The wind in the Taiwan Strait is moderate with moderate sea. In most of the South China Sea the wind becomes easy with moderate sea in the early week. The cyclone low activities become frequent in North of Pacific and Atlantic.

## 海盗事件 Piracy

最近一周没有最新海盗报告。There was no pirate report for the latest week.

## 海上事件 Marine Incidents

8月13号，马士基航运公司一艘18720 标箱的“MARIE MAERSK”号（2013 年建造）在从鹿特丹驶往马来西亚丹戎帕拉帕斯途中，在西非海域发生集装箱火灾，勇敢的船员们阻止了火势的蔓延，直到8月18号专业救援人员抵达。船员们安然无恙，船只保持稳定，所有机械、舵机和导航设备均运行正常。On August 13th, the "MARIE MAERSK" vessel, a 18,720 TEU container ship (built in 2013), was traveling from Rotterdam to Tanjung Pura Pas in Malaysia when a fire broke out in one of the containers in the waters off West Africa. The brave crew members managed to contain the fire and it was not until August 18th that professional rescue personnel arrived. The crew members were safe and the ship remained stable. The crew members were safe and sound, the ship remained stable, and all machinery, steering gear and navigation equipment were functioning normally.

## 其它 Others

没有 Nil

## 备注 Remark

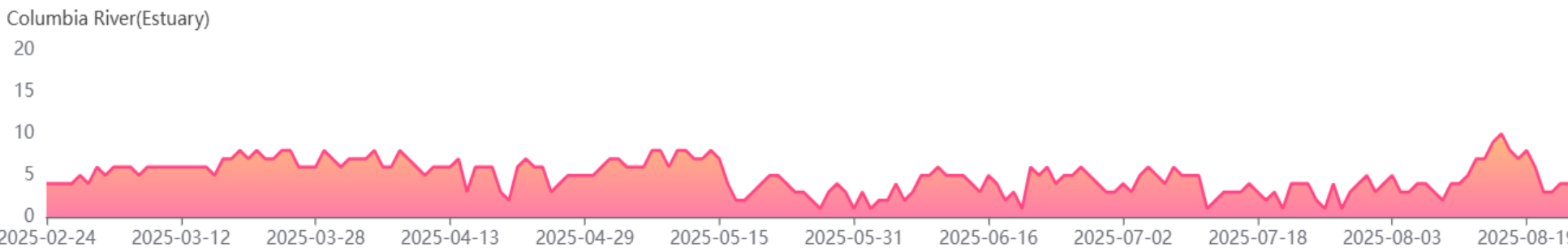
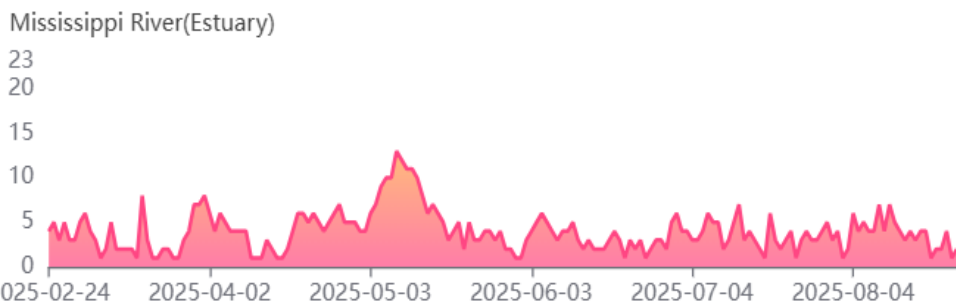
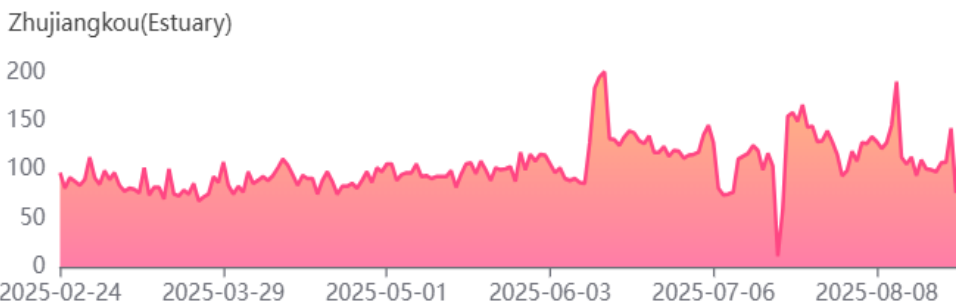
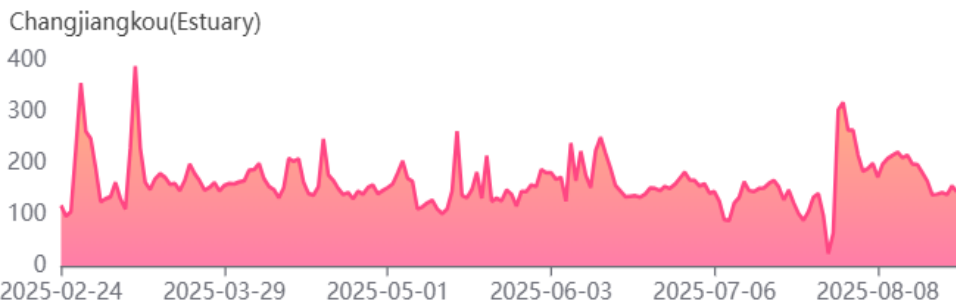
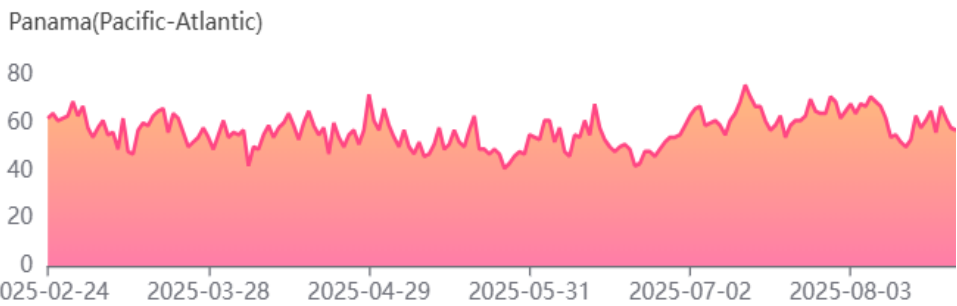
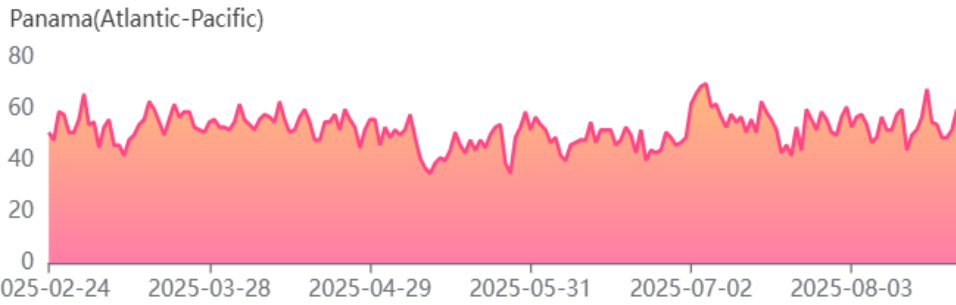
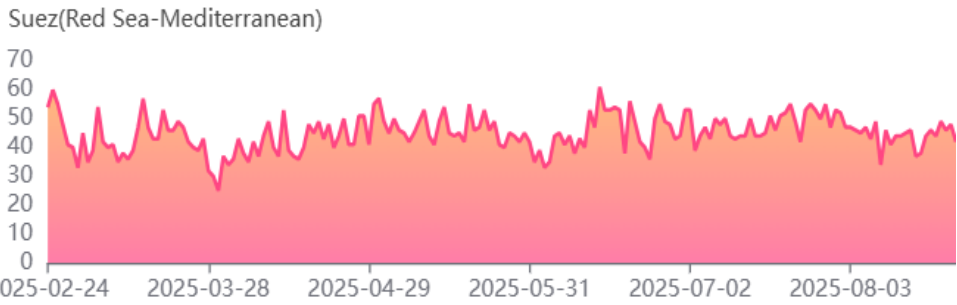
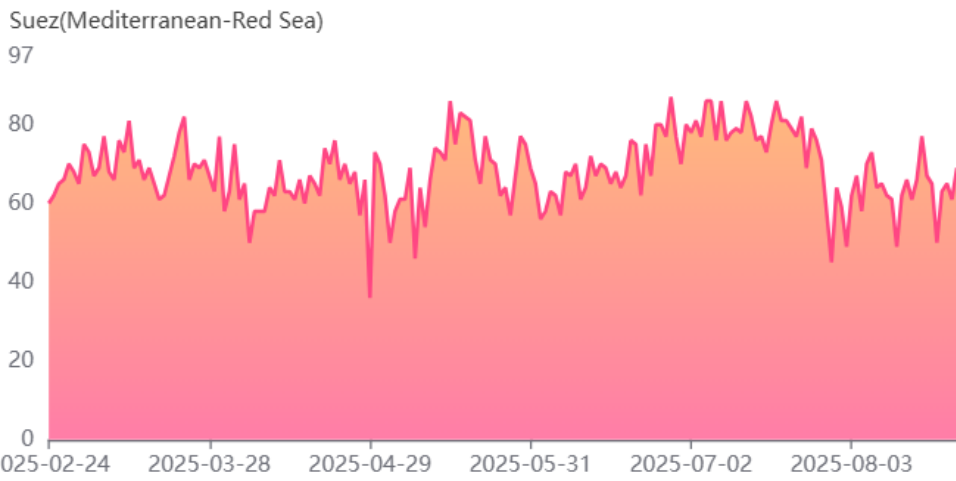
本报告数据截止时间为2025年8月24日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Aug 24th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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   | 42   | 1328 | 16   | -51  |
| Miss.Riv.  | 2    | 105  | -14  | -1   |
| CJK        | 145  | 5328 | -444 | 1261 |
| Pa.Atlan.  | 60   | 1573 | 19   | -23  |
| Colum.Riv. | 4    | 137  | -11  | 35   |
| Suez.Med.  | 69   | 1825 | 13   | -467 |
| Pa.Pac.    | 57   | 1807 | 37   | 1    |
| ZJK        | 76   | 3439 | -158 | 115  |

