



2025年 第37周市场周报

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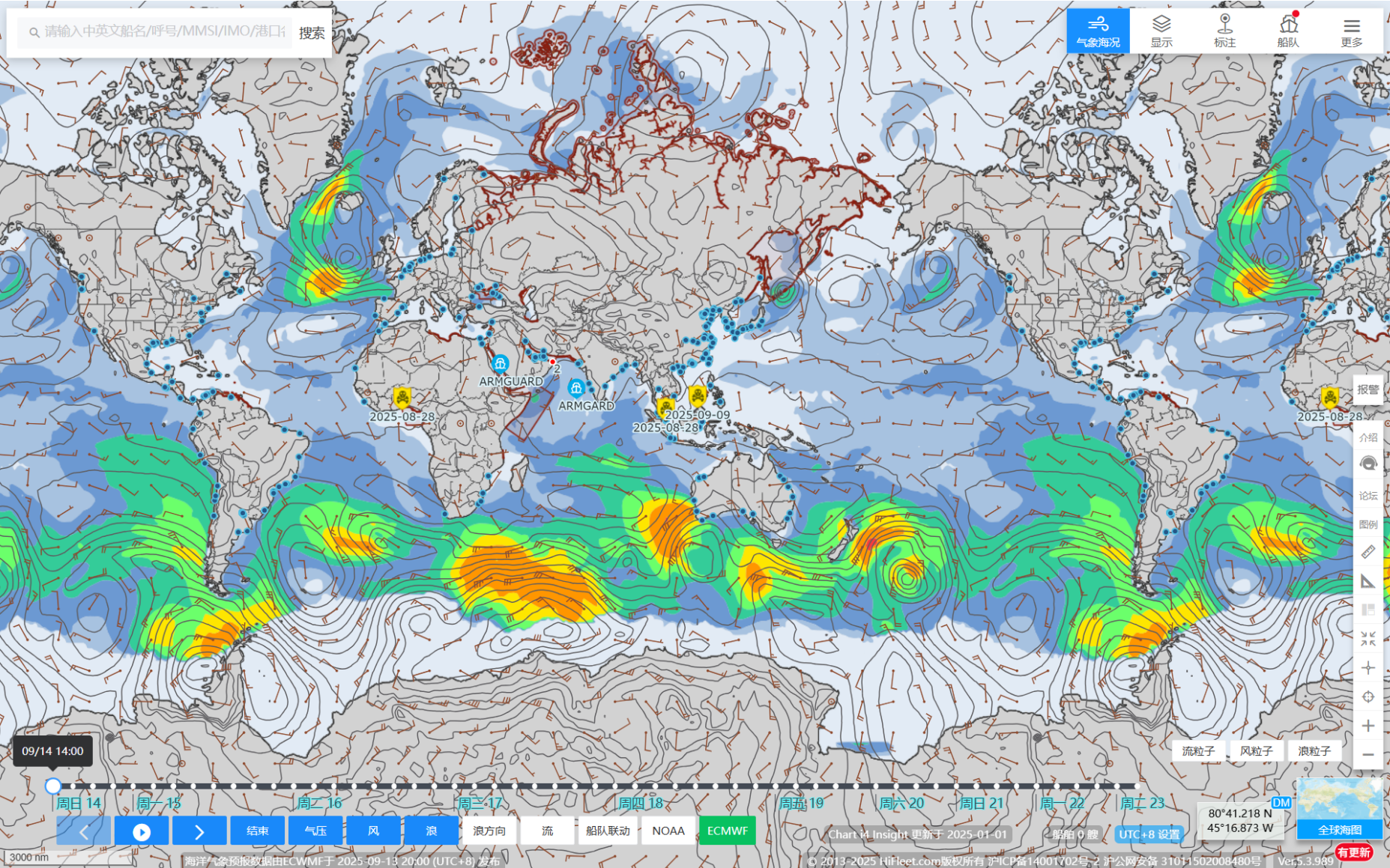
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最新商品价格 LATEST COMMODITIES PRICE

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1567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 1567 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3-7级，上半周有大浪；黄海风力3-6级，上半周有大浪；东海风力3-5级，下半周有中浪；台湾海峡3-4级风，中浪；南海风力3-5级，中浪。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 become strong with rough sea in the early week. Wind in Yellow Sea will become strong with rough sea in early week. And wind in China East Sea will become strong with moderate sea. The wind in the Taiwan Strait is moderate with moderate sea. In the South China Sea the wind is moderate with moderate sea. The cyclone low activities become frequent in North of Pacific and Atlantic.

海盗事件 Piracy

9月9号，马来西亚塞帕加尔湾锚地，一艘停泊中的油轮上的值班船员发现船上有一名未经授权的人员，警报响起，广播系统也进行了通知，看到船员们的警惕性，该人员跳入海中，并与他的同伙乘一艘小船逃走了，此事已上报给港口控制中心。09.09.2025: 1848 UTC: Posn: 06:01.67N - 116:04.01E, Sepangar Bay anchorage, Malaysia. Duty crew onboard an anchored tanker spotted one unauthorised person onboard the vessel. Alarm raised and PA announcement made. Seeing the crew alertness, the person jumped overboard and escaped with his accomplice in a small boat. Incident reported to port control.

海上事件 Marine Incidents

9月8号市场信息，巴拿马警方在一艘停靠在巴拿马的集装箱船上查获了一种疑似非法物质。这些包裹是在一艘马士基公司的集装箱船上被发现的。巴拿马国家警察表示，与检察机关的联合行动在该国一处运输途中途经的集装箱内发现了 39 个包裹。该集装箱是从摩洛哥运往新西兰的。Market Information on September 8th: The Panamanian police seized a suspected illegal substance from a container ship docked in Panama. The container was shipped from Morocco to New Zealand.

