2026年
第2周市场周报

Contents

上海迈利船舶科技有限公司

租船AI产品介绍

Chartering AI PRODUCT INTRODUCTION

租船AI是一款利用大模型技术自动整理船货盘邮件、快速检索公开/私密船盘与货盘，并帮助您更高效发布信息的智能工具。

Chartering AI is an AI-powered tool that automatically organises tonnage and cargo circulars, enables fast search and filtering, and helps you publish open tonnage or cargo requirements with ease.

主要用途Key benefits：

01 每天收到大量船货盘邮件，阅读工作量大，找船特别费时。HiFleet租船AI使用大模型技术帮您整理船货盘邮件，能高效检索船盘与货盘。
Automatically structures tonnage/cargo emails for efficient review.

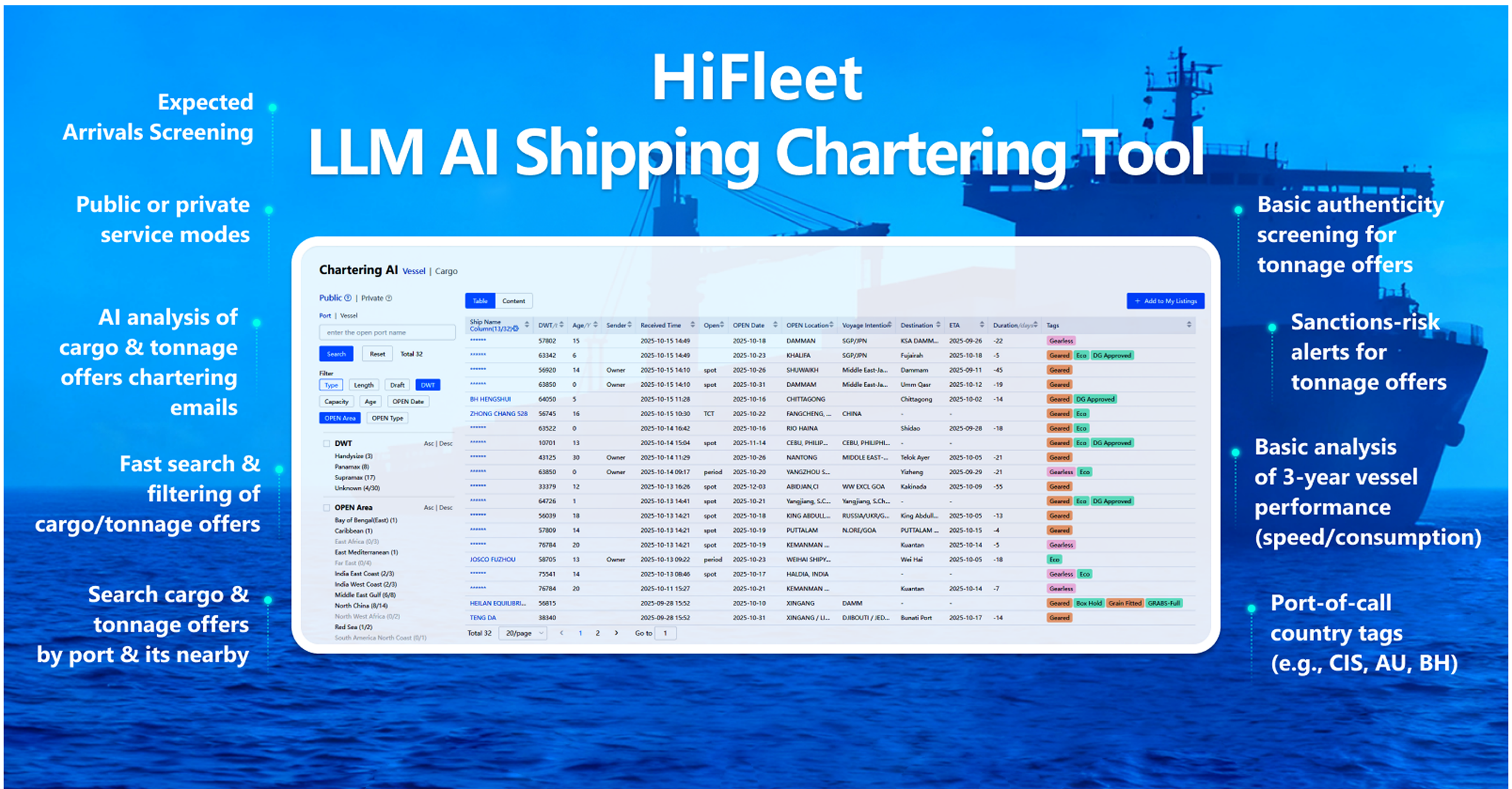
02 按区域、港口附近智能检索船盘与货盘。Smart search by region or port proximity.

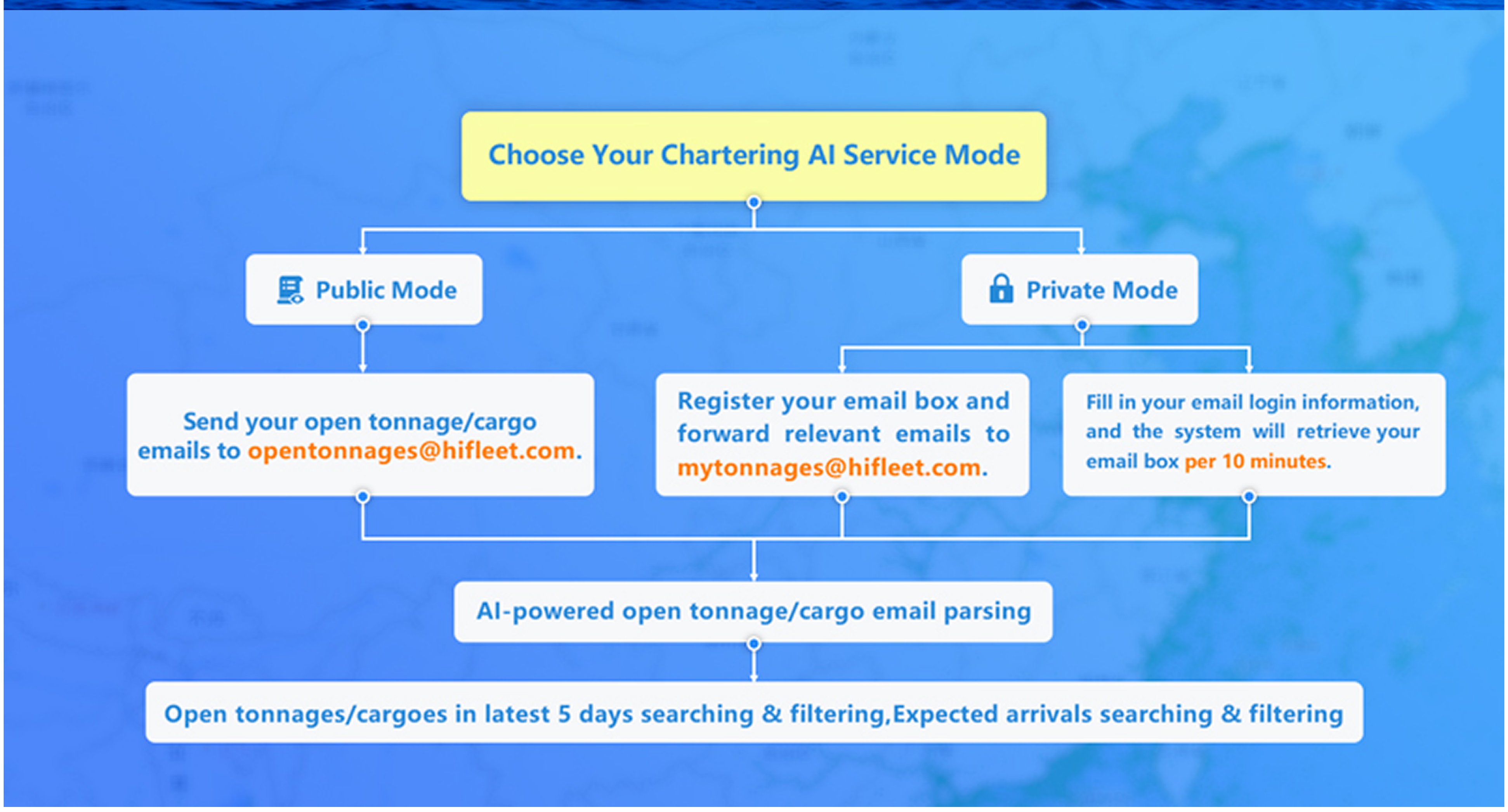
03 自动识别发件人角色（船东/OP/经纪人）。Identifies sender type (Owner/Operator/Broker).