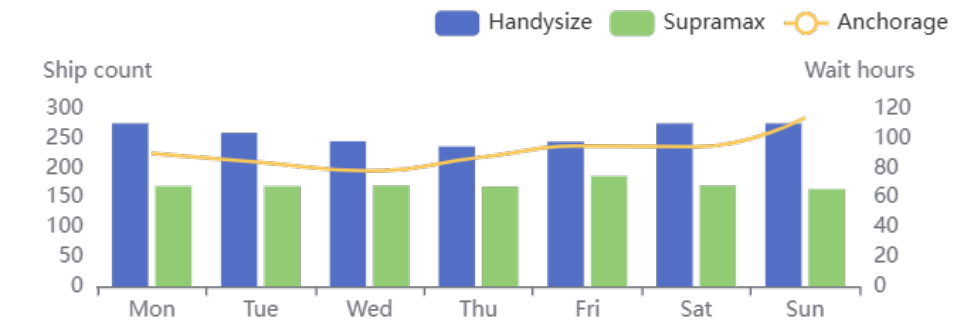


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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   | 275  | 259  | 245  | 236 | 244  | 275  | 275 |
| SMX   | 169  | 169  | 170  | 168 | 186  | 170  | 164 |
| WT.h. | 89.8 | 83.7 | 78.1 | 87  | 94.9 | 94.3 | 114 |

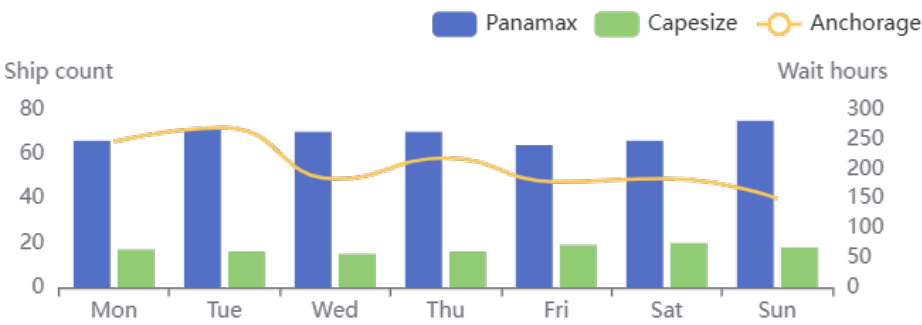




最近一周巴西区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Brazil

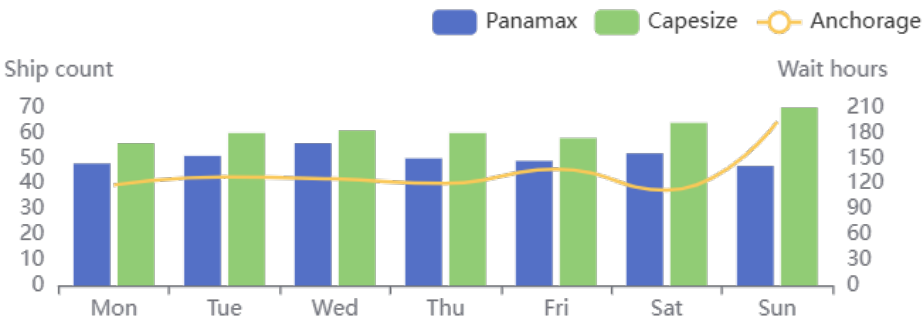
| Type  | M     | T     | W     | Th    | F     | Sat    | Sun |
|-------|-------|-------|-------|-------|-------|--------|-----|
| Pan.  | 66    | 71    | 70    | 70    | 64    | 66     | 75  |
| Cap   | 17    | 16    | 15    | 16    | 19    | 20     | 18  |
| WT.h. | 245.8 | 269.8 | 183.1 | 218.3 | 178.4 | 183.65 | 150 |



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

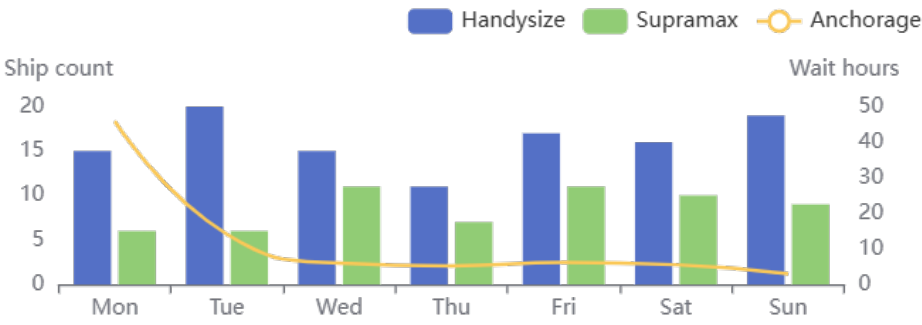
| Type  | M      | T     | W     | Th    | F     | Sat   | Sun |
|-------|--------|-------|-------|-------|-------|-------|-----|
| Pan.  | 48     | 51    | 56    | 50    | 49    | 52    | 47  |
| Cap   | 56     | 60    | 61    | 60    | 58    | 64    | 70  |
| WT.h. | 118.65 | 128.1 | 125.8 | 120.4 | 137.3 | 112.4 | 193 |



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

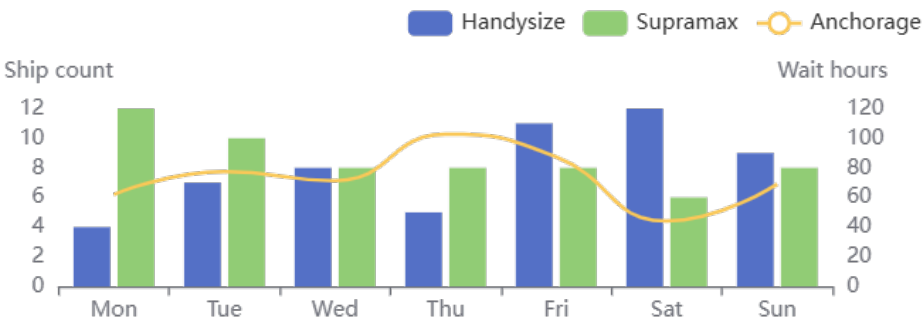
| Type  | M    | T    | W   | Th   | F   | Sat  | Sun |
|-------|------|------|-----|------|-----|------|-----|
| HDY   | 15   | 20   | 15  | 11   | 17  | 16   | 19  |
| SMX   | 6    | 6    | 11  | 7    | 11  | 10   | 9   |
| WT.h. | 45.9 | 14.1 | 6.0 | 5.25 | 6.2 | 5.55 | 3   |



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

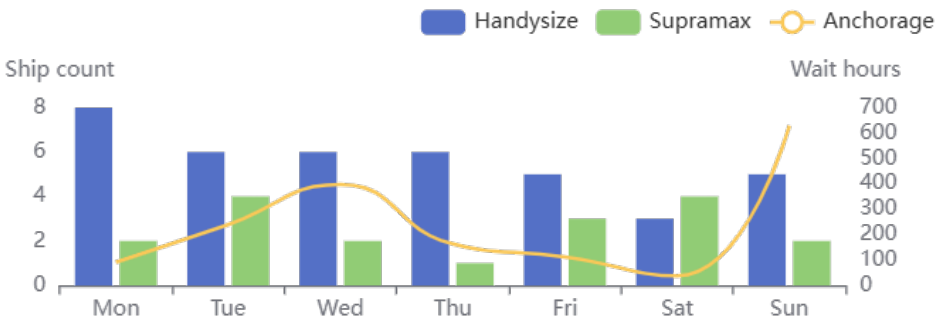
| Type  | M    | T    | W     | Th    | F    | Sat  | Sun |
|-------|------|------|-------|-------|------|------|-----|
| HDY   | 4    | 7    | 8     | 5     | 11   | 12   | 9   |
| SMX   | 12   | 10   | 8     | 8     | 8    | 6    | 8   |
| WT.h. | 62.1 | 77.6 | 71.35 | 102.8 | 87.4 | 44.1 | 69  |



