2025年
第42周市场周报

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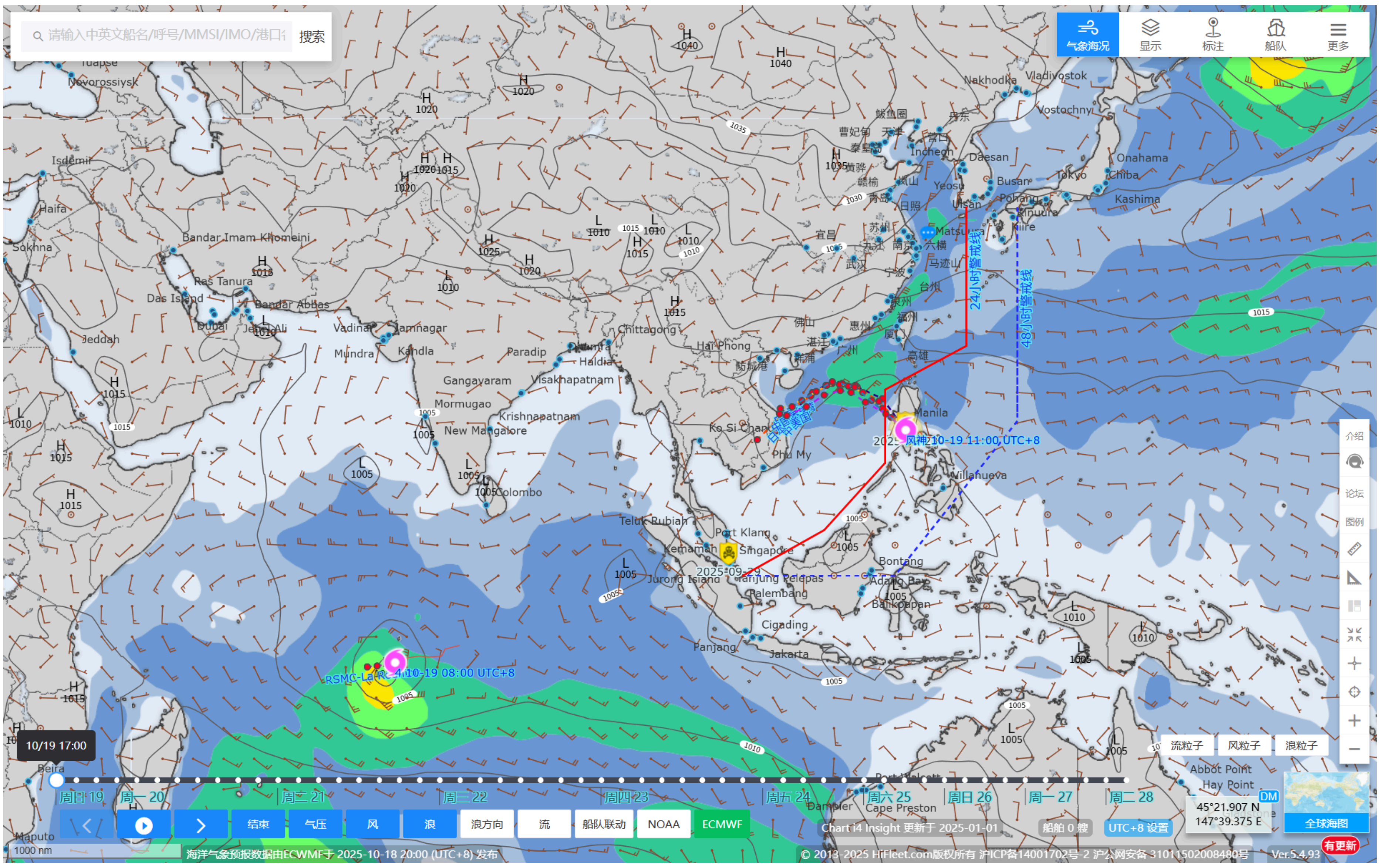
上海迈利船舶科技有限公司

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1382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 1382 navigational warnings in effect around the ocean on hiFleet with the Far East being the majority. Please pay attention to the navigational warnings in relevant waters.

航海气象 Meteorology

未来一周中国渤海海域风力3-5级，中浪；黄海风力5-7级，下周上半周有大浪；东海风力5-7级，下周上半周有巨浪；台湾海峡7-9级风，下周上半周有巨浪；中国南海风力6-8级，下周上半周有巨浪。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 moderate sea. Wind in Yellow Sea become weak with rough sea in the first half of the next week. And wind in China East Sea become weak with rough sea in the first half of the next week. The wind in the Taiwan Strait is gale with very rough sea in the first half of the next week. In the South China Sea the wind is gale with very rough sea in the first half of the next 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事件报告。There is no pirate report for the latest week.

海上事件 Marine Incidents

10 月 16 日，莫桑比克Beira港口外锚地，一艘载有14名接班船员的小艇在前往一艘5万载重吨的油化船的途中倾覆，7人失踪，8人死亡，小艇驾驶员也失踪了。On October 16th, at the anchorage outside the Beira port in Mozambique, a small boat carrying 14 on signer crew members capsized while on its way to a 50,000-ton oil and chemical vessel. Seven crew went missing, eight died, and the boatman also went missing.

其它 Others

没有 Nil

备注 Remark

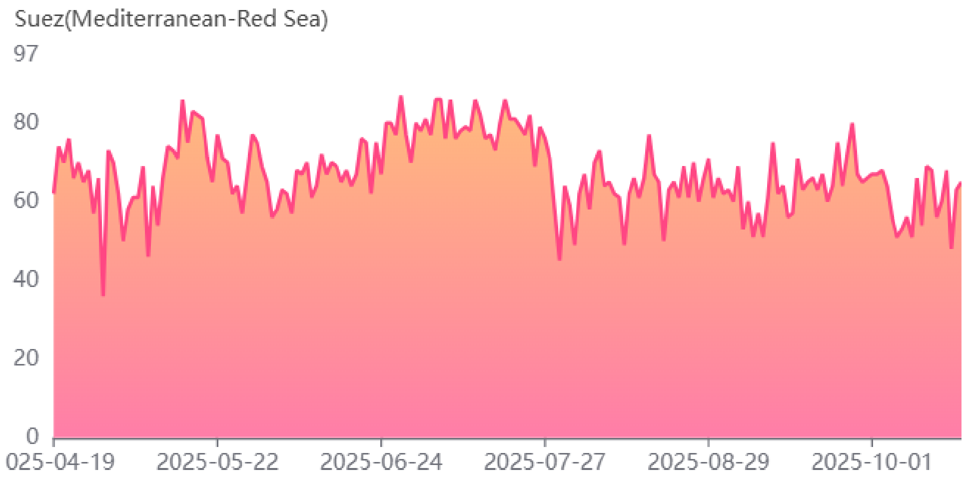
本报告数据截止时间为2025年10月19日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Oct 19th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

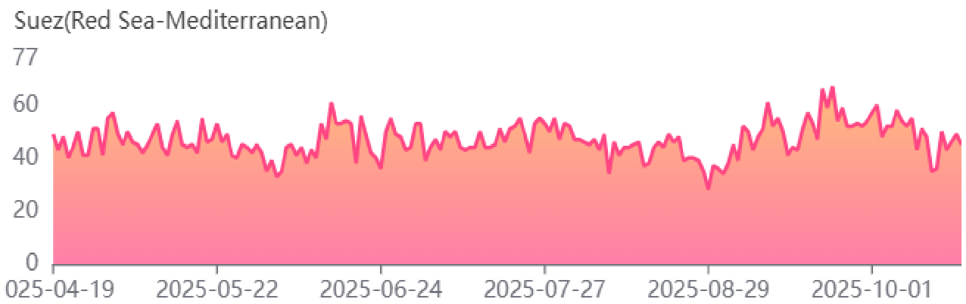
第二部分 航运数据 SHIPPING DATA

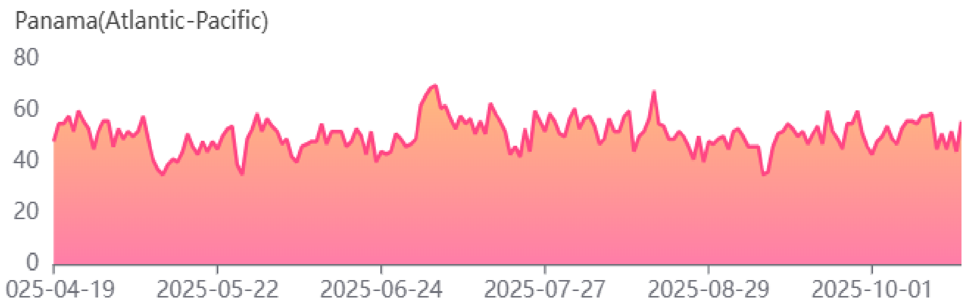
最近一周船舶运河/河口锚地等待数量

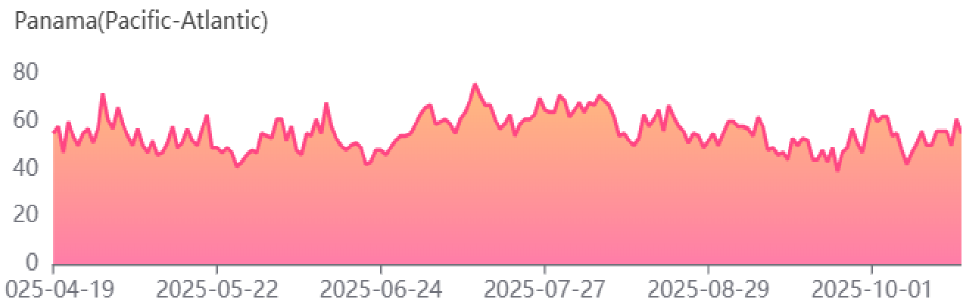
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