04 标注 PSC 风险、制裁风险、吊机、舱口等关键技术信息。Tags key technical & risk fields (PSC, sanctions, cranes, hatch specs, etc.).

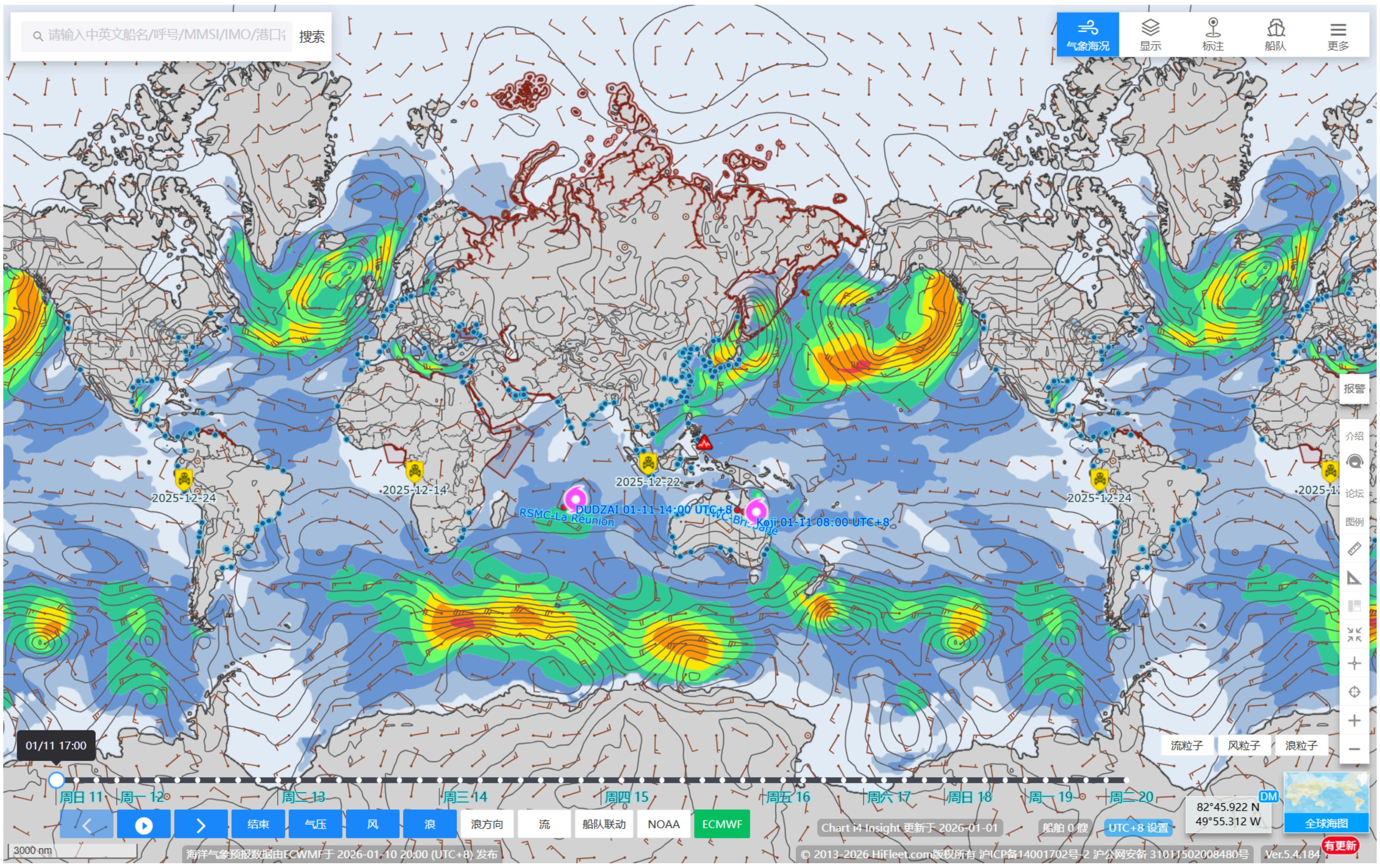
05 支持公开与私密两种模式，适用于不同公司需求。Supports both Public and Private modes for different confidentiality needs.

06 按港口多维度筛选预抵船舶，快速锁定目标船舶。Expected Arriving Vessels with multi-dimensional filters for quick targeting.





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1390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 1390 navigational warnings in effect around the ocean on hiFleet with the Far East and around the coastal of Caribbean Sea still 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，有中浪；东海风力4-6级，上半周有大浪；台湾海峡3-7级风，上半周有大浪；南海大部海域风力4-5级，中浪。太平洋北部和北大西洋的低气压都开始变得活跃。The coming week the wind in Bohai Sea is fresh with moderate sea. Yellow Sea is fresh with moderate sea. And China East Sea will become weak with rough sea in the early of the week. The wind in the Taiwan Strait become weak with rough sea in the early of the week. In most of the South China Sea the wind is fresh with moderate sea. The low pressure activities become frequent both in North of Pacific and Atlantic.

海盗事件 Piracy

最近一周没有海盗事件报告。There is no piracy reports for the latest week.

海上事件 Marine Incidents

2026年1月9日，据市场称，美国军舰正在追逐一批从委内瑞拉逃跑的油轮。其中一艘美国海军驱逐舰航行在四艘向东航行于大西洋海域的油轮中间。On January 9, 2026, according to the market reports, US warships were chasing a group of oil tankers that had fled from Venezuela. One US Navy destroyer was sailing among four oil tankers that were heading east in the Atlantic Ocean.