其它 Others

没有 Nil

备注 Remark

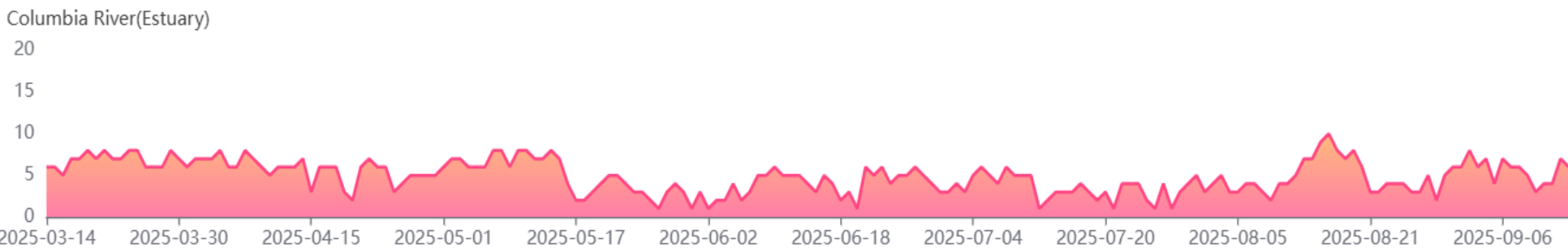
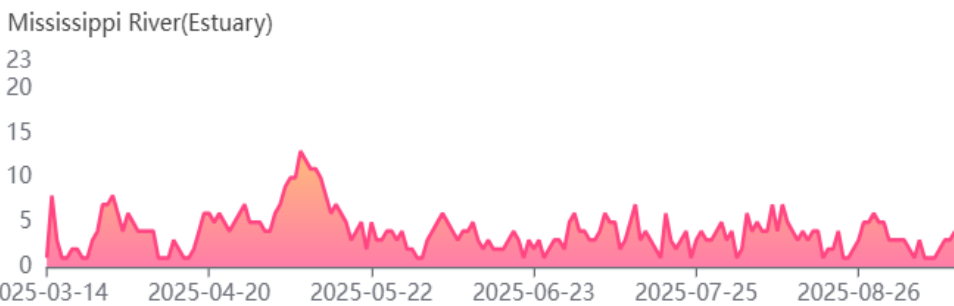
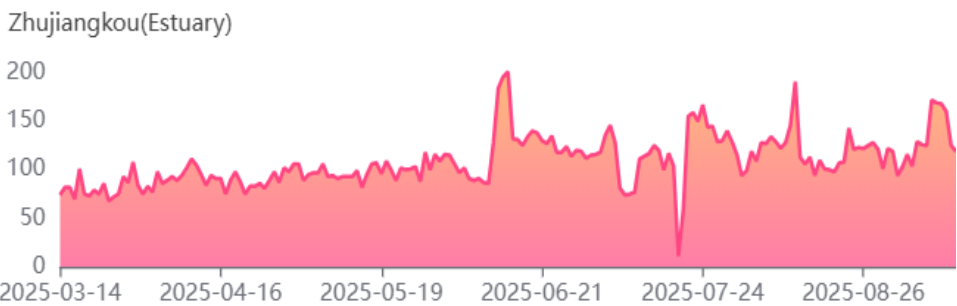
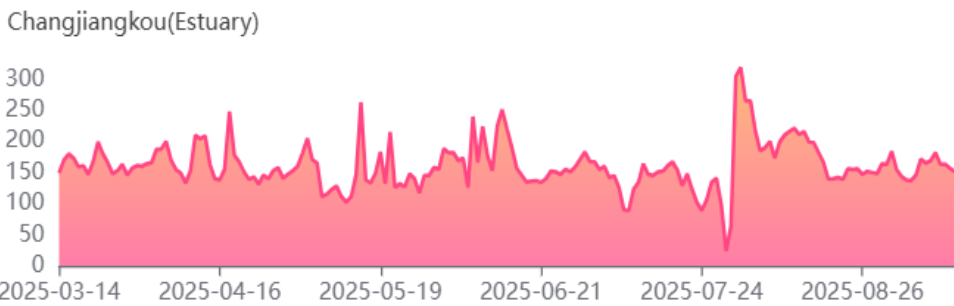
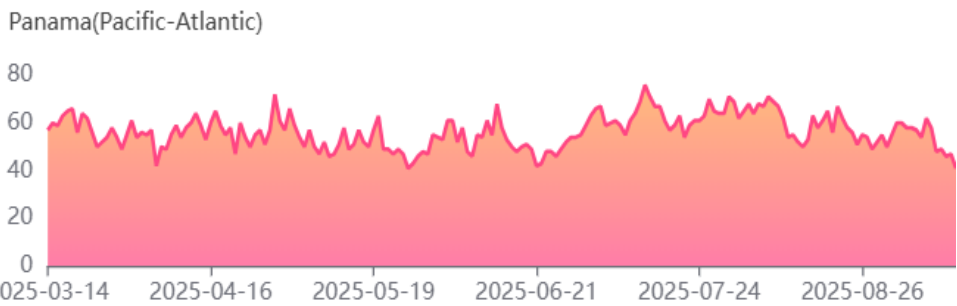
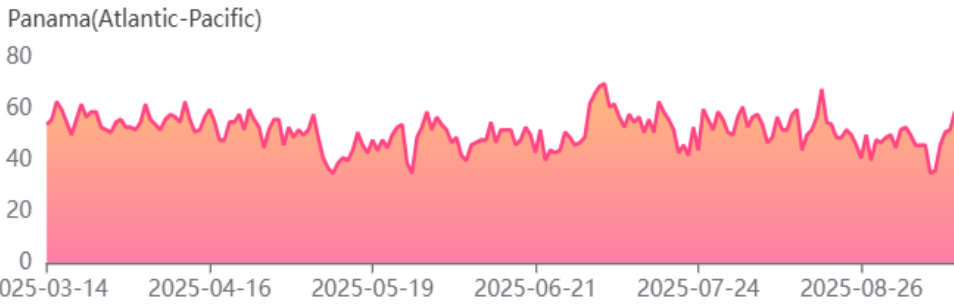
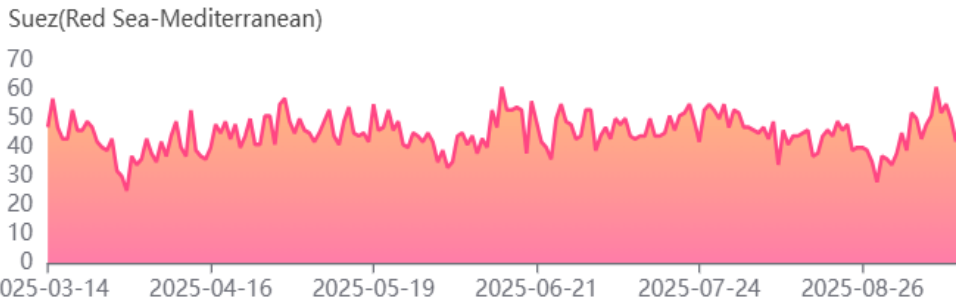
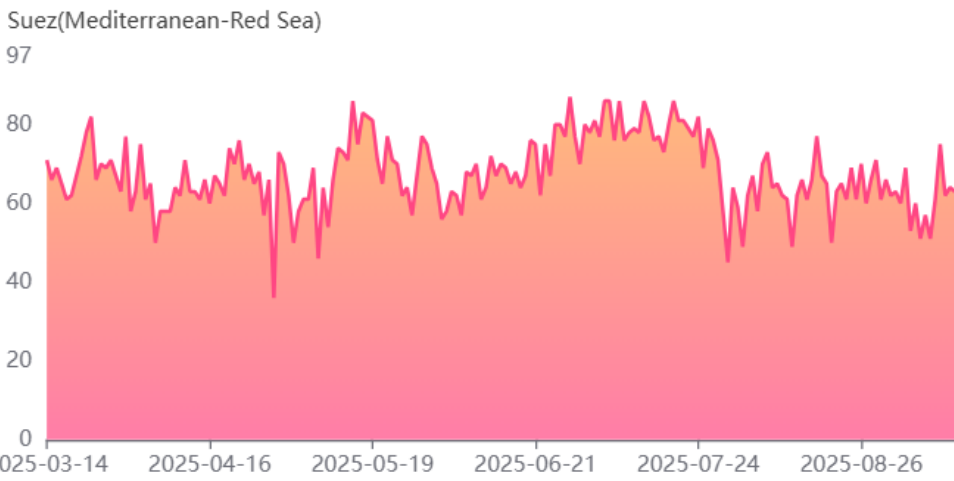
本报告数据截止时间为2025年9月14日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Sep 14th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	1269	65	-97
Miss.Riv.	4	83	-5	-26
CJK	151	4525	83	-605
Pa.Atlan.	59	1422	-20	-108
Colum.Riv.	6	150	-9	29
Suez.Med.	63	1823	0	-110
Pa.Pac.	41	1602	-47	-210
ZJK	119	3559	251	-126

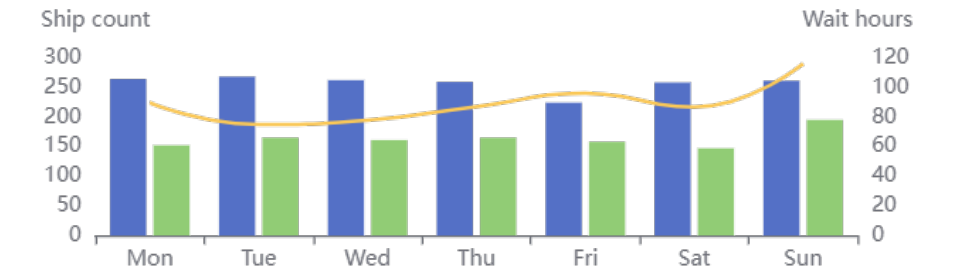
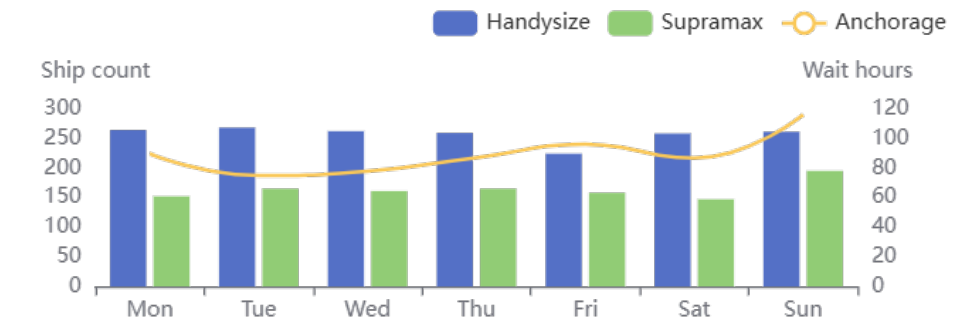


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

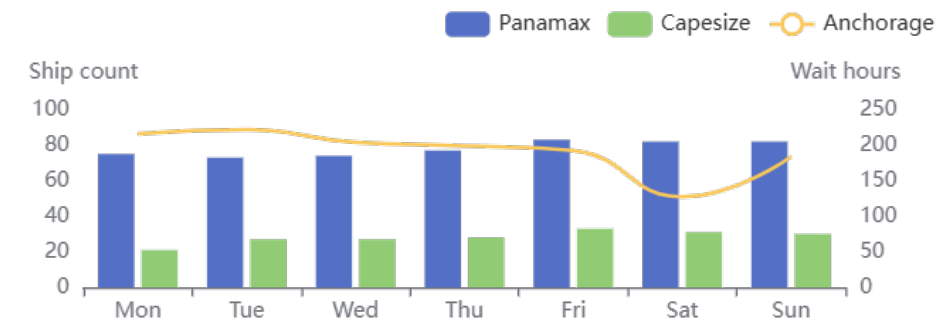
Type	M	T	W	Th	F	Sat	Sun
HDY	264	268	262	259	224	258	261
SMX	152	165	161	165	158	147	195
WT.h.	89.5	74.8	77.8	86.9	95.9	86.6	116