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

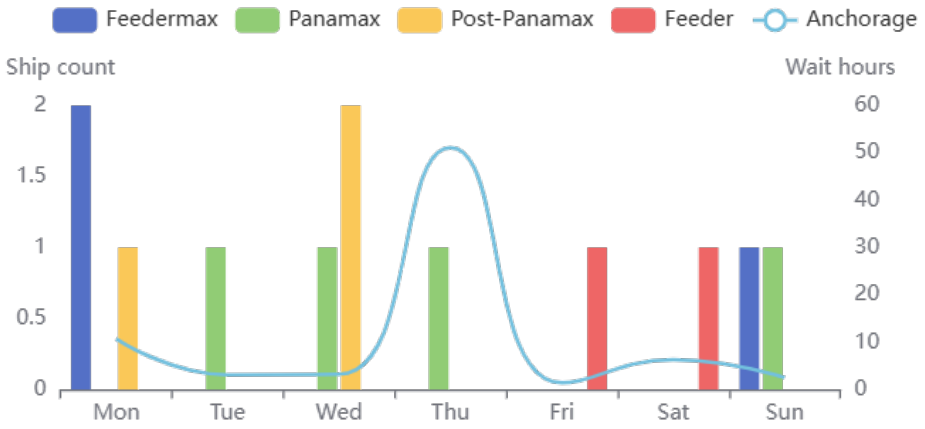
| Type  | M    | T     | W     | Th    | F     | Sat  | Sun |
|-------|------|-------|-------|-------|-------|------|-----|
| HDY   | 8    | 6     | 6     | 6     | 5     | 3    | 5   |
| SMX   | 2    | 4     | 2     | 1     | 3     | 4    | 2   |
| WT.h. | 91.3 | 239.5 | 397.7 | 163.3 | 112.6 | 37.4 | 629 |



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

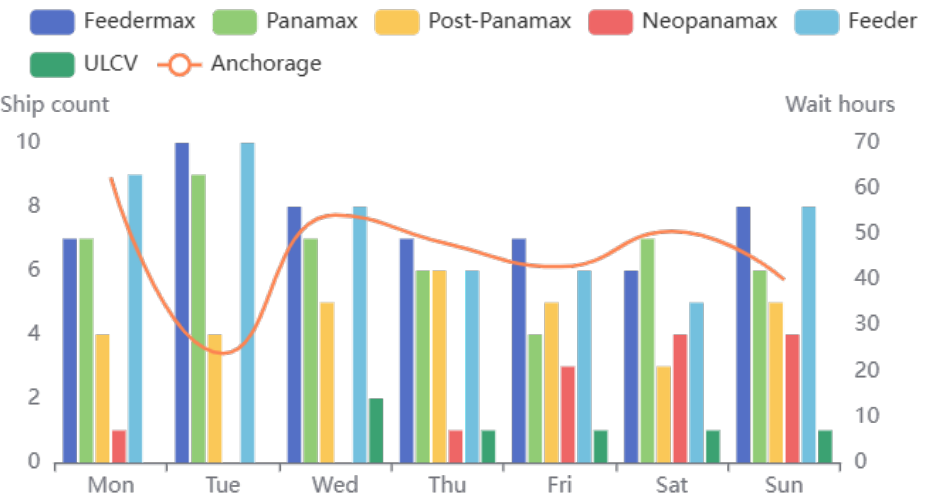
| Type  | M    | T   | W   | Th   | F   | Sat | Sun |
|-------|------|-----|-----|------|-----|-----|-----|
| F.ma. | 2    | 0   | 0   | 0    | 0   | 0   | 1   |
| Pan.  | 0    | 1   | 1   | 1    | 0   | 0   | 1   |
| PPx   | 1    | 0   | 2   | 0    | 0   | 0   | 0   |
| NPx   | 0    | 0   | 0   | 0    | 0   | 0   | 0   |
| Fd    | 0    | 0   | 0   | 0    | 1   | 1   | 0   |
| WT.h. | 10.7 | 3.1 | 3.2 | 51.1 | 1.4 | 6.3 | 2.5 |
| Ulc   | 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

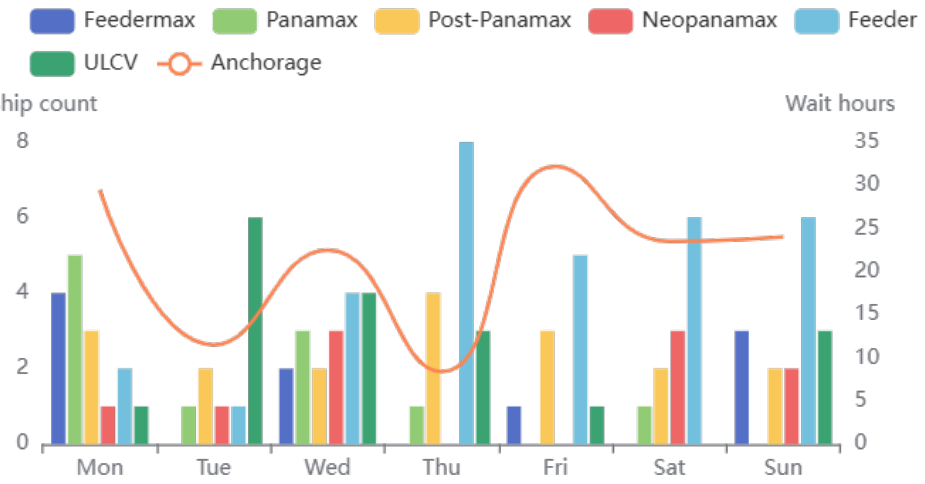
| Type  | M    | T    | W    | Th   | F    | Sat  | Sun |
|-------|------|------|------|------|------|------|-----|
| F.ma. | 7    | 10   | 8    | 7    | 7    | 6    | 8   |
| Pan.  | 7    | 9    | 7    | 6    | 4    | 7    | 6   |
| PPx   | 4    | 4    | 5    | 6    | 5    | 3    | 5   |
| NPx   | 1    | 0    | 0    | 1    | 3    | 4    | 4   |
| Fd    | 9    | 10   | 8    | 6    | 6    | 5    | 8   |
| Ulc   | 0    | 0    | 2    | 1    | 1    | 1    | 1   |
| WT.h. | 62.4 | 23.9 | 54.2 | 47.9 | 42.9 | 50.6 | 40  |



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

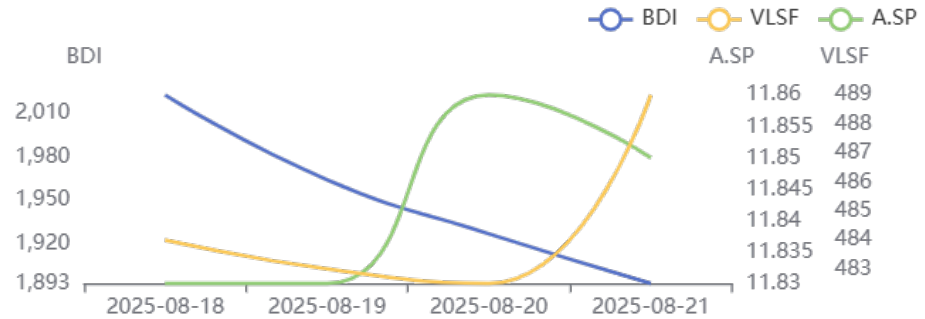
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

| Type  | M     | T    | W    | Th  | F    | Sat  | Sun |
|-------|-------|------|------|-----|------|------|-----|
| F.ma. | 4     | 0    | 2    | 0   | 1    | 0    | 3   |
| Pan.  | 5     | 1    | 3    | 1   | 0    | 1    | 0   |
| PPx   | 3     | 2    | 2    | 4   | 3    | 2    | 2   |
| NPx   | 1     | 1    | 3    | 0   | 0    | 3    | 2   |
| Fd    | 2     | 1    | 4    | 8   | 5    | 6    | 6   |
| Ulc   | 1     | 6    | 4    | 3   | 1    | 0    | 3   |
| WT.h. | 29.45 | 11.5 | 22.5 | 8.4 | 32.2 | 23.5 | 24  |



