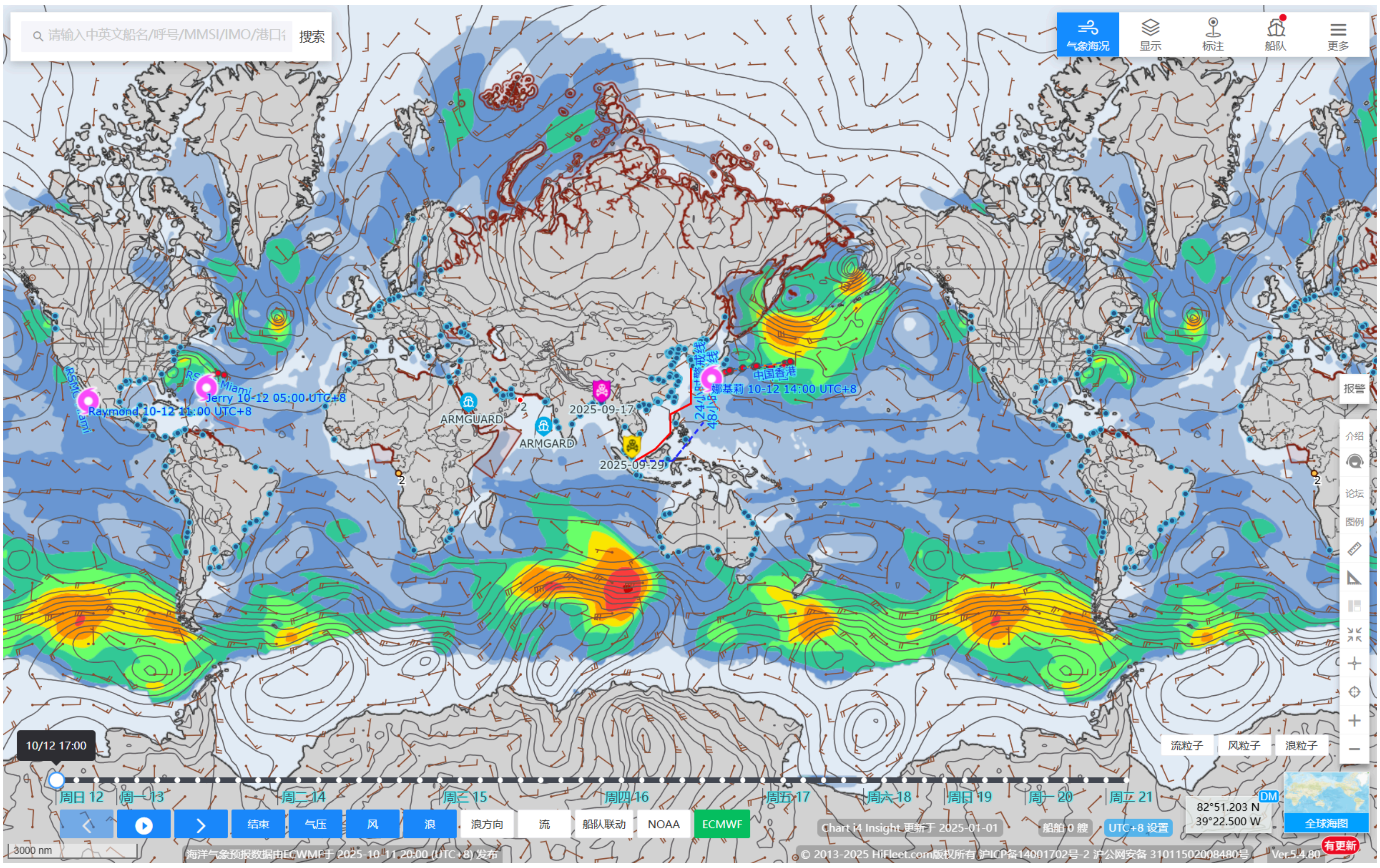
2025年
第41周市场周报

Contents

上海迈利船舶科技有限公司

第一部分 航运安全 SHIPPING SAFETY



航行警告 Navigation Warning

HiFleet显示全球目前有效的航行警告有1324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 1324 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，下周末有大浪；黄海风力3-7级，下周末有大浪；东海风力3-7级，下周末有巨浪；台湾海峡3-7级风，下周末有大浪；中国南海风力3-6级，下半周有中浪。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 end of next week. Wind in Yellow Sea become strong as well with rough sea in the end of the next week. And wind in China East Sea become strong with rough sea in the late of next week. The wind in the Taiwan Strait become strong with rough sea in the end of the next week. In the South China Sea the wind is fresh with moderate sea in the second of the next week. The cyclone low activities become frequent in North of Pacific and Atlantic.

海盗事件 Piracy

10月9号，刚果民主共和国伊孔古卢锚地。一艘停泊的油轮上的值班船员发现了两名持枪抢劫者登上了船只。警报响起，船员们集合起来。警报响起，船员们集合起来。看到船员们的警惕性，这些抢劫者带着船上偷来的物资逃走了。该事件通过甚高频 16 频道向港口控制中心进行了报告。09.10.2025: 0246 UTC: Posn: 05:51.98S – 013:24.86E, Ikungulu Anchorage, Democratic Republic Of The Congo. Duty crew onboard an anchored tanker spotted two armed robbers on board the vessel. Alarm raised and crew mustered. Seeing the crew alertness, the robbers escaped with stolen ship's stores. The incident was reported to the Port Control via VHF Ch.16.

海上事件 Marine Incidents

10 月 14 日至 17 日在伦敦举行的海洋环境保护委员会特别会议（MEPC E.2）将审议正式通过"净零排放框架"事宜——这是一项全面的监管方案，旨在到 2050 年左右实现航运业的温室气体净零排放。The Extraordinary Session of the Marine Environment Protection Committee (MEPC E.2) in London on October 14-17 will consider formal adoption of the "Net-Zero Framework" – a comprehensive regulatory package aimed at achieving net-zero greenhouse gas emissions from shipping by or around 2050.

其它 Others

没有 Nil

备注 Remark

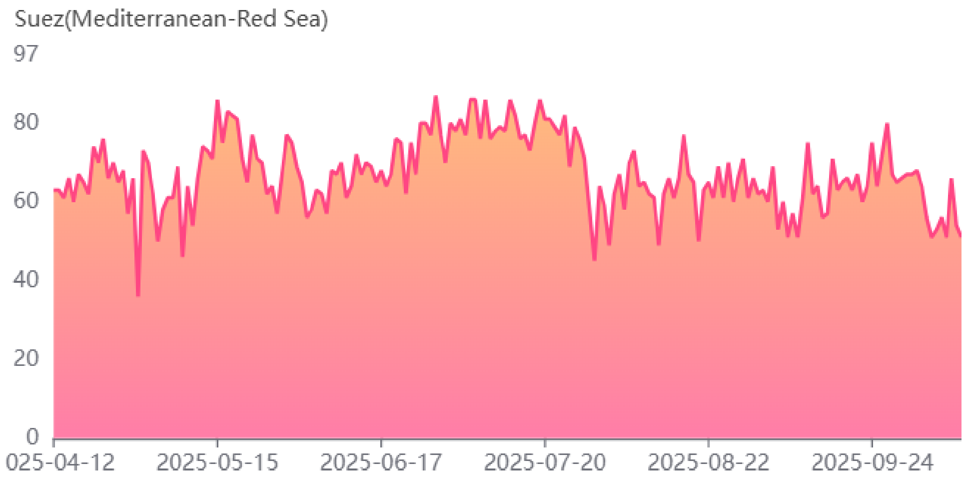
本报告数据截止时间为2025年10月12日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Oct 12th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

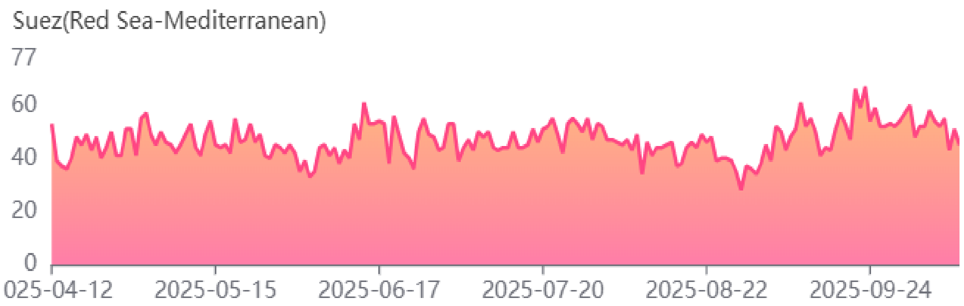
第二部分 航运数据 SHIPPING DATA

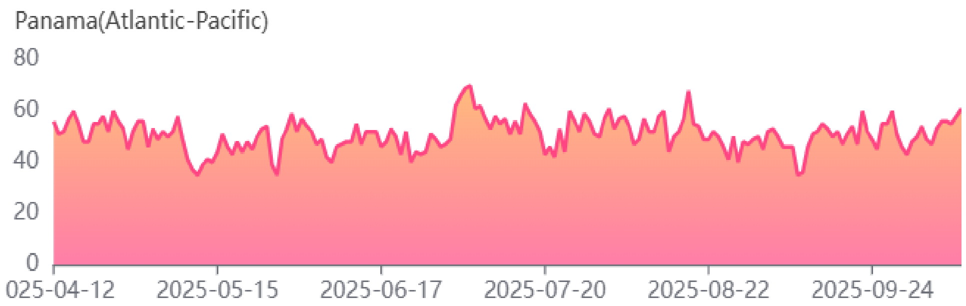
最近一周船舶运河/河口锚地等待数量

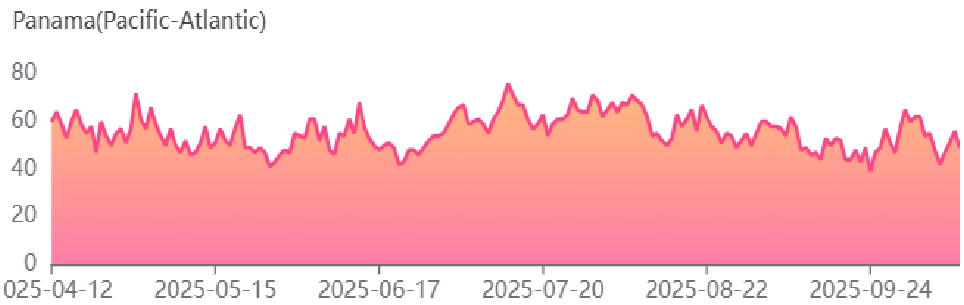
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