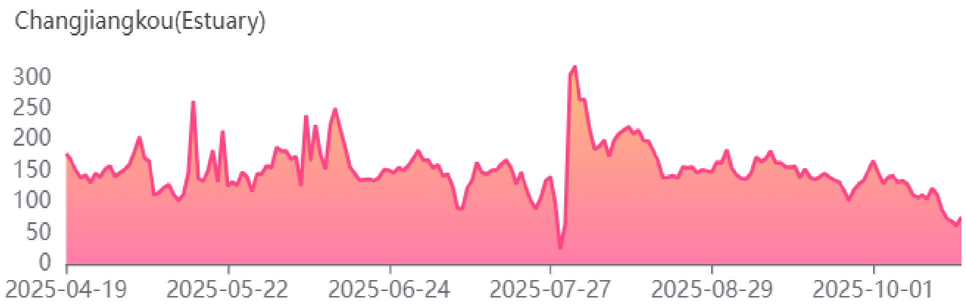
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	45	1502	-61	188
Miss.Riv.	4	86	-2	-2
CJK	76	3464	-265	-1013
Pa.Atlan.	56	1499	-22	111
Colum.Riv.	7	161	15	13
Suez.Med.	65	1830	41	10
Pa.Pac.	55	1523	31	1
ZJK	62	4327	-341	598

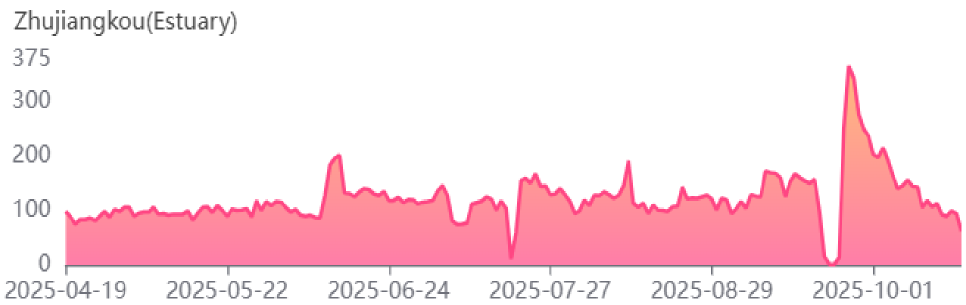


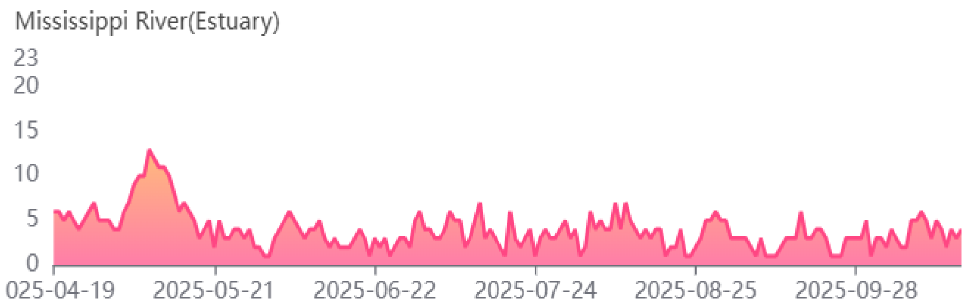


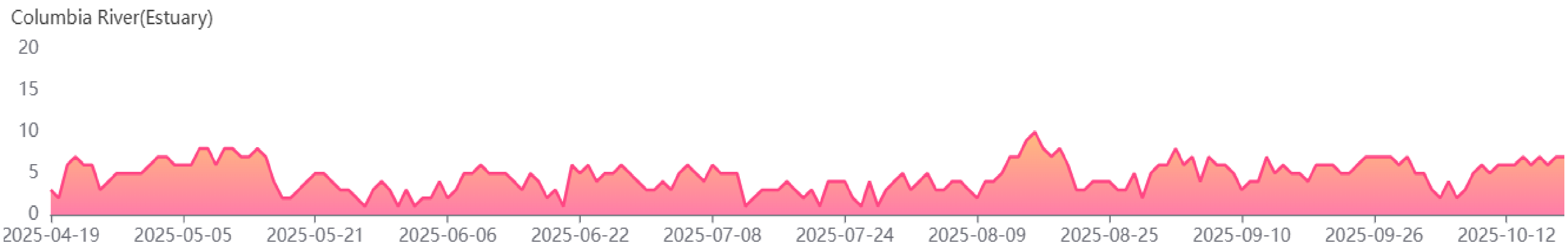










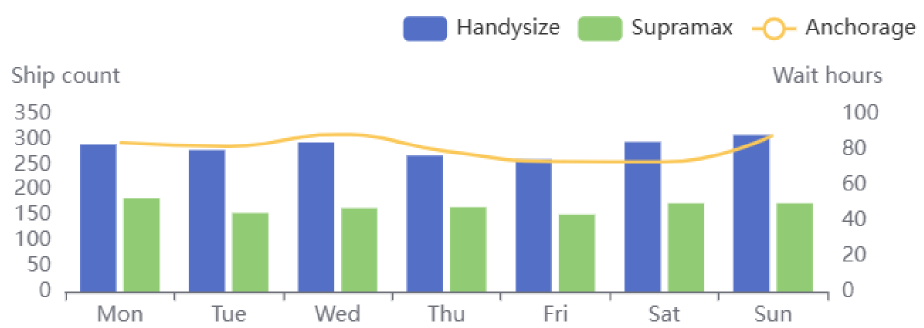


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

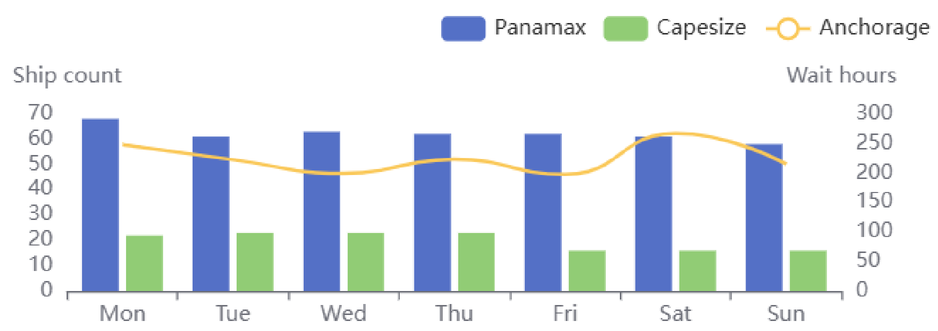
Type	M	T	W	Th	F	Sat	Sun
HDY	290	279	294	268	261	295	309
SMX	184	155	164	166	152	174	174
WT.h.	83.9	81.8	88.5	79	73.2	73	88



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

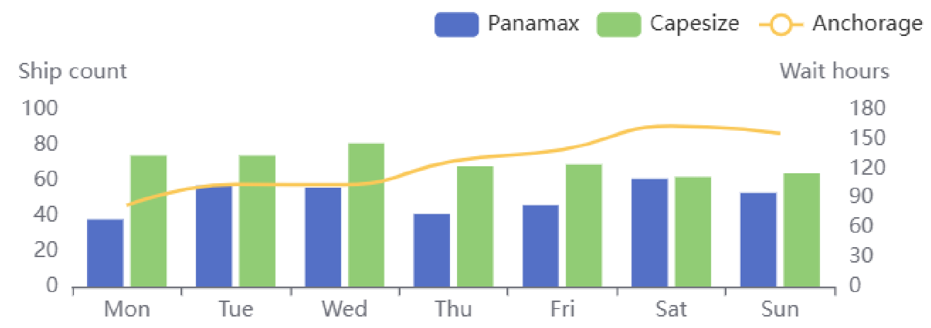
Type	M	T	W	Th	F	Sat	Sun
Pan.	68	61	63	62	62	61	58
Cap	22	23	23	23	16	16	16
WT.h.	247.7	222.3	199	223	197.3	267.2	215



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

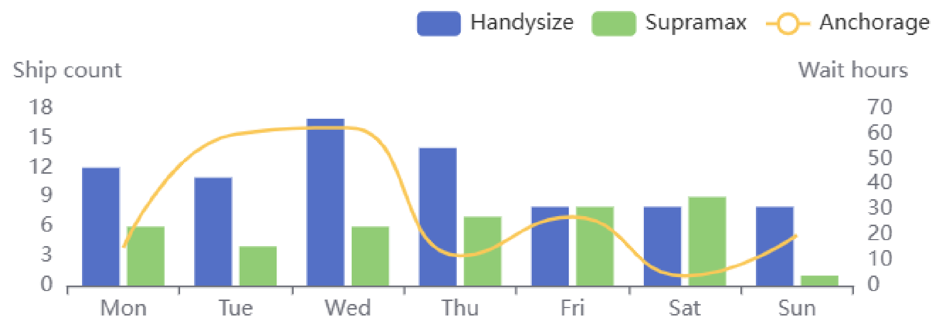
Type	M	T	W	Th	F	Sat	Sun
Pan.	38	57	56	41	46	61	53
Cap	74	74	81	68	69	62	64
WT.h.	82.6	104	103.7	127.7	139.3	163.3	156