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

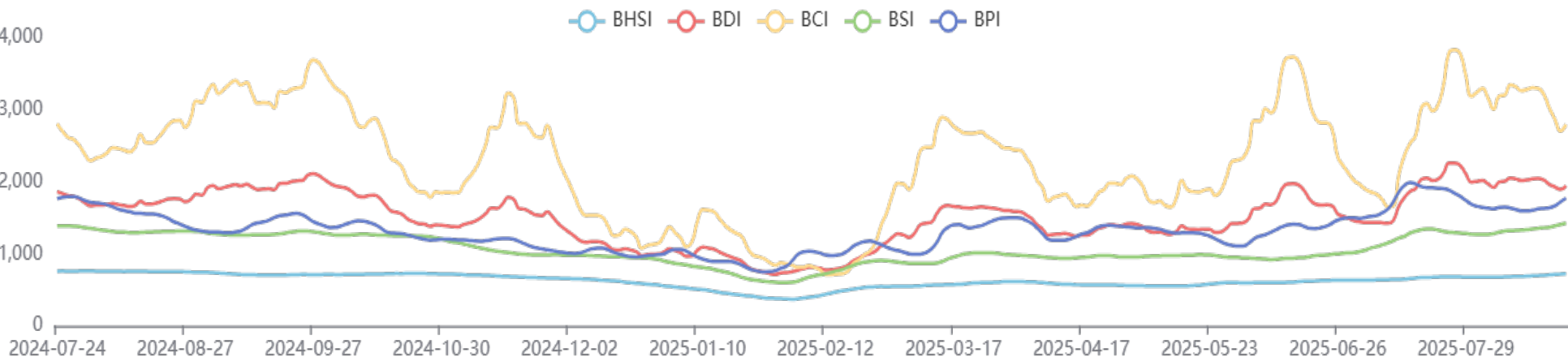
| Type | M      | T      | W      | Th     | F     | Sat   | Sun |
|------|--------|--------|--------|--------|-------|-------|-----|
| BDI  | 1630   | 1637   | 1665   | 1719   |       |       |     |
| VLSF | 484.00 | 483.00 | 482.50 | 489.00 |       |       |     |
| A.SP | 11.83  | 11.83  | 11.86  | 11.85  | 11.86 | 11.79 |     |



第三部分 航运市场 SHIPPING MARKET

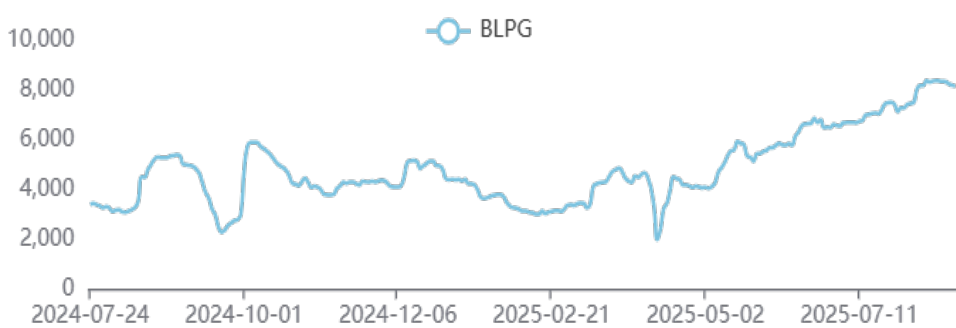
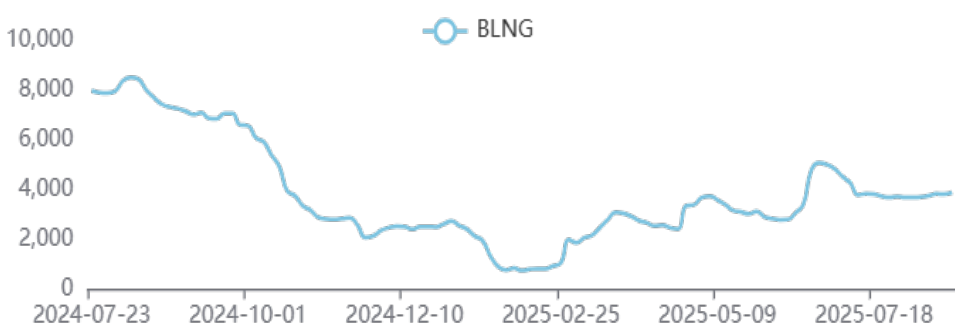
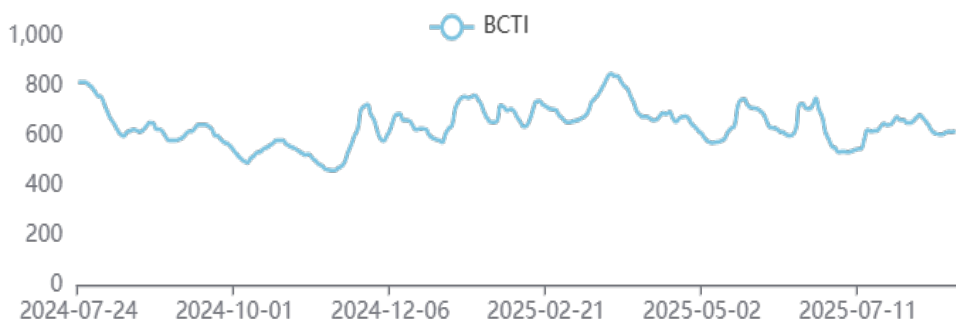
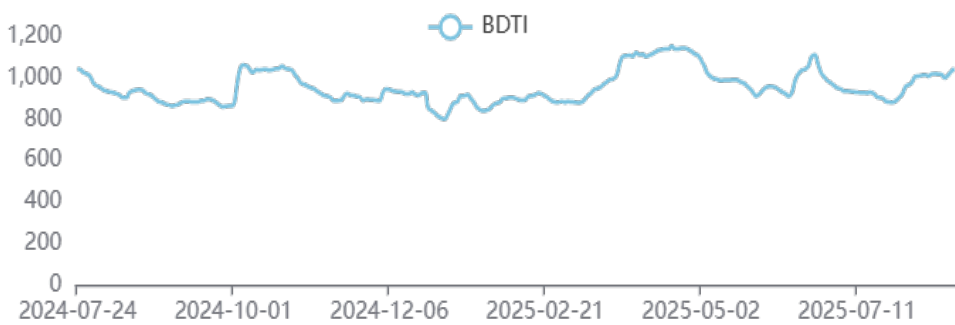
波罗的海干散货指数Baltic Dry Index

| Type | PI   | WoW    | W%     | M%     | y%    |
|------|------|--------|--------|--------|-------|
| BDI  | 1944 | -100.0 | -4.89  | -13.87 | 9.95  |
| BCI  | 2793 | -502.0 | -15.24 | -27.06 | -1.9  |
| BPI  | 1770 | 148.0  | 9.12   | -3.7   | 22.58 |
| BSI  | 1424 | 71.0   | 5.25   | 10.05  | 8.45  |
| BHSI | 725  | 27.0   | 3.87   | 6.3    | -3.72 |

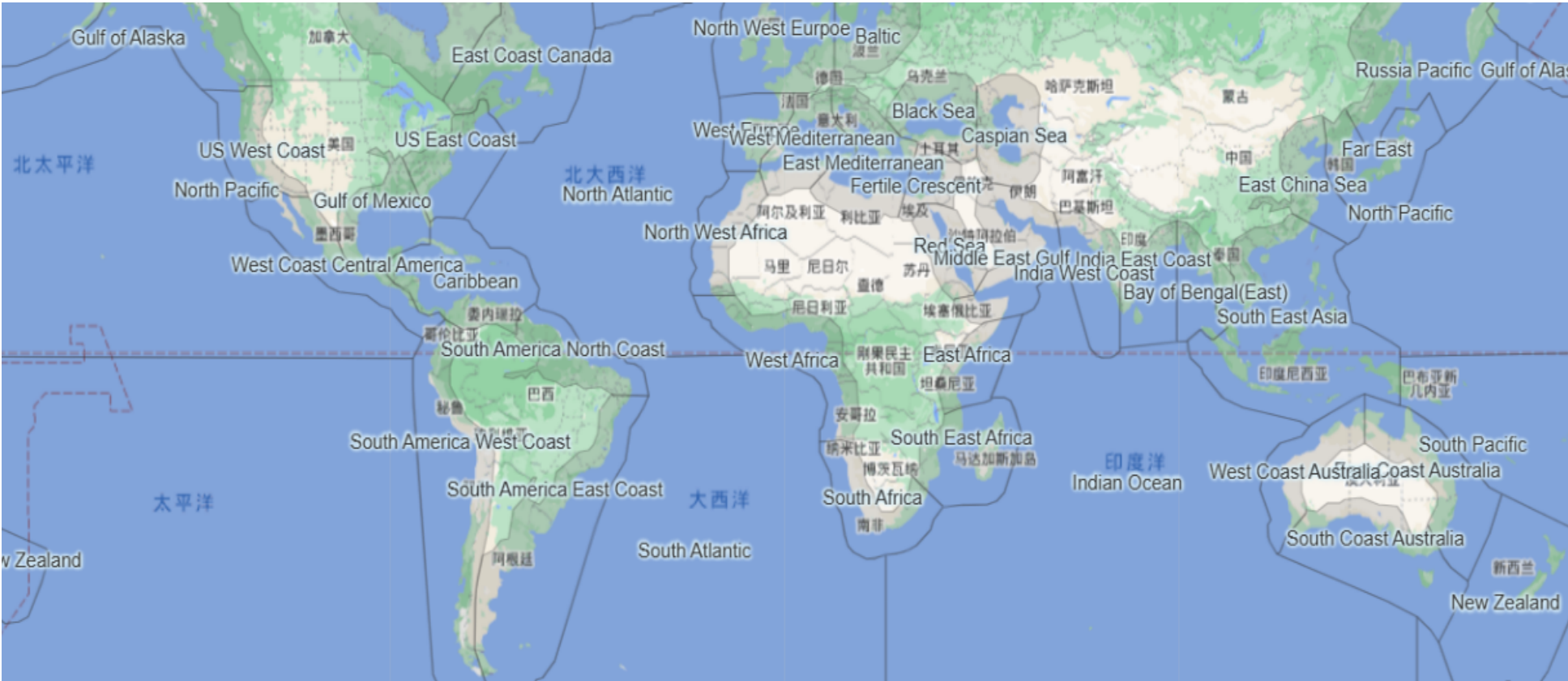


能源运价指数Energy Shipping Index

| Type | PI   | WoW    | W%    | M%    | y%     |
|------|------|--------|-------|-------|--------|
| BDTI | 1042 | 26.0   | 2.56  | 18.14 | 12.65  |
| BCTI | 618  | 13.0   | 2.15  | -4.04 | -3.44  |
| BLNG | 3870 | 47.0   | 1.23  | 5.36  | -47.84 |
| BLPG | 8148 | -206.0 | -2.47 | 8.64  | 53.79  |