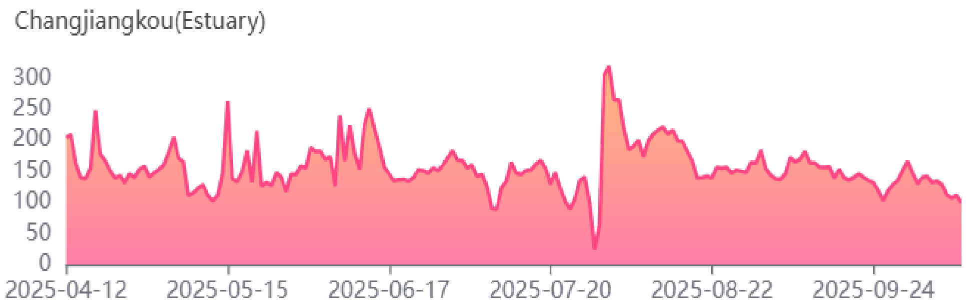
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	45	1531	-18	263
Miss.Riv.	7	89	10	7
CJK	99	3878	-175	-652
Pa.Atlan.	61	1512	34	94
Colum.Riv.	6	152	-2	3
Suez.Med.	51	1825	-82	9
Pa.Pac.	49	1478	-56	-127
ZJK	85	4679	-651	1087

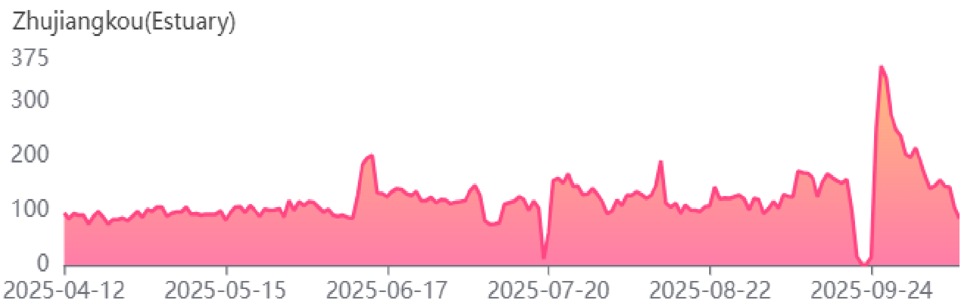


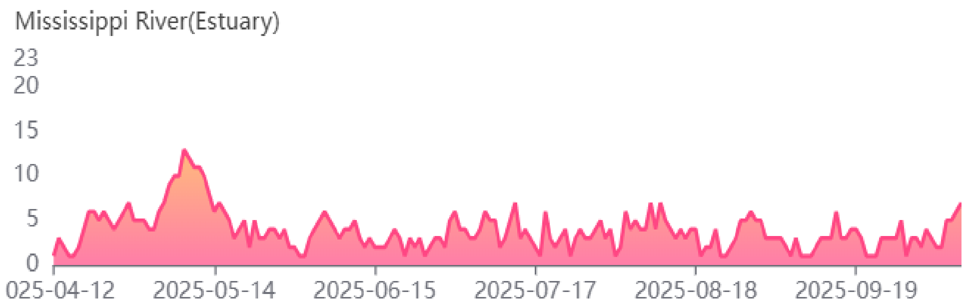


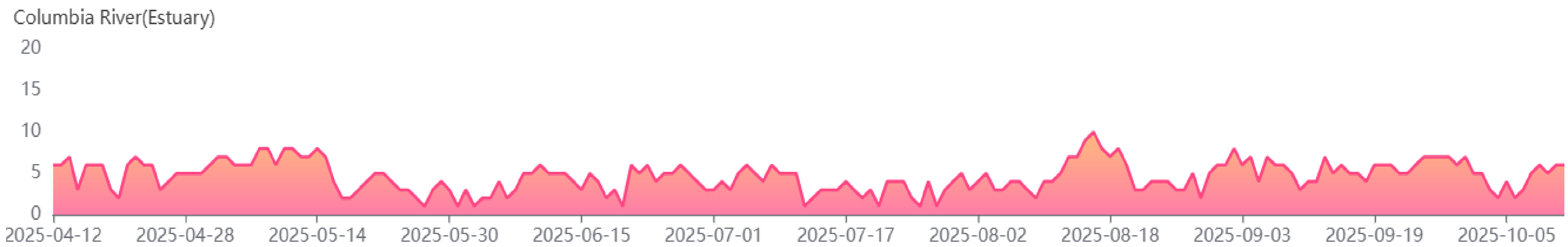










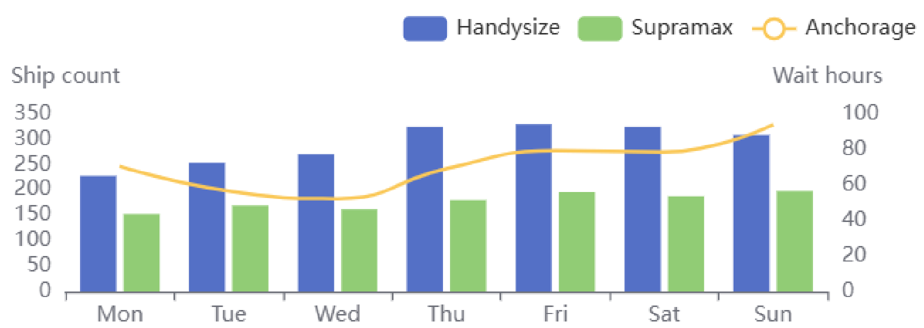


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

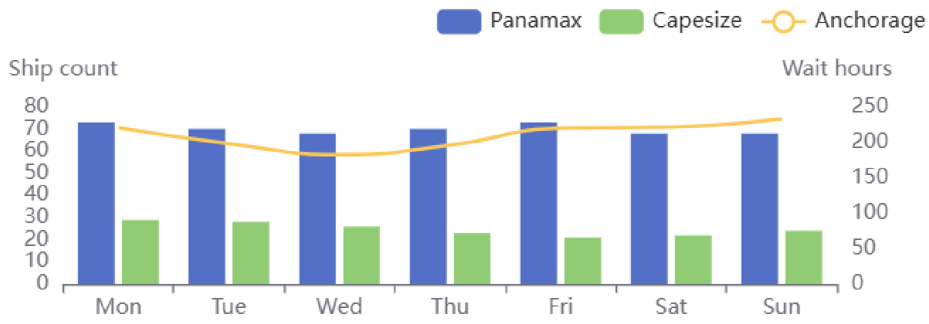
Type	M	T	W	Th	F	Sat	Sun
HDY	228	254	271	325	330	325	309
SMX	153	170	162	180	196	188	198
WT.h.	70.5	56.6	52.3	69.2	79.4	78.6	94



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

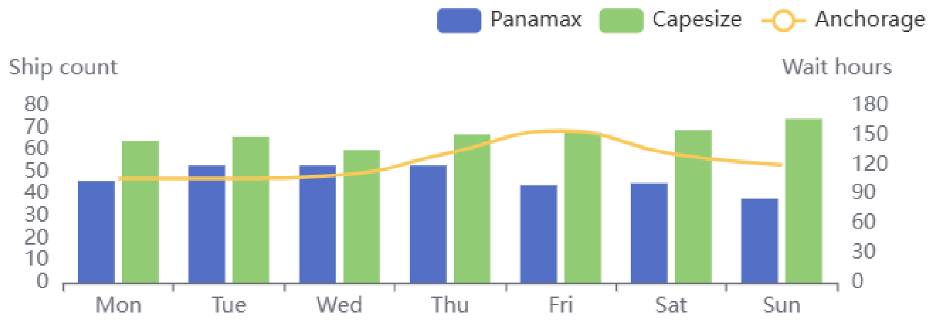
Type	M	T	W	Th	F	Sat	Sun
Pan.	73	70	68	70	73	68	68
Cap	29	28	26	23	21	22	24
WT.h.	220.3	198.1	182.35	195.8	219.8	221.4	233



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

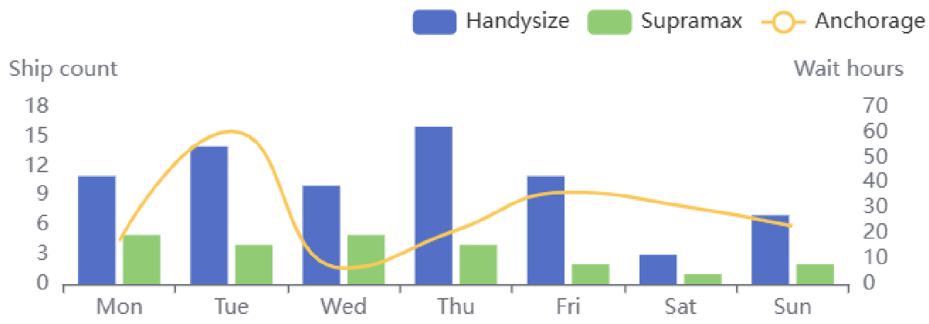
Type	M	T	W	Th	F	Sat	Sun
Pan.	46	53	53	53	44	45	38
Cap	64	66	60	67	68	69	74
WT.h.	106	105.9	109.5	132.1	154.5	131	120



最近一周黑海区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra & Handy Num. and Waiting Time Information in Anchorages of Black Sea

