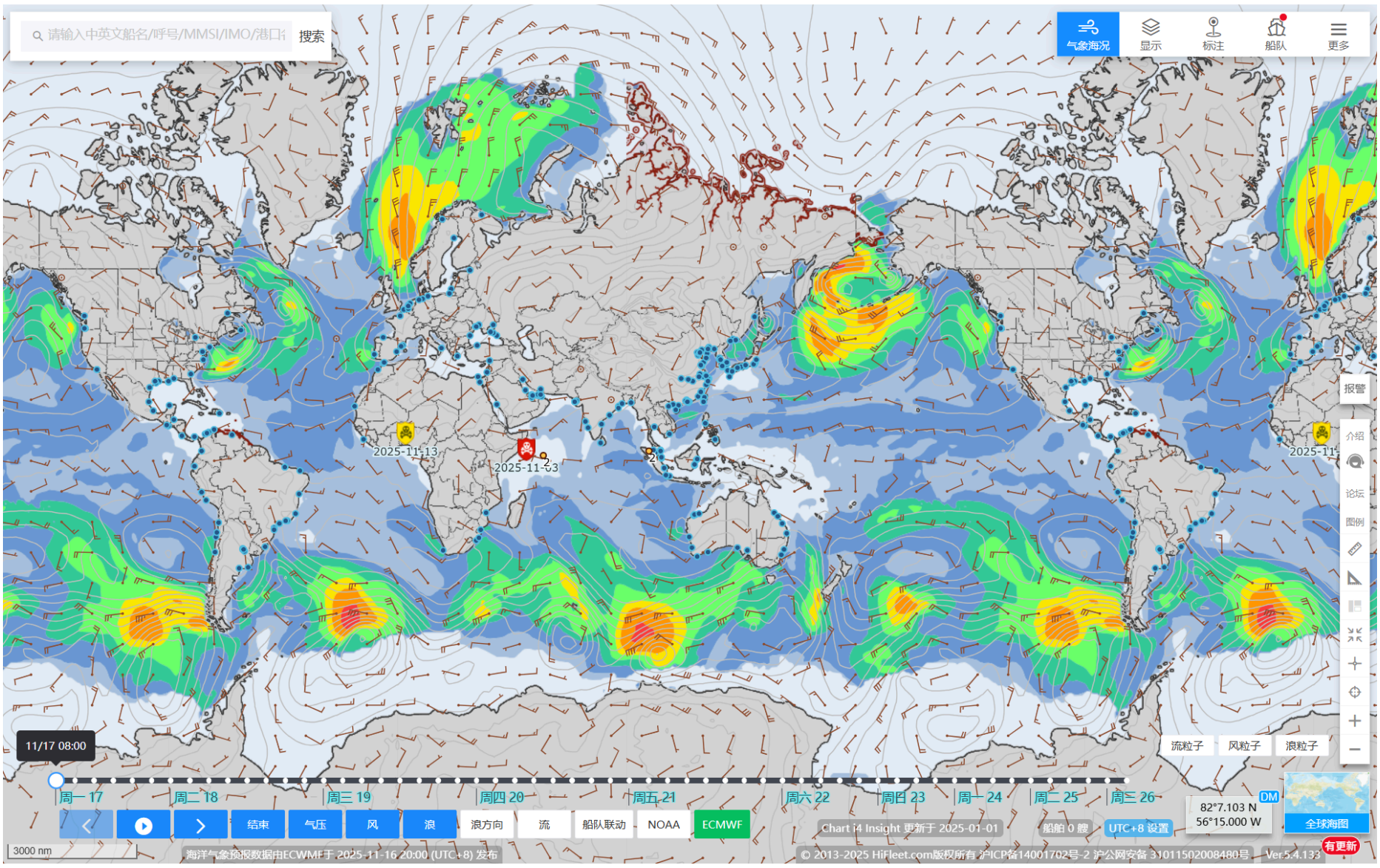
hiFleet 船队在线

2025年
第46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1356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 1356 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4-6级，有中浪；黄海风力4-6级，中浪；东海风力4-6级，上半周有大浪；台湾海峡6-8级风，上半周有巨浪；中国南海风力6-7级，有巨浪。The coming week the wind in Bohai Sea is fresh with moderate sea. Wind in Yellow Sea is fresh with moderate sea. And wind in China East Sea is strong with rough sea in the early of the week. The wind in the Taiwan Strait is gale with very rough sea in the first half of the week. In the South China Sea the wind becomes very strong with very rough sea.

海盗事件 Piracy

11 月 15日，新加坡海峡，在一艘正在航行的油轮上，有人在驾驶室车间发现了三名持枪抢劫者，随即拉响了警报，发布了广播通知，并通知了西岸维斯塔斯公司。这些劫匪在逃离前用砍刀和金属棒威胁值班轮机人员，经过搜查发现，船上的发动机备件已被盗。
15.11.2025: 1730 UTC: Posn: 01:03.79N – 103:36.21E, Singapore Straits. C/E onboard a tanker underway spotted three armed robbers in the engine room workshop. The general alarm was raised, a PA announcement was made, and VTIS West was informed. The robbers threatened the duty engine crew with machetes and metal rods before fleeing. On conducting a search it was reported that the ship's engine spares had been stolen.

海上事件 Marine Incidents

11 月 12日市场信息，上周发生的四起海盗袭击行动的索马里团伙已放弃其母舰。 欧盟海军联合巡逻部队于11月11日表示，在该区域活动的海盗小组已被彻底打散。Market Information on November 12th: The Somali gang that carried out the four pirate attacks last week has abandoned its mother ship. The joint patrol force of the EU Navy stated on November 11th that the pirate groups operating in this area have been completely dismantled.

其它 Others

没有 Nil

备注 Remark

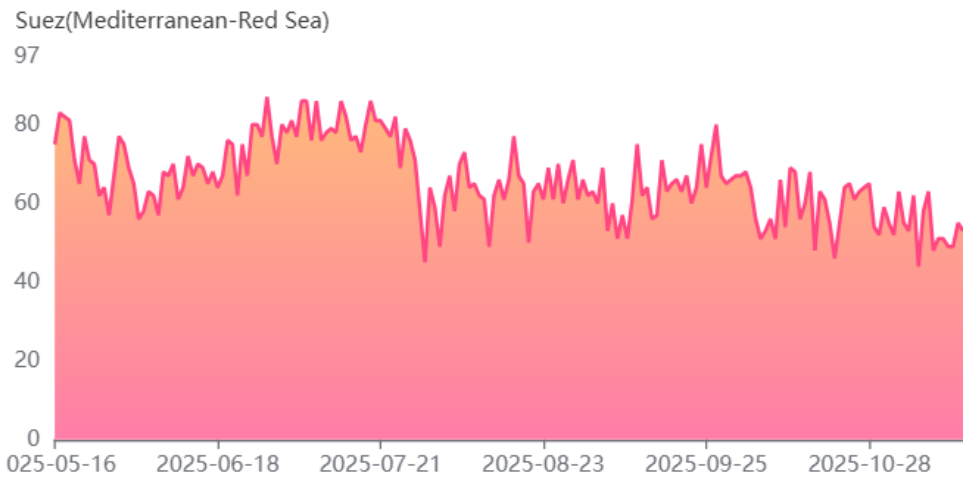
本报告数据截止时间为2025年11月16日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Nov 16th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