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

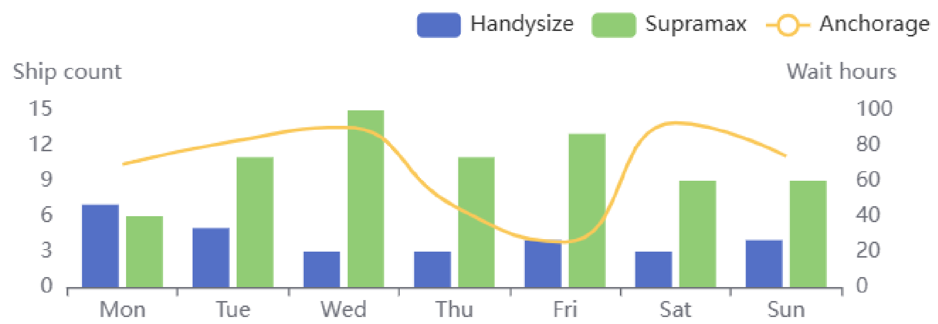
Type	M	T	W	Th	F	Sat	Sun
HDY	12	11	17	14	8	8	8
SMX	6	4	6	7	8	9	1
WT.h.	14.95	59.9	62.5	11.8	27.15	3.8	20



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

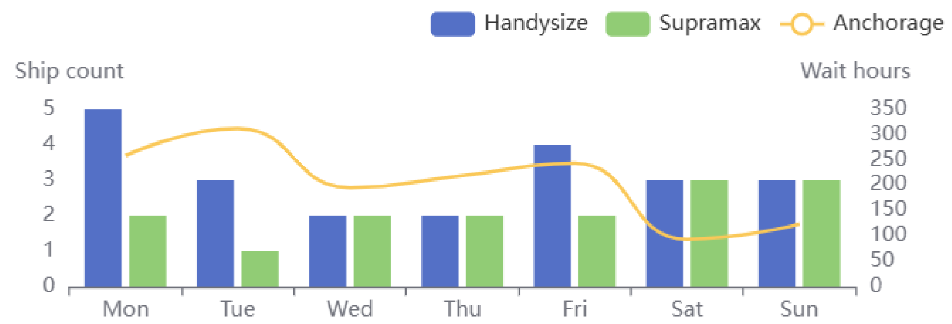
Type	M	T	W	Th	F	Sat	Sun
HDY	7	5	3	3	4	3	4
SMX	6	11	15	11	13	9	9
WT.h.	69.4	82.35	90.3	45.7	25.5	92.8	74



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

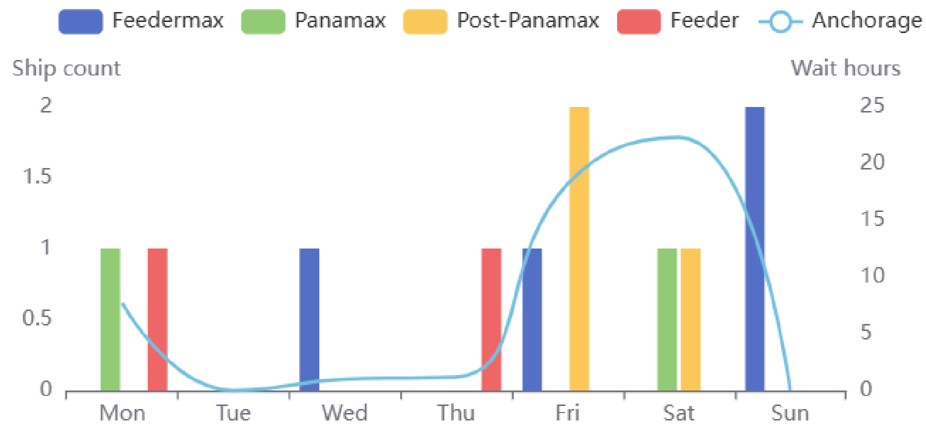
Type	M	T	W	Th	F	Sat	Sun
HDY	5	3	2	2	4	3	3
SMX	2	1	2	2	2	3	3
WT.h.	258.5	312.4	195.3	219.3	243.3	93.3	123



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

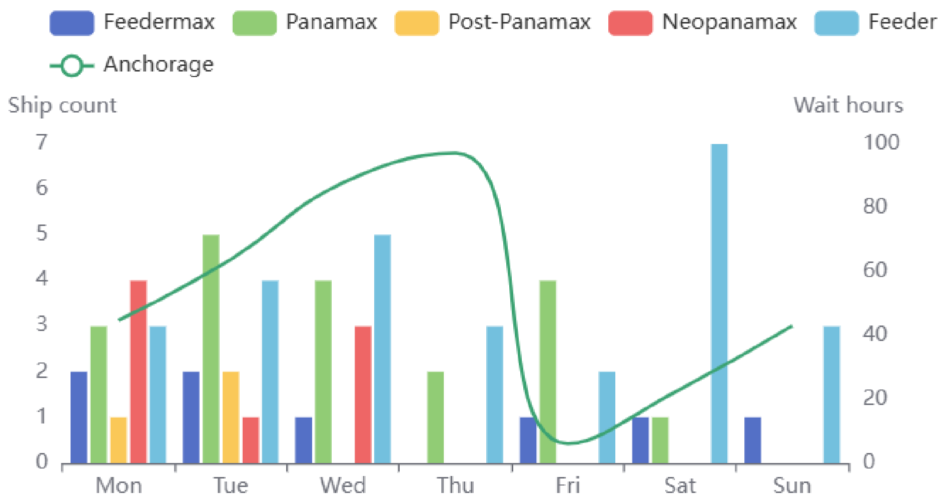
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	1	0	1	0	2
Pan.	1	0	0	0	0	1	0
PPx	0	0	0	0	2	1	0
NPx	0	0	0	0	0	0	0
Fd	1	0	0	1	0	0	0
WT.h.	7.7	0.0	1	1.2	18.2	22.3	0
Ulcv	0	0	0	0	0	0	0



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

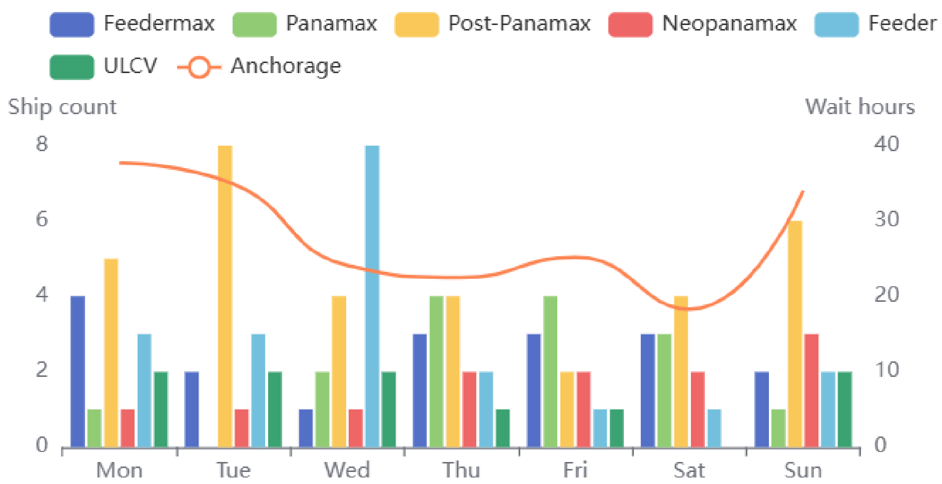
Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	2	1	0	1	1	1
Pan.	3	5	4	2	4	1	0
PPx	1	2	0	0	0	0	0
NPx	4	1	3	0	0	0	0
Fd	3	4	5	3	2	7	3
Ulcv	0	0	0	0	0	0	0
WT.h.	44.7	63.8	87.8	97.1	6.1	23.1	43



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

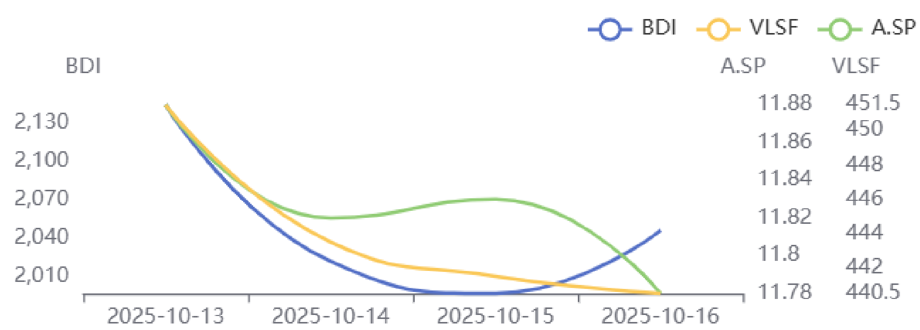
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	2	1	3	3	3	2
Pan.	1	0	2	4	4	3	1
PPx	5	8	4	4	2	4	6
NPx	1	1	1	2	2	2	3
Fd	3	3	8	2	1	1	2
Ulcv	2	2	2	1	1	0	2
WT.h.	37.7	34.9	24.1	22.5	25.2	18.3	34