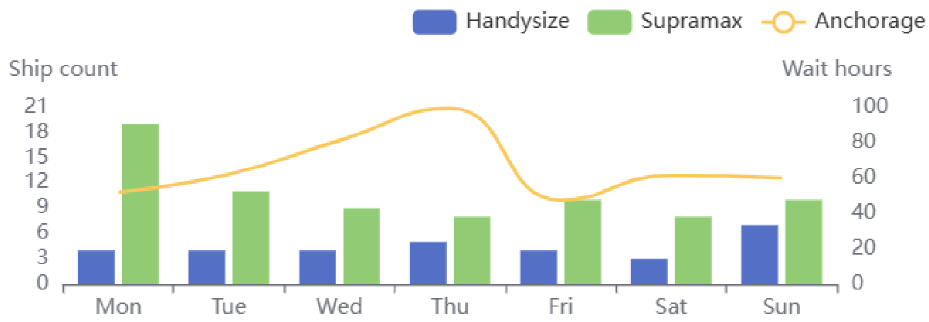
Type	M	T	W	Th	F	Sat	Sun
HDY	11	14	10	16	11	3	7
SMX	5	4	5	4	2	1	2
WT.h.	17.05	60.45	6.3	21.3	36.3	31.0	23



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

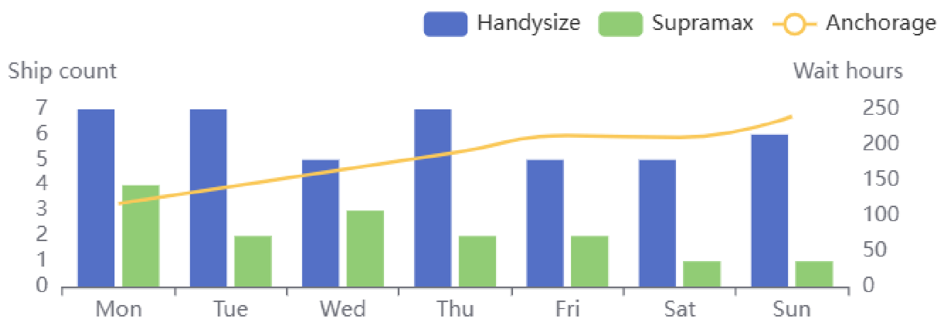
Type	M	T	W	Th	F	Sat	Sun
HDY	4	4	4	5	4	3	7
SMX	19	11	9	8	10	8	10
WT.h.	51.9	62.1	81.2	99.4	47.4	61.5	60



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

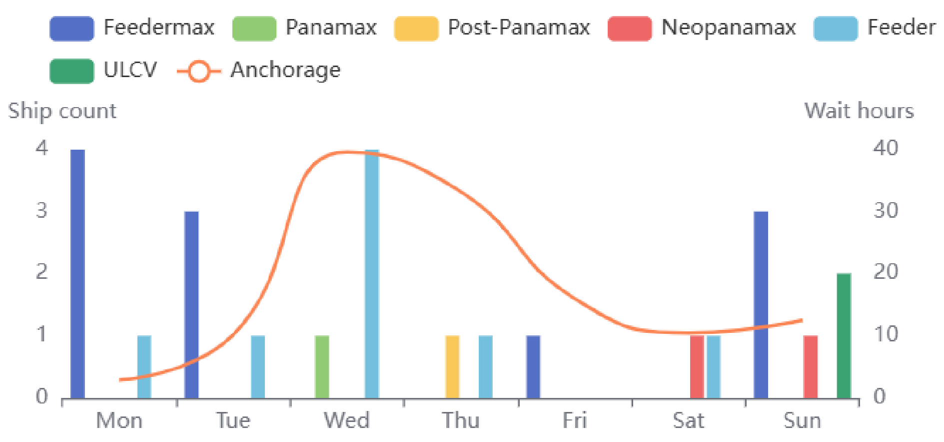
Type	M	T	W	Th	F	Sat	Sun
HDY	7	7	5	7	5	5	6
SMX	4	2	3	2	2	1	1
WT.h.	116.8	140.8	164.8	188.8	212.8	210.5	240



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

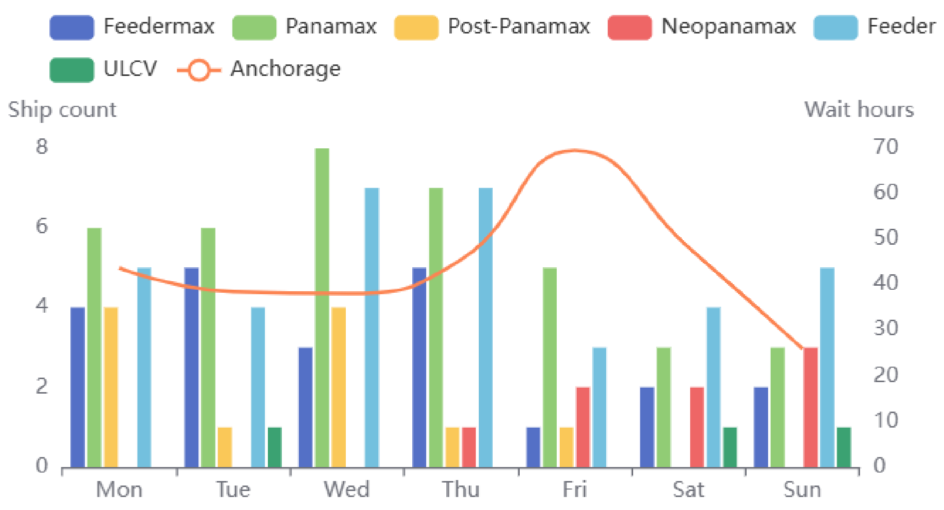
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	3	0	0	1	0	3
Pan.	0	0	1	0	0	0	0
PPx	0	0	0	1	0	0	0
NPx	0	0	0	0	0	1	1
Fd	1	1	4	1	0	1	0
WT.h.	2.9	10.15	39.6	33.2	16	10.45	12.5
Ulcv	0	0	0	0	0	0	2



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

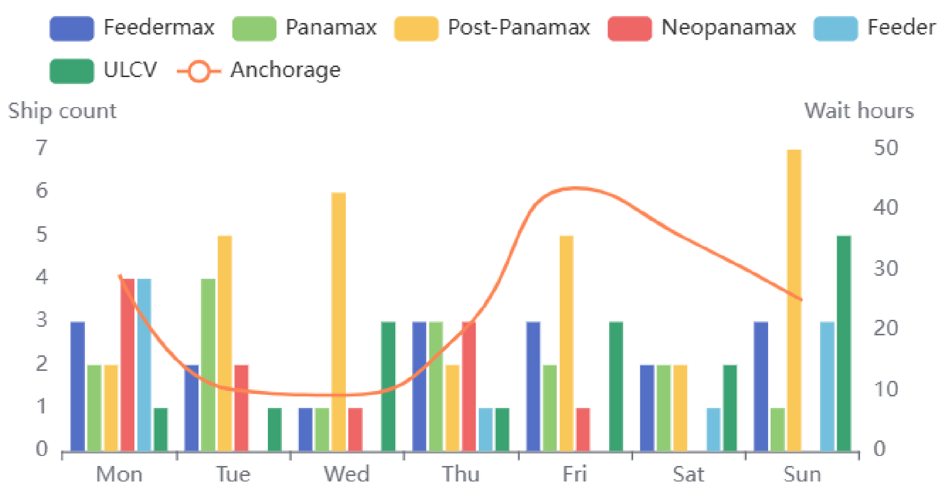
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	5	3	5	1	2	2
Pan.	6	6	8	7	5	3	3
PPx	4	1	4	1	1	0	0
NPx	0	0	0	1	2	2	3
Fd	5	4	7	7	3	4	5
Ulcv	0	1	0	0	0	1	1
WT.h.	43.7	38.5	38.1	45.5	69.5	48.2	26



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

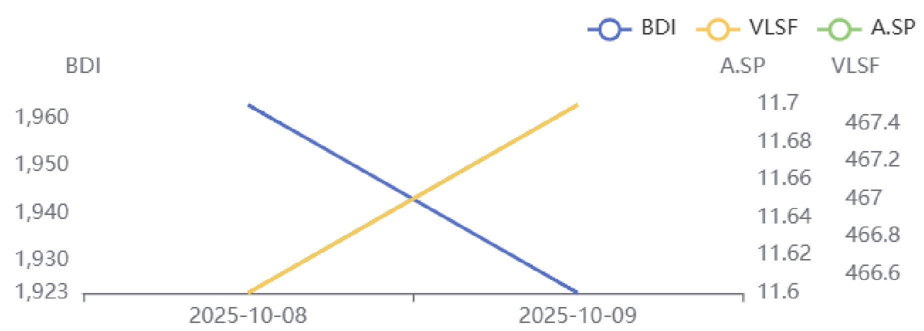
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	2	1	3	3	2	3
Pan.	2	4	1	3	2	2	1
PPx	2	5	6	2	5	2	7
NPx	4	2	1	3	1	0	0
Fd	4	0	0	1	0	1	3
Ulcv	1	1	3	1	3	2	5
WT.h.	29.25	10.15	9.3	19.6	43.6	35	25



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

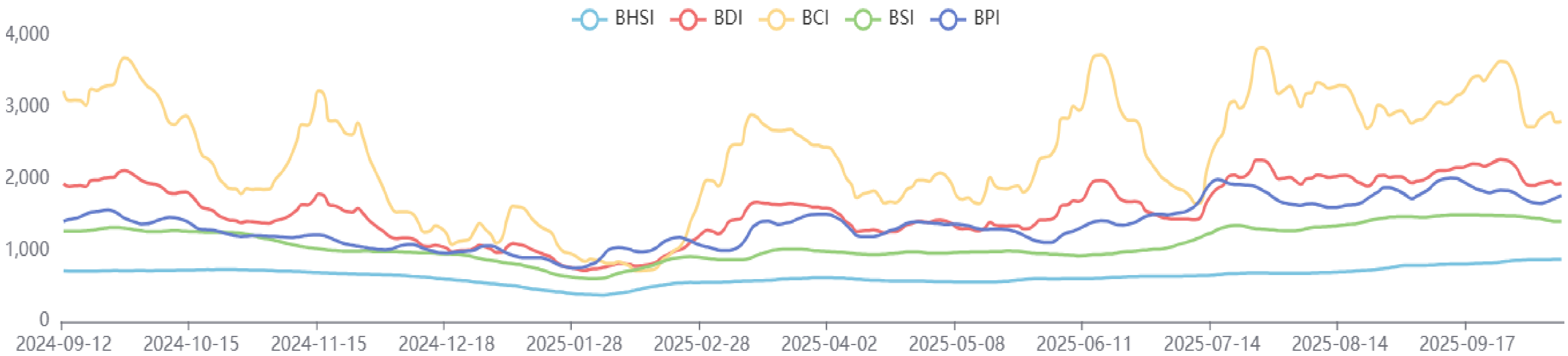
Type	M	T	W	Th	F	Sat	Sun
BDI	1695	1730					
VLSF	466.50	467.50	460.00				
A.SP	11.7	11.69	11.6	11.7	11.77	11.85	