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

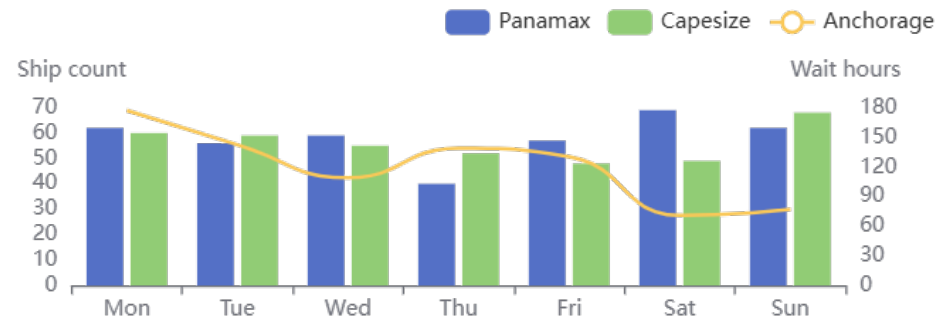
Type	M	T	W	Th	F	Sat	Sun
Pan.	75	73	74	77	83	82	82
Cap	21	27	27	28	33	31	30
WT.h.	216.1	221.9	204	199.2	192.3	127.4	184



最近一周澳大利亚区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

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

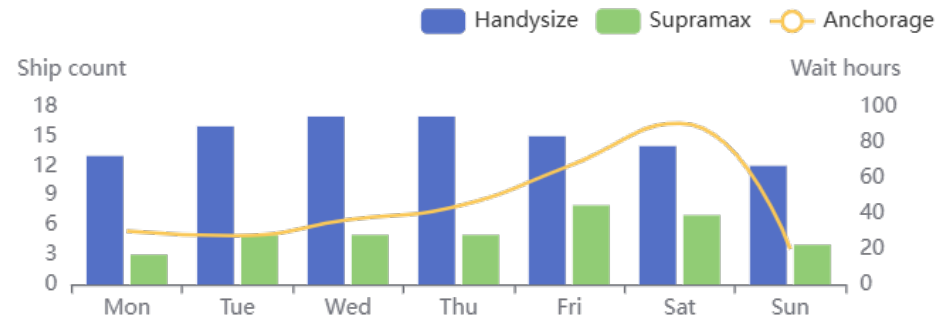
Type	M	T	W	Th	F	Sat	Sun
Pan.	62	56	59	40	57	69	62
Cap	60	59	55	52	48	49	68
WT.h.	177.15	142.4	109.0	138.95	130.2	70.8	77



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

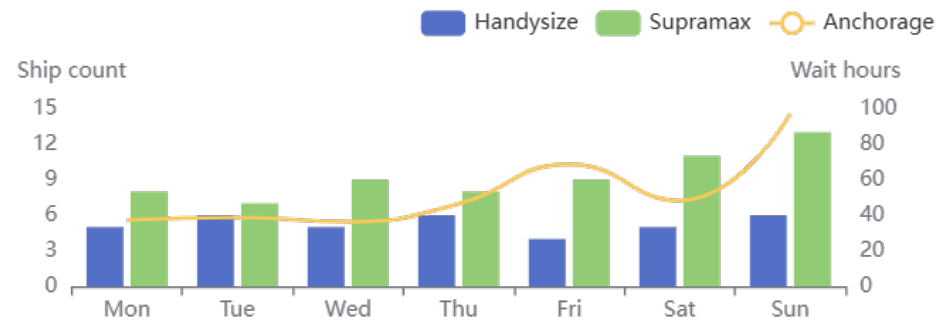
Type	M	T	W	Th	F	Sat	Sun
HDY	13	16	17	17	15	14	12
SMX	3	5	5	5	8	7	4
WT.h.	29.95	27.4	36.4	44.2	66.7	90.7	20



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

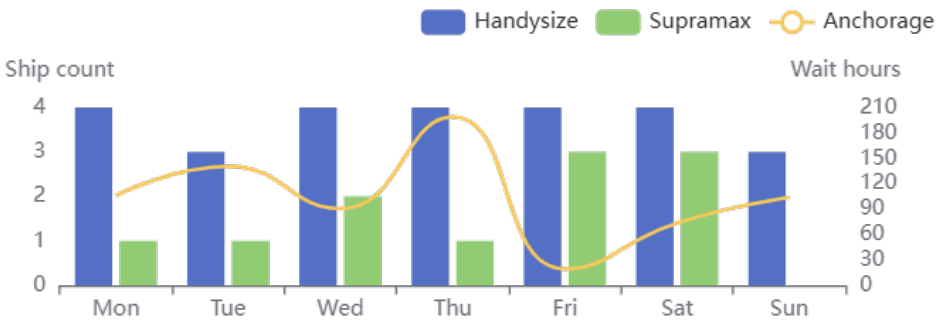
Type	M	T	W	Th	F	Sat	Sun
HDY	5	6	5	6	4	5	6
SMX	8	7	9	8	9	11	13
WT.h.	37.4	38.8	36.4	46.4	68.7	48.25	97



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

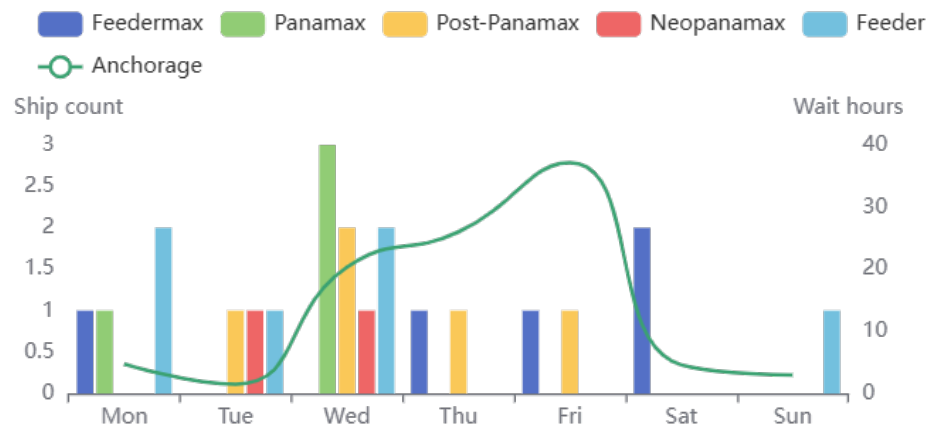
Type	M	T	W	Th	F	Sat	Sun
HDY	4	3	4	4	4	4	3
SMX	1	1	2	1	3	3	0
WT.h.	106.1	140.6	90.6	199.1	19.4	73.8	104



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

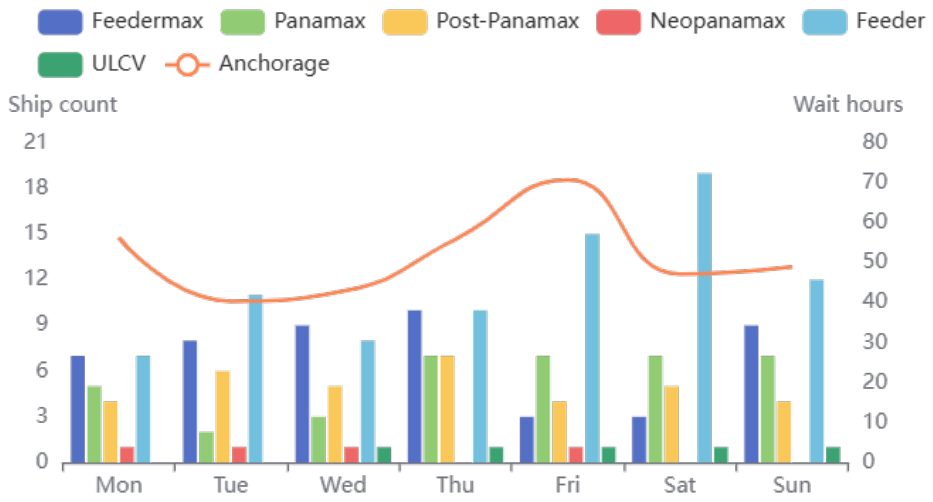
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	1	1	2	0
Pan.	1	0	3	0	0	0	0
PPx	0	1	2	1	1	0	0
NPx	0	1	1	0	0	0	0
Fd	2	1	2	0	0	0	1
WT.h.	4.75	1.5	20.35	26.0	37.15	4.6	3
Ulcw	0	0	0	0	0	0	0