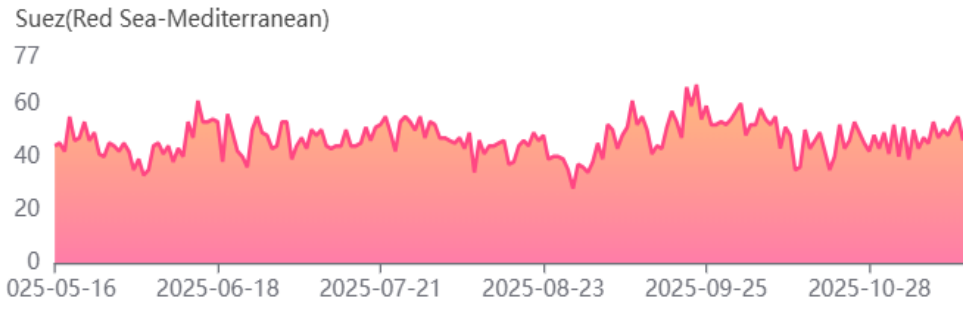
第二部分 航运数据 SHIPPING DATA

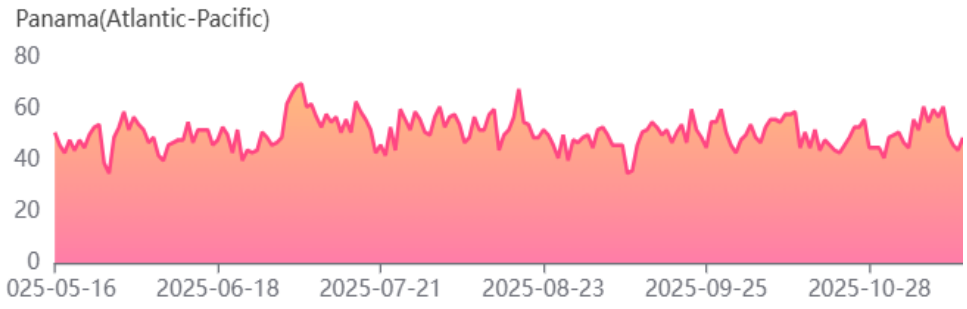
最近一周船舶运河/河口锚地等待数量

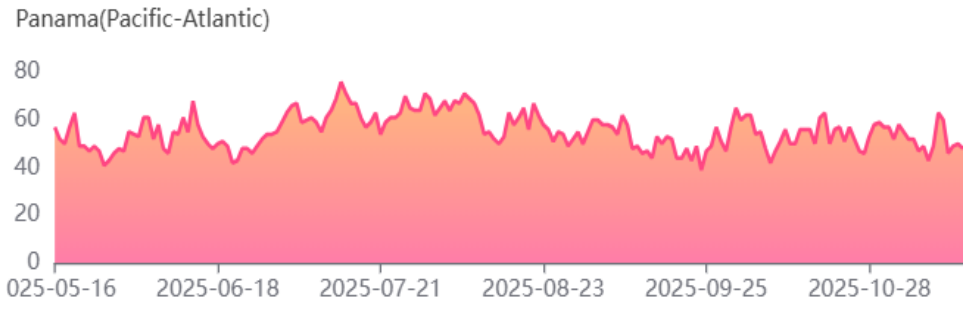
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

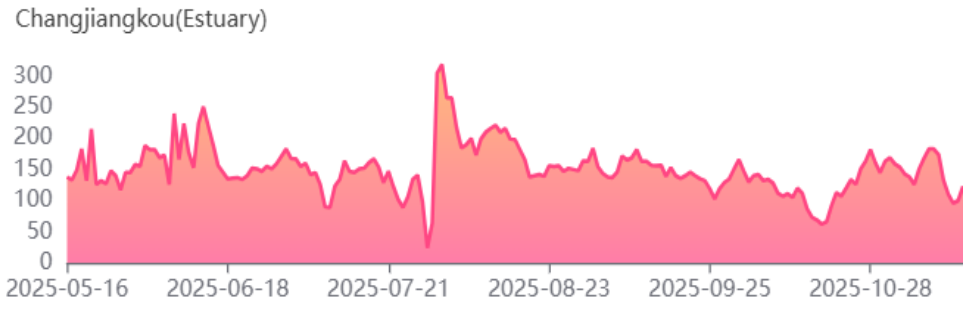
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	46	1346	29	-153
Miss.Riv.	2	124	-19	36
CJK	123	4033	-120	581
Pa.Atlan.	49	1447	5	-44
Colum.Riv.	6	164	6	4
Suez.Med.	53	1625	-31	-201
Pa.Pac.	48	1536	0	5
ZJK	104	4285	-95	-90

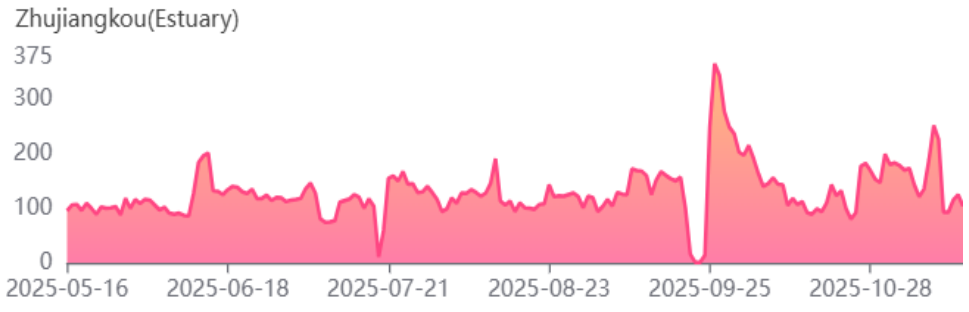


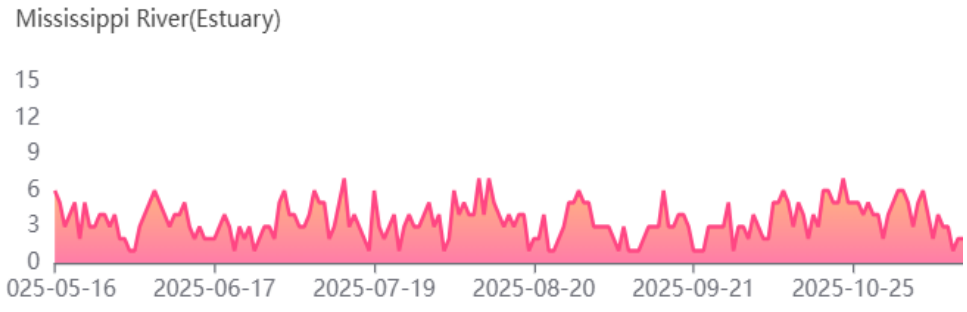


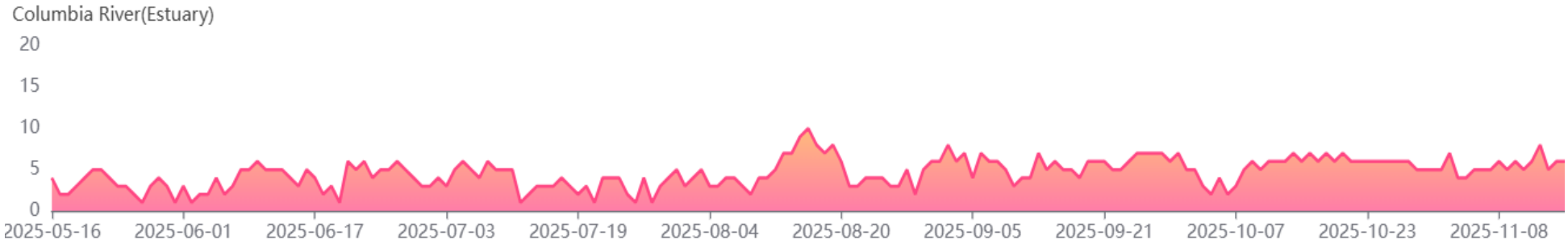










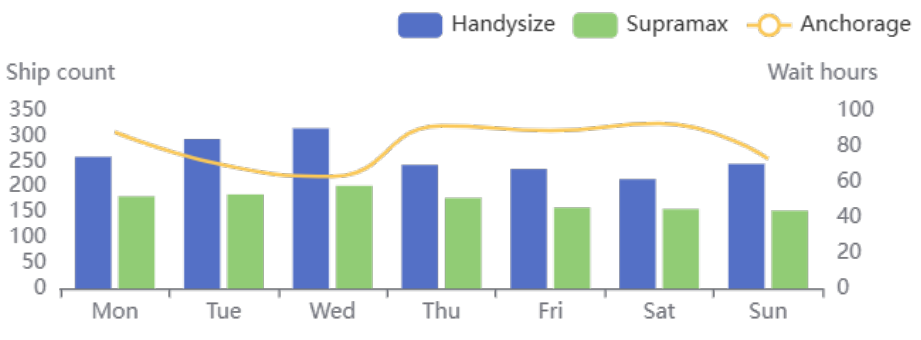


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

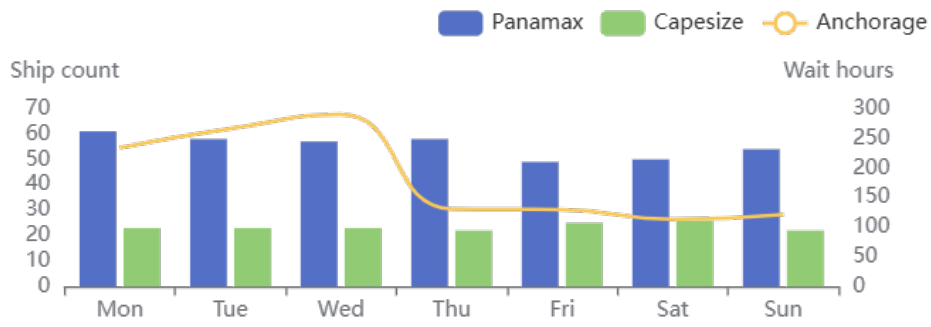
Type	M	T	W	Th	F	Sat	Sun
HDY	259	294	315	243	235	215	245
SMX	181	185	202	178	159	156	153
WT.h.	87.9	69.4	63	91.5	88.75	92.9	73



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.	61	58	57	58	49	50	54
Cap	23	23	23	22	25	26	22
WT.h.	234.2	266.3	290.3	130.9	129.45	113.55	121



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

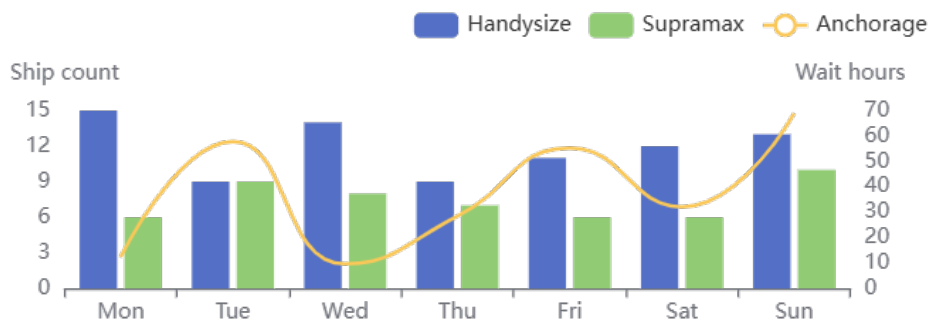
Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