其它 Others

没有 Nil

备注 Remark

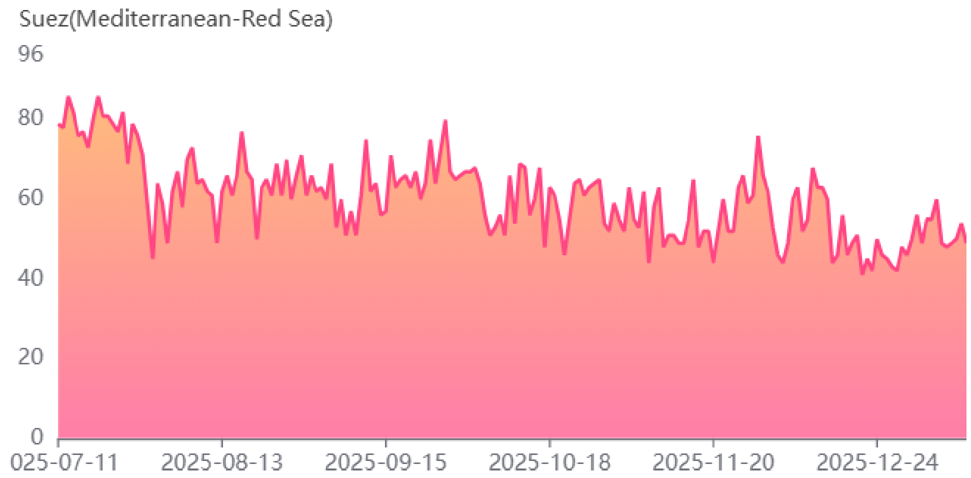
本报告数据截止时间为2026年1月11日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Jan 11th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

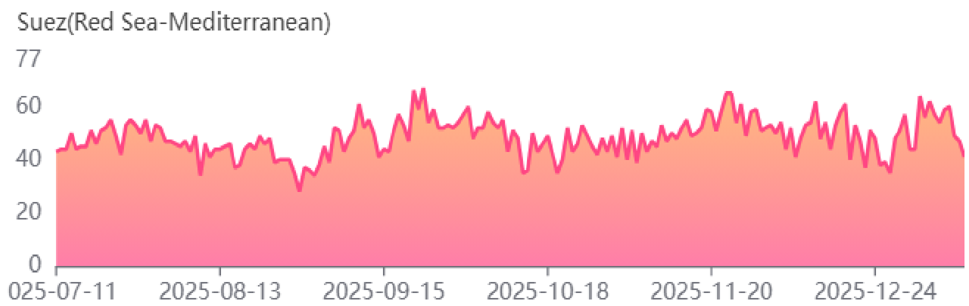
第二部分 航运数据 SHIPPING DATA

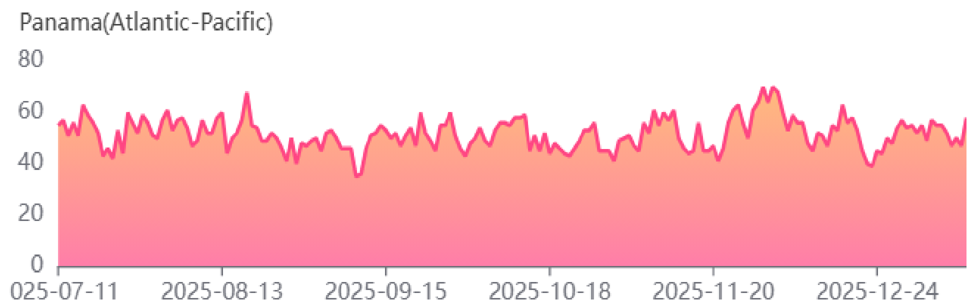
最近一周船舶运河/河口锚地等待数量

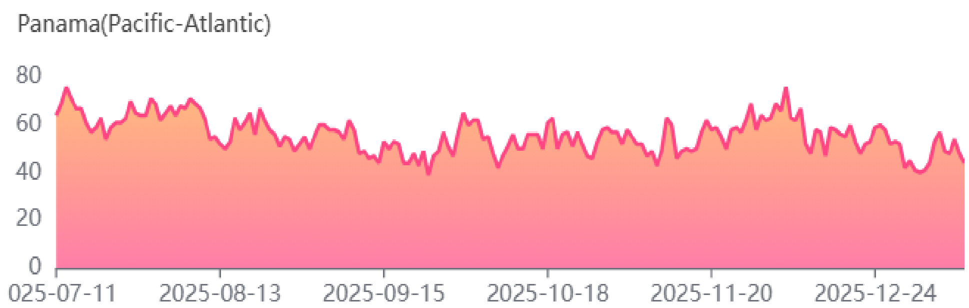
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

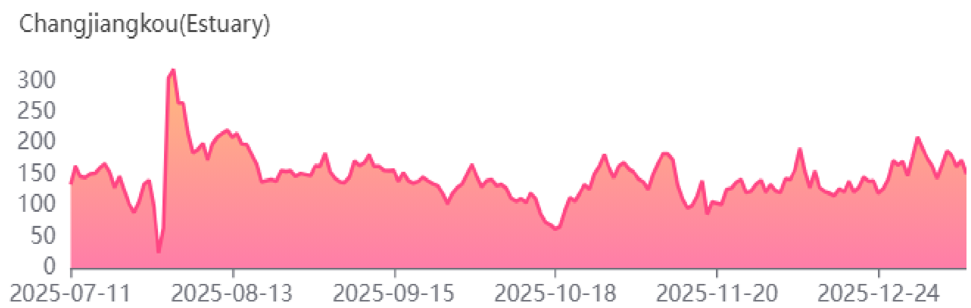
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	41	1451	3	-53
Miss.Riv.	3	86	-3	4
CJK	151	4429	-76	776
Pa.Atlan.	58	1493	-12	-42
Colum.Riv.	7	138	10	-14
Suez.Med.	49	1424	13	-182
Pa.Pac.	44	1481	39	-176
ZJK	71	3470	-69	414