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

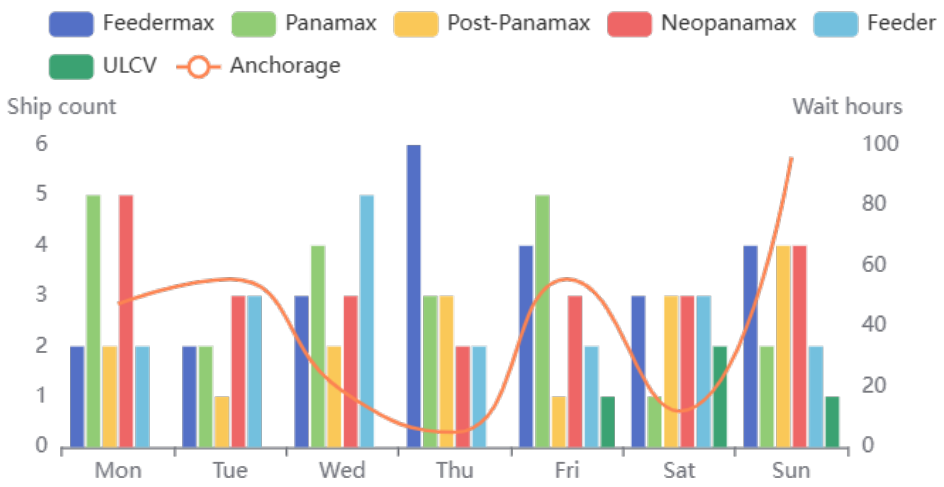
Type	M	T	W	Th	F	Sat	Sun
F.ma.	7	8	9	10	3	3	9
Pan.	5	2	3	7	7	7	7
PPx	4	6	5	7	4	5	4
NPx	1	1	1	0	1	0	0
Fd	7	11	8	10	15	19	12
Ulcw	0	0	1	1	1	1	1
WT.h.	56.3	40.4	42.9	55.9	70.8	47.2	49



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

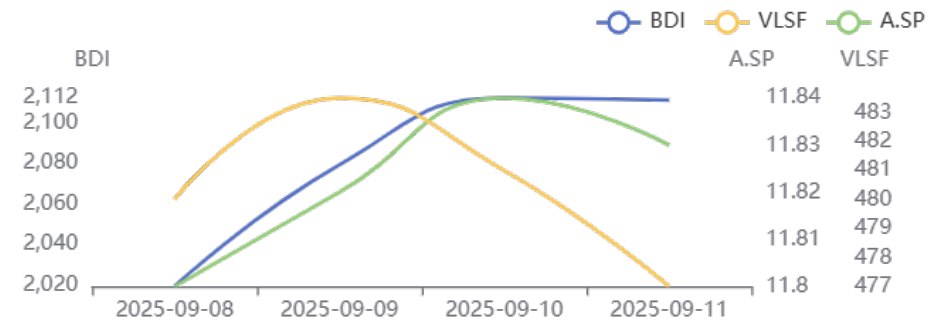
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	2	3	6	4	3	4
Pan.	5	2	4	3	5	1	2
PPx	2	1	2	3	1	3	4
NPx	5	3	3	2	3	3	4
Fd	2	3	5	2	2	3	2
Ulcw	0	0	0	0	1	2	1
WT.h.	47.4	55.6	18.6	4.9	55.6	11.9	96



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

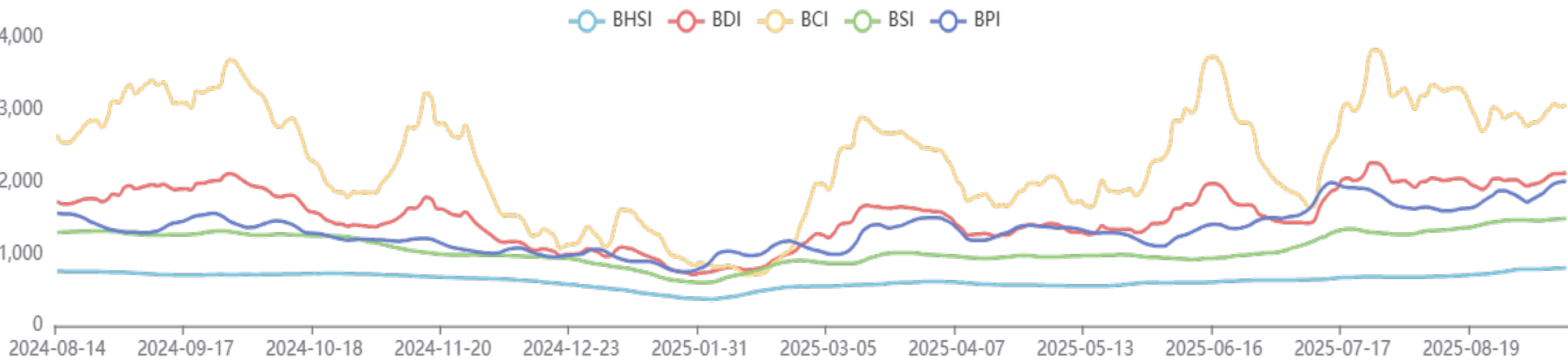
Type	M	T	W	Th	F	Sat	Sun
BDI	1846	1923	1975	1998			
VLSF	480.00	483.50	481.00	477.00			
A.SP	11.8	11.82	11.84	11.83	11.85	11.92	



第三部分 航运市场 SHIPPING MARKET

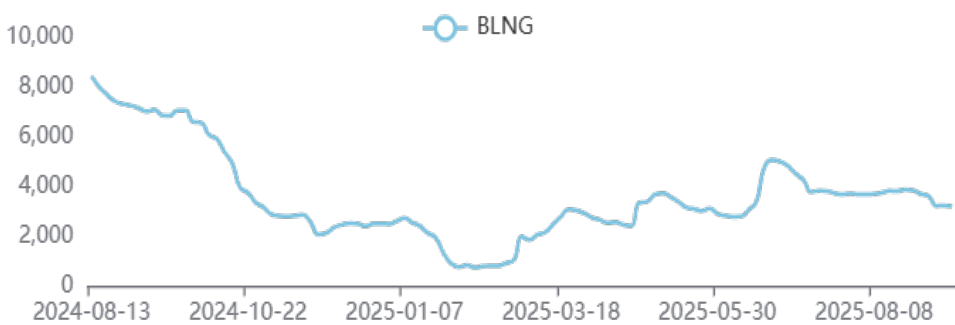
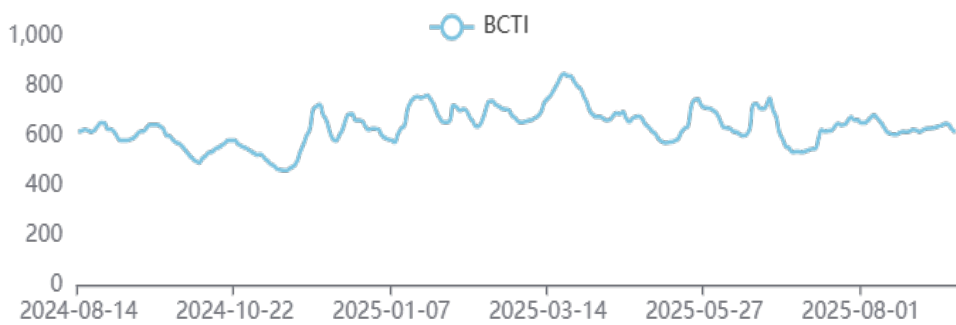
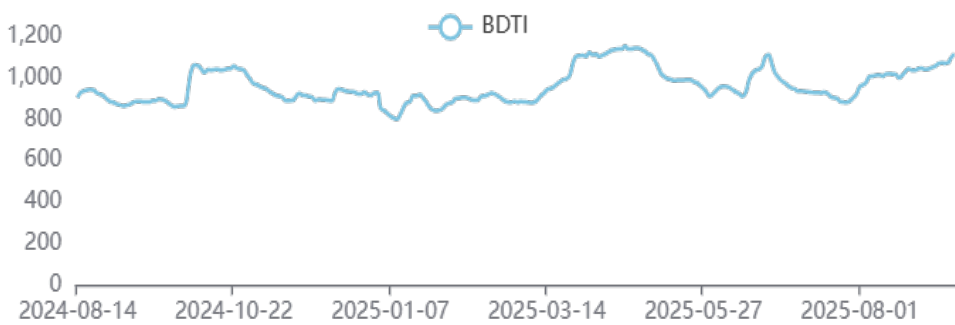
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2126	147.0	7.43	4.01	10.33
BCI	3070	235.0	8.29	-6.83	-4.81
BPI	2006	204.0	11.32	23.67	43.08
BSI	1492	36.0	2.47	10.27	18.13
BHSI	804	17.0	2.16	15.19	13.4