Type	M	T	W	Th	F	Sat	Sun
Pan.	48	56	44	57	58	56	51
Cap	74	72	67	68	61	53	55
WT.h.	123.2	106.7	106.8	127.3	97.9	91.4	128

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

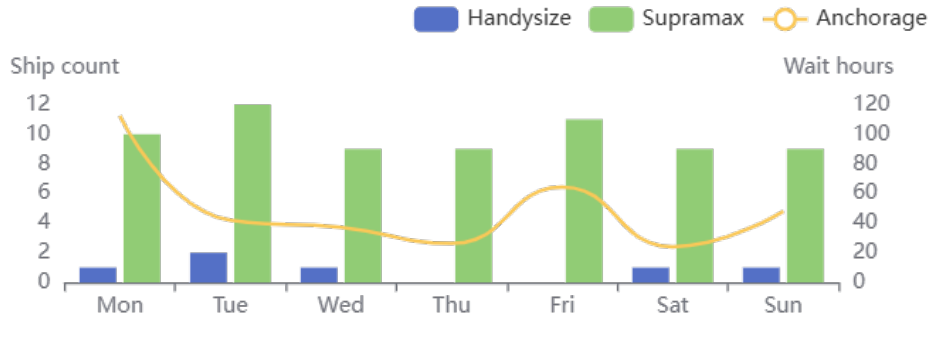
Type	M	T	W	Th	F	Sat	Sun
HDY	15	9	14	9	11	12	13
SMX	6	9	8	7	6	6	10
WT.h.	12.4	57.85	9.6	28.45	55.3	32.1	69



最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of US Gulf

Type	M	T	W	Th	F	Sat	Sun
HDY	1	2	1	0	0	1	1
SMX	10	12	9	9	11	9	9
WT.h.	112.3	41.9	37.2	26.3	64.4	24.1	48



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

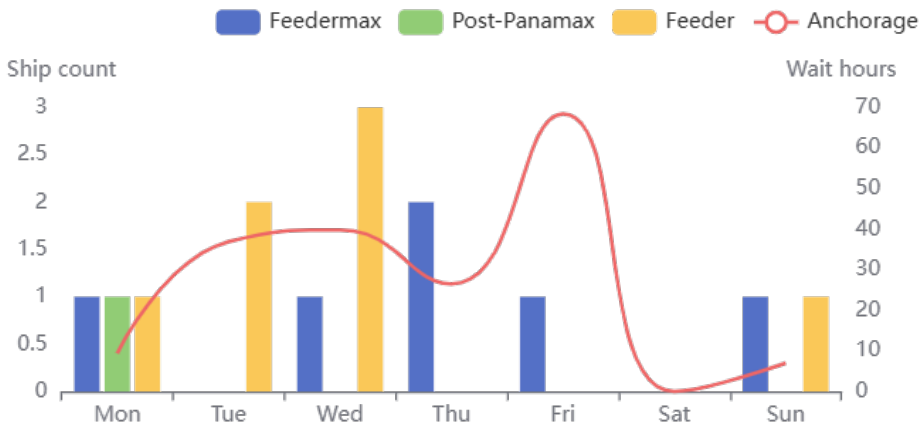
Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of Plate River

Type	M	T	W	Th	F	Sat	Sun
HDY	4	5	3	3	5	5	5
SMX	5	6	6	2	2	3	1
WT.h.	139.6	106.2	130.2	245.4	12.5	45.2	75

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

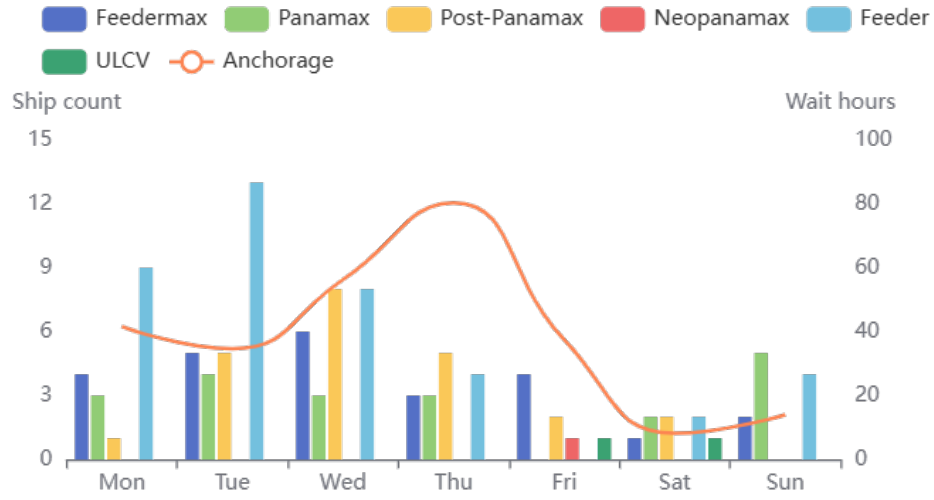
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	1	2	1	0	1
Pan.	0	0	0	0	0	0	0
PPx	1	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	1	2	3	0	0	0	1
WT.h.	9.4	36.9	39.85	26.5	68.4	0.0	7
Ulcv	0	0	0	0	0	0	0



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

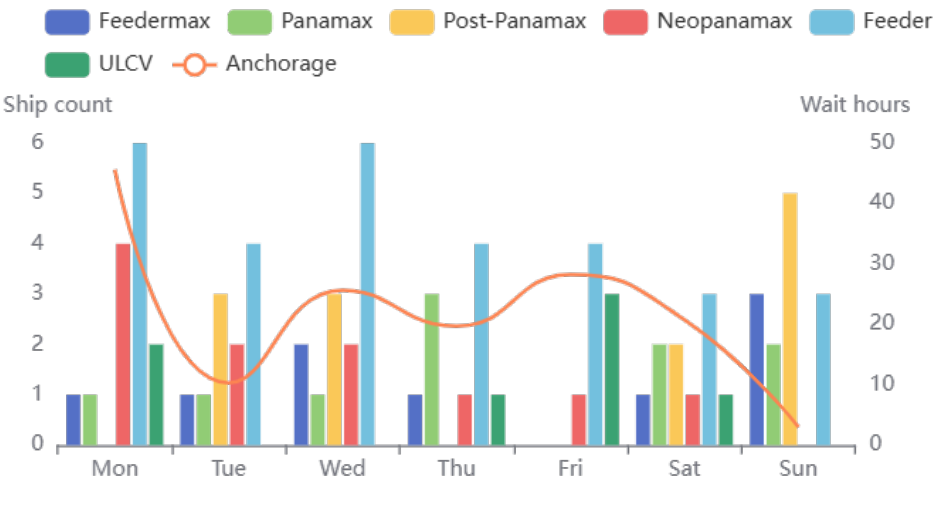
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	5	6	3	4	1	2
Pan.	3	4	3	3	0	2	5
PPx	1	5	8	5	2	2	0
NPx	0	0	0	0	1	0	0
Fd	9	13	8	4	0	2	4
Ulcv	0	0	0	0	1	1	0
WT.h.	41.6	34.7	56.3	80.3	37.5	8.2	14



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

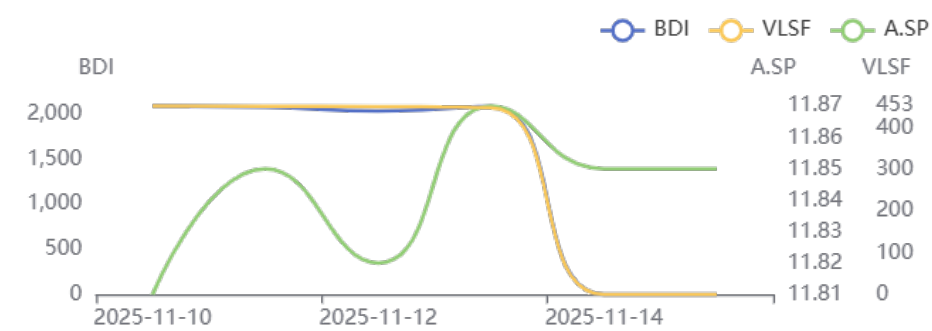
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	2	1	0	1	3
Pan.	1	1	1	3	0	2	2
PPx	0	3	3	0	0	2	5
NPx	4	2	2	1	1	1	0
Fd	6	4	6	4	4	3	3
Ulcv	2	0	0	1	3	1	0
WT.h.	45.6	10.3	25.65	19.7	28.25	20.75	3