第三部分 航运市场 SHIPPING MARKET

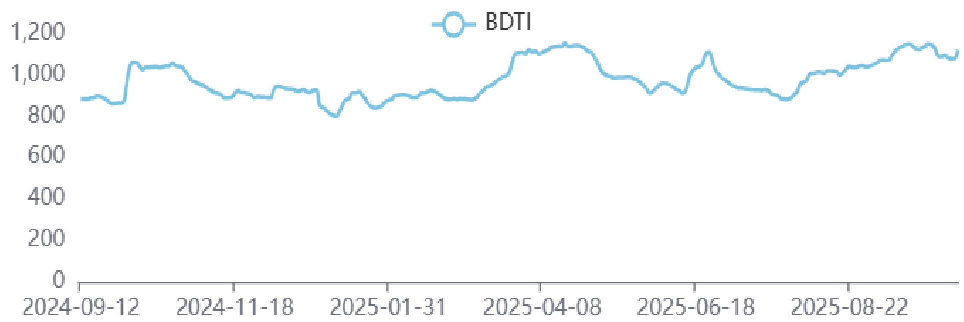
波罗的海干散货指数Baltic Dry Index

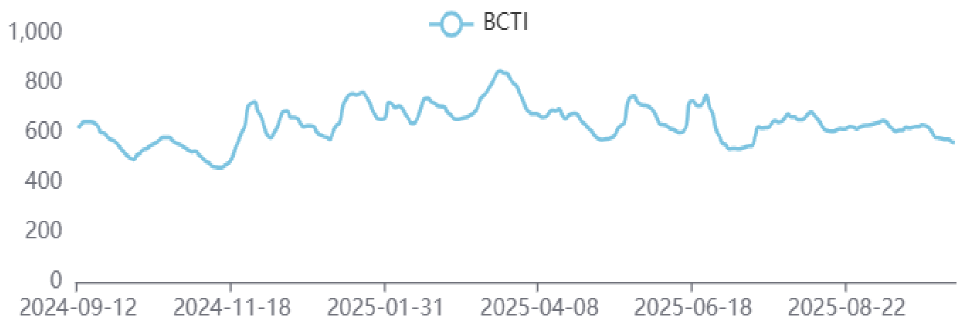
Type	PI	WoW	W%	M%	y%
BDI	1936	35.0	1.84	-8.94	8.16
BCI	2799	75.0	2.75	-8.83	1.6
BPI	1764	102.0	6.14	-12.06	21.24
BSI	1402	-45.0	-3.11	-6.03	10.05
BHSI	873	5.0	0.58	8.58	21.76

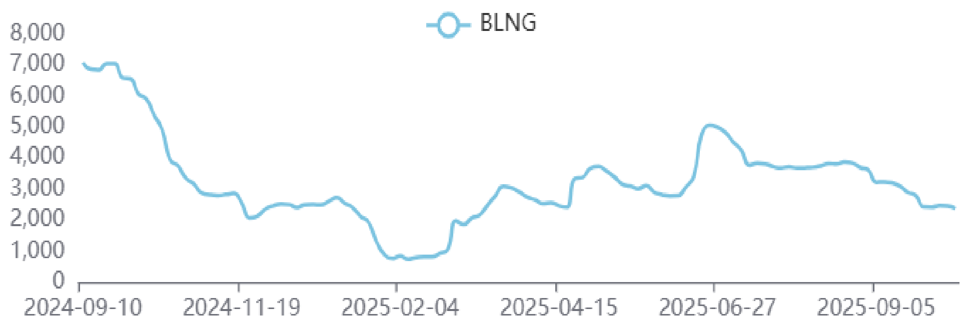


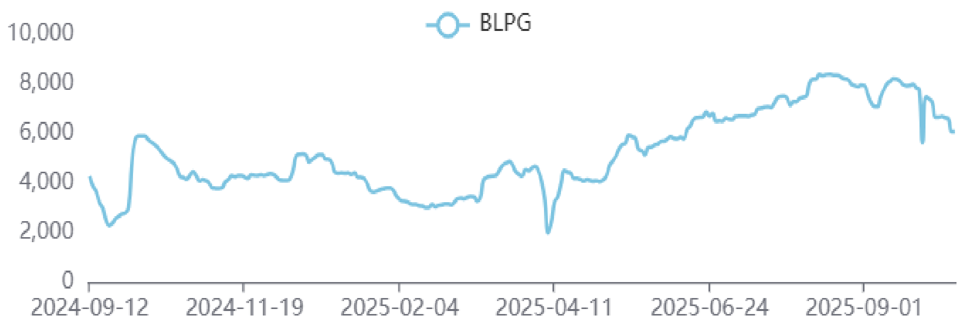
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1119	32.0	2.94	0.45	7.8
BCTI	560	-19.0	-3.28	-8.79	5.26
BLNG	2373	-87.0	-3.54	-25.77	-55.89
BLPG	6070	-572.0	-8.61	-25.98	9.33

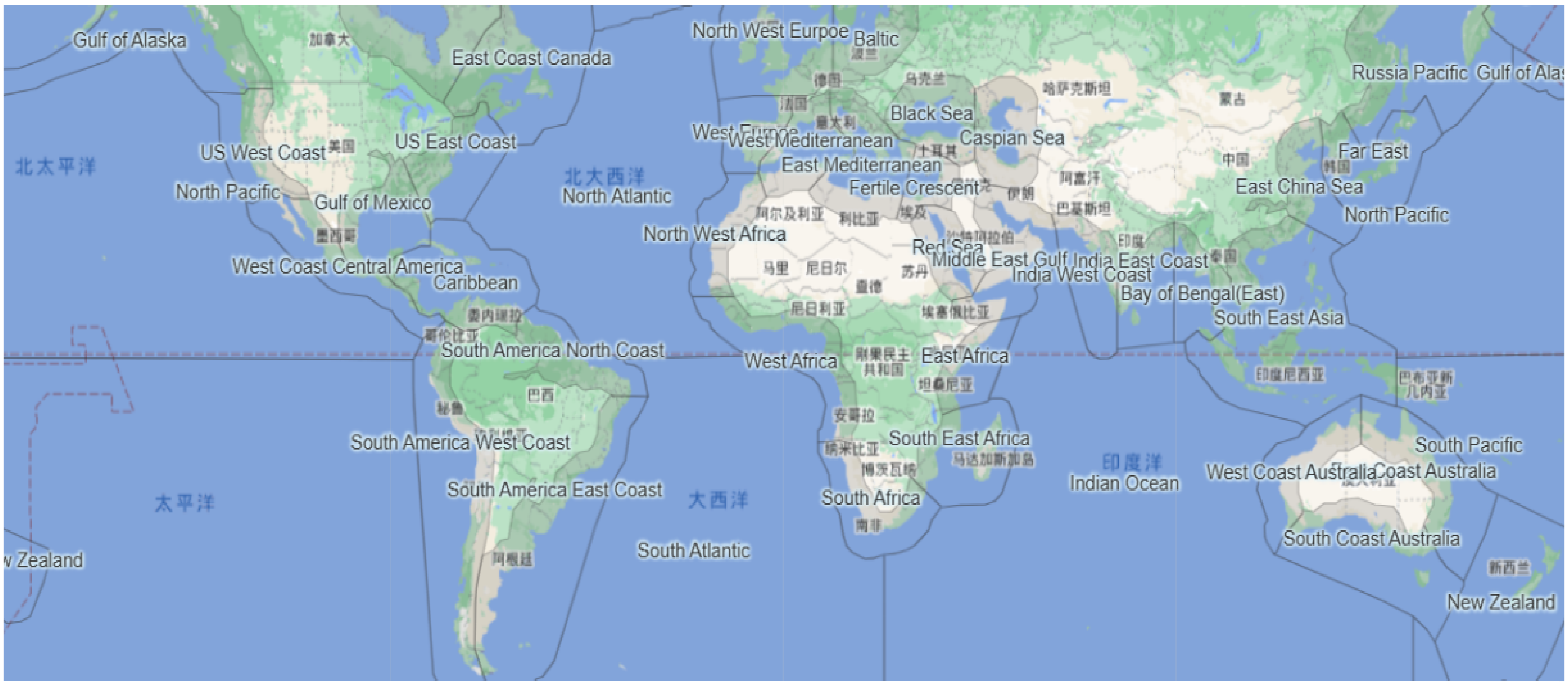








第四部分 运力分布 SUPPLY DISTRIBUTION

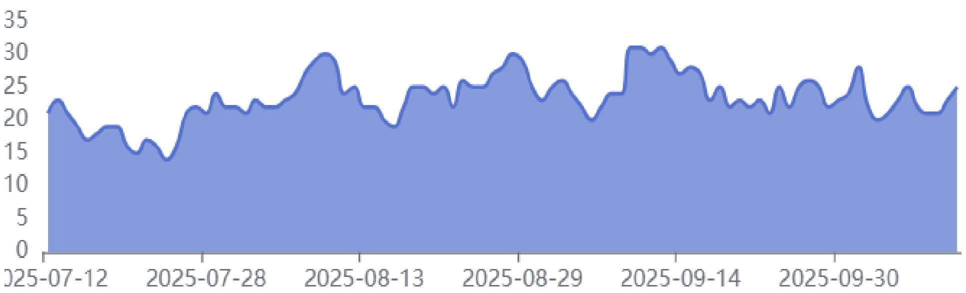


好望角型散货船 Capesize

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.