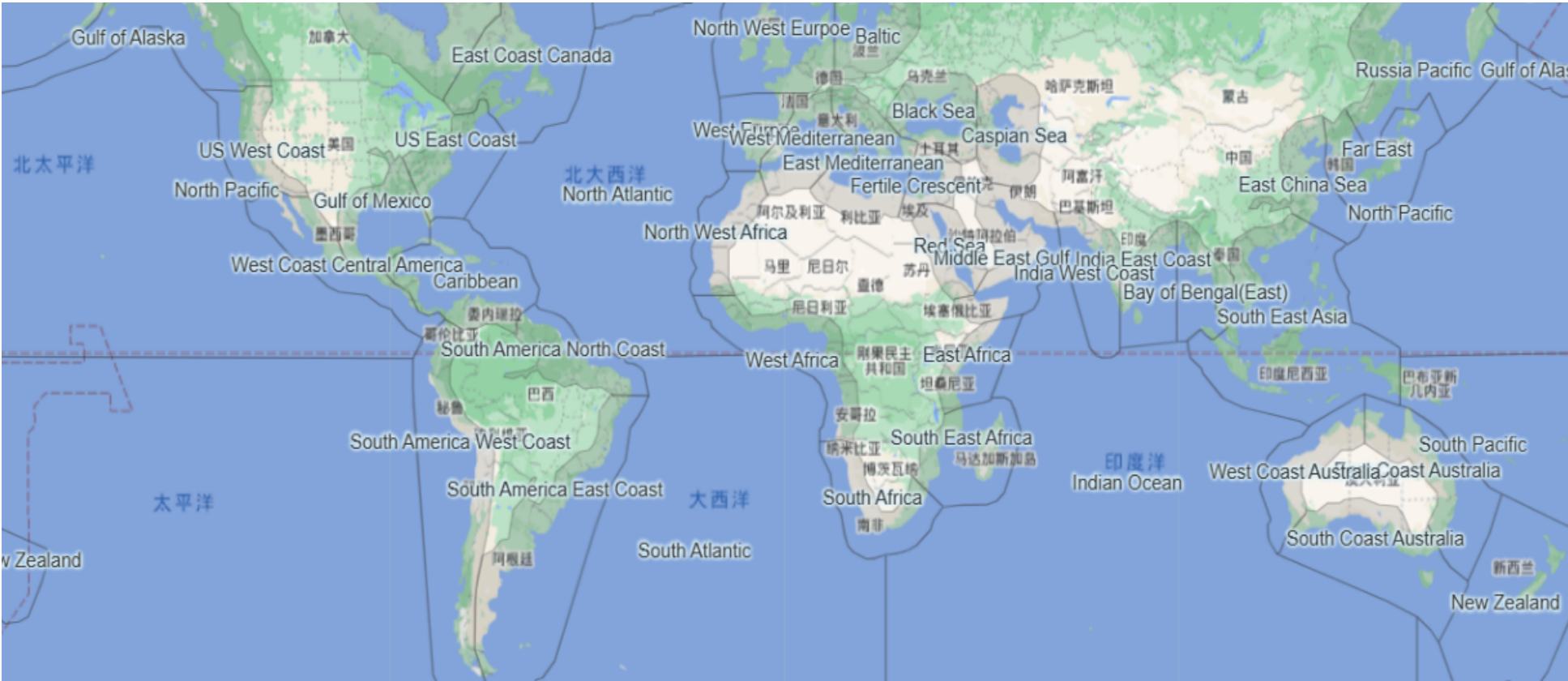


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1114	48.0	4.5	9.65	26.16
BCTI	614	-24.0	-3.76	1.49	-0.65
BLNG	3197	-20.0	-0.62	-16.37	-53.4
BLPG	8200	1125.0	15.9	-1.84	92.04



第四部分 运力分布 SUPPLY DISTRIBUTION

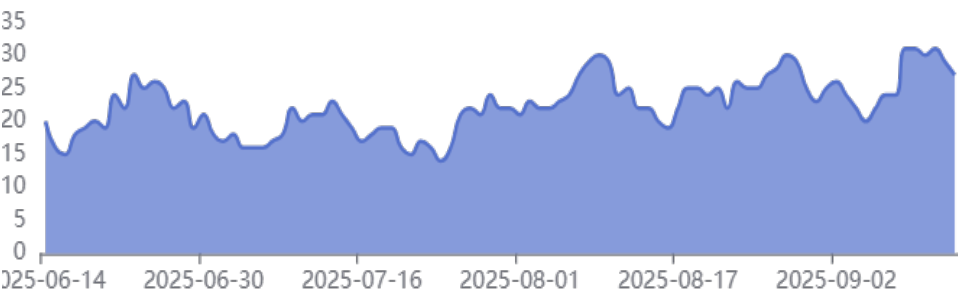


好望角型散货船 Capesize

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	24	31	31	30	31	29	27



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.

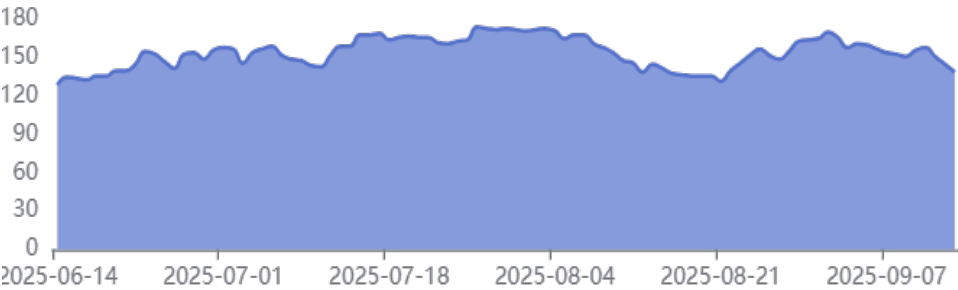
Type	M	T	W	Th	F	Sat	Sun
Cape	26	25	26	22	27	30	27

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.

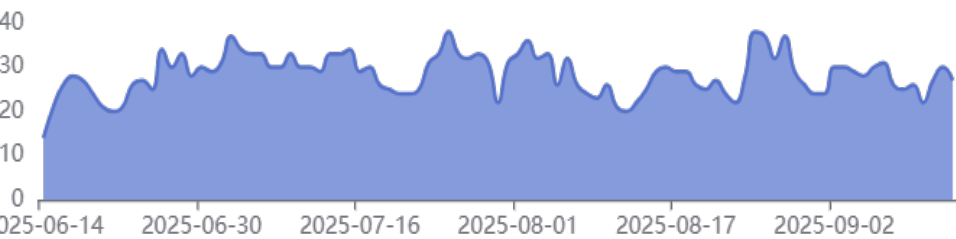
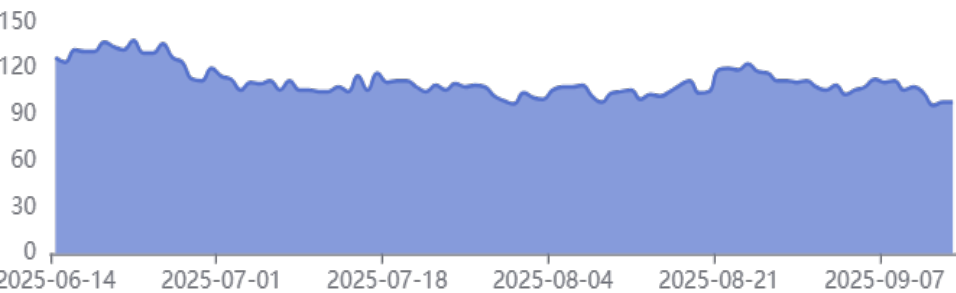
Type	M	T	W	Th	F	Sat	Sun
Pan.	152	150	155	157	150	144	138



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.

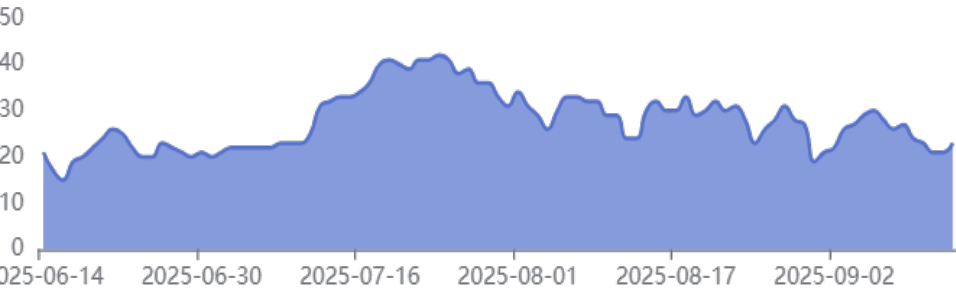
Type	M	T	W	Th	F	Sat	Sun
Cape	112	106	108	104	96	98	98



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.