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

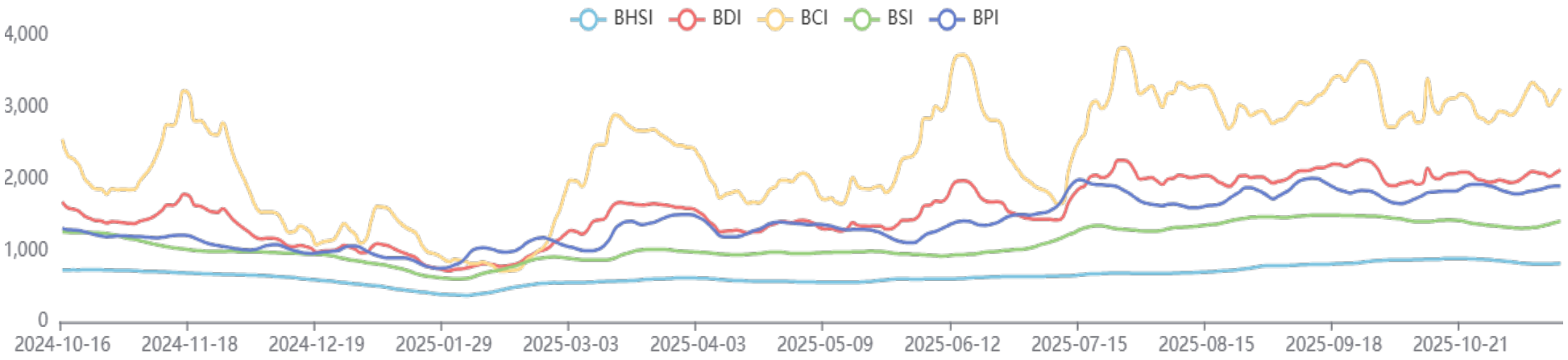
Type	M	T	W	Th	F	Sat	Sun
BDI	1845	1865	1887	1897	0	0	0
VLSF	453.00	452.50	451.50	449.00	0	0	0
A.SP	11.81	11.85	11.82	11.87	11.85	11.85	



第三部分 航运市场 SHIPPING MARKET

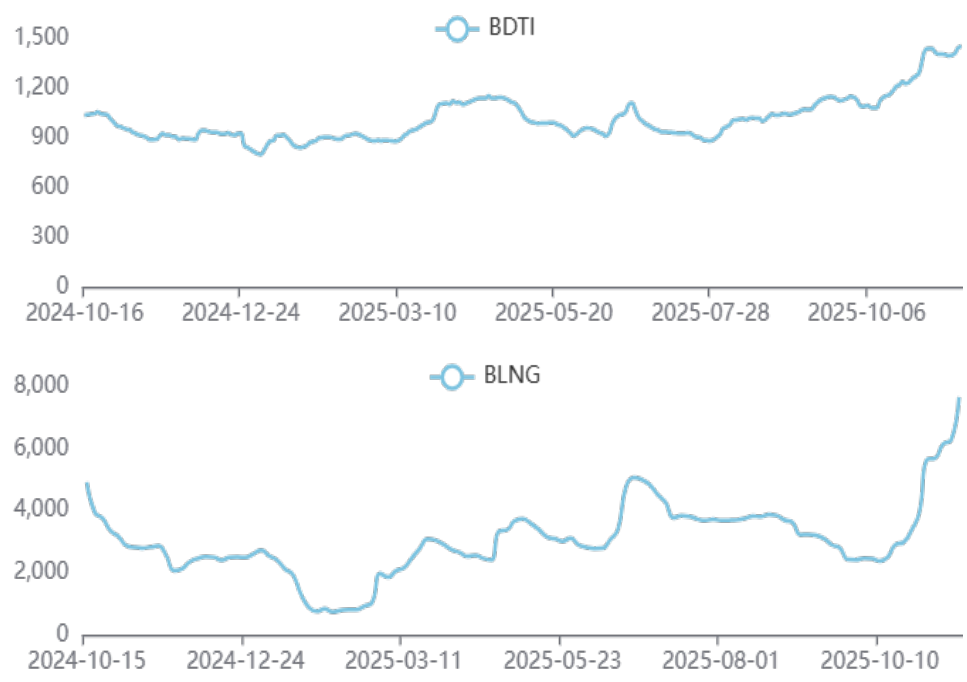
波罗的海干散货指数Baltic Dry Index

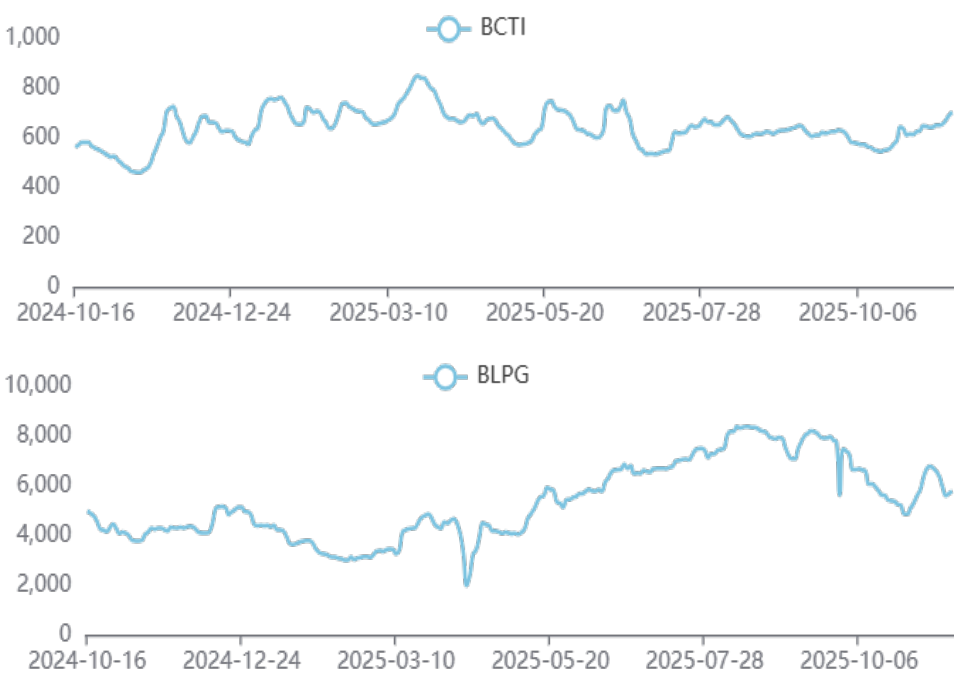
Type	PI	WoW	W%	M%	y%
BDI	2125	21.0	1.0	2.71	25.59
BCI	3252	-89.0	-2.66	4.2	10.76
BPI	1897	64.0	3.49	3.83	56.39
BSI	1408	89.0	6.75	-1.12	36.83
BHSI	819	9.0	1.11	-7.46	19.21



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1453	52.0	3.71	20.38	63.44
BCTI	702	52.0	8.0	27.4	49.36
BLNG	7649	1509.0	24.58	163.49	167.45
BLPG	5764	-811.0	-12.33	6.29	35.69





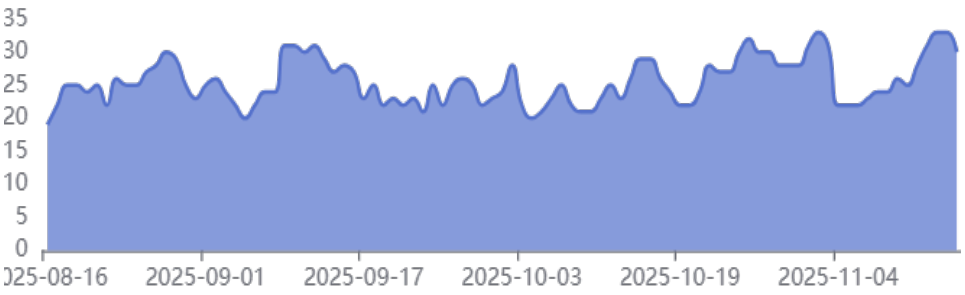
第四部分 运力分布 SUPPLY DISTRIBUTION

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.

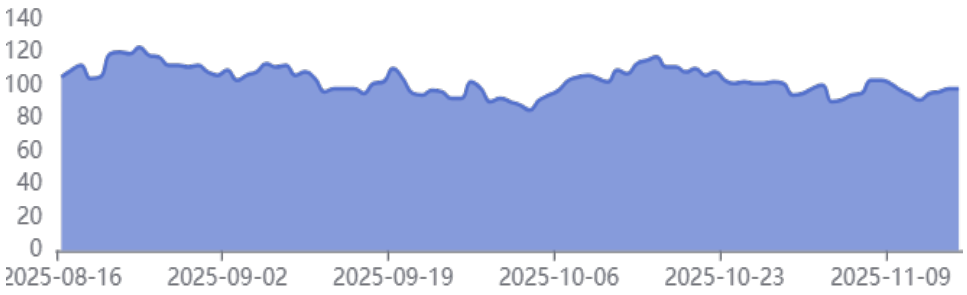
Type	M	T	W	Th	F	Sat	Sun
Cape	26	25	28	31	33	33	30



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.