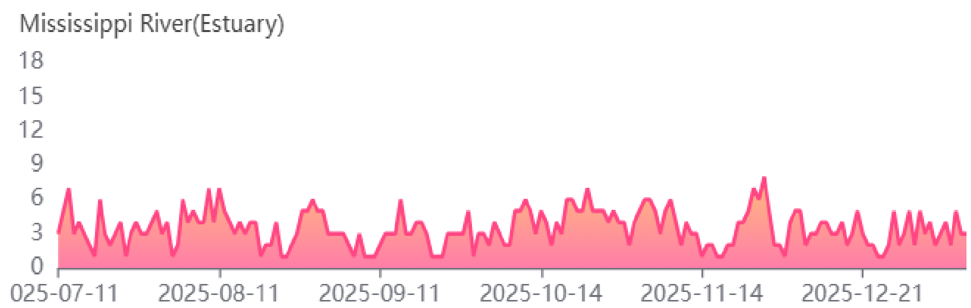


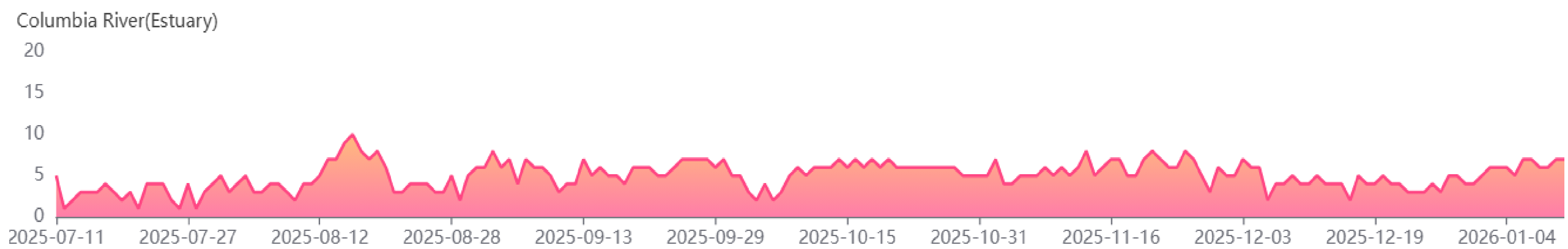










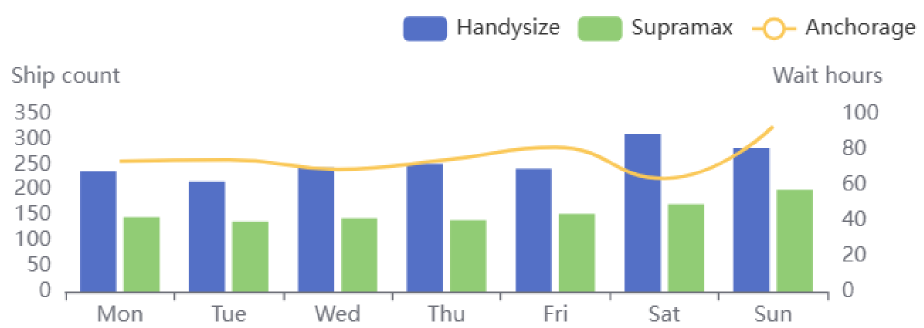


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

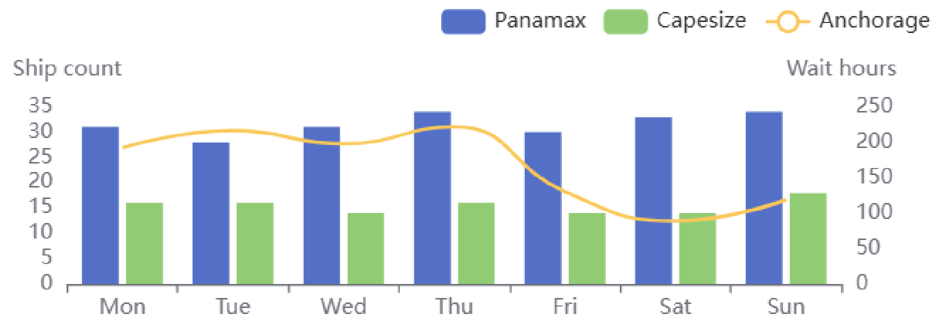
Type	M	T	W	Th	F	Sat	Sun
HDY	237	216	244	251	242	311	283
SMX	146	138	144	141	153	172	201
WT.h.	73.4	74.2	68.9	74.2	81.2	63.7	93



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

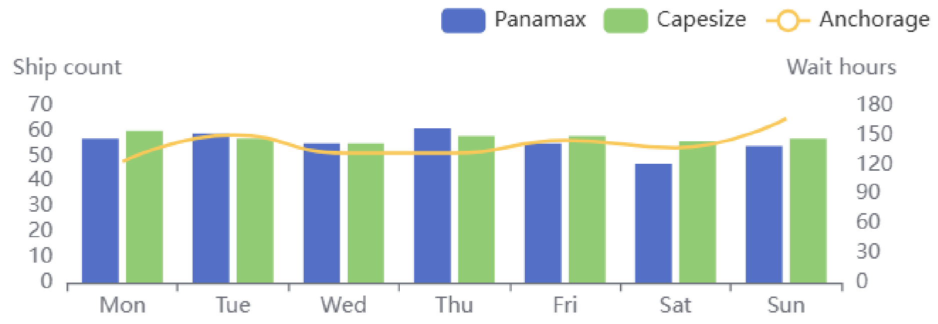
Type	M	T	W	Th	F	Sat	Sun
Pan.	31	28	31	34	30	33	34
Cap	16	16	14	16	14	14	18
WT.h.	192.3	216.3	197.9	221.9	130.4	89.1	119



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

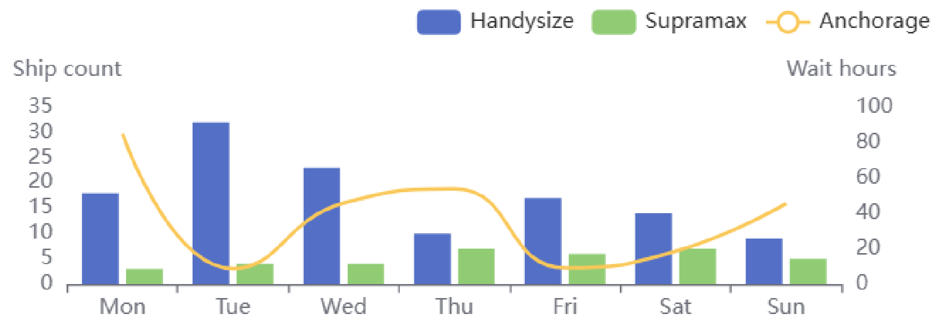
Type	M	T	W	Th	F	Sat	Sun
Pan.	57	59	55	61	55	47	54
Cap	60	57	55	58	58	56	57
WT.h.	123	150.1	131.65	131.6	144.8	137.3	167



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

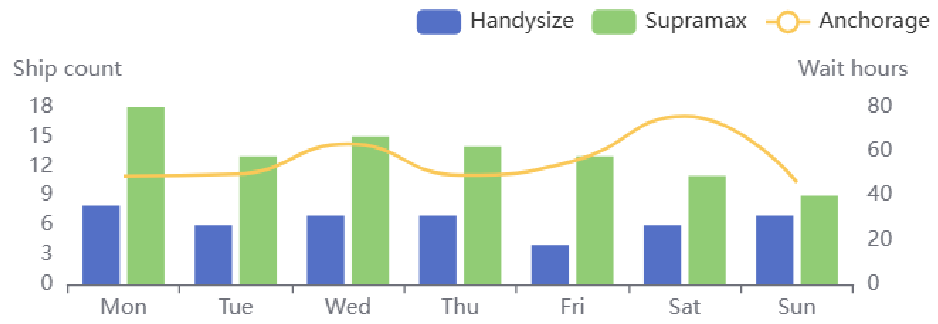
Type	M	T	W	Th	F	Sat	Sun
HDY	18	32	23	10	17	14	9
SMX	3	4	4	7	6	7	5
WT.h.	85.1	8.8	45.8	53.9	9.2	18.6	45.5



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

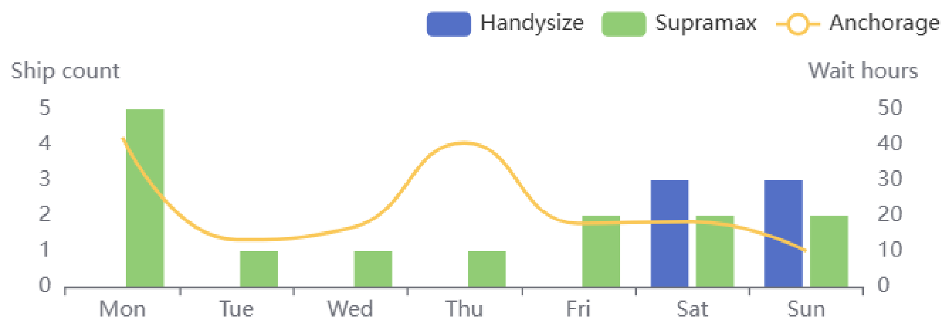
Type	M	T	W	Th	F	Sat	Sun
HDY	8	6	7	7	4	6	7
SMX	18	13	15	14	13	11	9
WT.h.	48.8	49.7	63.3	49.3	55.5	75.9	46