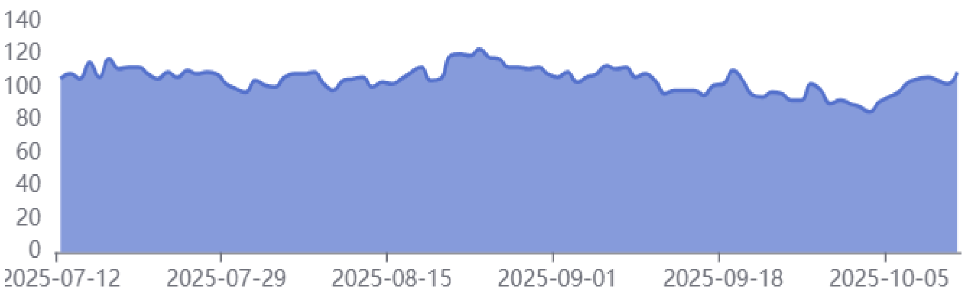
Type	M	T	W	Th	F	Sat	Sun
Cape	23	25	22	21	21	23	25



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.

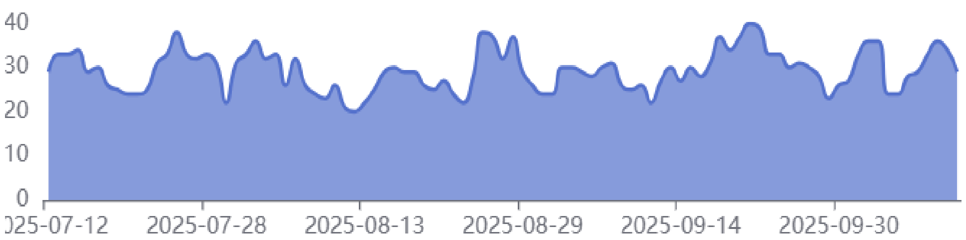
Type	M	T	W	Th	F	Sat	Sun
Cape	97	103	105	106	104	102	109



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	24	28	29	33	36	34	29

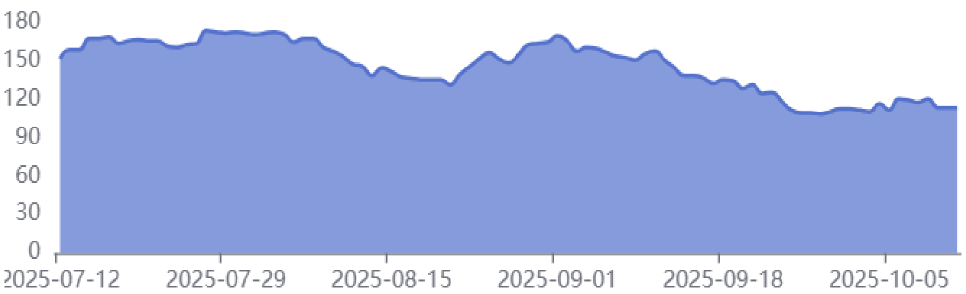


巴拿马型散货船 PANAMAX

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.

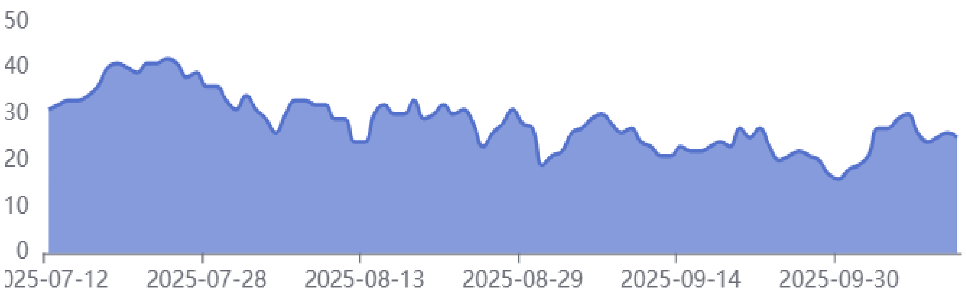
Type	M	T	W	Th	F	Sat	Sun
Pan.	120	119	117	120	113	113	113



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.

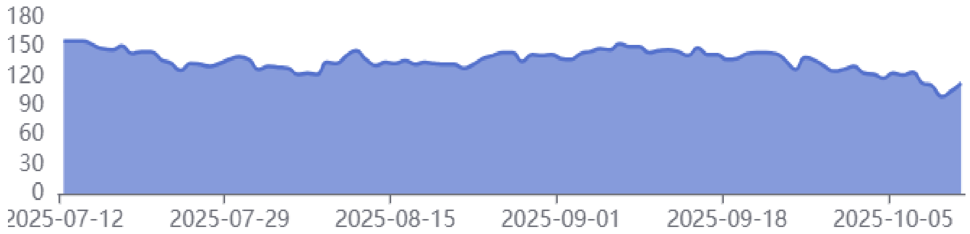
Type	M	T	W	Th	F	Sat	Sun
Pan.	19	22	19	21	20	18	16



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.	121	124	113	110	99	105	113

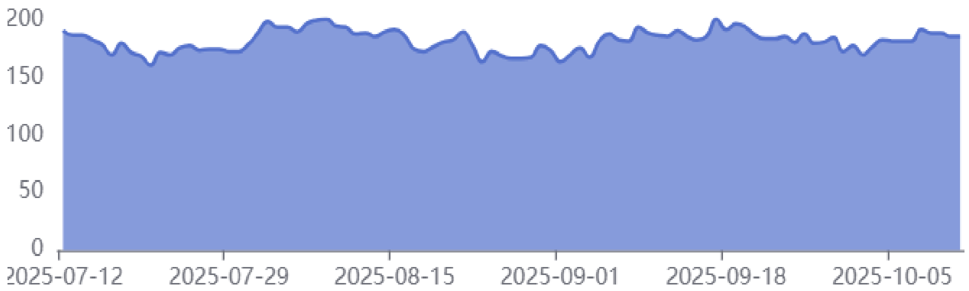


超大灵便型散货 SUPRAMAX

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.

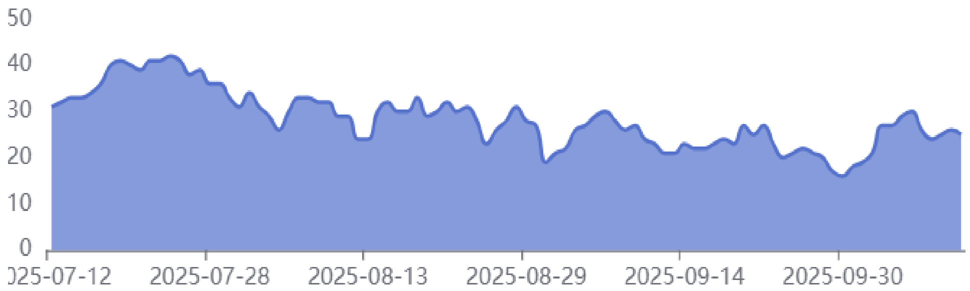
Type	M	T	W	Th	F	Sat	Sun
SMX	181	181	191	188	188	185	185



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.

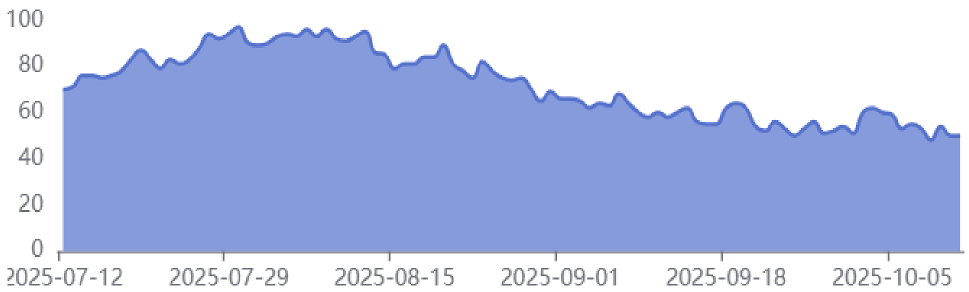
Type	M	T	W	Th	F	Sat	Sun
SMX	29	30	26	24	25	26	25



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.

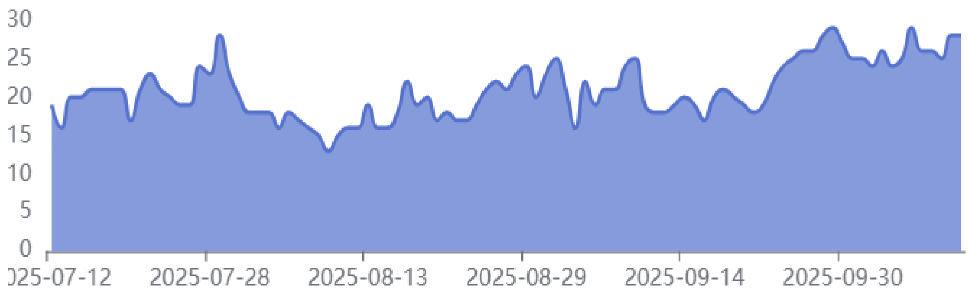
Type	M	T	W	Th	F	Sat	Sun
SMX	25	29	26	26	25	28	28



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.