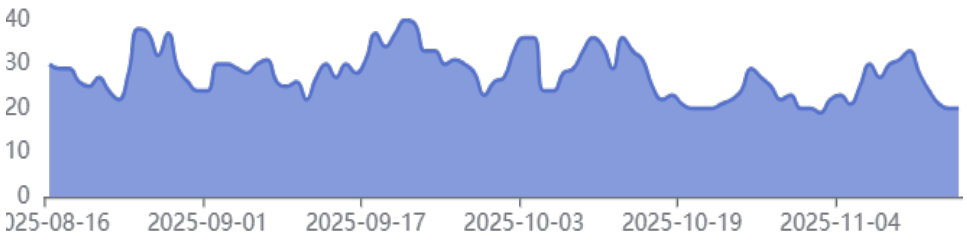
Type	M	T	W	Th	F	Sat	Sun
Cape	97	94	91	95	96	98	98



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	31	33	28	24	21	20	20

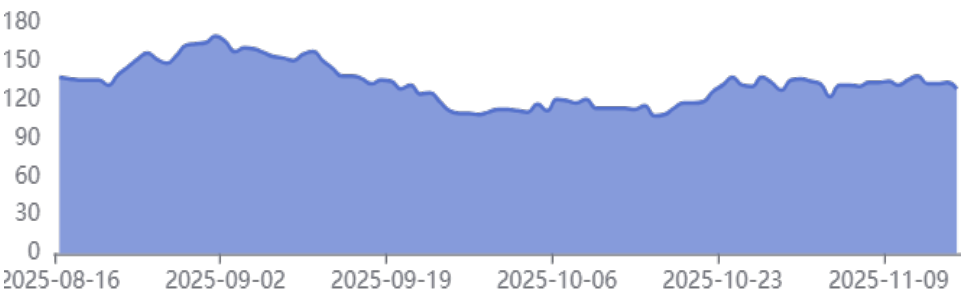


巴拿马型散货船 PANAMAX

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.

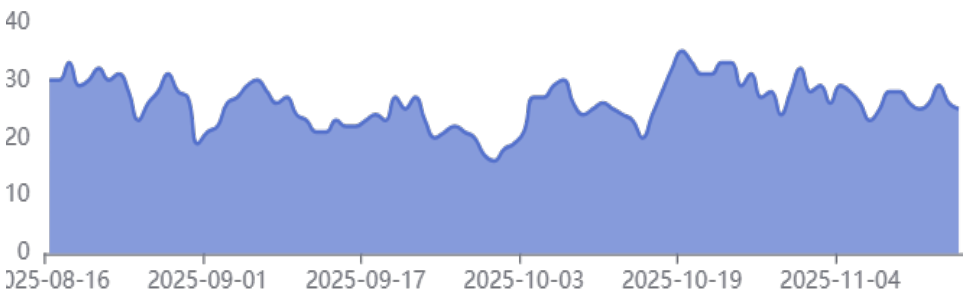
Type	M	T	W	Th	F	Sat	Sun
Pan.	131	135	138	132	132	133	128



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.

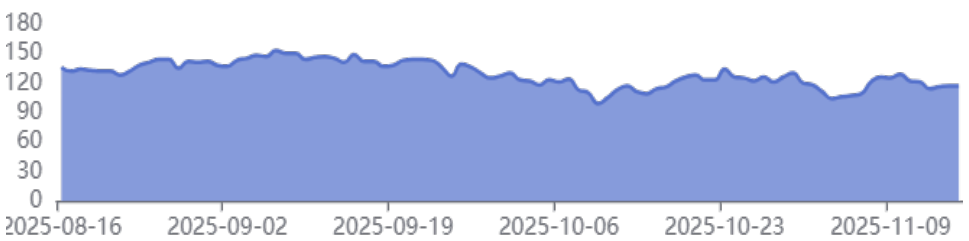
Type	M	T	W	Th	F	Sat	Sun
Pan.	20	17	15	14	16	15	18



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Panamax with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Pan.	129	122	121	114	116	117	117

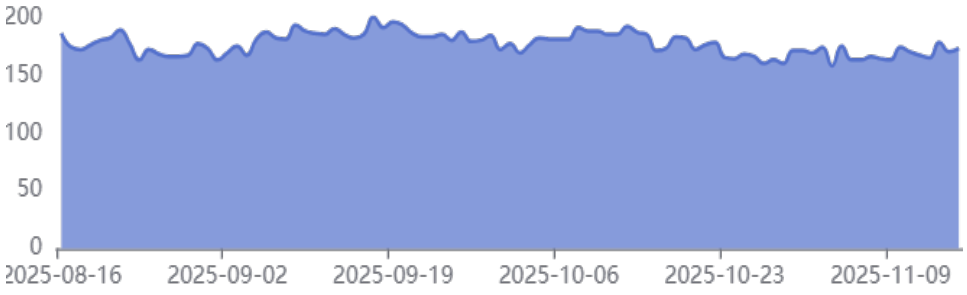


超大灵便型散货 SUPRAMAX

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.

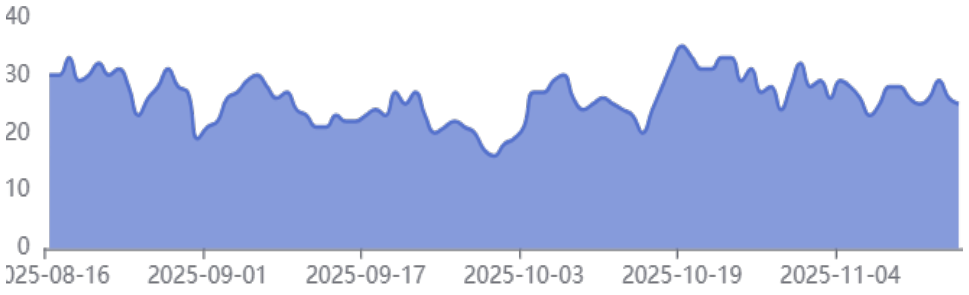
Type	M	T	W	Th	F	Sat	Sun
SMX	174	170	167	165	178	170	173



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.

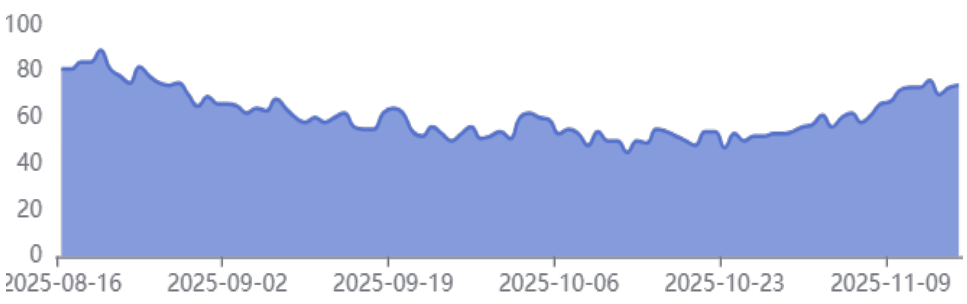
Type	M	T	W	Th	F	Sat	Sun
SMX	28	26	25	26	29	26	25



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.

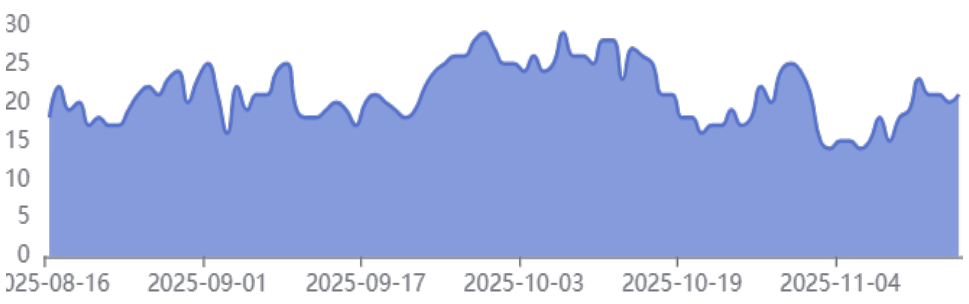
Type	M	T	W	Th	F	Sat	Sun
SMX	18	19	23	21	21	20	21



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.