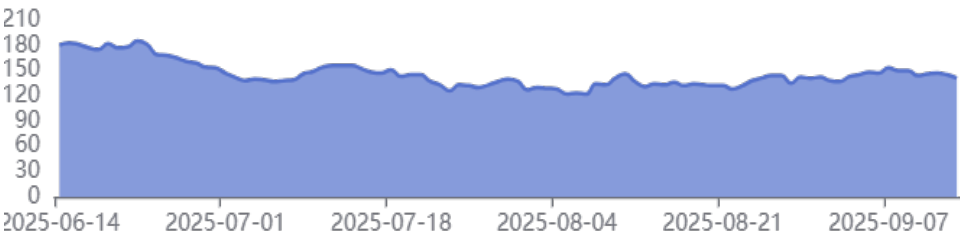
Type	M	T	W	Th	F	Sat	Sun
Pan.	11	10	11	12	11	12	12



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.	150	150	144	146	147	145	141

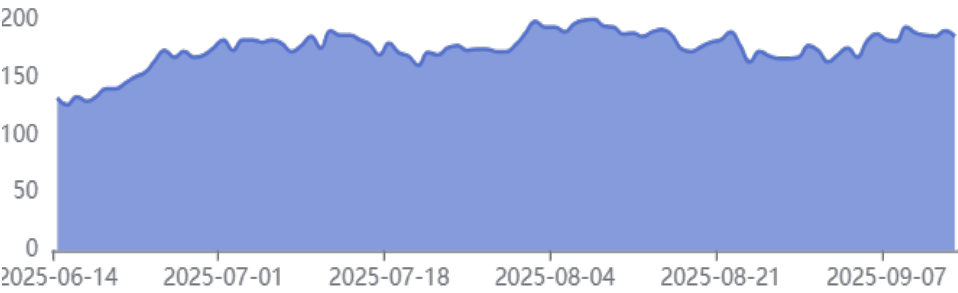


超大灵便型散货 SUPRAMAX

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.

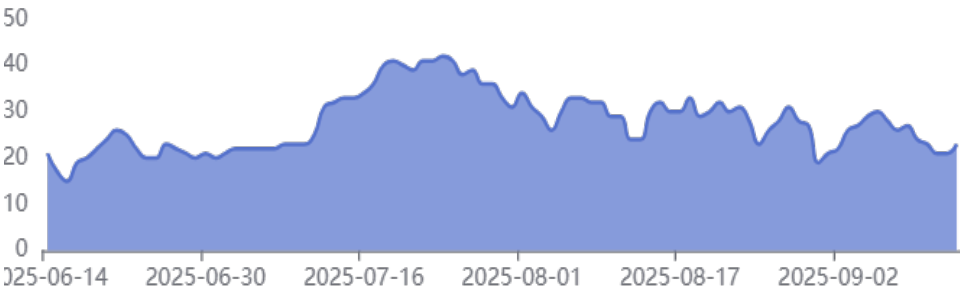
Type	M	T	W	Th	F	Sat	Sun
SMX	181	193	188	186	185	190	185



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.

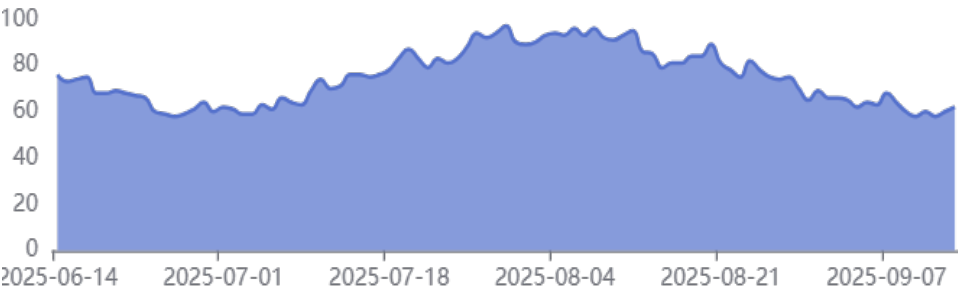
Type	M	T	W	Th	F	Sat	Sun
SMX	26	27	24	23	21	21	23



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.

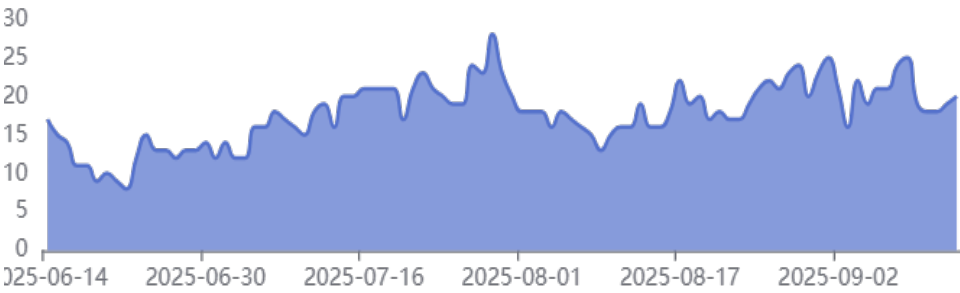
Type	M	T	W	Th	F	Sat	Sun
SMX	24	25	19	18	18	19	20



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.

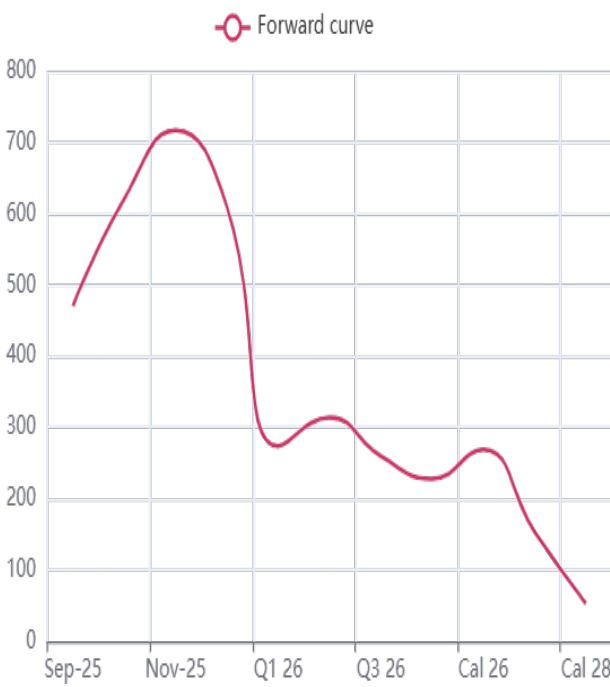
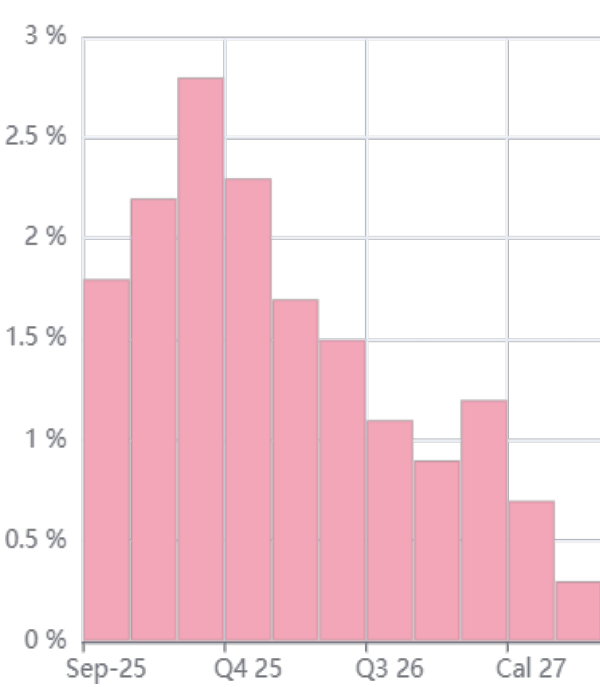
Type	M	T	W	Th	F	Sat	Sun
SMX	64	60	58	60	58	60	62