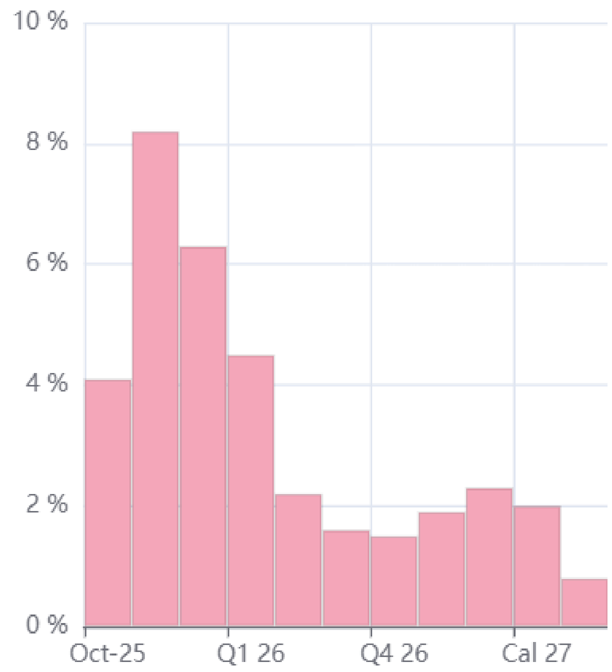
Type	M	T	W	Th	F	Sat	Sun
SMX	53	55	53	48	54	50	50

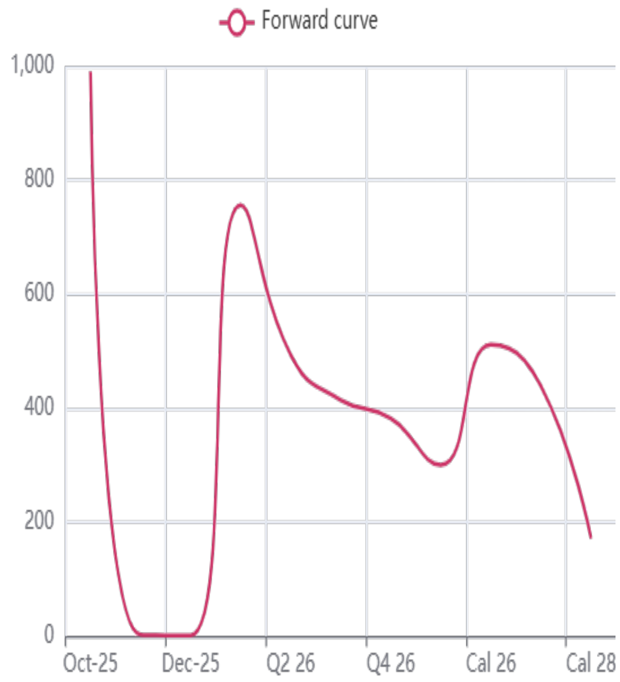


第五部分 远期运价协议 FFA

好望角型散货船Capesize

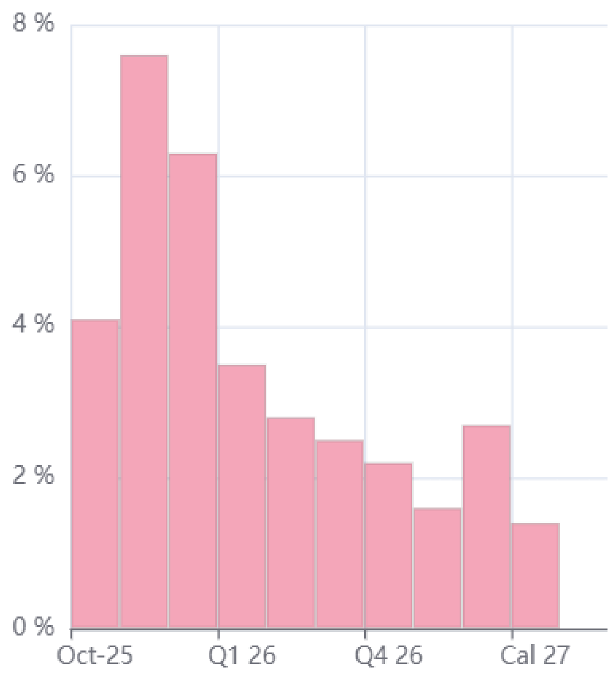
5TC	$/day	WoW	
Oct-25	25,261.00	990.0	4.1 %
Nov-25	27,575.00	2096.0	8.2 %
Dec-25	25,596.00	1525.0	6.3 %
Q1 26	17,411.67	756.0	4.5 %
Q2 26	22,761.00	493.0	2.2 %
Q3 26	25,639.00	414.0	1.6 %
Q4 26	25,943.00	382.0	1.5 %
Q1 27	16,407.00	300.0	1.9 %
Cal 26	22,938.67	511.25	2.3 %
Cal 27	22,074.75	438.75	2.0 %
Cal 28	20,375.00	171.0	0.8 %

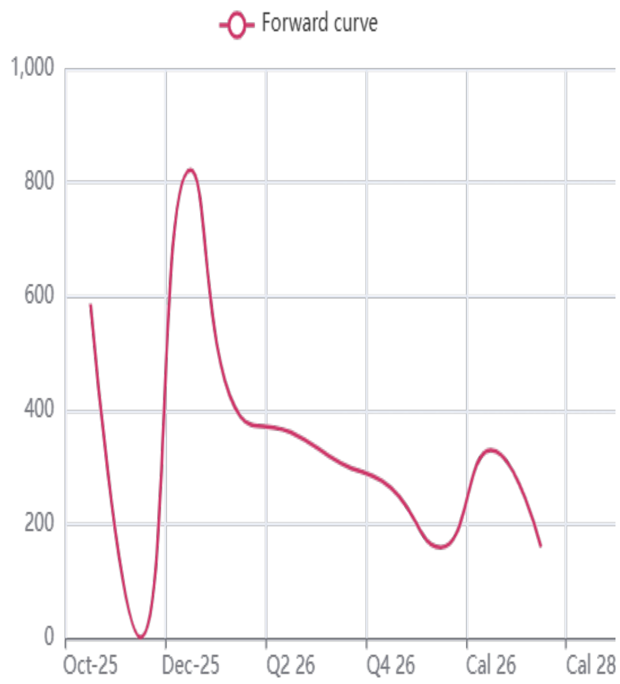




巴拿马型散货船Panamax

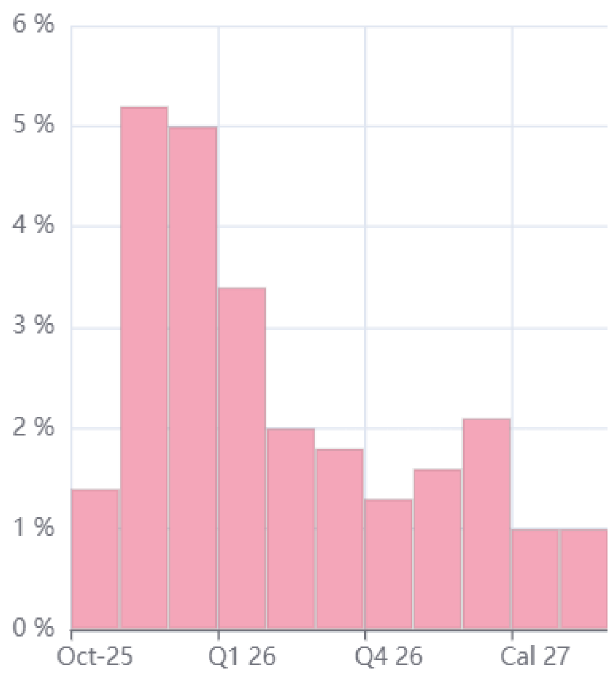
4TC	$/day	WoW	
Oct-25	14,850.00	586.0	4.1 %
Nov-25	14,739.00	1046.0	7.6 %
Dec-25	13,836.00	822.0	6.3 %
Q1 26	11,404.33	388.33	3.5 %
Q2 26	13,200.00	361.0	2.8 %
Q3 26	12,693.00	307.0	2.5 %
Q4 26	12,171.00	264.0	2.2 %
Q1 27	10,373.00	159.0	1.6 %
Cal 26	12,367.08	330.08	2.7 %
Cal 27	11,330.75	159.75	1.4 %
Cal 28	-	-	-

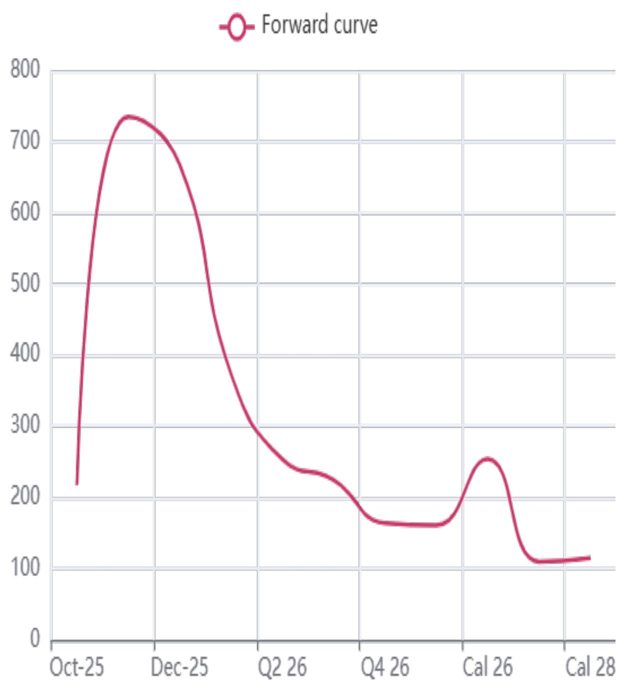




超大灵便型散货船Supramax

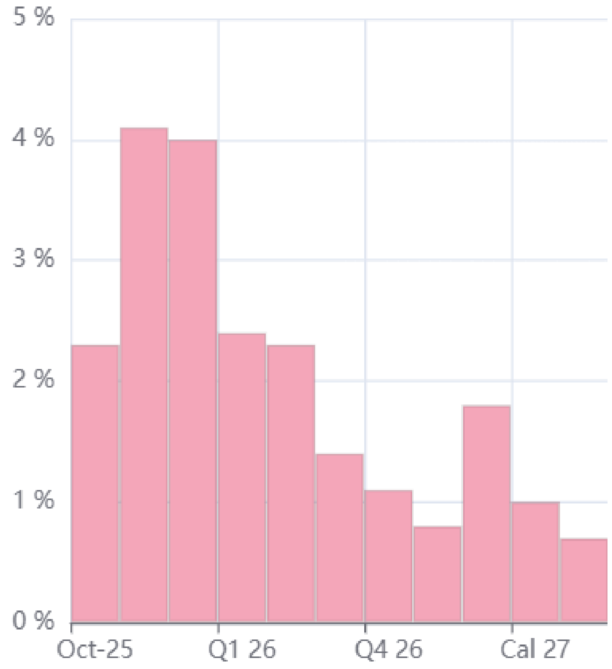
10TC	$/day	WoW	
Oct-25	15,814.00	218.0	1.4 %
Nov-25	14,771.00	735.0	5.2 %
Dec-25	14,061.00	668.0	5.0 %
Q1 26	11,264.33	373.67	3.4 %
Q2 26	13,025.00	254.0	2.0 %
Q3 26	12,982.00	225.0	1.8 %
Q4 26	12,571.00	164.0	1.3 %
Q1 27	10,418.00	161.0	1.6 %
12,460.58	Cal 26	254.17	2.1 %
Cal 27	11,471.00	110.0	1.0 %
Cal 28	11,354.00	115.0	1.0 %