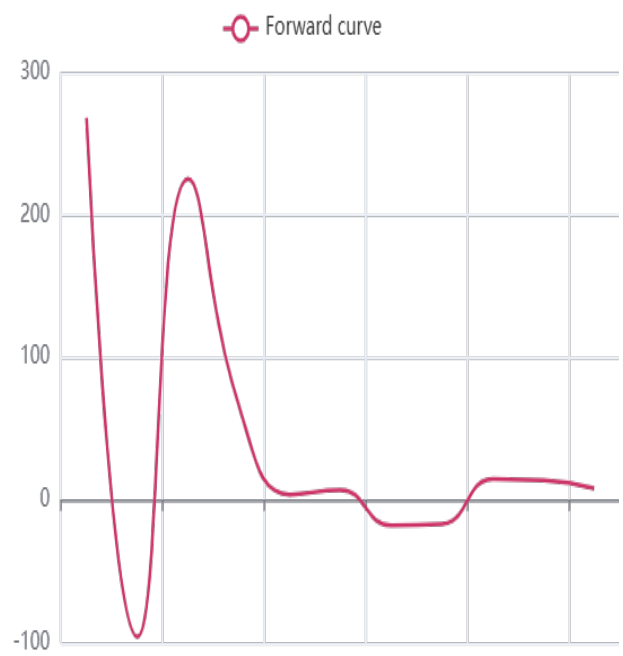
Type	M	T	W	Th	F	Sat	Sun
SMX	72	73	73	76	70	73	74



第五部分 远期运价协议 FFA

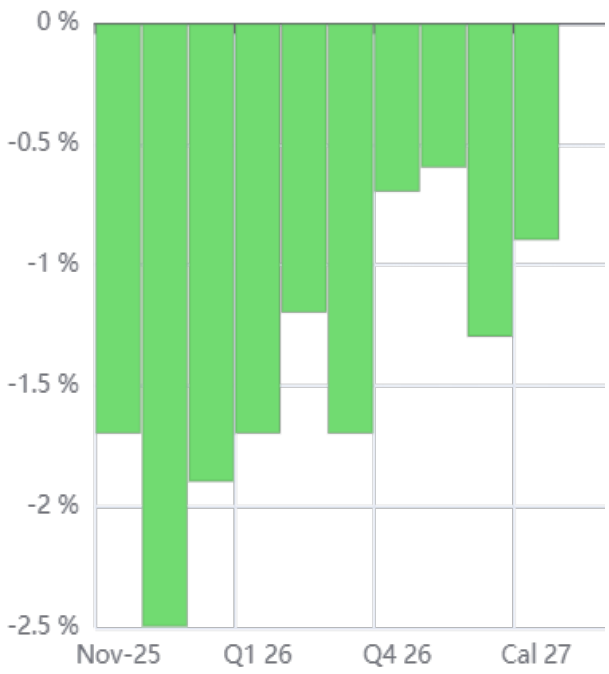
好望角型散货船Capesize

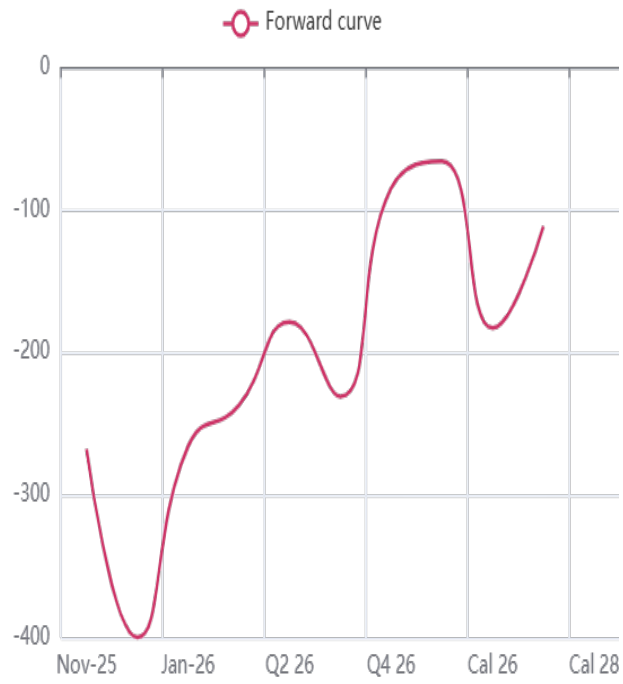
5TC	$/day	WoW	



巴拿马型散货船Panamax

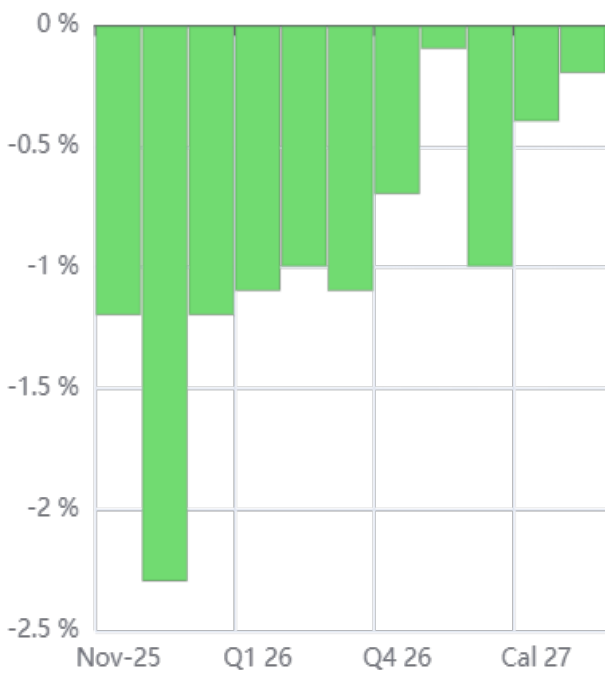
4TC	$/day	WoW	
Nov-25	15,550.00	-268.0	-1.7 %
Dec-25	15,511.00	-400.0	-2.5 %
Jan-26	13,805.00	-266.0	-1.9 %
Q1 26	13,450.33	-237.33	-1.7 %
Q2 26	14,325.00	-178.67	-1.2 %
Q3 26	13,342.00	-231.0	-1.7 %
Q4 26	12,810.00	-85.0	-0.7 %
Q1 27	10,883.00	-66.0	-0.6 %
Cal 26	13,481.83	-183.0	-1.3 %
Cal 27	12,019.25	-111.75	-0.9 %
Cal 28	-	-	-

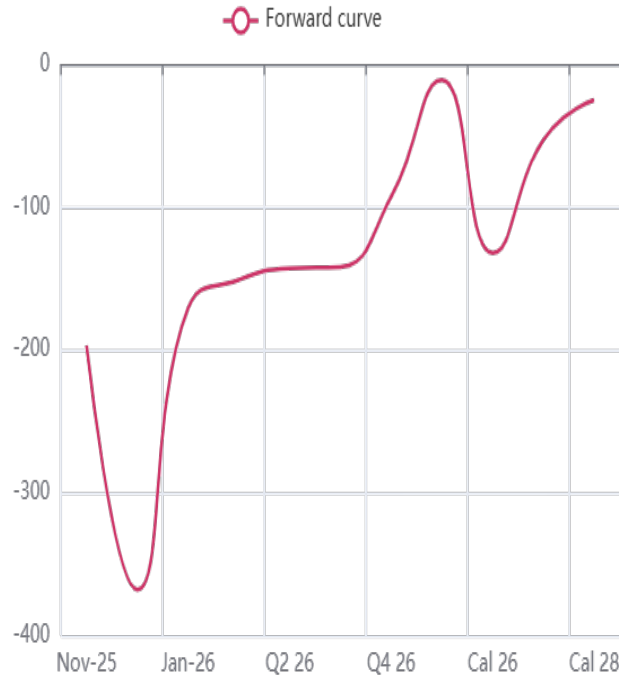




超大灵便型散货船Supramax

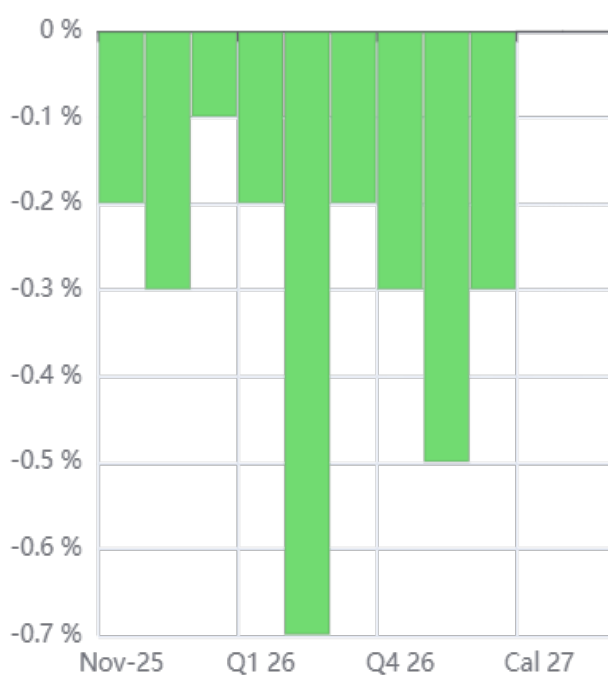
10TC	$/day	WoW	
Nov-25	15,564.00	-197.0	-1.2 %
Dec-25	15,671.00	-368.0	-2.3 %
Jan-26	13,775.00	-171.0	-1.2 %
Q1 26	13,114.33	-151.0	-1.1 %
Q2 26	13,514.00	-143.0	-1.0 %
Q3 26	13,304.00	-142.0	-1.1 %
Q4 26	12,782.00	-93.0	-0.7 %
Q1 27	10,675.00	-11.0	-0.1 %
13,178.58	Cal 26	-132.25	-1.0 %
Cal 27	11,979.25	-53.0	-0.4 %
Cal 28	11,843.00	-25.0	-0.2 %