第四部分 运力分布 SUPPLY DISTRIBUTION

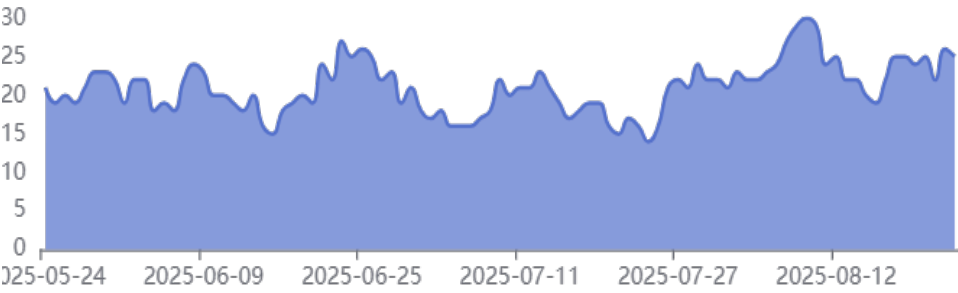


好望角型散货船 Capesize

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 | 25 | 25 | 24 | 25 | 22 | 26  | 25  |



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.

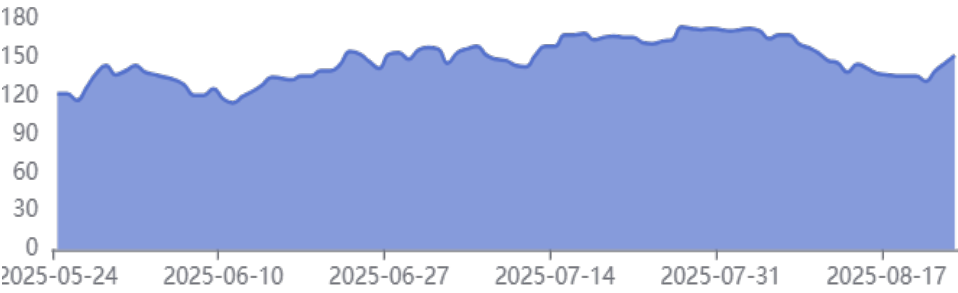
| Type | M  | T  | W  | Th | F  | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| Cape | 29 | 26 | 25 | 27 | 24 | 22  | 28  |

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.

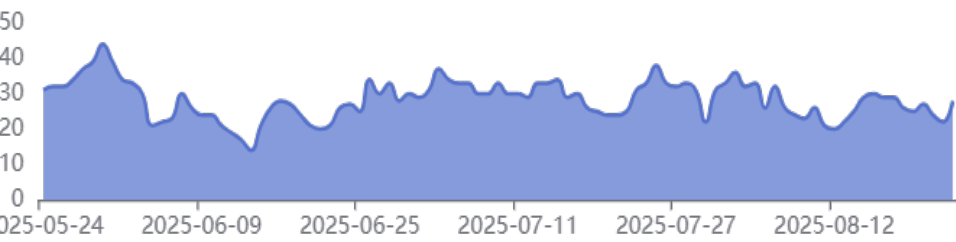
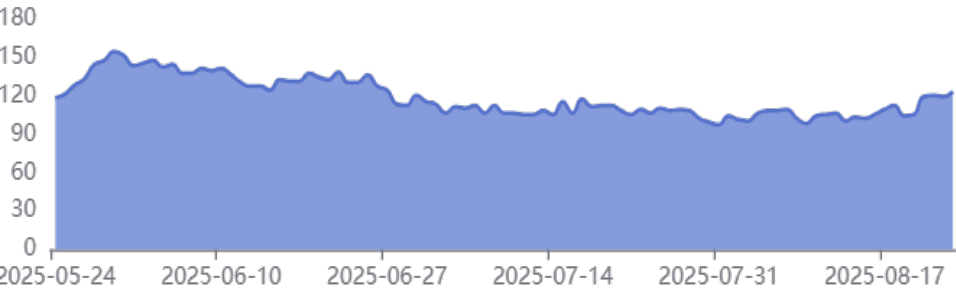
| Type | M   | T   | W   | Th  | F   | Sat | Sun |
|------|-----|-----|-----|-----|-----|-----|-----|
| Pan. | 135 | 135 | 135 | 131 | 139 | 145 | 151 |



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.

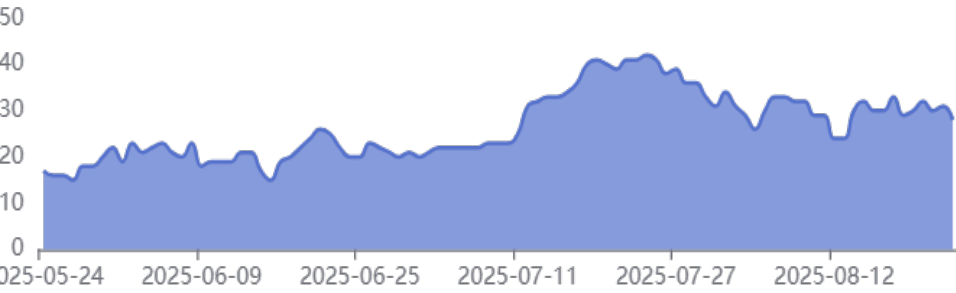
| Type | M   | T   | W   | Th  | F   | Sat | Sun |
|------|-----|-----|-----|-----|-----|-----|-----|
| Cape | 112 | 104 | 105 | 119 | 120 | 119 | 123 |



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.

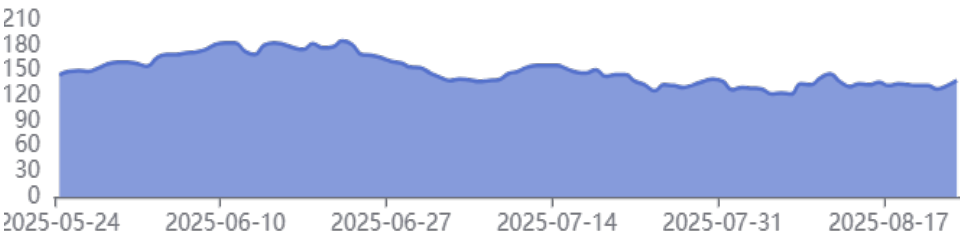
| Type | M  | T  | W  | Th | F  | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| Pan. | 11 | 13 | 11 | 14 | 14 | 13  | 10  |



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. | 134 | 133 | 132 | 132 | 128 | 132 | 138 |

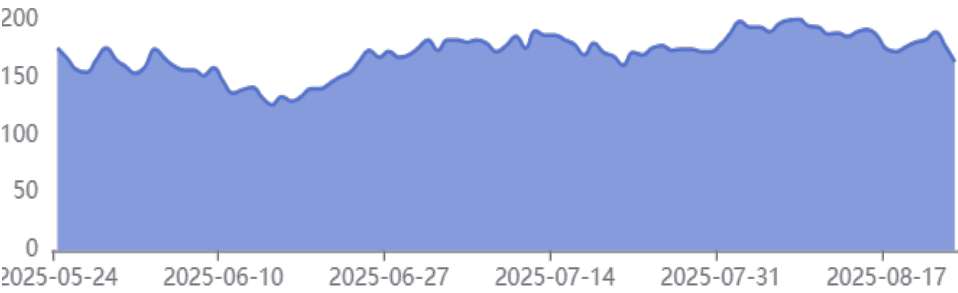


超大灵便型散货 SUPRAMAX

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.