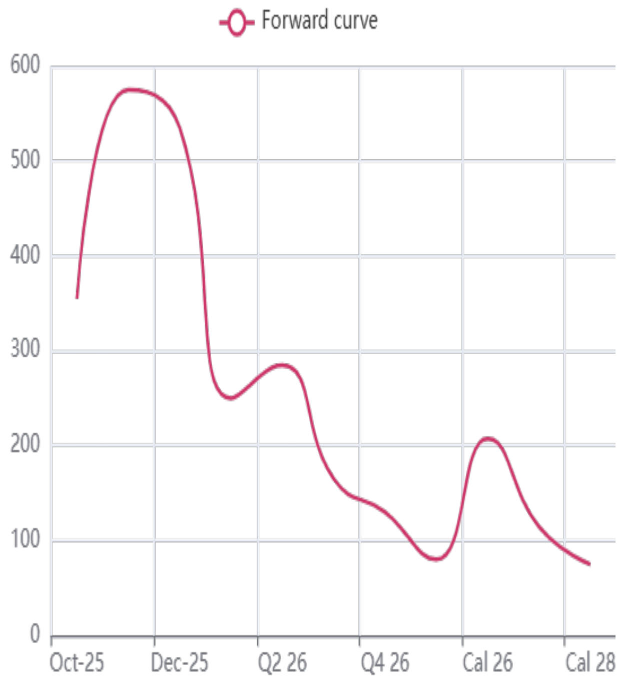




灵便型散货船Handysize

7TC	$/day	WoW	
Oct-25	15,675.00	355.0	2.3 %
Nov-25	14,705.00	575.0	4.1 %
Dec-25	13,775.00	535.0	4.0 %
Q1 26	10,786.67	250.0	2.4 %
Q2 26	12,445.00	285.0	2.3 %
Q3 26	12,285.00	165.0	1.4 %
Q4 26	11,810.00	130.0	130.0
Q1 27	10,220.00	80.0	0.8 %
Cal 26	11,831.67	207.5	1.8 %
Cal 27	11,024.75	114.5	1.0 %
Cal 28	10,965.00	75.0	0.7 %

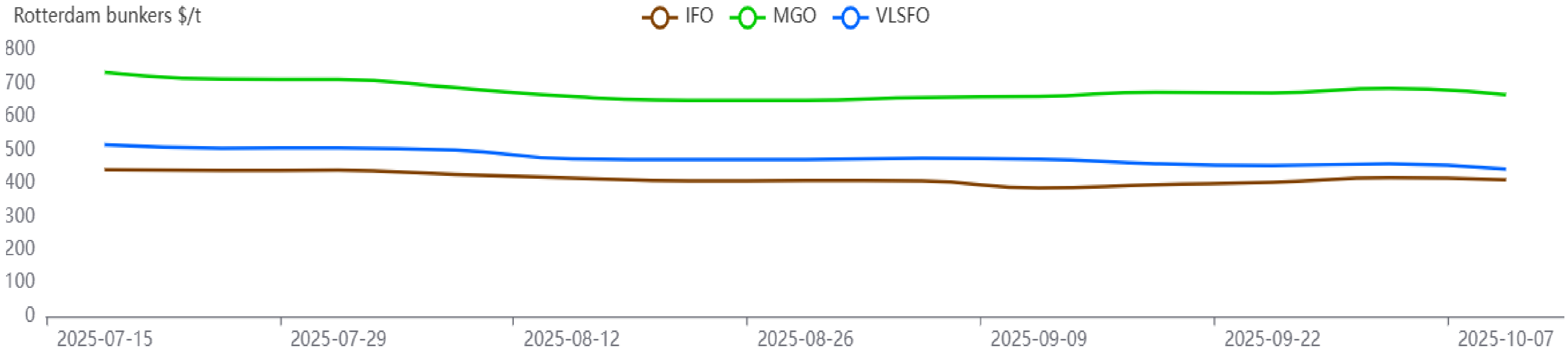


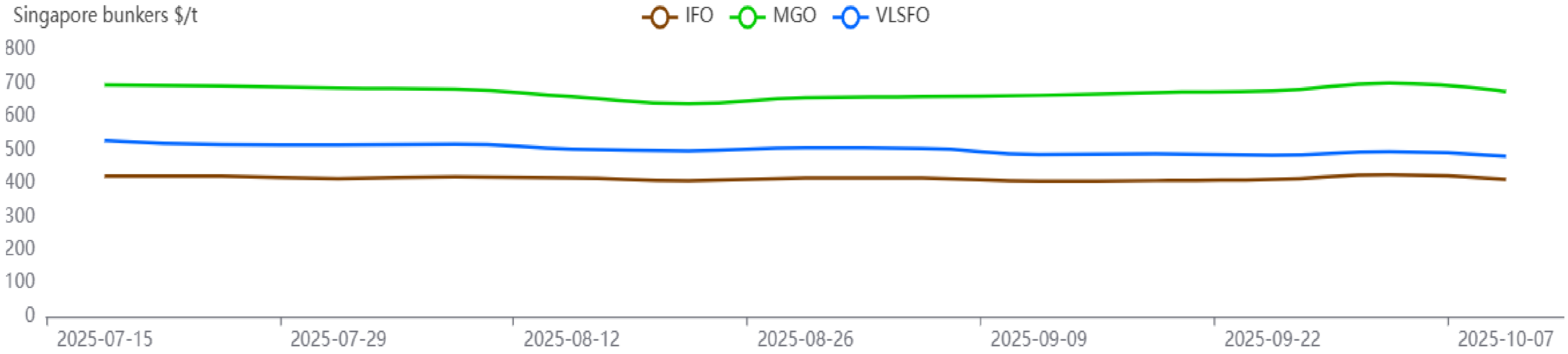


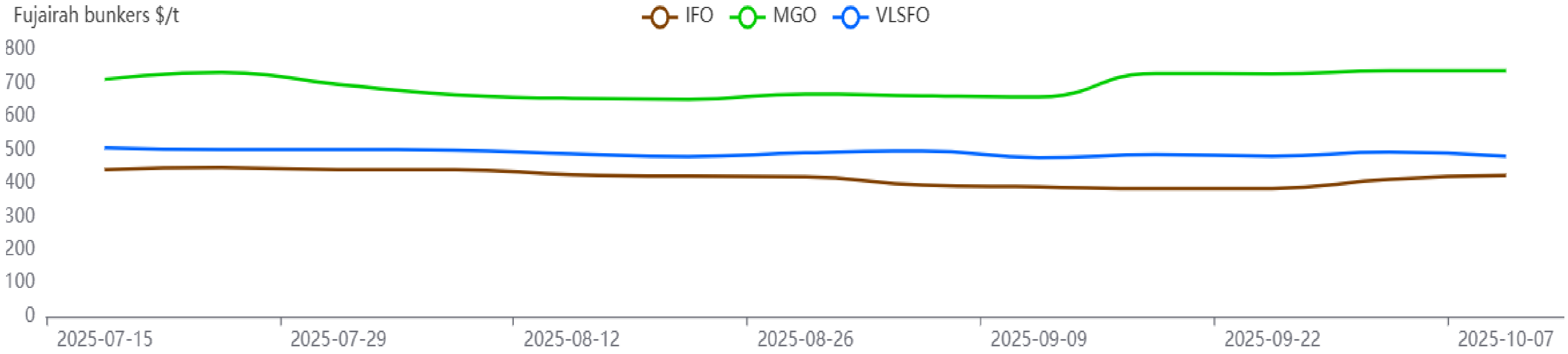
第六部分 燃油价格 BUNKER PRICE

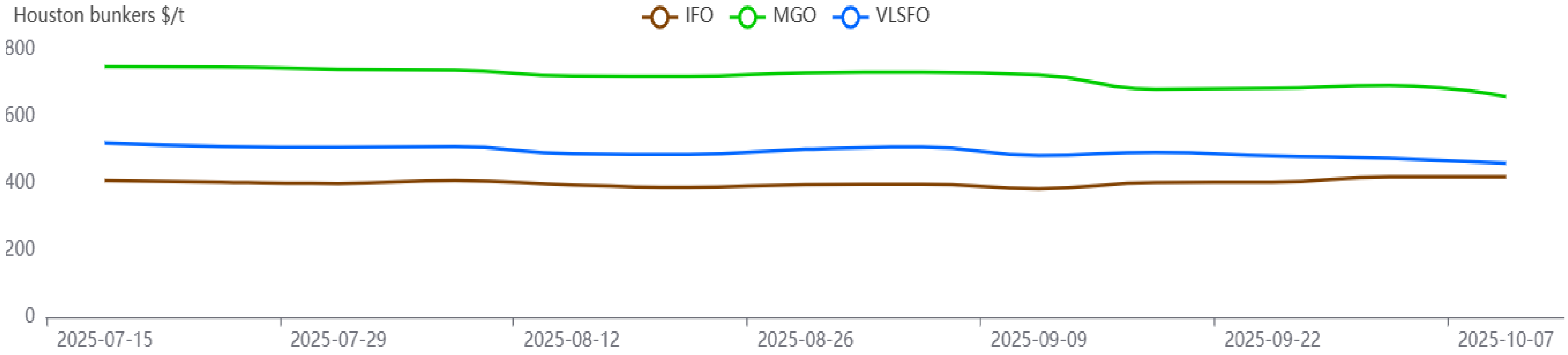
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	508.0	440.0	700.5	68.0	3.0	4.62	-8.11
Singapore	481.0	411.5	675.5	69.5	0.5	0.72	-12.58
Rotterdam	442.5	410.5	666.5	32.0	-9.0	-21.95	-63.22
Fujairah	481.5	423.5	738.0	58.0	-24.0	-29.27	-34.09
Houston	461.0	420.0	661.5	41.0	-14.0	-25.45	-59.0