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

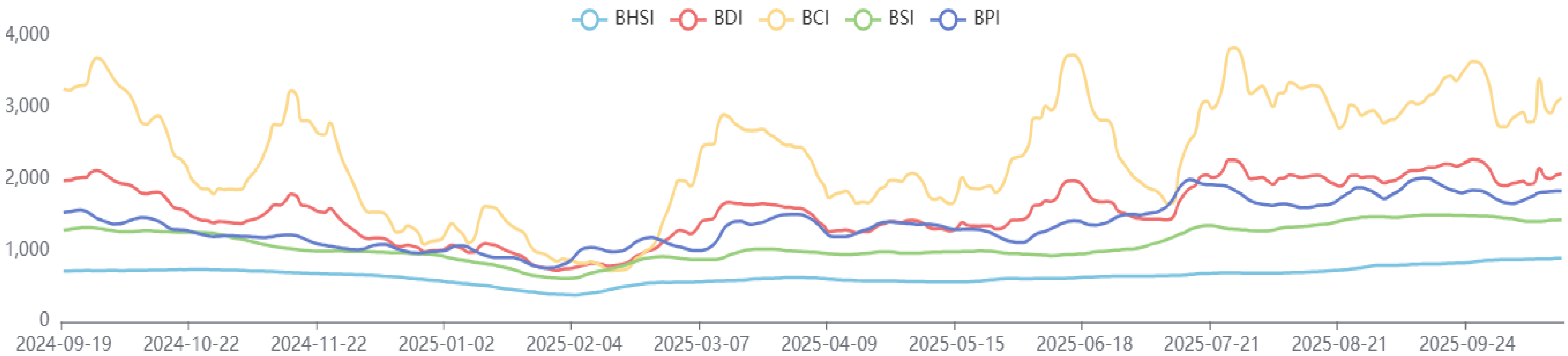
Type	M	T	W	Th	F	Sat	Sun
BDI	1806	1815	1821	1826			
VLSF	451.50	443.50	441.50	440.50			
A.SP	11.88	11.82	11.83	11.78	11.73	11.66	



第三部分 航运市场 SHIPPING MARKET

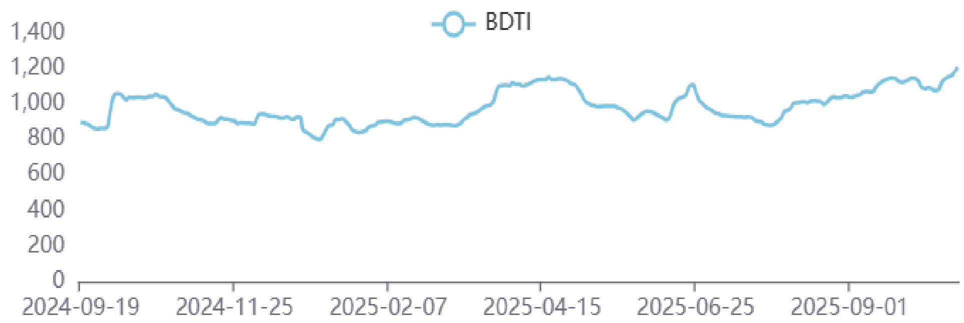
波罗的海干散货指数Baltic Dry Index

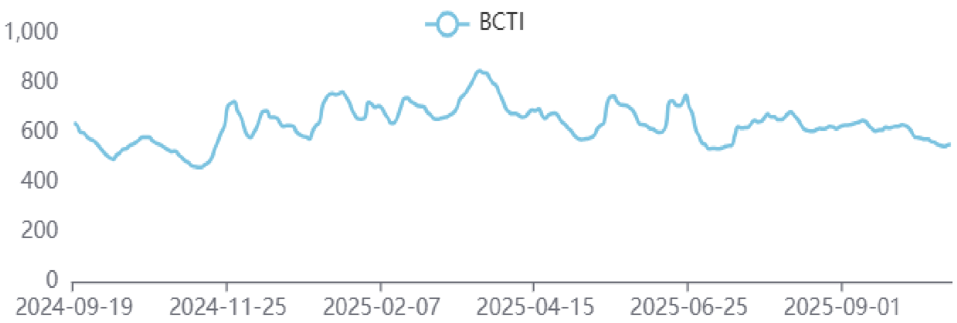
Type	PI	WoW	W%	M%	y%
BDI	2069	133.0	6.87	-6.08	29.8
BCI	3121	322.0	11.5	-9.19	34.41
BPI	1827	63.0	3.57	-0.98	41.85
BSI	1424	22.0	1.57	-4.37	13.56
BHSI	885	12.0	1.37	8.59	22.07

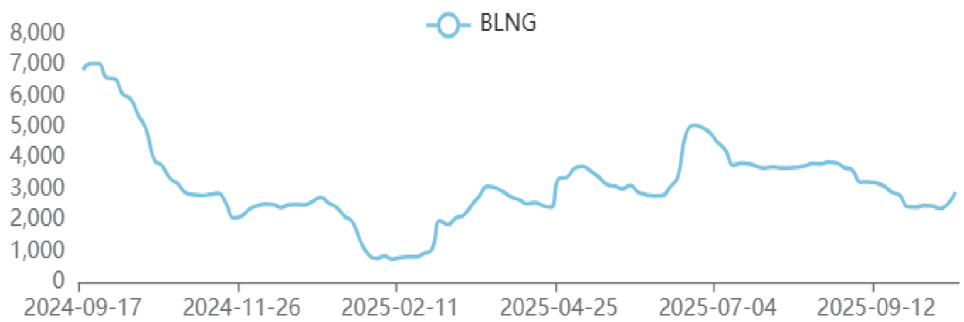


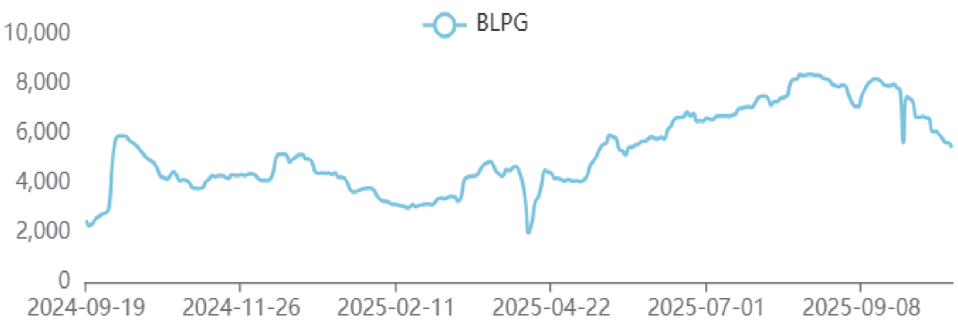
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1207	88.0	7.86	5.6	16.39
BCTI	551	-9.0	-1.61	-10.84	-3.5
BLNG	2903	530.0	22.33	0.45	-26.32
BLPG	5423	-647.0	-10.66	-31.47	10.85