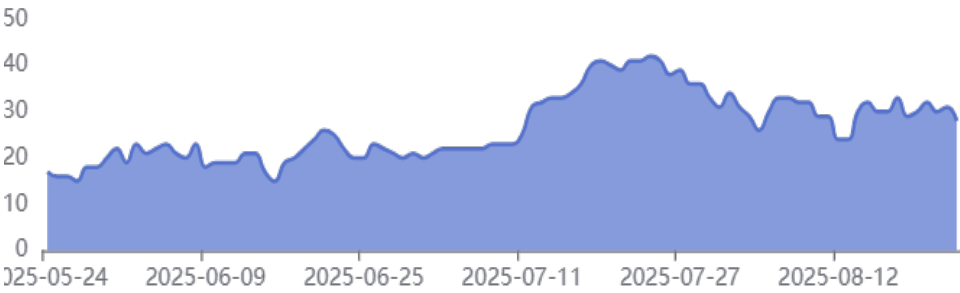
| Type | M   | T   | W   | Th  | F   | Sat | Sun |
|------|-----|-----|-----|-----|-----|-----|-----|
| SMX  | 172 | 176 | 180 | 182 | 189 | 177 | 163 |



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.

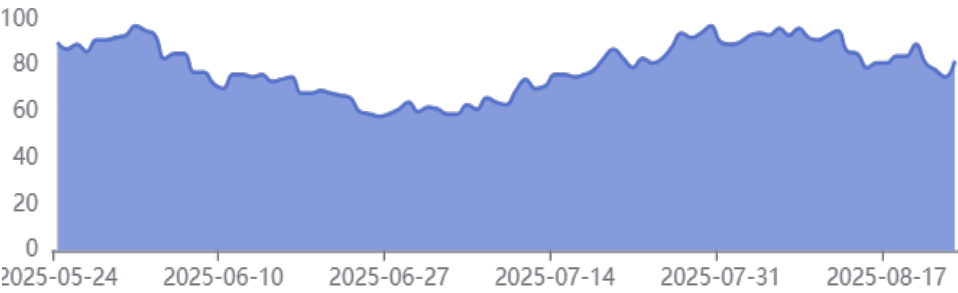
| Type | M  | T  | W  | Th | F  | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| SMX  | 33 | 29 | 30 | 32 | 30 | 31  | 28  |



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.

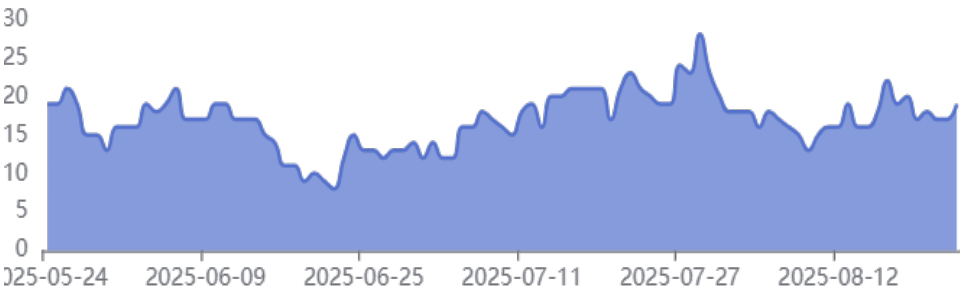
| Type | M  | T  | W  | Th | F  | Sat | Sun |
|------|----|----|----|----|----|-----|-----|
| SMX  | 19 | 20 | 17 | 18 | 17 | 17  | 19  |



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  | 84 | 84 | 89 | 81 | 78 | 75  | 82  |

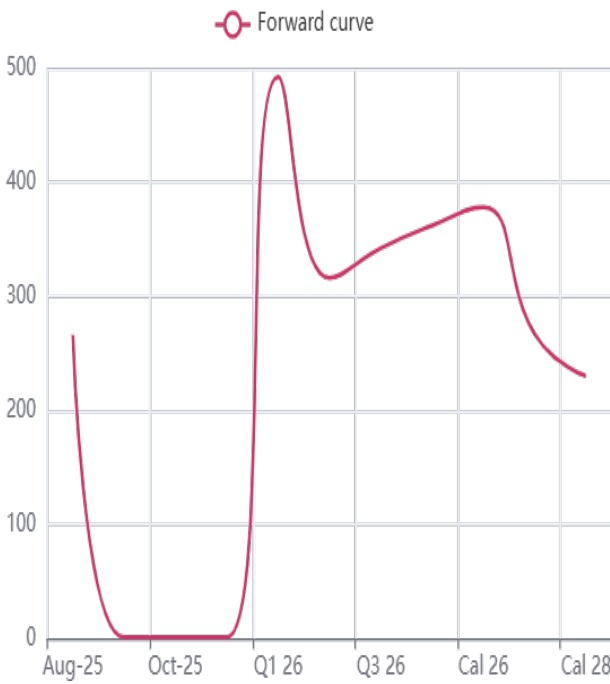
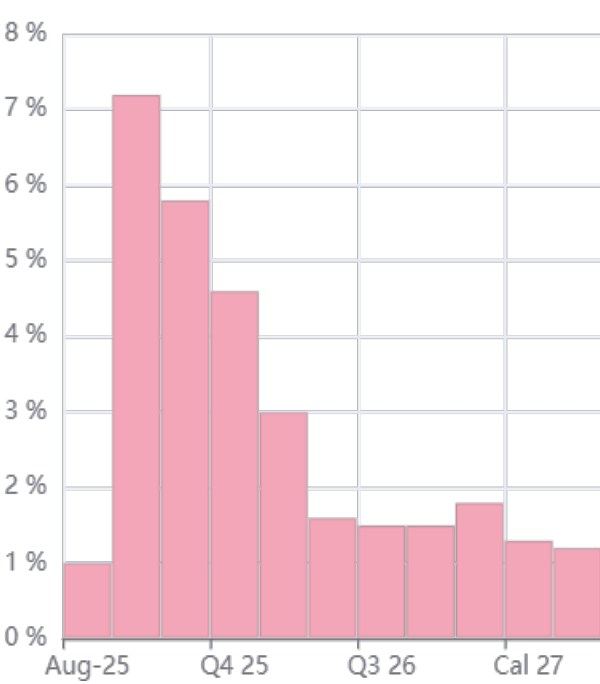




## 第五部分 远期运价协议 FFA

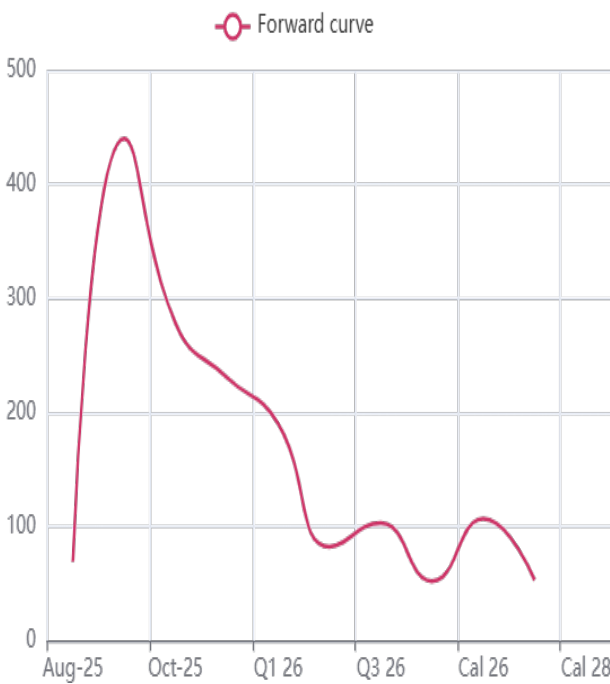
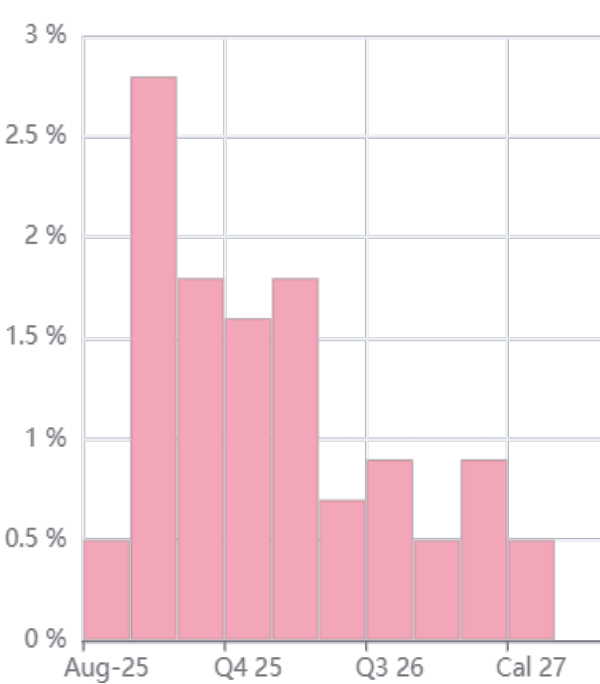
好望角型散货船Capesize

| 5TC    | \$/day    | WoW    |       |
|--------|-----------|--------|-------|
| Aug-25 | 25,679.00 | 266.0  | 1.0 % |
| Sep-25 | 28,158.00 | 1879.0 | 7.2 % |
| Oct-25 | 29,158.00 | 1595.0 | 5.8 % |
| Q4 25  | 27,105.33 | 1187.0 | 4.6 % |
| Q1 26  | 16,624.67 | 492.0  | 3.0 % |
| Q2 26  | 20,508.00 | 316.0  | 1.6 % |
| Q3 26  | 23,663.00 | 342.0  | 1.5 % |
| Q4 26  | 24,154.00 | 362.0  | 1.5 % |
| Cal 26 | 21,237.42 | 378.0  | 1.8 % |
| Cal 27 | 20,746.00 | 267.0  | 1.3 % |
| Cal 28 | 19,513.00 | 230.0  | 1.2 % |