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

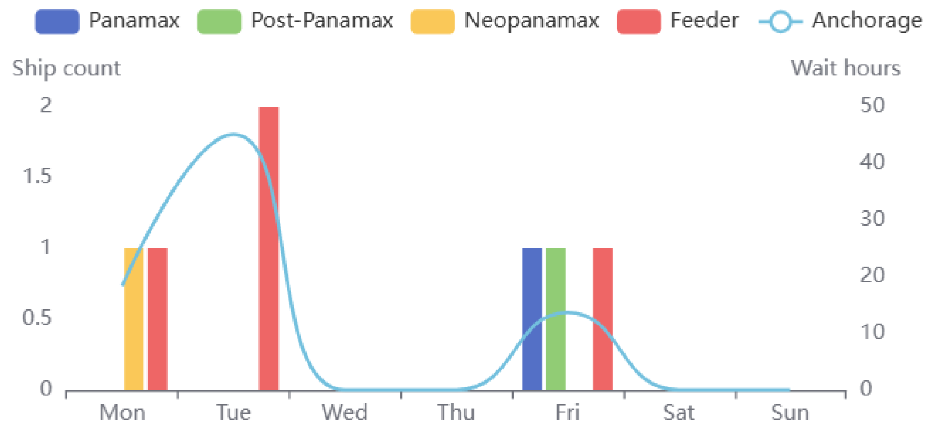
Type	M	T	W	Th	F	Sat	Sun
HDY	0	0	0	0	0	3	3
SMX	5	1	1	1	2	2	2
WT.h.	42.1	13.2	16.5	40.5	17.85	18.3	10



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

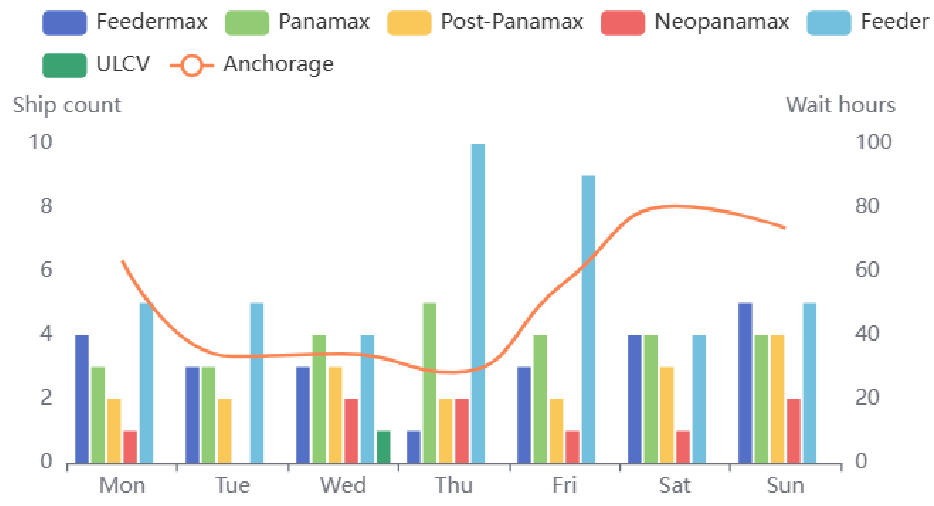
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	0
Pan.	0	0	0	0	1	0	0
PPx	0	0	0	0	1	0	0
NPx	1	0	0	0	0	0	0
Fd	1	2	0	0	1	0	0
WT.h.	18.35	45.1	0.0	0.0	13.7	0.0	0.0
Ulcv	0	0	0	0	0	0	0



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

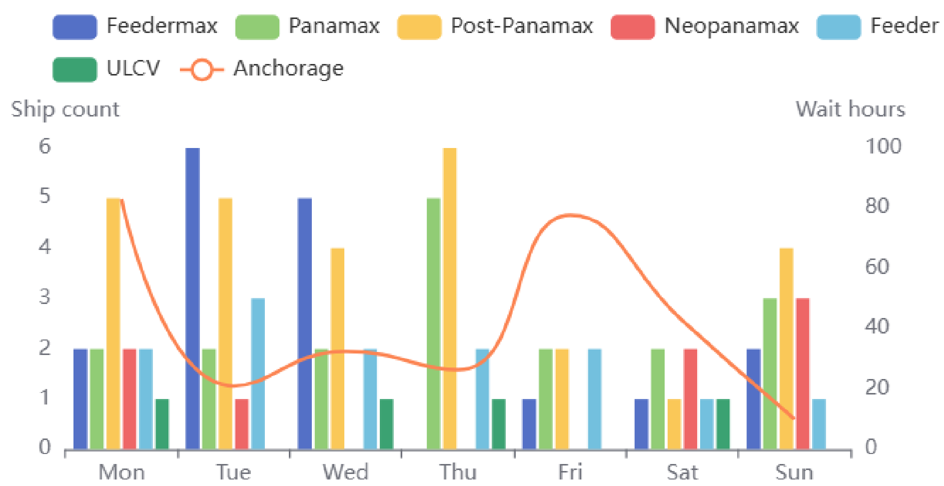
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	3	3	1	3	4	5
Pan.	3	3	4	5	4	4	4
PPx	2	2	3	2	2	3	4
NPx	1	0	2	2	1	1	2
Fd	5	5	4	10	9	4	5
Ulcv	0	0	1	0	0	0	0
WT.h.	63.4	33.3	34.1	28.3	56.4	80.4	73.5



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

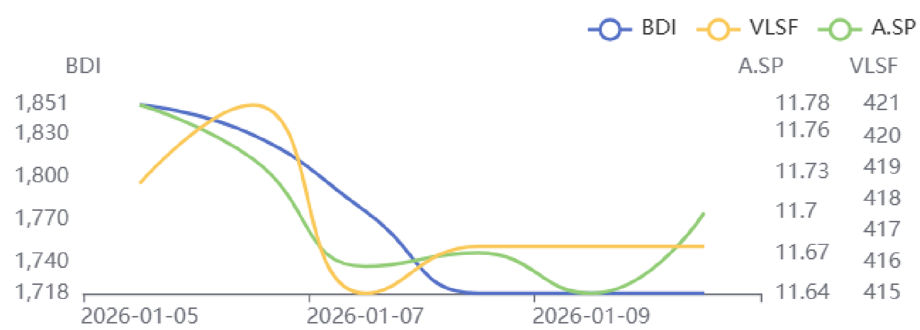
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	6	5	0	1	1	2
Pan.	2	2	2	5	2	2	3
PPx	5	5	4	6	2	1	4
NPx	2	1	0	0	0	2	3
Fd	2	3	2	2	2	1	1
Ulcv	1	0	1	1	0	1	0
WT.h.	83	21	32.45	26.3	77.6	42.7	10



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

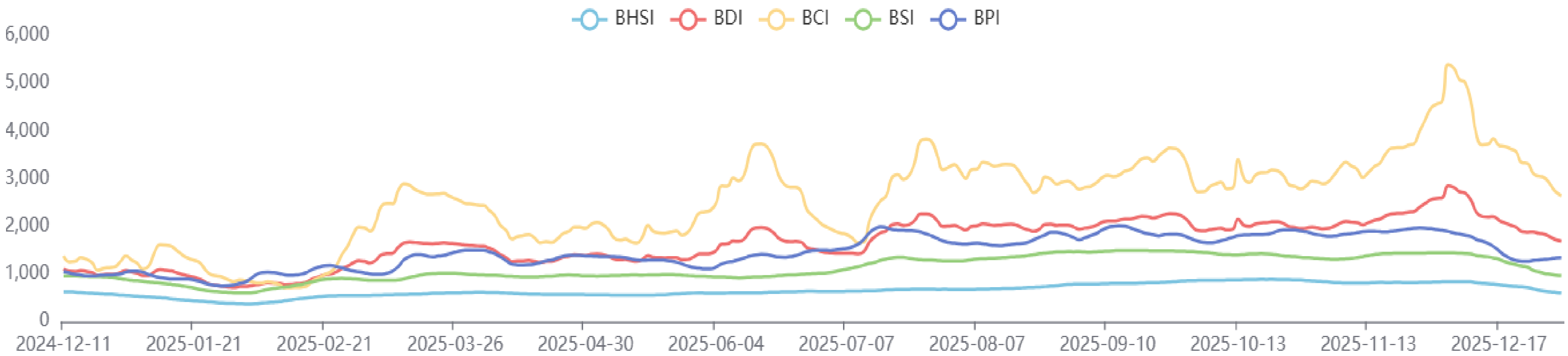
Type	M	T	W	Th	F	Sat	Sun
BDI	1293	1304	1317	1336	1336	1336	1336
VLSF	418.50	421.00	415.00	416.50	416.50	416.50	416.50
A.SP	11.78	11.74	11.66	11.67	11.64	11.7	