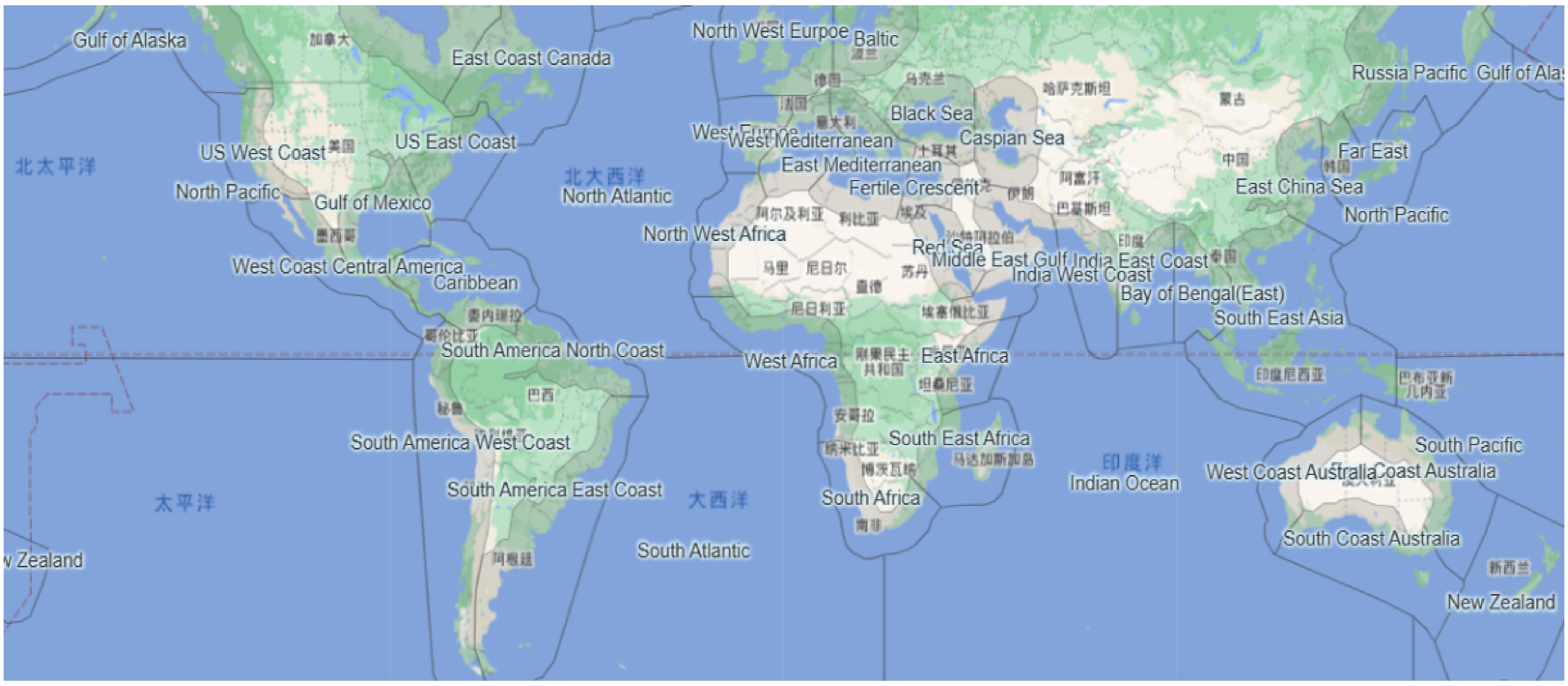








第四部分 运力分布 SUPPLY DISTRIBUTION

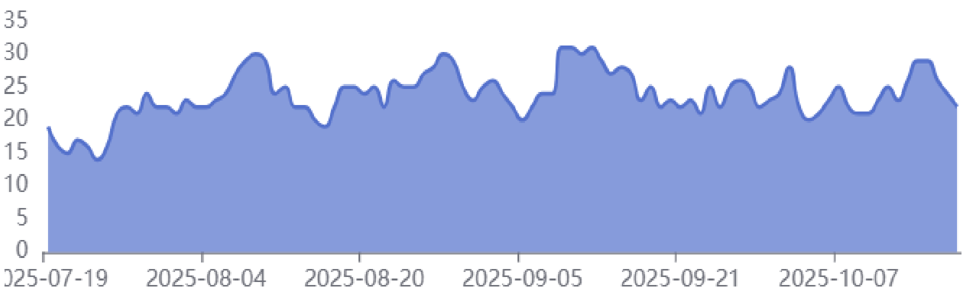


好望角型散货船 Capesize

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.

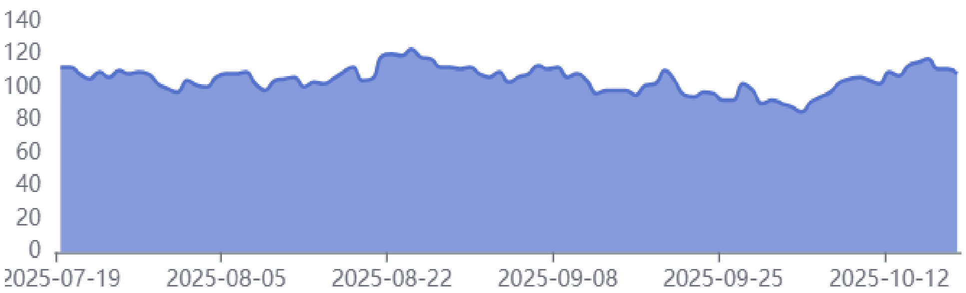
Type	M	T	W	Th	F	Sat	Sun
Cape	23	26	29	29	26	24	22



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.

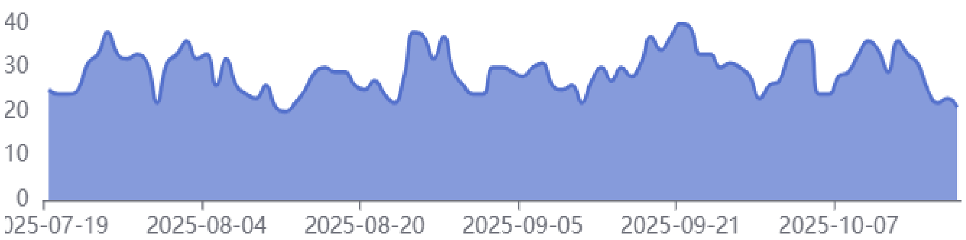
Type	M	T	W	Th	F	Sat	Sun
Cape	107	113	115	117	111	111	108



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	36	33	31	25	22	23	21

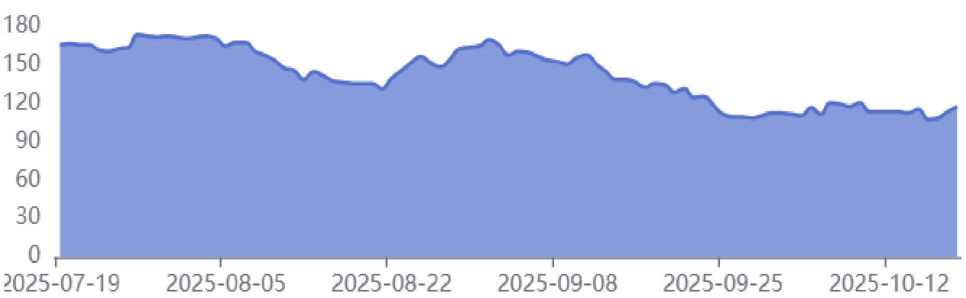


巴拿马型散货船 PANAMAX

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.

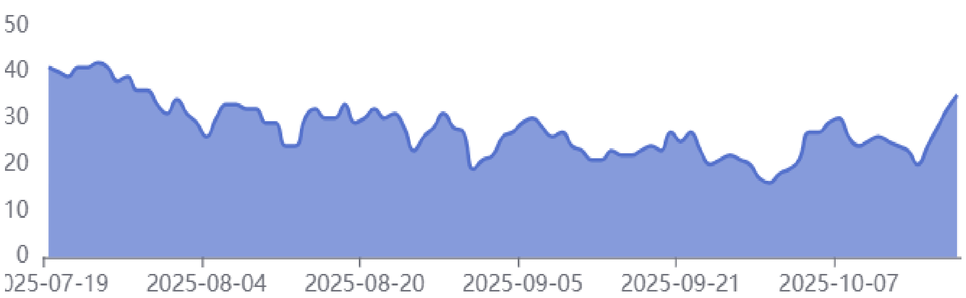
Type	M	T	W	Th	F	Sat	Sun
Pan.	113	112	115	107	108	113	117



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.

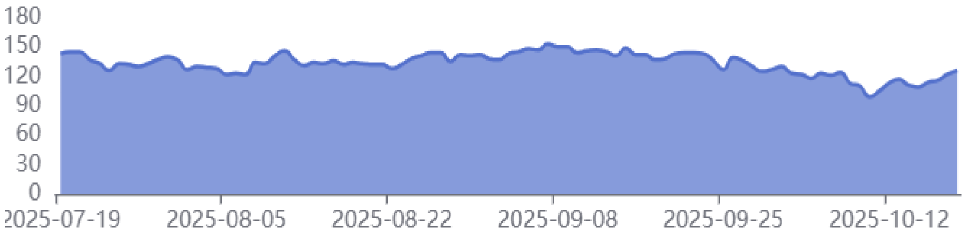
Type	M	T	W	Th	F	Sat	Sun
Pan.	16	16	17	19	19	21	22



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.	117	111	109	114	116	122	126

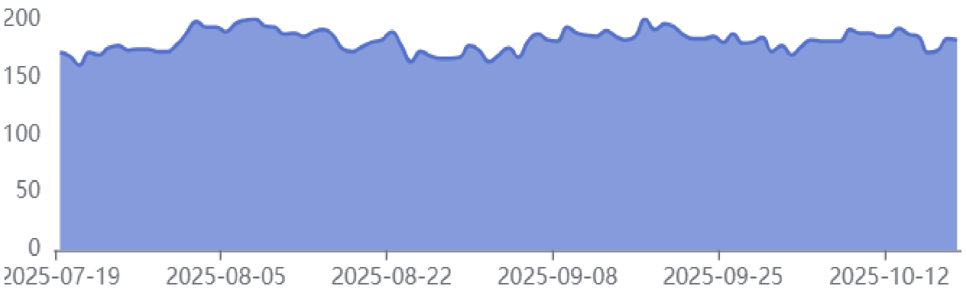


超大灵便型散货 SUPRAMAX

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.

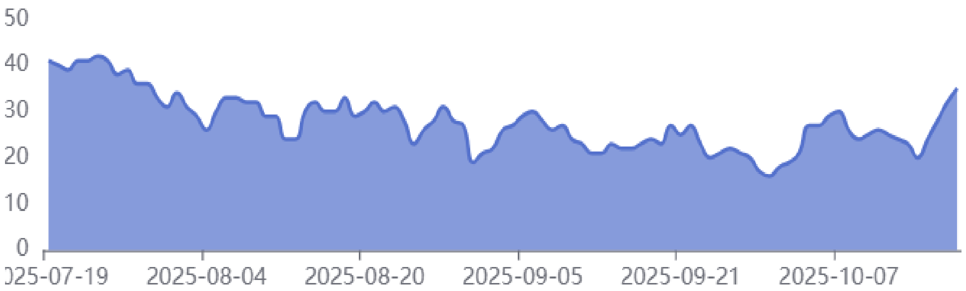
Type	M	T	W	Th	F	Sat	Sun
SMX	192	187	185	171	173	183	182



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.