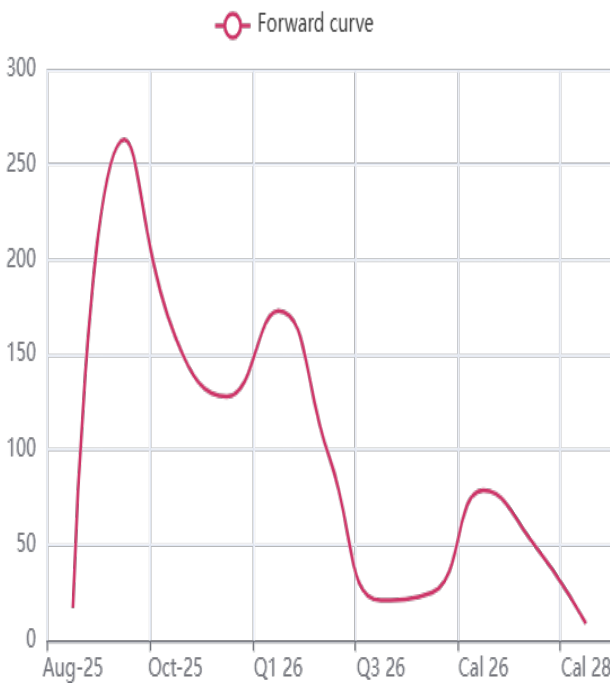
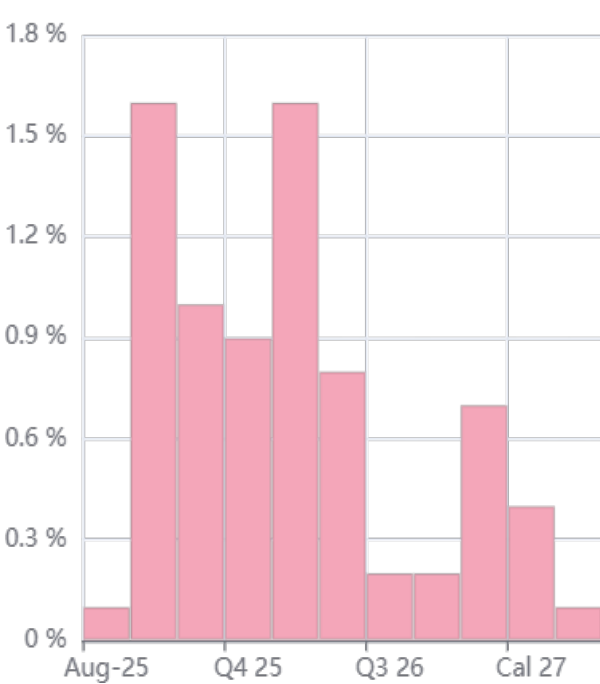
巴拿马型散货船Panamax

| 4TC    | \$/day    | WoW    |       |
|--------|-----------|--------|-------|
| Aug-25 | 13,790.00 | 69.0   | 0.5 % |
| Sep-25 | 15,923.00 | 440.0  | 2.8 % |
| Oct-25 | 15,707.00 | 278.0  | 1.8 % |
| Q4 25  | 14,681.67 | 230.67 | 1.6 % |
| Q1 26  | 10,814.67 | 190.0  | 1.8 % |
| Q2 26  | 12,590.00 | 82.0   | 0.7 % |
| Q3 26  | 12,190.00 | 103.0  | 0.9 % |
| Q4 26  | 11,576.00 | 52.0   | 0.5 % |
| Cal 26 | 11,792.67 | 106.75 | 0.9 % |
| Cal 27 | 11,040.00 | 53.0   | 0.5 % |
| Cal 28 | -         | -      | -     |



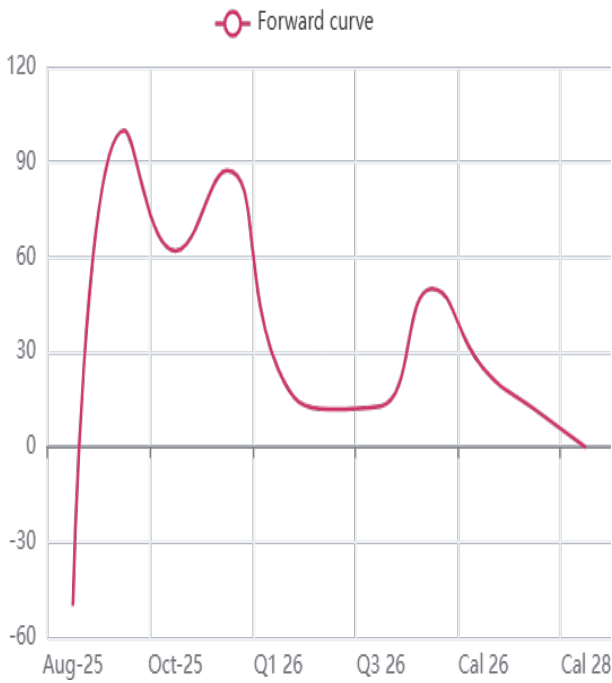
超大灵便型散货船Supramax

| 10TC      | \$/day    | WoW   |       |
|-----------|-----------|-------|-------|
| Aug-25    | 15,196.00 | 17.0  | 0.1 % |
| Sep-25    | 16,846.00 | 263.0 | 1.6 % |
| Oct-25    | 16,442.00 | 159.0 | 1.0 % |
| Q4 25     | 15,016.67 | 128.0 | 0.9 % |
| Q1 26     | 10,688.00 | 173.0 | 1.6 % |
| Q2 26     | 12,646.00 | 96.0  | 0.8 % |
| Q3 26     | 12,429.00 | 21.0  | 0.2 % |
| Q4 26     | 12,333.00 | 25.0  | 0.2 % |
| 12,024.00 | Cal 26    | 78.75 | 0.7 % |
| Cal 27    | 11,525.00 | 50.0  | 0.4 % |
| Cal 28    | 11,367.00 | 9.0   | 0.1 % |



灵便型散货船Handysize

| 7TC    | \$/day    | WoW   |        |
|--------|-----------|-------|--------|
| Aug-25 | 12,825.00 | -50.0 | -0.4 % |
| Sep-25 | 14,050.00 | 100.0 | 0.7 %  |
| Oct-25 | 13,975.00 | 62.0  | 0.4 %  |
| Q4 25  | 13,154.33 | 87.33 | 0.7 %  |
| Q1 26  | 9,787.67  | 24.67 | 0.3 %  |
| Q2 26  | 11,975.00 | 12.0  | 0.1 %  |
| Q3 26  | 11,938.00 | 13.0  | 13.0   |
| Q4 26  | 11,725.00 | 50.0  | 0.4 %  |
| Cal 26 | 11,356.42 | 24.92 | 0.2 %  |
| Cal 27 | 10,850.00 | 12.0  | 0.1 %  |
| Cal 28 | 10,825.00 | 0.0   | 0.0 %  |



第六部分 燃油价格 BUNKER PRICE

| MP        | LO    | HO    | MO    | SP   | WoW  | W%    | M%    |
|-----------|-------|-------|-------|------|------|-------|-------|
| zhoushan  | 508.0 | 422.5 | 671.0 | 85.5 | 6.5  | 8.23  | 3.01  |
| Singapore | 497.5 | 407.5 | 638.5 | 90.0 | 4.0  | 4.65  | -5.76 |
| Rotterdam | 471.0 | 407.0 | 650.0 | 64.0 | 7.0  | 12.28 | -5.19 |
| Fujairah  | 480.5 | 421.0 | 652.0 | 59.5 | -3.5 | -5.56 | 9.17  |
| Houston   | 487.5 | 388.0 | 721.0 | 99.5 | 6.0  | 6.42  | -7.01 |

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy Hight Sulphur Fuel Oil; MO-MGO; SP-Spread;)