第三部分 航运市场 SHIPPING MARKET

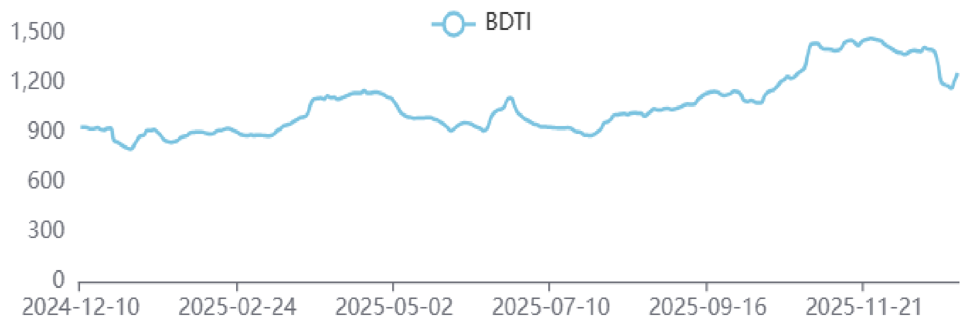
波罗的海干散货指数Baltic Dry Index

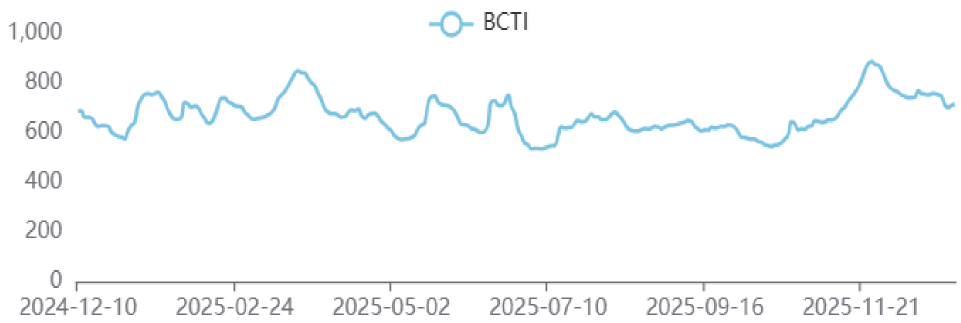
Type	PI	WoW	W%	M%	y%
BDI	1688	-194.0	-10.31	-23.45	74.2
BCI	2640	-468.0	-15.06	-28.76	126.8
BPI	1345	63.0	4.91	-20.32	35.58
BSI	967	-109.0	-10.13	-29.47	16.51
BHSI	605	-80.0	-11.68	-24.84	17.48

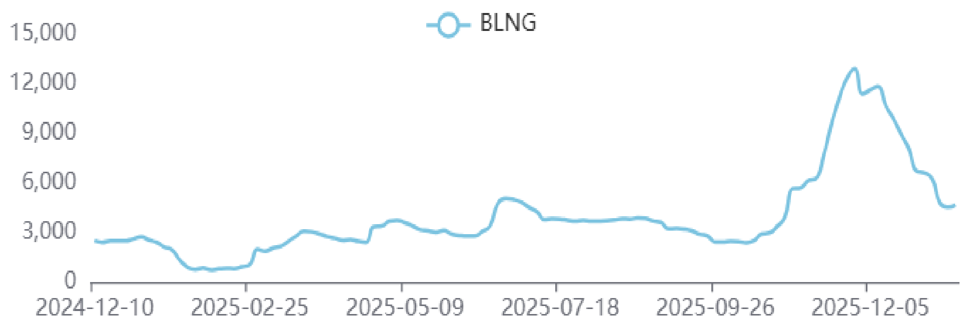


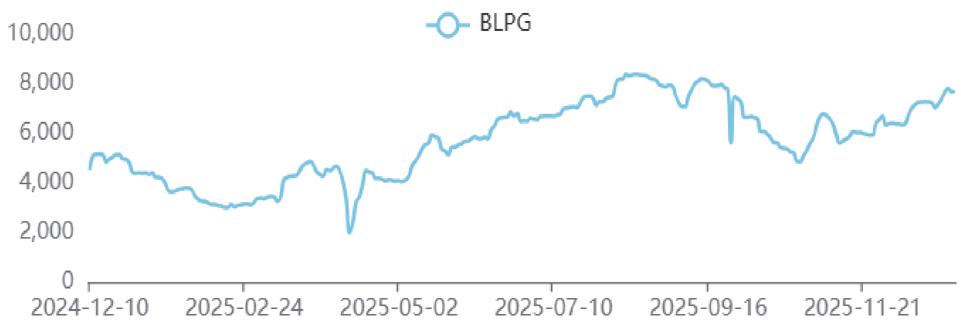
能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1259	52.0	4.31	-9.81	57.57
BCTI	713	-39.0	-5.19	-3.78	17.66
BLNG	4667	-2026.0	-30.27	-56.25	83.67
BLPG	7687	506.0	7.05	9.61	74.55