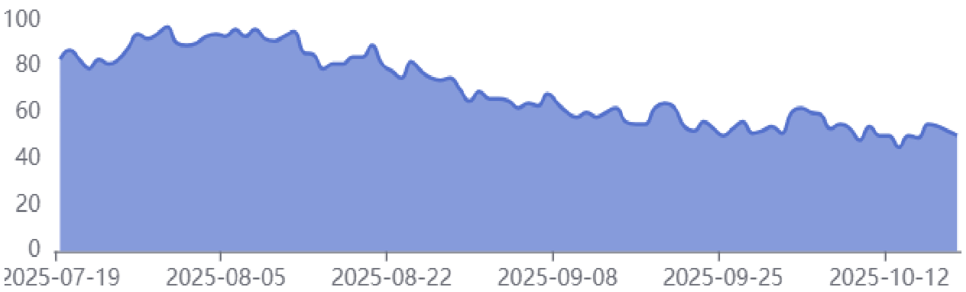
Type	M	T	W	Th	F	Sat	Sun
SMX	24	23	20	24	28	32	35



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.

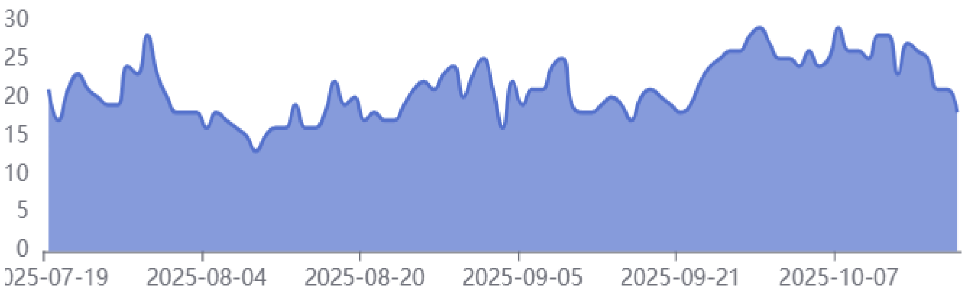
Type	M	T	W	Th	F	Sat	Sun
SMX	23	27	26	25	21	21	18



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.

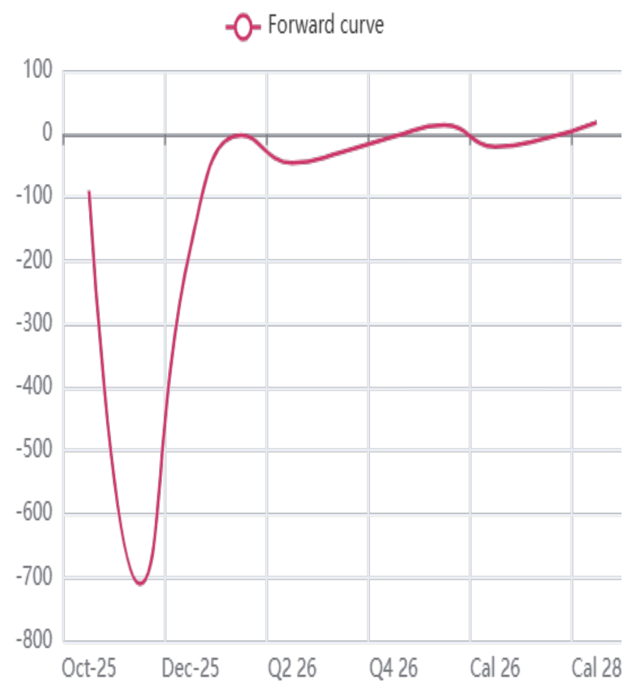
Type	M	T	W	Th	F	Sat	Sun
SMX	45	50	49	55	54	52	50



第五部分 远期运价协议 FFA

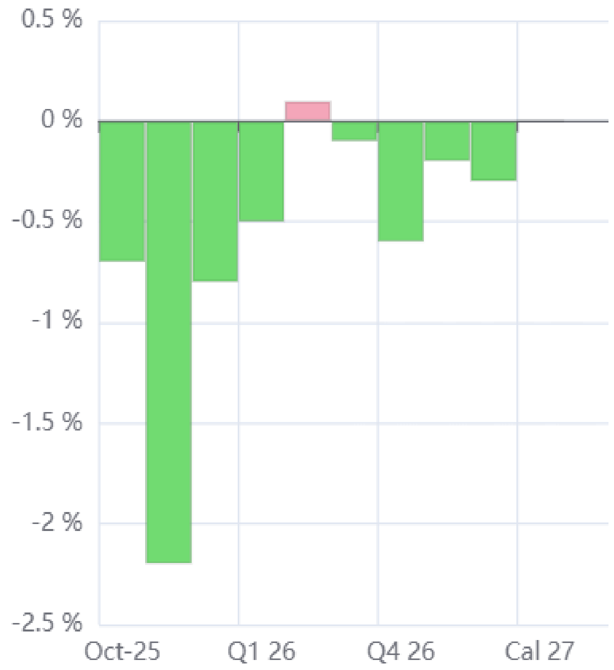
好望角型散货船Capesize

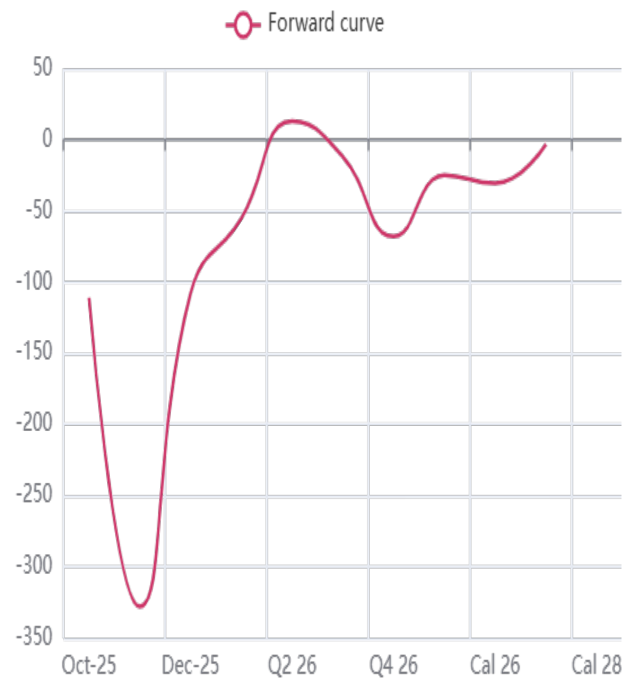
5TC	$/day	WoW	
Oct-25	25,871.00	-90.0	-0.3 %
Nov-25	27,654.00	-710.0	-2.5 %
Dec-25	25,675.00	-179.0	-0.7 %
Q1 26	17,388.33	-2.0	0.0 %
Q2 26	22,800.00	-46.0	-0.2 %
Q3 26	25,543.00	-28.0	-0.1 %
Q4 26	25,857.00	-4.0	0.0 %
Q1 27	16,496.00	14.0	0.1 %
Cal 26	22,897.08	-20.0	-0.1 %
Cal 27	22,007.00	-7.0	0.0 %
Cal 28	20,418.00	18.0	0.1 %



巴拿马型散货船Panamax

4TC	$/day	WoW	
Oct-25	14,721.00	-111.0	-0.7 %
Nov-25	14,568.00	-328.0	-2.2 %
Dec-25	14,046.00	-108.0	-0.8 %
Q1 26	11,165.67	-55.33	-0.5 %
Q2 26	13,006.00	13.0	0.1 %
Q3 26	12,556.00	-12.0	-0.1 %
Q4 26	12,011.00	-68.0	-0.6 %
Q1 27	10,350.00	-25.0	-0.2 %
Cal 26	12,184.67	-30.58	-0.3 %
Cal 27	11,292.75	-3.25	0.0 %
Cal 28	-	-	-



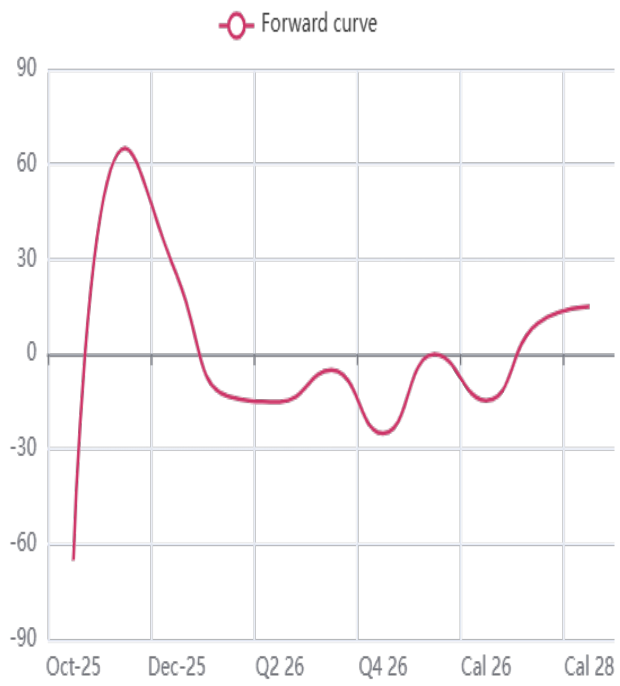


超大灵便型散货船Supramax

10TC	$/day	WoW	
Oct-25	15,868.00	-61.0	-0.4 %
Nov-25	14,618.00	-157.0	-1.1 %
Dec-25	14,096.00	-25.0	-0.2 %
Q1 26	11,008.33	-5.67	-0.1 %
Q2 26	12,893.00	22.0	0.2 %
Q3 26	12,836.00	32.0	0.2 %
Q4 26	12,354.00	15.0	0.1 %
Q1 27	10,300.00	-7.0	-0.1 %
12,272.83	Cal 26	15.83	0.1 %
Cal 27	11,421.25	35.0	0.3 %
Cal 28	11,393.00	14.0	0.1 %