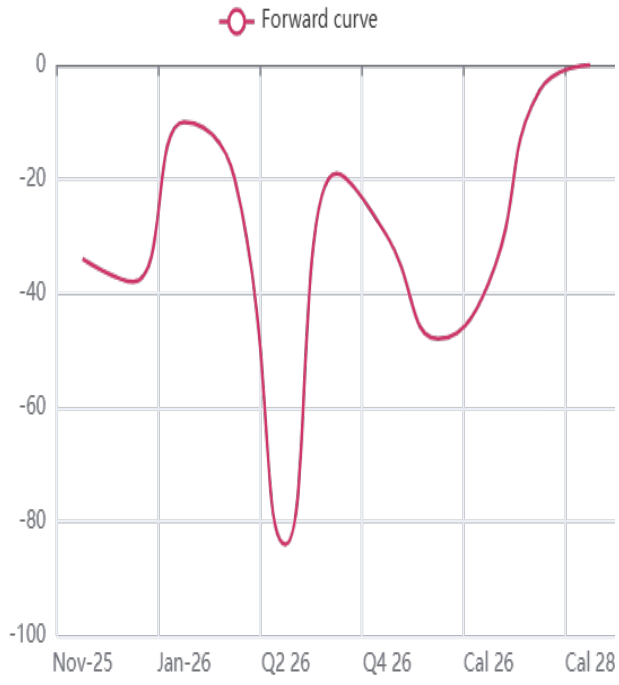




灵便型散货船Handysize

7TC	$/day	WoW	
Nov-25	14,571.00	-34.0	-0.2 %
Dec-25	14,472.00	-38.0	-0.3 %
Jan-26	11,965.00	-10.0	-0.1 %
Q1 26	11,558.33	-20.0	-0.2 %
Q2 26	12,371.33	-84.0	-0.7 %
Q3 26	12,236.00	-19.0	-0.2 %
Q4 26	11,755.00	-30.0	-30.0
Q1 27	10,437.00	-48.0	-0.5 %
Cal 26	11,980.17	-38.25	-0.3 %
Cal 27	11,475.75	-4.5	0.0 %
Cal 28	10,940.00	0.0	0.0 %

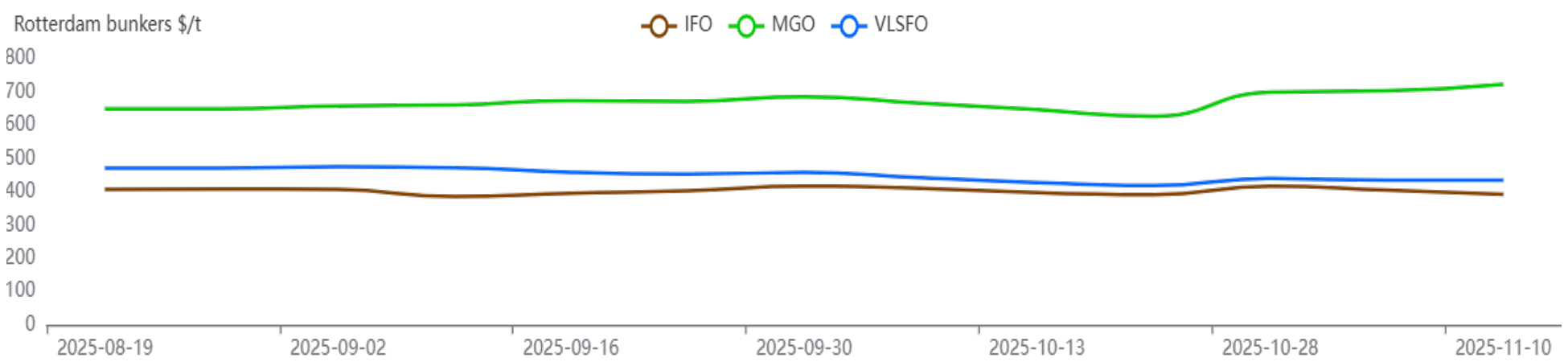


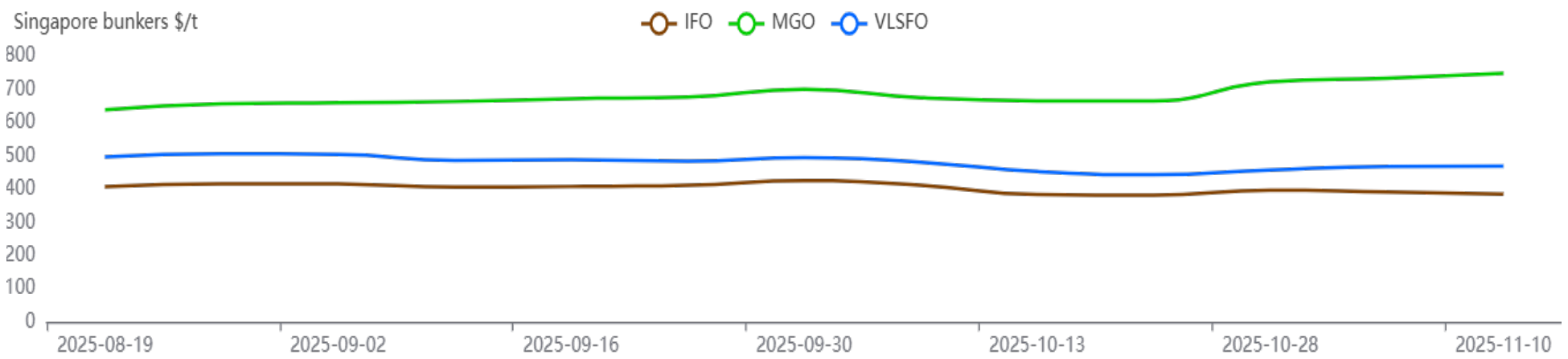


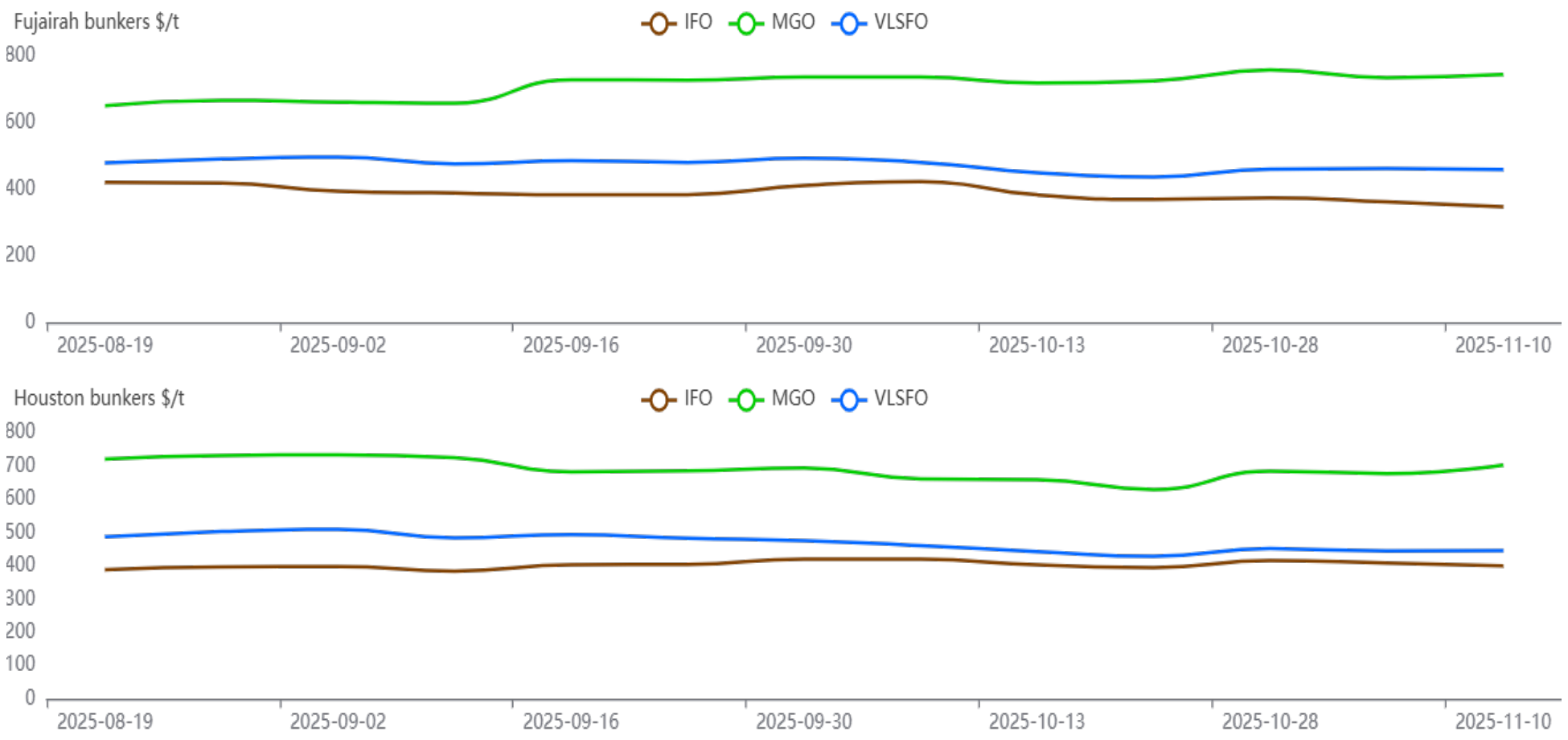
第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	482.5	410.0	727.5	72.5	4.0	5.84	13.28
Singapore	469.5	385.0	749.0	84.5	7.5	9.74	21.58
Rotterdam	435.0	393.0	723.5	42.0	12.0	40.0	37.7
Fujairah	459.5	347.5	745.5	112.0	12.0	12.0	68.42
Houston	446.0	400.5	703.0	45.5	9.5	26.39	13.75