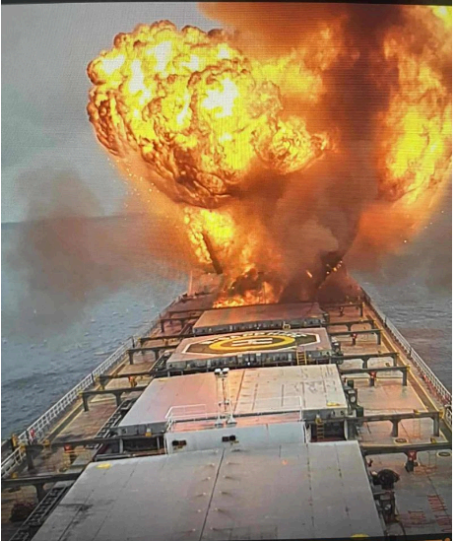


第七部分 最新商品价格 LATEST COMMODITIES PRICE

|                     |           |         |        |        |         |        |
|---------------------|-----------|---------|--------|--------|---------|--------|
| Grains and Oilseeds | Index     |         | +/-    | Weekly | Monthly | YTD    |
| Wheat               | 193.0     |         | -2.0   | -1.03  | -1.53   | -2.53  |
| Maize               | 226.0     |         | 3.0    | 1.35   | 1.35    | 13.57  |
| Soybeans            | 216.0     |         | 9.0    | 4.35   | 1.89    | 10.2   |
| Rice                | 163.0     |         | -2.0   | -1.21  | -2.98   | -33.47 |
| Barley              | 227.0     |         | -1.0   | -0.44  | 1.34    | 10.73  |
| Energy              | Index     |         | +/-    | Weekly | Monthly | YTD    |
| Crude Oil           | USD/Bbl   | 62.81   | -1.35  | -2.1   | -4.05   | -17.32 |
| Brent               | USD/Bbl   | 65.96   | -0.94  | -1.41  | -3.92   | -16.59 |
| Natural Gas         | USD/MMBtu | 2.87    | -0.09  | -3.04  | -13.55  | 35.38  |
| Gasoline            | USD/Gal   | 2.08    | 0.0    | 0.0    | -1.42   | -9.57  |
| Heating Oil         | USD/Gal   | 2.23    | -0.05  | -2.19  | -10.08  | -3.46  |
| Ethanol             | USD/Gal   | 1.76    | 0.02   | 1.15   | -1.12   | -2.76  |
| Naphtha             | USD/T     | 555.04  | 0.6    | 0.11   | 0.9     | -15.65 |
| Propane             | USD/Gal   | 0.67    | -0.01  | -1.47  | -5.63   | -11.84 |
| Uranium             | USD/Lbs   | 73.4    | 1.2    | 1.66   | 3.02    | -9.61  |
| Methanol            | CNY/T     | 2285.0  | -104.0 | -4.35  | -4.03   | -4.87  |
| TTF Gas             | EUR/MWh   | 31.11   | -2.01  | -6.07  | -6.18   | -21.83 |
| UK Gas              | GBp/thm   | 76.69   | -4.73  | -5.81  | -4.52   | -20.82 |
| Industrial          | Index     |         | +/-    | Weekly | Monthly | YTD    |
| Copper              | USD/Lbs   | 4.46    | 0.0    | 0.0    | -19.06  | 7.21   |
| Coal                | USD/T     | 111.0   | -1.25  | -1.11  | 1.05    | -24.36 |
| Steel               | CNY/T     | 3126.0  | -136.0 | -4.17  | 1.82    | 2.36   |
| Iron Ore            | USD/T     | 101.62  | -0.34  | -0.33  | 5.02    | 3.9    |
| Aluminum            | USD/T     | 2570.65 | -38.95 | -1.49  | 4.84    | 6.93   |
| Lithium             | CNY/T     | 84583.0 | 6583.0 | 8.44   | 30.33   | 15.08  |
| Metals              | Index     |         | +/-    | Weekly | Monthly | YTD    |
| Gold                | USD/t.oz  | 3340.93 | -14.42 | -0.43  | -0.59   | 33.51  |
| Silver              | USD/t.oz  | 38.09   | 0.2    | 0.53   | -0.42   | 31.34  |
| Platium             | null      | 1345.1  | 18.9   | 1.43   | -3.36   | N/A    |
| Currencies          | Index     |         | +/-    | Weekly | Monthly | YTD    |
| EUR/USD             | 1.17      |         | 0.01   | 0.86   | 0.0     | 6.36   |
| USD/CNY             | 7.18      |         | -0.01  | -0.14  | 0.14    | 0.56   |



第八部分 本周话题 WEEKLY TOPIC



巴尔的摩大桥事故现场附近一艘散货船发生爆炸

2025年8月19号，一艘KAMSARMAX散货船在巴尔的摩敏感区域发生爆炸，船舶受损，所幸无人员伤亡。这艘 82000 吨位的“W Sapphire”号（2012 年建造）由希腊的 W MARINE公司管理和运营，事故发生时该船满载煤炭。

HIFLEET历史轨迹显示这艘船舶于8月5号从LAS PALMAS加油后前往下一个目的港美国的BALTIMORE装载煤炭，8月16号进港前7.4米吃水，8月19号出港时为14.3米吃水。这艘散货船于8月19号晚上从巴尔的摩出发，满载煤炭，在航行途中发生了爆炸。爆炸发生后，该船在距离装港75海里的港区锚地抛锚接受调查中，HIFLEET航运大数据显示该船在该锚地已经停留超过95小时了。

爆炸发生时，舱盖脱离船舶，导致原来因弗朗西斯·斯科特·基大桥坍塌而被阻断的水域又短暂的被阻断，8月20号当地海事官员宣布8月19号晚间已重新开通了连接巴尔的摩港与大西洋的麦克亨利要塞联邦航道。

美国海岸警卫队在坠落的舱盖坠落点周围 2000 码（1830 米）的范围内设立了安全区。帕塔普斯科河的这一区域与去年弗朗西斯·斯科特·基大桥因航运事故坍塌而被禁止通航的水域部分重合。这些安全区域的标识旨在保护这些通航水域内的人员、船只和海洋环境。该标识的区域具体在帕塔普斯科河自 39°11.70'北纬、076°31.71'西经（靠近斯旺溪）至 39°12.6'北纬、076°29.74'西经（靠近斯帕罗斯角）之间，以及延伸至弗朗西斯·斯科特·基大桥原位置（位于上述两点之间）的区域。

HIFLEET航运大数据显示，8月19号发生爆炸时因封锁而导致码头被隔绝，有一艘散货船、两艘集装箱船和两艘汽车运输船停靠在那里。这些船只原本计划将货物运往巴尔的摩，但由于港口关闭而被困在港口外，所幸附近没有其它船舶因此爆炸而受损。 根据HIFLEET船舶档案数据显示该船由希腊的海运公司控制，悬挂于利比里亚，劳埃德船级社进行技术认证。

On August 19, 2025, an KAMSARMAX bulk cargo ship exploded in a sensitive area of Baltimore. The ship was damaged, but fortunately no one was injured. The 82,000-ton "W Sapphire" (built in 2012) was managed and operated by the Greek company W MARINE. At the time of the accident, the ship was fully loaded with coal.

The HIFLEET's historical trajectory shows that this vessel refueled in LAS PALMAS on August 5th and then headed for the next destination, BALTIMORE in the United States to load coal. When it set sail on August 19th, the draft was 14.3 meters. Before entering the port on August 16th, the draft of the vessel was 7.4 meters. This bulk carrier departed from Baltimore on the evening of August 19th, fully loaded with coal. During the voyage, an explosion occurred. After the explosion, the vessel anchored in the port anchorage 75 nautical miles away from the loading port for investigation.

After the explosion, the vessel anchored in the port anchorage 75 nautical miles away from the loading port for investigation. When the explosion occurred, the hatch cover detached from the ship, causing the waterway that had been temporarily blocked due to the collapse of the Francis Scott Key Bridge to be blocked again for a short period of time. According to the HIFLEET shipping big data, the vessel had already stayed at this anchorage for more than 95 hours.

The US Coast Guard has established a safety zone within a 2,000-yard (1,830-meter) radius around the point where the falling hatch cover landed. When the explosion occurred, the hatch cover detached from the ship, causing the waterway that had been temporarily blocked due to the collapse of the Francis Scott Key Bridge to be blocked again for a short period of time. This area of the Patapsco River overlaps with the part of the waterway that was closed off last year due to a shipping accident that caused the Francis Scott Key Bridge to collapse. On August 20th, local maritime officials announced that the McHenry Fort Federal Waterway connecting Baltimore Port and the Atlantic Ocean had been reopened on the evening of August 19th.

The markings of these safety zones are intended to protect the personnel, vessels and marine environment within these navigable waters. The US Coast Guard has established a safety zone within a 2,000-yard (1,830-meter) radius around the point where the falling hatch cover landed. The specific area of these markings is between 39°11.70' north latitude and 076°31. This area of the Patapsco River overlaps with the part of the waterway that was closed off last year due to a shipping accident that caused the Francis Scott Key Bridge to collapse. The markings of these safety zones are intended to protect the personnel, vessels and marine environment within these navigable waters. The specific area of these markings is between 39°11.70' north latitude and 076°31.71' west longitude (near Swann Creek) in the Patapsco River, and extends to the original location of the Francis Scott Key Bridge (between the above two points), as well as the area extending to the bridge's original position.

The HIFLEET shipping big data shows that on August 19th, due to the blockade, the port was isolated and one bulk cargo ship, two container ships and two vehicle transport ships were docked there. These vessels were originally scheduled to transport goods to Baltimore, but were stranded outside the port due to the port closure. Fortunately, there were no other ships nearby that were damaged by the explosion. These vessels were originally scheduled to transport goods to Baltimore, but they were stranded outside the port due to the port closure. According to the HIFLEET vessel archive data, this ship was controlled by a Greek shipping company, registered in Liberia, and was technically certified by Lloyd's Register.