灵便型散货船Handysize

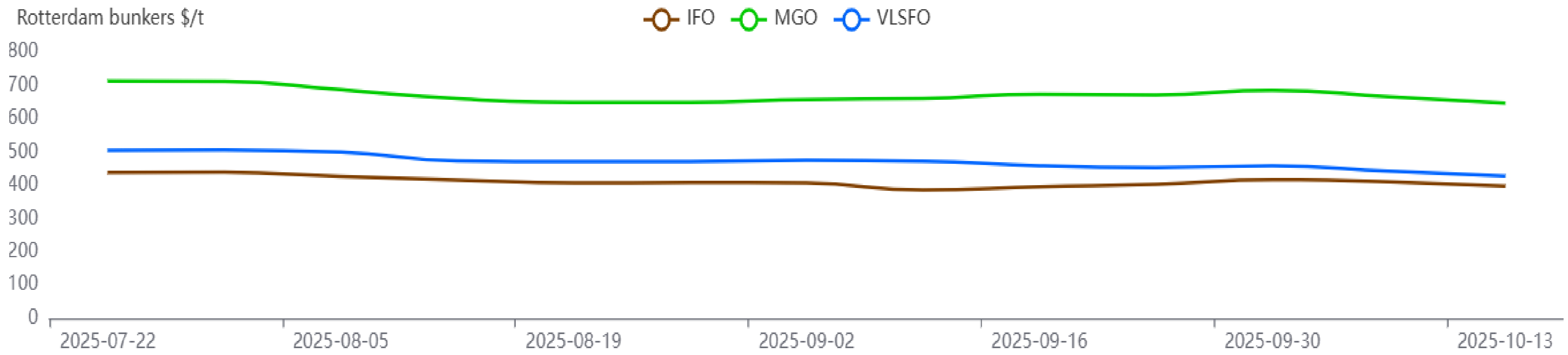
7TC	$/day	WoW	
Oct-25	15,685.00	-65.0	-0.4 %
Nov-25	14,955.00	65.0	0.4 %
Dec-25	14,205.00	25.0	0.2 %
Q1 26	10,843.33	-13.33	-0.1 %
Q2 26	12,585.00	-15.0	-0.1 %
Q3 26	12,425.00	-5.0	0.0 %
Q4 26	11,885.00	-25.0	-25.0
Q1 27	10,230.00	0.0	0.0 %
Cal 26	11,934.58	-14.58	-0.1 %
Cal 27	11,124.75	9.75	0.1 %
Cal 28	10,965.00	15.0	0.1 %

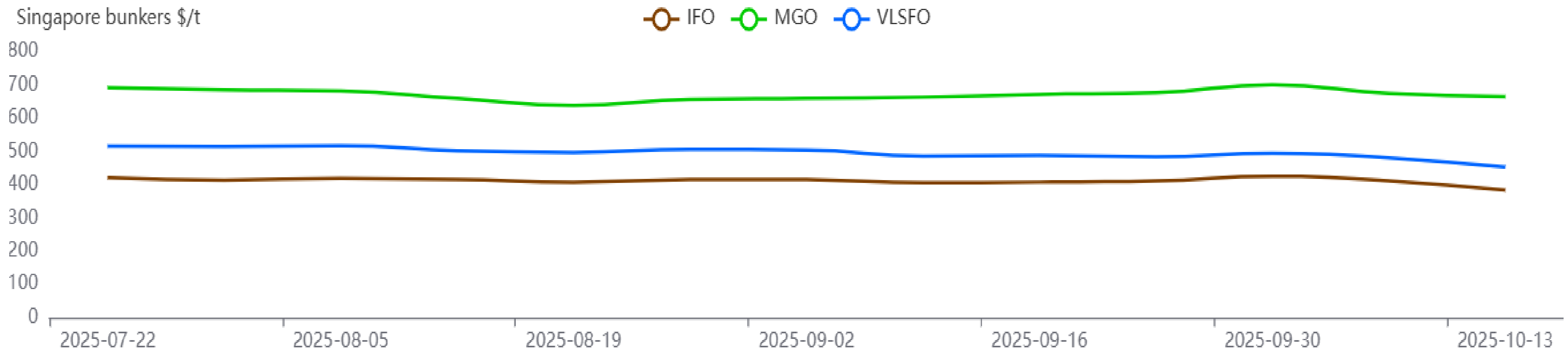


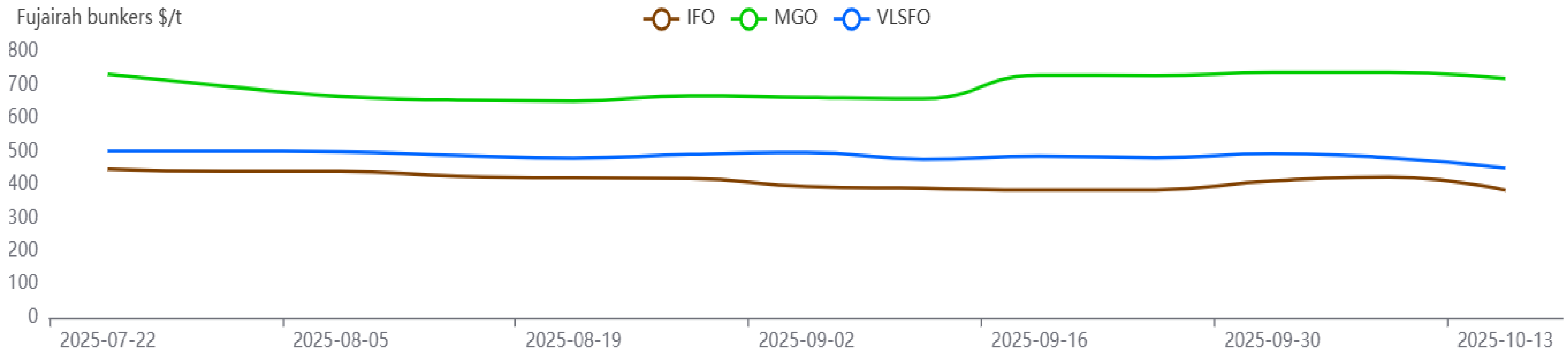
第六部分 燃油价格 BUNKER PRICE

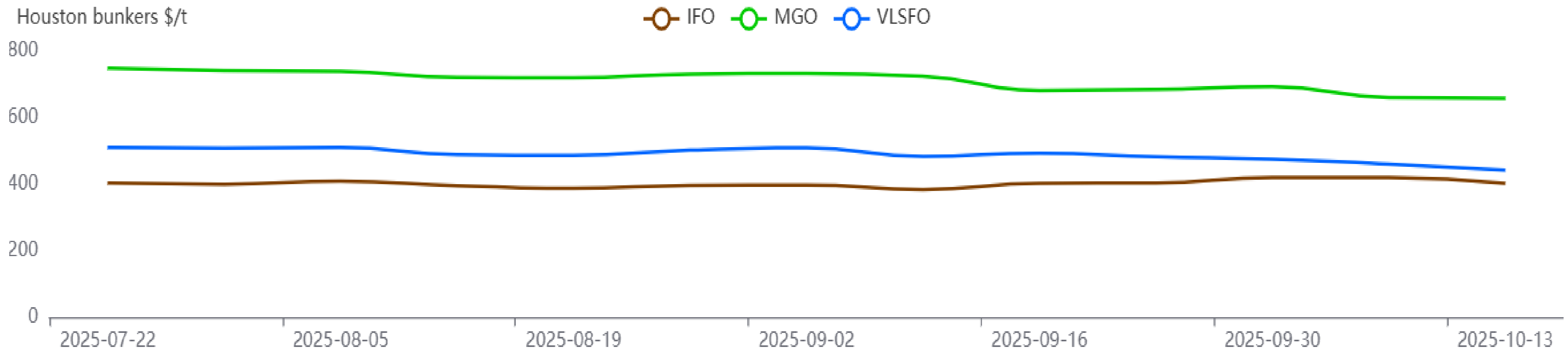
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	482.0	418.0	676.0	64.0	-4.0	-5.88	-5.19
Singapore	453.0	383.5	666.0	69.5	0.0	0.0	-14.2
Rotterdam	428.0	397.5	647.0	30.5	-1.5	-4.69	-51.2
Fujairah	450.0	383.5	719.5	66.5	8.5	14.66	-35.12
Houston	443.0	403.0	659.5	40.0	-1.0	-2.44	-55.8