(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	190.0		-1.0	-0.52	-1.04	-9.95
Maize	216.0		-2.0	-0.92	-1.37	-2.7
Soybeans	211.0		2.0	0.96	-0.94	-3.21
Rice	156.0		-3.0	-1.89	-3.11	-30.67
Barley	226.0		0.0	0.0	-0.44	2.73
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	62.05	-0.99	-1.57	-0.97	-17.93
Brent	USD/Bbl	65.82	-0.87	-1.3	-0.84	-17.09
Natural Gas	USD/MMBtu	3.32	0.05	1.53	5.73	20.29
Gasoline	USD/Gal	1.9	-0.03	-1.55	-4.04	-10.38
Heating Oil	USD/Gal	2.28	-0.05	-2.15	-1.3	-2.56
Ethanol	USD/Gal	1.87	-0.01	-0.53	-4.59	16.88
Naphtha	USD/T	545.28	-17.47	-3.1	-1.63	-20.35
Propane	USD/Gal	0.67	-0.04	-5.63	-4.29	-16.25
Uranium	USD/Lbs	78.9	-3.1	-3.78	2.53	-4.77
Methanol	CNY/T	2235.0	-27.0	-1.19	0.0	-10.64
TTF Gas	EUR/MWh	32.69	0.2	0.62	-0.27	-17.64
UK Gas	GBp/thm	83.71	0.02	0.02	4.26	-16.01
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.07	0.24	4.97	12.42	15.75
Coal	USD/T	104.75	-2.0	-1.87	-0.99	-31.54
Steel	CNY/T	3005.0	-30.0	-0.99	-1.6	-10.83
Iron Ore	USD/T	104.29	-1.06	-1.01	-0.61	-7.21
Aluminum	USD/T	2759.05	79.9	2.98	5.4	6.65
Lithium	CNY/T	73550.0	0.0	0.0	-1.4	-2.58
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4016.75	171.13	4.45	9.94	52.57
Silver	USD/t.oz	48.82	1.98	4.23	18.29	57.18
Platium	null	1656.0	50.4	3.14	18.78	72.72
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.16		-0.01	-0.85	-1.69	5.45
USD/CNY	7.13		0.0	0.0	0.14	1.13

第八部分 本周话题 WEEKLY TOPIC

中国对美国采取同等反制措施的冲击波远不止华尔街

中美两国自2025年10月14日起相互对特定船舶加征港口费的举措，标志着贸易摩擦从传统关税领域向海运物流环节的深度延伸。这一政策将通过航运成本传导、航线网络重构和市场竞争格局调整，对全球贸易体系可能产生系统性冲击。

美国依据“301条款”对中国船舶实施三重收费：对中国拥有/运营船舶按50美元每净吨征收高额费用，对中国建造船舶按18美元每净吨或120美元每集装箱（取高值）收费，并对非美建造的汽车运输船加征14美元每净吨。值得注意的是，美国海关与边境保护局（CBP）公告明确收费具有追溯力，要求船舶运营方在进港前完成申报，否则面临行政处罚。这种“按国籍定价”的做法被中国船东协会斥为“将国内法凌驾于国际法之上”，直接违反WTO非歧视原则。

中国通过修订《国际海运条例》建立反制机制，分阶段对美资船东加征港口费（2025年400元每净吨，2028年逐步升至1120元每净吨），并保留限制美国船舶进出港、禁止其获取航运数据等手段。同时，中国商务部联合欧盟、日韩等在WTO框架下发起合规性诉讼，质疑美方措施的合法性。这种“法律反制+市场调节”的组合策略，既彰显了规则对抗的决心，又为后续谈判预留了弹性空间。

根据市场预估全球前十大班轮公司2026年将因此新增32亿美元成本，其中中远海运和东方海外合计承担近五成（约15.3亿美元）。尽管马士基、地中海航运等头部企业宣称“不向客户转嫁费用”，但实际操作中已通过调整航线、优化船队配置等方式消化成本压力。

为规避费用，航运公司正大规模调整航线布局。中美直航锐减，10月份中美双向航线取消航次达140个，部分船司改用韩国、日本建造的船舶执行美线。中国建造的船舶集中转向亚欧市场，导致新加坡港、鹿特丹港等枢纽港口中转压力激增。

不同船型受影响程度呈现显著差异，散货船首当其冲。BIMCO数据显示，45%的散货船面临收费。大型班轮公司通过船舶置换（如长荣海运使用韩国建造的船舶）规避费用，而中小型船司（如以星航运）因船队中中国建造船舶占比高，成本压力显著。成品油轮受影响较小（19%），且美国豁免液化天然气（LNG）运输船收费，避免能源供应链断裂。

美国试图通过各种措施“振兴造船业”的目标面临结构性障碍。首先是成本鸿沟难以跨越，美国民用船舶建造成本是中韩的3-5倍。其次是其产业链空心化积重难返，美国造船业高度依赖进口零部件，供应链脆弱性突出。

中国造船在全球市场已经获得较好口碑。首先是成本优势；其次是高效；还有灵活的沟通空间和不断高速发展的造船技术。中国建造的船舶占全球新船订单的70%，在很长一段时间都会始终保持这种优势。

中美船舶港口费争端本质上是全球产业链主导权的争夺。短期内，航运市场将经历阵痛期，中国是世界工厂，进口货运量巨大，中国采取的对等措施对美资船东影响更大。但中长期看，这一事件可能成为推动航运业区域化布局和规则重构的催化剂。海运物流作为全球经济的血管，其战略价值将进一步凸显，如何在竞争中实现竞合共赢，将是两国共同面临的课题。

The measure taken by China and the United States on October 14, 2025, of imposing port fees on specific vessels on each other marks a deep extension of trade frictions from the traditional tariff domain to the maritime logistics sector. This policy will, through the transmission of shipping costs, the reconfiguration of shipping routes, and the adjustment of market competition patterns, potentially have a systemic impact on the global trade system.

The United States has imposed triple charges on Chinese ships under the "Section 301" clause: it levies a high fee of 50 US dollars per net ton for Chinese-owned/operated ships, charges 18 US dollars per net ton or 120 US dollars per container (whichever is higher) for Chinese-built ships, and imposes an additional 14 US dollars per net ton for non-US-built car carriers. It is worth noting that the announcement by the U.S. Customs and Border Protection (CBP) clearly states that the charges are retroactive, requiring ship operators to make declarations before entering the port; otherwise, they will face administrative penalties. Customs and Border Protection (CBP) clearly states that the charges are retroactive, requiring ship operators to make declarations before entering the port; otherwise, they will face administrative penalties. This "pricing based on nationality" approach is criticized by the China Shipowners Association as "placing domestic law above international law" and directly violating the WTO non-discrimination principle.

China has established a countermeasures mechanism by amending the "International Maritime Transport Regulations", imposing port charges on US capital vessels in stages (400 yuan per net ton in 2025, gradually rising to 1,120 yuan per net ton by 2028), and retaining measures such as restricting the entry and exit of US vessels from ports and prohibiting them from accessing shipping data. At the same time, the Ministry of Commerce of China, in collaboration with the EU, Japan, and South Korea, has initiated a compliance lawsuit under the WTO framework, questioning the legality of the US measures. This combination strategy of "legal countermeasures + market regulation" not only demonstrates the determination to resist the rules but also reserves flexibility for subsequent negotiations.

According to market estimates, the top ten global shipping companies will incur an additional $3.2 billion in costs by 2026. This combination strategy of "legal countermeasures + market regulation" not only demonstrates the determination to resist the rules but also reserves flexibility for subsequent negotiations.

Among them, COSCO Shipping and OOCL together will bear nearly half of this amount (approximately $1.53 billion). Although leading companies such as Maersk and Mediterranean Shipping claim that they will not pass on the costs to customers, in reality, they have managed to alleviate the cost pressure by adjusting routes and optimizing the fleet configuration.

To avoid costs, shipping companies are making large-scale adjustments to their route layouts. Direct flights between China and the US have significantly decreased. In October, a total of 140 liners on the US-bound routes between China and the US were cancelled.

The degree of impact varies significantly among different ship types. Some shipping companies have switched to vessels built in South Korea and Japan to operate the US routes. Bulk carriers are the most affected. Chinese-built ships have concentrated on the Asia-Europe market, resulting in a sharp increase in the handling pressure at key ports such as Singapore and Rotterdam.

The degree of impact varies significantly among different ship types. Bulk carriers are the most affected. According to BIMCO data, 45% of bulk carriers are facing charges. Large shipping companies avoid the costs through vessel swaps (for example, Evergreen Marine uses ships built in South Korea), while smaller shipping companies (such as Star Bulk) face significant cost pressure due to a high proportion of Chinese-built vessels in their fleets. Product tankers are less affected (19%), and the United States has exempted liquefied natural gas (LNG) transport ships from charges, avoiding disruption in the energy supply chain.

The US's attempt to "revitalize the shipbuilding industry" through various measures is facing structural obstacles. Firstly, the cost gap is difficult to bridge; the cost of civilian shipbuilding in the US is 3 to 5 times that of China and South Korea. Secondly, the hollowing out of its industrial chain is deeply entrenched and hard to reverse. The US shipbuilding industry is highly dependent on imported components, and the vulnerability of its supply chain is prominent.

Chinese shipbuilding has gained a good reputation in the global market. The US shipbuilding industry is highly dependent on imported components, and the vulnerability of its supply chain is prominent.

China Vessel building has cost advantages; and is efficient; and offers flexible communication space and continuously develops advanced shipbuilding technologies. Chinese-built ships account for 70% of new ship orders worldwide, and this advantage will remain for a long time.

The dispute over port charges between China and the United States is essentially a contest for the dominance of the global industrial chain. In the short term, the shipping market will experience a period of turmoil. China is the world's factory, with a huge volume of import freight. The countermeasures taken by China will have more impact on American shipping companies than China. However, in the long term, this incident may become a catalyst for promoting the regionalization of the shipping industry and the reconfiguration of rules.