第五部分 远期运价协议 FFA

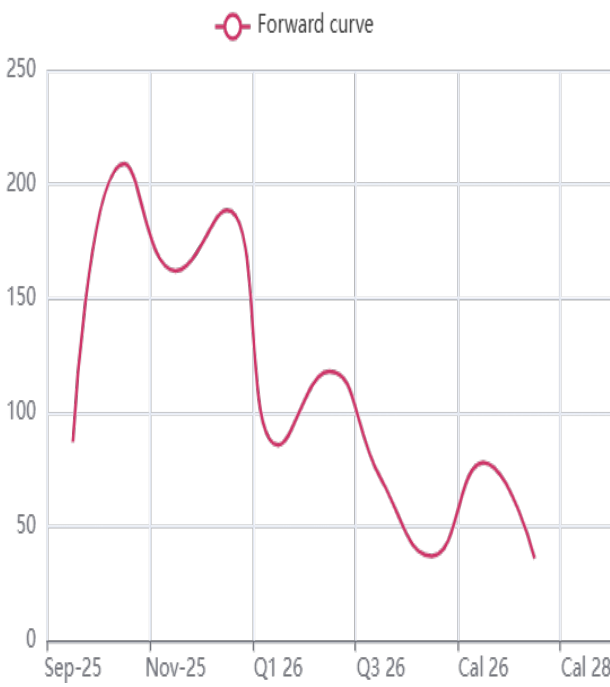
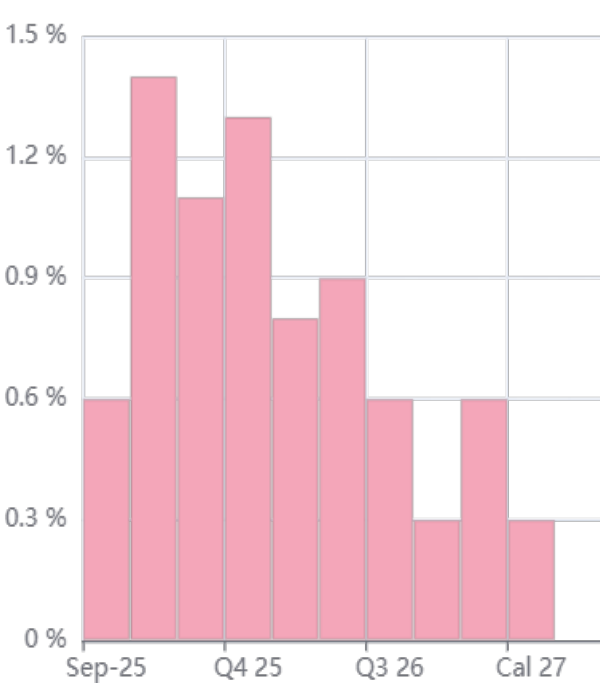
好望角型散货船Capesize

5TC	\$/day	WoW	
Sep-25	26,182.00	471.0	1.8 %
Oct-25	28,575.00	621.0	2.2 %
Nov-25	26,646.00	717.0	2.8 %
Q4 25	26,572.33	610.0	2.3 %
Q1 26	16,774.00	274.0	1.7 %
Q2 26	21,439.00	314.0	1.5 %
Q3 26	24,546.00	260.0	1.1 %
Q4 26	25,057.00	228.0	0.9 %
Cal 26	21,954.00	269.0	1.2 %
Cal 27	21,018.00	154.0	0.7 %
Cal 28	19,682.00	53.0	0.3 %



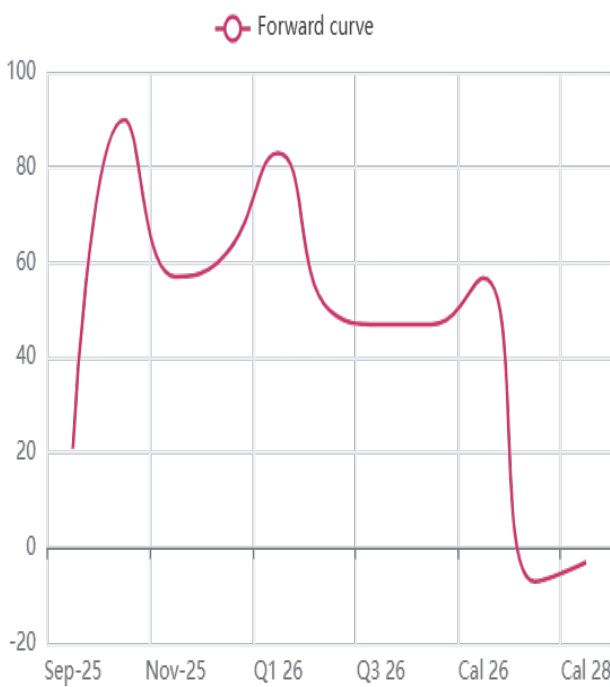
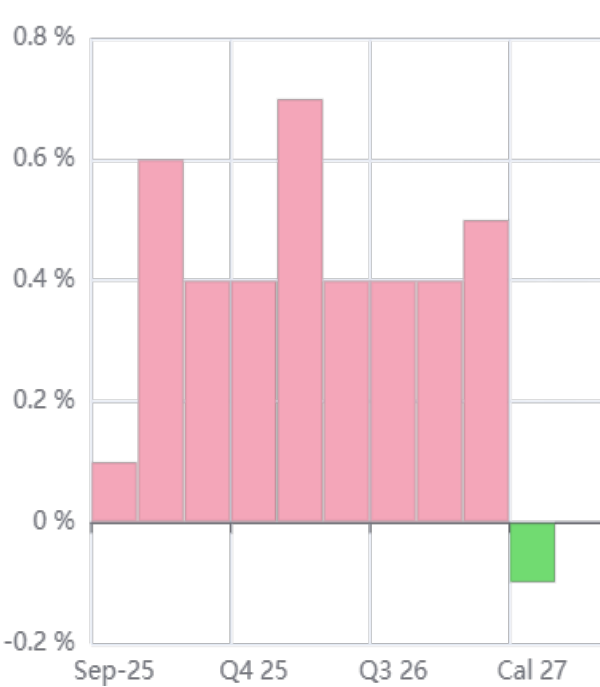
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Sep-25	15,900.00	87.0	0.6 %
Oct-25	15,588.00	209.0	1.4 %
Nov-25	14,679.00	162.0	1.1 %
Q4 25	14,582.67	188.67	1.3 %
Q1 26	11,235.67	85.67	0.8 %
Q2 26	12,968.00	118.0	0.9 %
Q3 26	12,512.00	71.0	0.6 %
Q4 26	11,842.00	37.0	0.3 %
Cal 26	12,139.42	77.92	0.6 %
Cal 27	11,057.00	36.0	0.3 %
Cal 28	-	-	-



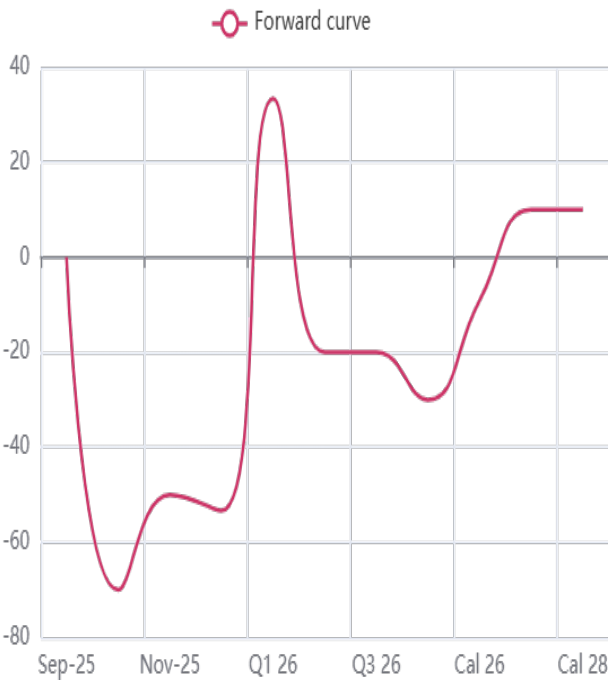
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Sep-25	16,607.00	21.0	0.1 %
Oct-25	16,411.00	90.0	0.6 %
Nov-25	15,032.00	57.0	0.4 %
Q4 25	15,014.33	62.0	0.4 %
Q1 26	11,154.67	83.0	0.7 %
Q2 26	12,868.00	50.0	0.4 %
Q3 26	12,743.00	47.0	0.4 %
Q4 26	12,293.00	47.0	0.4 %
12,264.67	Cal 26	56.75	0.5 %
Cal 27	11,389.00	-7.0	-0.1 %
Cal 28	11,268.00	-3.0	0.0 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Sep-25	14,560.00	0.0	0.0 %
Oct-25	14,240.00	-70.0	-0.5 %
Nov-25	13,960.00	-50.0	-0.4 %
Q4 25	13,640.00	-53.33	-0.4 %
Q1 26	10,020.00	33.33	0.3 %
Q2 26	12,200.00	-20.0	-0.2 %
Q3 26	12,010.00	-20.0	-20.0
Q4 26	11,750.00	-30.0	-0.3 %
Cal 26	11,495.00	-9.17	-0.1 %
Cal 27	10,950.00	10.0	0.1 %
Cal 28	10,860.00	10.0	0.1 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	508.5	434.5	676.0	74.0	-9.0	-10.84	-6.33
Singapore	486.0	406.5	664.0	79.5	-10.0	-11.17	-7.56
Rotterdam	473.0	386.0	661.5	87.0	18.5	27.01	52.63
Fujairah	477.0	389.0	659.5	88.0	-14.5	-14.15	39.68
Houston	484.5	384.5	725.5	100.0	-12.0	-10.71	6.95