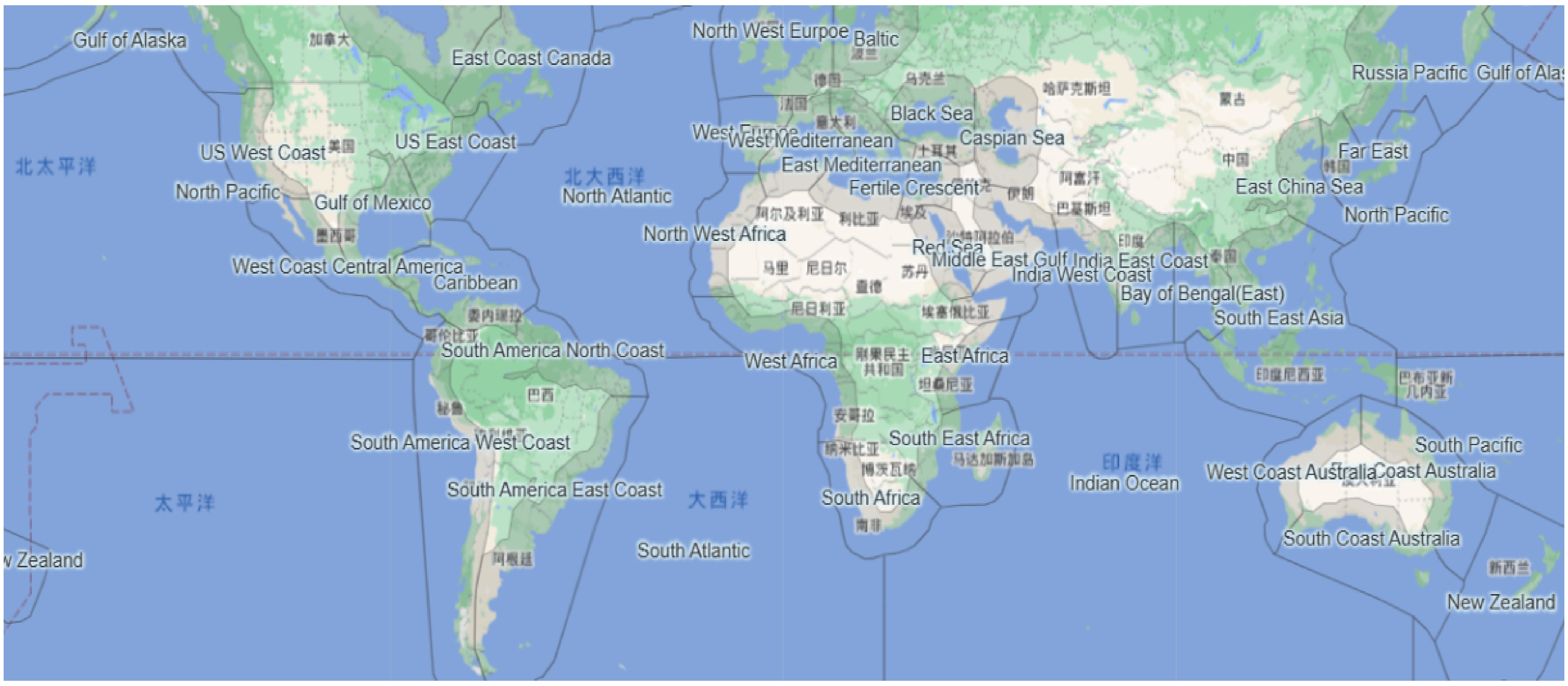








第四部分 运力分布 SUPPLY DISTRIBUTION

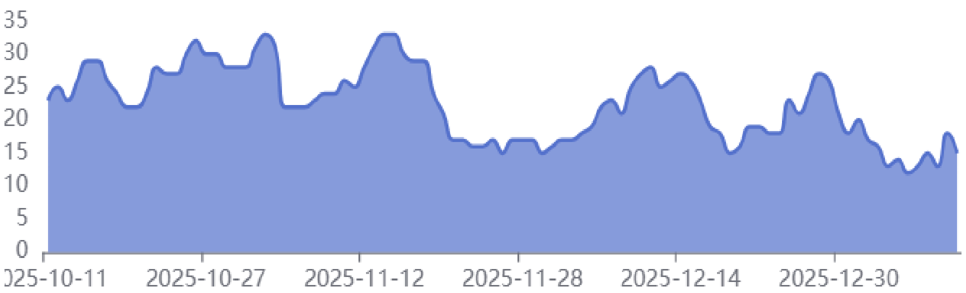


好望角型散货船 Capesize

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.

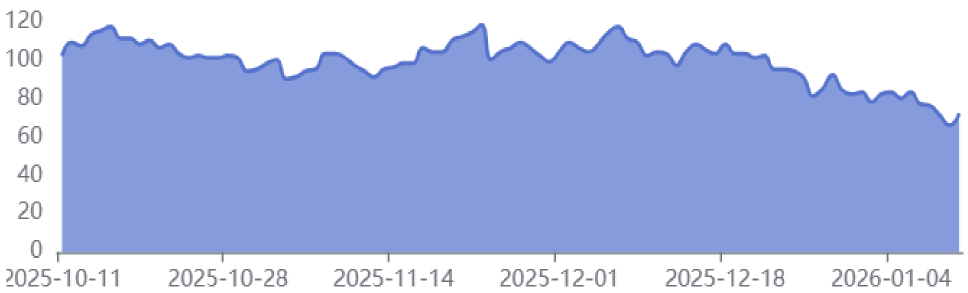
Type	M	T	W	Th	F	Sat	Sun
Cape	14	12	13	15	13	18	15



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.

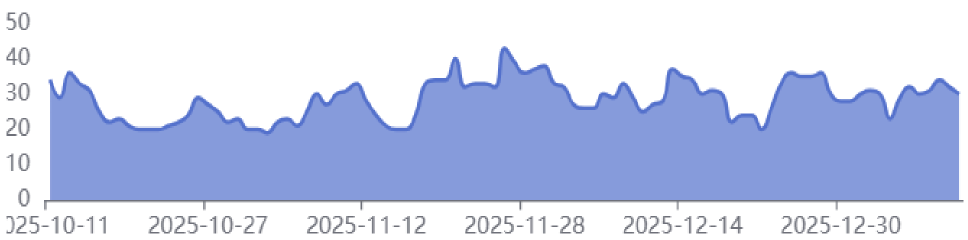
Type	M	T	W	Th	F	Sat	Sun
Cape	80	83	77	76	71	66	72



区域：南非，最近一周好望角型散货船准备装货船舶数量

Area: South Africa, The latest week update number for Capesize with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Cape	29	32	30	31	34	32	30

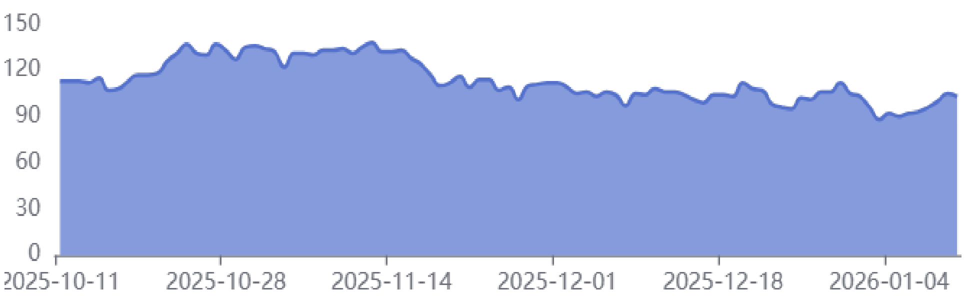


巴拿马型散货船 PANAMAX

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.

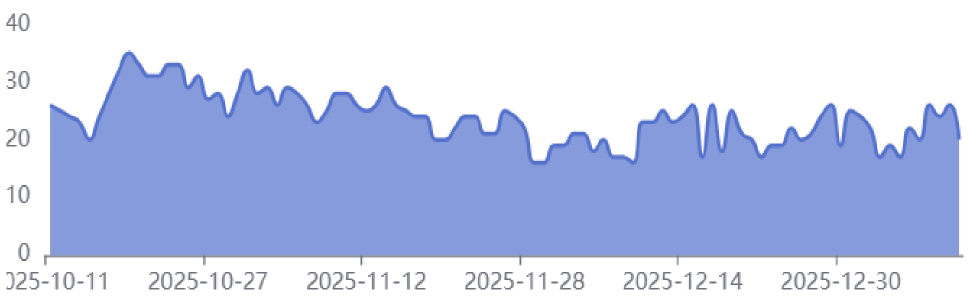
Type	M	T	W	Th	F	Sat	Sun
Pan.	90	92	93	96	100	105	103



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.