(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	195.0	0.0	0.0	3.17	-4.88
Maize	222.0	-1.0	-0.45	4.23	0.0
Soybeans	226.0	-1.0	-0.44	7.62	7.11
Rice	151.0	-1.0	-0.66	-3.21	-29.44
Barley	227.0	-1.0	-0.44	1.79	5.09
Energy	Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	60.95	0.43	0.71	3.85	-14.91
Brent	USD/Bbl	65.06	0.61	0.95	4.35	-13.55
Natural Gas	USD/MMBtu	4.55	0.31	7.31	51.16	63.08
Gasoline	USD/Gal	2.01	0.09	4.69	9.84	-0.99
Heating Oil	USD/Gal	2.58	0.13	5.31	17.27	12.66
Ethanol	USD/Gal	1.75	0.09	5.42	2.34	11.46
Naphtha	USD/T	544.81	5.93	1.1	4.51	-16.55
Propane	USD/Gal	0.66	0.01	1.54	1.54	-18.52
Uranium	USD/Lbs	78.05	-1.6	-2.01	-1.82	-0.19
Methanol	CNY/T	2070.0	11.0	0.53	-7.59	-16.26
TTF Gas	EUR/MWh	31.12	-1.3	-4.01	-2.14	-23.87
UK Gas	GBp/thm	81.19	-3.81	-4.48	-0.05	-21.65
Industrial	Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.07	0.15	3.05	1.4	14.71
Coal	USD/T	107.85	-3.0	-2.71	3.9	-25.05
Steel	CNY/T	3042.0	17.0	0.56	0.23	-8.7
Iron Ore	USD/T	103.56	-0.96	-0.92	-1.61	-0.34
Aluminum	USD/T	2878.55	16.55	0.58	4.82	8.93
Lithium	CNY/T	82300.0	1400.0	1.73	12.74	13.52
Metals	Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4131.29	163.16	4.11	-1.21	51.14
Silver	USD/t.oz	51.28	3.54	7.42	-1.67	57.93
Platium	null	1590.8	61.1	3.99	-4.65	61.55
Currencies	Index	+/-	Weekly	Monthly	YTD
EUR/USD	1.16	0.01	0.87	0.0	6.42
USD/CNY	7.12	-0.01	-0.14	-0.14	0.14

第八部分 本周话题 WEEKLY TOPIC

核动力商船，航运业净零转型新选择

核动力商船有望成为航运业净零转型的新选择，但未来船舶如何开始安全使用核动力，其实践探索与挑战并存。据挪威船级社（DNV）最新研究显示，若航运业坚守2050年净零排放目标，核动力有望在2050年成为船东经济可行的主要选择之一。此前，受经济成本与监管要求等多重因素制约，船用小型反应堆在商业上毫无可行性，而绿色燃料价格高企和短缺的现状，让核动力重新进入行业视野，但研究同时指出，若航运业放弃减排目标，核动力商船的推广将可能遥遥无期。

国际海事组织（IMO）正推动航运业2050年实现净零排放，核心举措包括对高污染船舶征收碳税，所筹资金将用于支持绿色技术研发。不过，今年10 月17号，部分国家以时间表过严、计划细节不合理为由提出异议，最终投票决定将相关进程推迟一年，给这一减排战略蒙上长期不确定性阴影。

若全球船队达成当前净零排放目标，在一个现实成本场景下，2050年核动力船舶占比或达16%；若净零排放目标推迟至2070年，这一比例将降至10%；若完全不推进脱碳，2050年核动力船舶占比仅为1%。

脱碳决心越坚定，核动力的商业价值越突出，即便反应堆成本处于相对高位，也能实现规模化应用。目前，造船厂正积极探索核动力的实现方案，权衡其技术复杂性与近乎零排放的核心优势。

中国造船厂已率先推进核动力大型船舶设计项目，因无需设置燃料舱和烟囱，货运容量较传统船舶提升约5%。现代小型模块化反应堆及配套的安全与运行系统，可安装在与现代船舶机舱相当的空间内。无需使用船用重油，可将亚洲与北美之间太平洋航线的往返时间从传统的60天缩短至40天，让船东和运营商每年可增加大概5个航次，其效益具备一定吸引力。

针对船舶动力需求的核心挑战，即如何实现核动力源快速响应船舶功率需求变化的能力，这对船舶进出港口时的机动操作至关重要。解决方案采用超临界二氧化碳循环技术，通过将二氧化碳维持在临界压力和温度下，使其具备介于气体和液体之间的特性，从而实现灵活调载。同时从安全考虑，即便遭遇碰撞、搁浅或沉没事故，也能保障核反应堆安全和船舶生存能力。

尽管核动力商船的探索取得阶段性进展，但仍面临多重艰巨挑战。在监管层面，相关规则亟待完善。核动力船舶需要多个机构协同调整监管框架，包括IMO和IAEA，其中涉及大量此前未涉及的规则变更。目前，IMO已启动新的工作流程，着手更新其现行的简短核动力相关规则，以响应行业对核动力航运的日益关注。

在技术与安全层面，船舶核动力风险需全面评估。需保障核装置在碰撞、搁浅、沉没等事故中的安全性；需防范安全威胁与蓄意破坏风险；船舶核动力系统的小型化、集成化仍需持续技术攻关。

Nuclear-powered merchant ships are expected to become a new option for the net-zero transformation of the shipping industry. However, the practical exploration and challenges of how ships will safely utilize nuclear power in the future coexist. According to the latest research by the Norwegian Classification Society (DNV), if the shipping industry adheres to the net-zero emission target by 2050, nuclear power is expected to become one of the main economic choices for shipowners by 2050. Previously, due to multiple factors such as economic costs and regulatory requirements, marine small reactors were commercially unfeasible. However, the current situation of high and scarce prices of green fuels has brought nuclear power back into the industry's focus. But the research also points out that if the shipping industry abandons the emission reduction target, the promotion of nuclear-powered merchant ships may be a long way off.

The International Maritime Organization (IMO) is pushing for the shipping industry to achieve net-zero emissions by 2050. The core measures include imposing a carbon tax on high-polluting vessels, and the funds raised will be used to support the development of green technologies. However, on October 17th this year, some countries raised objections on the grounds that the timetable was too strict and the plan details were unreasonable. Eventually, a vote was held and the process was postponed by one year, casting a long-term uncertainty shadow over this emission reduction strategy.

If the global fleet achieves the current net-zero emission target, in a realistic cost scenario, the proportion of nuclear-powered ships in 2050 could reach 16%; if the net-zero emission target is postponed to 2070, this proportion will drop to 10%; if no decarbonization efforts are made at all, the proportion of nuclear-powered ships in 2050 will be only 1%.

The stronger the determination to decarbonize, the more prominent the commercial value of nuclear power becomes. Even if the cost of reactors is relatively high, large-scale application can still be achieved. Currently, shipyards are actively exploring the implementation plans for nuclear power, weighing its technical complexity against the core advantage of near-zero emissions.

Chinese shipyards have taken the lead in developing nuclear-powered large vessel design projects. Since no fuel tanks or chimneys need to be installed, the cargo capacity of these vessels is approximately 5% higher than that of traditional ships. Modern small modular reactors and their accompanying safety and operation systems can be installed in spaces equivalent to those of modern ship engine rooms. Without the use of marine heavy oil, the round-trip time for the Pacific route between Asia and North America can be shortened from the traditional 60 days to 40 days, allowing shipowners and operators to increase approximately 5 voyages per year, and the benefits are quite attractive.

The core challenge in addressing the power demand of ships is how to enable the nuclear power source to respond rapidly to changes in the power requirements of the vessel. This is crucial for the maneuvering operations of ships when entering or leaving ports. The solution employs supercritical carbon dioxide cycle technology. By maintaining carbon dioxide at critical pressure and temperature, it acquires properties that are intermediate between those of a gas and a liquid, thereby enabling flexible load adjustment. Additionally, from a safety perspective, even in the event of collisions, grounding, or sinking accidents, the nuclear reactor can be guaranteed to be safe and the ship's survival capability can be ensured.

Although the exploration of nuclear-powered merchant ships has made some progress, it still faces multiple formidable challenges. At the regulatory level, relevant rules urgently need to be improved. Nuclear-powered vessels require multiple institutions to jointly adjust the regulatory framework, including IMO and IAEA, involving a large number of rule changes that were not previously covered. Currently, IMO has initiated a new workflow and is working on updating its current brief rules related to nuclear power to respond to the growing industry concern for nuclear-powered shipping.

In terms of technology and safety, a comprehensive assessment of the risks associated with ship nuclear power needs to be conducted. It is necessary to ensure the safety of the nuclear devices in cases such as collisions, grounding, and sinking; to prevent security threats and intentional sabotage risks; and continuous technological research and development are still required for the miniaturization and integration of the ship's nuclear power system.