(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	189.0		-1.0	-0.53	-12.5	-10.43
Maize	213.0		-3.0	-1.39	-2.29	-4.05
Soybeans	210.0		-1.0	-0.47	-2.78	-3.67
Rice	156.0		0.0	0.0	-3.11	-30.67
Barley	223.0		-3.0	-1.33	-3.04	1.36
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	58.69	-3.36	-5.41	-8.72	-22.38
Brent	USD/Bbl	62.35	-3.47	-5.27	-8.67	-21.46
Natural Gas	USD/MMBtu	3.01	-0.31	-9.34	-2.9	9.06
Gasoline	USD/Gal	1.83	-0.07	-3.68	-10.29	-13.68
Heating Oil	USD/Gal	2.2	-0.08	-3.51	-7.17	-5.98
Ethanol	USD/Gal	1.71	-0.16	-8.56	-14.5	6.87
Naphtha	USD/T	521.32	-23.96	-4.39	-8.59	-23.85
Propane	USD/Gal	0.65	-0.02	-2.99	-9.72	-18.75
Uranium	USD/Lbs	79.5	0.6	0.76	4.19	-4.04
Methanol	CNY/T	2240.0	5.0	0.22	-1.93	-10.44
TTF Gas	EUR/MWh	31.8	-0.89	-2.72	-2.33	-19.88
UK Gas	GBp/thm	81.23	-2.48	-2.96	1.77	-18.5
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.0	-0.07	-1.38	9.65	14.16
Coal	USD/T	103.8	-0.95	-0.91	2.01	-32.16
Steel	CNY/T	3035.0	30.0	1.0	-1.46	-9.94
Iron Ore	USD/T	105.25	0.96	0.92	-0.16	-6.35
Aluminum	USD/T	2746.1	-12.95	-0.47	1.68	6.15
Lithium	CNY/T	73000.0	-550.0	-0.75	-0.21	-3.31
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4181.97	165.22	4.11	13.96	58.85
Silver	USD/t.oz	52.15	3.33	6.82	24.82	67.9
Platium	null	1668.4	12.4	0.75	20.53	74.01
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.16		0.0	0.0	-1.69	5.45
USD/CNY	7.13		0.0	0.0	0.28	1.13

第八部分 本周话题 WEEKLY TOPIC

中美港口费争端追踪

2025年4月17日，美国贸易代表办公室发布关于对中国海事、物流及造船业301调查措施，自2025年10月14日起，将对中国企业拥有或经营的船舶、中国籍船舶及中国造船舶加收港口服务费。根据《中华人民共和国国际海运条例》等法律法规和国际法基本原则，经国务院批准，自2025年10月14日起，对美国的企业、其他组织和个人拥有船舶所有权的船舶；美国的企业、其他组织和个人运营的船舶；美国的企业、其他组织和个人直接或间接持有25%及以上股权（表决权、董事会席位）的企业、其他组织拥有或运营的船舶；悬挂美国旗的船舶；在美国建造的船舶，由船舶挂靠港口所在地海事管理机构负责收取船舶特别港务费。

当中国交通部公布针对美国船东的中国港口新费时，航运市场出现了震动，航运市场不知道这将给航运带来什么。部分纽约上市船东表示其后续日子简直是一场噩梦。和美国船东相关的航运企业不仅要借助人工智能解读复杂的中国表格，还得研究如何规避船舶在中国面临可能的特别港务费，有的航运企业的美国籍董事立即辞职，有的航运企业立即发行特别股份以降低美国的持股比例，等等五花八门措施。

另一些船东的感受却截然相反，因为新措施最终对他们无实质影响。市场逐渐意识到，中国出台这一措施本是为报复美国此前针对中国相关船只的举措。　可怜美国公司美森（Matson）运营和管理的一艘集装箱船，成为中美港口费争端中首艘"中招"的美国船只。据HIFLEET航运大数据显示，这艘船名为"Manukai"，是2003年建造的美国旗船，归美森所有且由其运营，载箱量为2821标准箱（TEU）。据HIFLEET航运大数据显示，该船于10月13日停靠中国宁波港，10月14日完成卸货作业，那里被收取了627,943美元的特别港务费。目前　"Manukai"号已经于10月16号离开上海港前往美国洛杉矶。　中美港口费争端影响，超大型油轮（VLCC）船东已从中受益，市场不确定性推动VLCC即期运费重新突破每日10万美元关口。

短期而言美国相关船只若因高额港口费减少来华频次，可能导致部分中美航线货物转向其他国家港口中转，短期内或对中国部分港口（如宁波、上海等外贸大港）的吞吐量造成一定影响。长期倒逼港口物流升级。为抵消潜在的吞吐量波动，中国港口可能加速数字化转型（如优化报关流程、提升AI在物流调度中的应用），同时强化与"一带一路"沿线国家的物流联动，降低对单一美国航线的依赖，提升整体物流网络韧性。

美国船东若选择继续停靠中国港口，需承担高额港口费，直接推高运营成本；若选择绕行或中转，又会延长运输时间、增加额外开支，双重压力下可能挤压企业利润空间。

中美港口费争端本质是双方经贸博弈在航运领域的延伸，其影响已从短期的船东应对、运费波动，逐渐向港口物流网络重构、造船产业结构调整等长期方向扩散。对双方而言，这既是挑战（如成本上升、供应链波动），也暗藏机遇（如推动产业升级、优化物流布局），后续走势将与两国经贸政策、全球供应链调整息息相关。

On April 17, 2025, the Office of the United States Trade Representative (USTR) issued Section 301 investigation measures targeting China's maritime, logistics, and shipbuilding industries. Starting from October 14, 2025, it will impose additional port service fees on ships owned or operated by Chinese enterprises, Chinese-flagged ships, and ships built in China. In response base the Regulations of the People's Republic of China on International Maritime Transportation and the basic principles of international law, and with the approval of the State Council of China, starting from October 14, 2025, special port dues for ships will be collected by the maritime administrative agencies at the locations where the ships call at ports. The applicable ships include: ships owned by U.S. enterprises, other organizations, or individuals; ships operated by U.S. enterprises, other organizations, or individuals; ships owned or operated by enterprises or other organizations in which U.S. enterprises, other organizations, or individuals directly or indirectly hold 25% or more of the equity (including voting rights and board seats); U.S.-flagged ships; and ships built in the United States.

When China's Ministry of Transport announced the new port fees for U.S. shipowners, the shipping market was shaken, and the market was uncertain about the impact this would have on the shipping industry. Some New York-listed shipowners stated that their days ahead would be nothing short of a nightmare. Shipping enterprises related to U.S. shipowners not only had to use artificial intelligence to interpret complex Chinese forms but also had to figure out ways to avoid the potential special port dues in China. Some U.S. national directors of shipping enterprises resigned immediately, while some shipping enterprises issued special shares to reduce the U.S. shareholding ratio, among other various measures.

However, other shipowners had completely opposite feelings, as the new measures ultimately had no substantial impact on them. The market gradually realized that China's introduction of this measure was originally in retaliation for the U.S. previous measures targeting Chinese-related ships.

Regrettably, a container ship operated and managed by the U.S. company Matson became the first U.S. ship "hit" in the China-US port fee dispute. According to HIFLEET shipping big data, the ship, named "Manukai", is a U.S.-flagged ship built in 2003. It is owned and operated by Matson, with a container capacity of 2,821 twenty-foot equivalent units (TEU). According to HIFLEET shipping big data, the ship docked at China's Ningbo Port on October 13 and completed unloading operations on October 14, where it was charged a special port due of USD 627,943. Currently, the "Manukai" has departed from Shanghai Port on October 16 bound for Los Angeles, the United States.

Regarding the impact of the China-US port fee dispute, owners of Very Large Crude Carriers (VLCCs) have already benefited. Market uncertainty has pushed VLCC spot freight rates to break through the threshold of USD 100,000 per day again.

In the short term, if U.S.-related ships reduce the frequency of visits to China due to high port fees, some cargo on China-US routes may be diverted to ports of other countries for transshipment. This may cause a certain impact on the throughput of some Chinese ports (such as major foreign trade ports like Ningbo and Shanghai) in the short term. In the long run, it will force the upgrading of port logistics. To offset potential fluctuations in throughput, Chinese ports may accelerate digital transformation (such as optimizing customs declaration procedures and enhancing the application of AI in logistics scheduling), while strengthening logistics linkage with countries along the "Belt and Road Initiative" to reduce reliance on a single U.S. route and improve the resilience of the overall logistics network.

If U.S. shipowners choose to continue calling at Chinese ports, they will have to bear high port fees, which directly pushes up operating costs. If they choose diversion or transshipment, it will prolong transportation time and increase additional expenses. Under this dual pressure, corporate profit margins may be squeezed.

The China-US port fee dispute is essentially an extension of the economic and trade game between the two sides in the shipping field. Its impact has gradually spread from short-term responses of shipowners and fluctuations in freight rates to long-term directions such as the restructuring of port logistics networks and the structural adjustment of the shipbuilding industry. For both sides, this is not only a challenge (such as rising costs and supply chain fluctuations) but also hides opportunities (such as promoting industrial upgrading and optimizing logistics layout). The subsequent trend will be closely related to the economic and trade policies of the two countries and adjustments in the global supply chain.