(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	192.0		-2.0	-1.03	-1.54	-5.88
Maize	219.0		-4.0	-1.79	-1.79	4.29
Soybeans	213.0		-1.0	-0.47	2.9	-0.47
Rice	161.0		0.0	0.0	-2.42	-33.74
Barley	227.0		0.0	0.0	-0.44	11.27
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	62.66	-3.09	-4.7	-2.34	-5.32
Brent	USD/Bbl	66.38	-2.84	-4.1	-0.78	-4.6
Natural Gas	USD/MMBtu	3.14	0.16	5.37	6.08	40.81
Gasoline	USD/Gal	1.98	-0.05	-2.46	-4.81	5.32
Heating Oil	USD/Gal	2.31	-0.05	-2.12	1.32	12.14
Ethanol	USD/Gal	1.96	0.01	0.51	12.64	13.95
Naphtha	USD/T	554.32	-4.88	-0.87	-0.02	-9.49
Propane	USD/Gal	0.7	0.01	1.45	2.94	9.37
Uranium	USD/Lbs	76.95	0.3	0.39	6.58	-3.27
Methanol	CNY/T	2235.0	29.0	1.31	-6.45	-4.89
TTF Gas	EUR/MWh	32.78	0.36	1.11	-1.03	-7.82
UK Gas	GBp/thm	80.29	0.76	0.96	-1.39	-5.96
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	4.51	0.02	0.45	1.12	11.08
Coal	USD/T	105.8	-4.1	-3.73	-5.75	-23.75
Steel	CNY/T	3054.0	-5.0	-0.16	-6.38	3.42
Iron Ore	USD/T	104.93	3.12	3.06	2.91	14.35
Aluminum	USD/T	2617.65	4.15	0.16	0.31	11.44
Lithium	CNY/T	74593.0	-3773.0	-4.81	-4.37	4.33
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3653.52	177.84	5.12	8.89	44.93
Silver	USD/t.oz	41.27	1.07	2.66	8.92	44.55
Platium	null	1394.2	-1.5	-0.11	5.13	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.18		0.02	1.72	1.72	7.27
USD/CNY	7.12		-0.03	-0.42	-0.97	0.0

第八部分 本周话题 WEEKLY TOPIC



一位海员妻子的两年抗争与30年冤狱困局

在赫尔辛基清冷的公寓里，埃琳娜·阿尔博哈里（Elena Albokhari）总是对着丈夫阿里（Ali）留下的猫咪发呆。这只宠物是阿里出海前特意为她挑选的陪伴，如今却成了夫妻俩跨国相隔的唯一情感寄托，身为甲板高级船员的阿里已在土耳其监狱度过艰难的近24个月了，而等待他的，是长达30年的刑期。这场看似与他无关的毒品走私案，将一个普通海员的人生彻底拖入深渊，也让一个新婚家庭在绝望中挣扎。故事的起点本是充满希望的新生活。阿里拥有叙利亚和芬兰双重国籍，与埃琳娜在赫尔辛基相识相恋，婚后为了共建家庭，他接受了来自散货船东Phoenician-M轮的工作邀约。这艘载重34399吨、2010年建造的散货轮，在阿里眼中破旧不堪，曾多次在给妻子的消息中提及船舶的糟糕状况。2023年10月，船舶在哥伦比亚装载煤炭，港口照明昏暗、无安保人员等明显管理漏洞。当船舶抵达土耳其后，土耳其警方直接登船搜查，并以在货舱发现毒品为由，将船长马尔科·贝卡瓦茨（Marko Bekavac）与作为大副的阿里一同逮捕。

在埃琳娜看来，丈夫从头到尾都是无辜的替罪羊。作为大副，阿里的职责是负责船舶航行安全与甲板工作，无法左右哥伦比亚港口的安保条件。然而，司法程序并未给这位局外人公正的机会。2025年初，在案发近两年后，克罗地亚籍船长贝卡瓦茨突然被释放。

船长的获释让埃琳娜看到一丝希望，却也让她陷入更深的焦虑，她担心丈夫的案件是否会被彻底遗忘

？两年来，她从未停止抗争，在社交平台发起众筹筹集律师费，向国际海事组织申诉，接受媒体采访讲述丈夫的遭遇。可现实却一次次给她沉重打击。截至目前，她已花费超过10万美元律师费，却连丈夫的上诉进展都难以确认。工会与海事机构虽将阿里的案件列为海员卷入国际犯罪冤案的典型案例，却始终无法对土耳其当局产生实质影响。

比司法困境更让埃琳娜心碎的，是丈夫在狱中的艰难处境。阿里患有肝病，却无法获得必要的药物治疗。更残酷的是，由于乌克兰冲突与芬兰边境关闭，埃琳娜连寻求家人支持的机会都没有，只能在赫尔辛基独自承受所有压力。

全球化的航路上，海员们驾驶着货轮穿梭于各大港口，维系着世界贸易的运转。可当他们意外卷入法律纠纷时，却往往因身份特殊、跨国维权困难而成为弱势群体。阿里的遭遇并非个例，背后是无数海员家庭可能面临的风险。此刻，埃琳娜的抗争不仅是为了丈夫的自由，更是为了让更多人关注海员群体的权益困境，船员不该成为国际犯罪的替罪羊，更不该在冤狱中耗尽人生。期待正义能早日降临，让阿里回到妻子身边，让这个破碎的家庭重拾希望。

In the chilly apartment of Helsinki, Elena Albokhari always stares at the cat left by her husband Ali. This pet was specially chosen by Ali for her as a companion before he went to sea. Now, it has become the only emotional support for the couple who are separated across countries. Ali, a senior deck officer, has spent nearly 24 months in a Turkish prison. And what awaits him is a 30-year prison sentence. This seemingly unrelated drug smuggling case has completely plunged an ordinary seaman's life into the abyss and has also left a newly married family struggling in despair.

The story began with a promising new life. Ali, who held dual citizenship of Syria and Finland, met and fell in love with Elena in Helsinki. After getting married, in order to build a family together, he accepted a job offer from the bulk cargo shipowner Phoenician-M. This cargo ship, with a load capacity of 34,399 tons and built in 2010, was in Ali's eyes dilapidated. He had mentioned the poor condition of the ship many times in his messages to his wife. In October 2023, the ship was loading coal in Colombia. The port had dim lighting and no security personnel, which were obvious management loopholes. When the ship arrived in Turkey, the Turkish police directly boarded the ship for a search and arrested Captain Marko Bekavac and Ali, who was the chief mate, on the grounds of finding drugs in the cargo hold.

In Elena's view, her husband was from beginning to end just an innocent scapegoat. As the chief officer, Ali's responsibility was to ensure the safety of the ship's navigation and the work on the deck. He had no control over the security conditions at the Colombian port. However, the judicial process did not offer this outsider a fair chance. In early 2025, nearly two years after the incident, the Croatian captain, Bekavac, was suddenly released.

The release of the captain gave Elena a glimmer of hope, but it also plunged her into even deeper anxiety. She was worried whether her husband's case would be completely forgotten? Over the past two years, she had never stopped fighting. She launched a crowdfunding campaign on social platforms to raise legal fees, appealed to the International Maritime Organization, and accepted interviews with the media to tell the story of her husband's ordeal. But reality kept giving her heavy blows again and again. Up to now, she has spent over 100,000 US dollars on legal fees, but she still can't confirm the progress of her husband's appeal. Although the trade union and the maritime agency have listed Ali's case as a typical example of seafarers being involved in international criminal cases, they have still been unable to have any substantive impact on the Turkish authorities.

What broke Elena's heart even more than the judicial predicament was her husband's difficult situation in prison. Ali suffered from liver disease but couldn't receive the necessary medication treatment. What was even more cruel was that due to the conflict in Ukraine and the closure of the Finnish border, Elena had no chance to seek support from her family and could only bear all the pressure alone in Helsinki.

On the global shipping routes, sailors operate cargo ships, traveling through various ports and maintaining the operation of world trade. However, when they unfortunately get involved in legal disputes, they often become vulnerable groups due to their special identities and the difficulty of cross-border legal protection. Ali's experience is not an isolated case; behind it are the potential risks faced by countless sailor families. At this moment, Elena's struggle is not only for her husband's freedom, but also for more people to pay attention to the plight of the seafarers' rights and interests. Sailors should not be made scapegoats for international crimes, nor should they waste their lives in unjust prisons. We hope that justice will arrive soon, allowing Ali to return to his wife's side and enabling this broken family to regain hope.