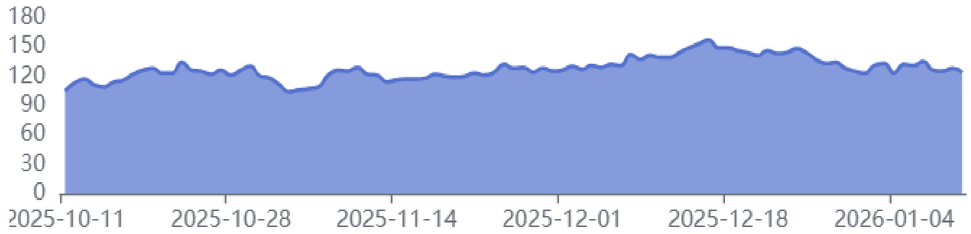
Type	M	T	W	Th	F	Sat	Sun
Pan.	15	16	14	17	14	17	10



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

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

Type	M	T	W	Th	F	Sat	Sun
Pan.	132	131	135	126	125	128	124

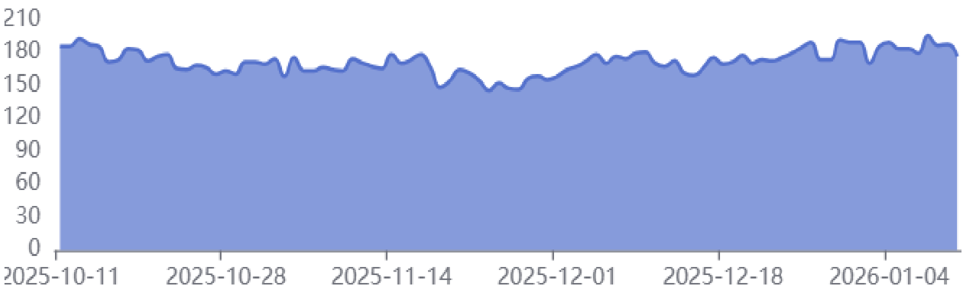


超大灵便型散货 SUPRAMAX

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.

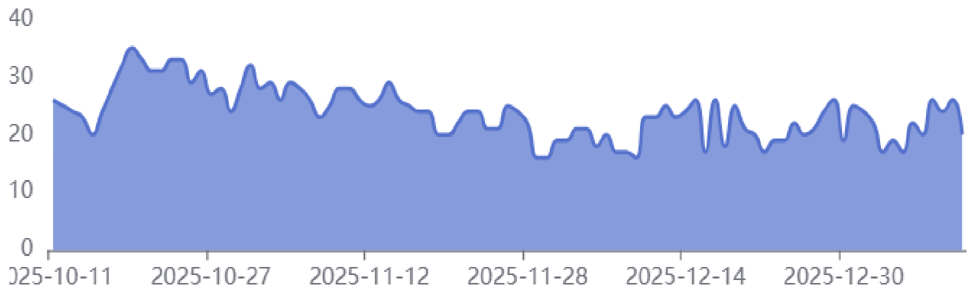
Type	M	T	W	Th	F	Sat	Sun
SMX	183	183	179	195	186	187	176



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.

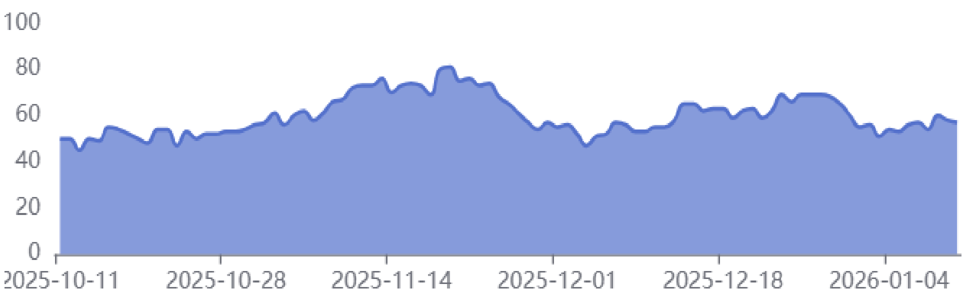
Type	M	T	W	Th	F	Sat	Sun
SMX	17	22	20	26	24	26	20



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.

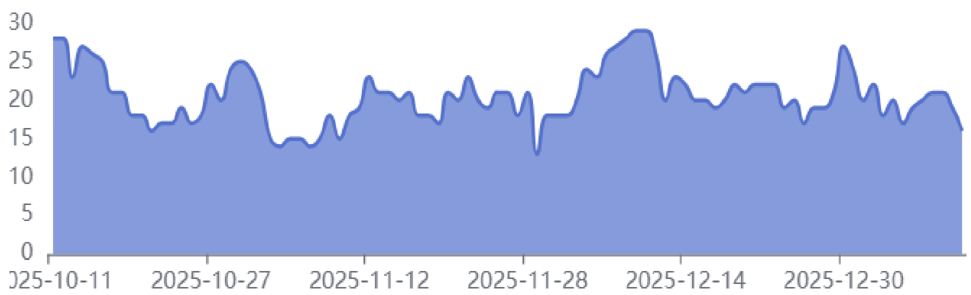
Type	M	T	W	Th	F	Sat	Sun
SMX	17	19	20	21	21	19	16



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.

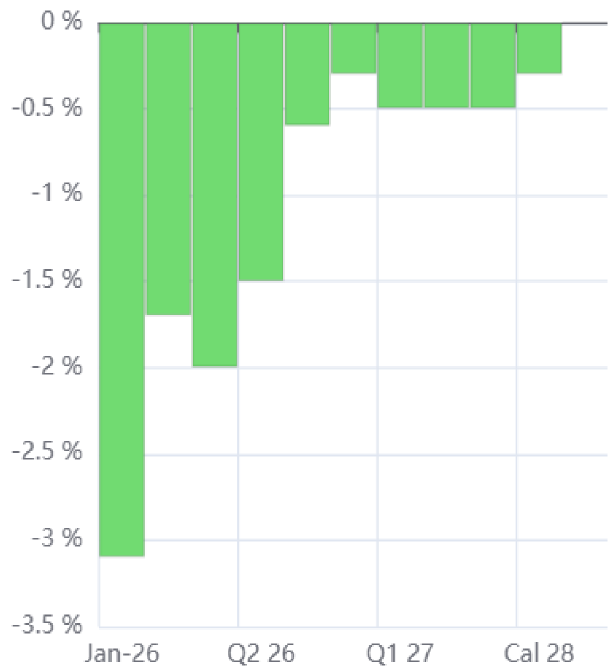
Type	M	T	W	Th	F	Sat	Sun
SMX	53	56	57	54	60	58	57

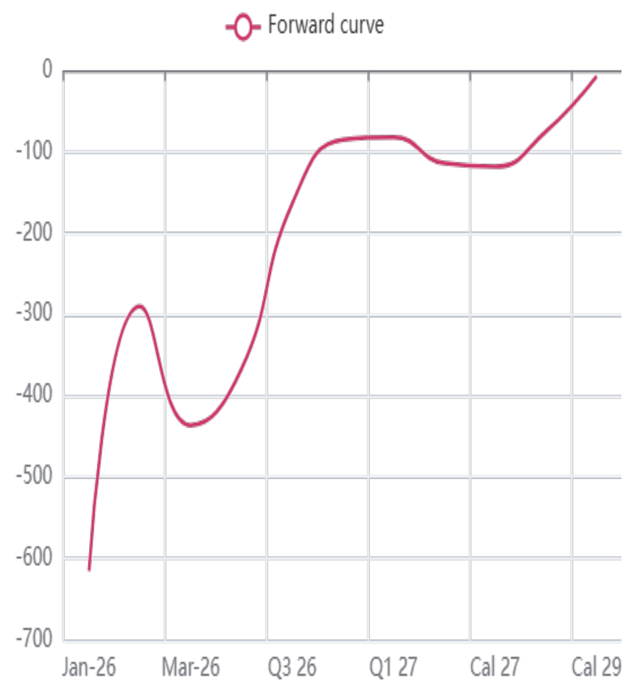


第五部分 远期运价协议 FFA

好望角型散货船Capesize

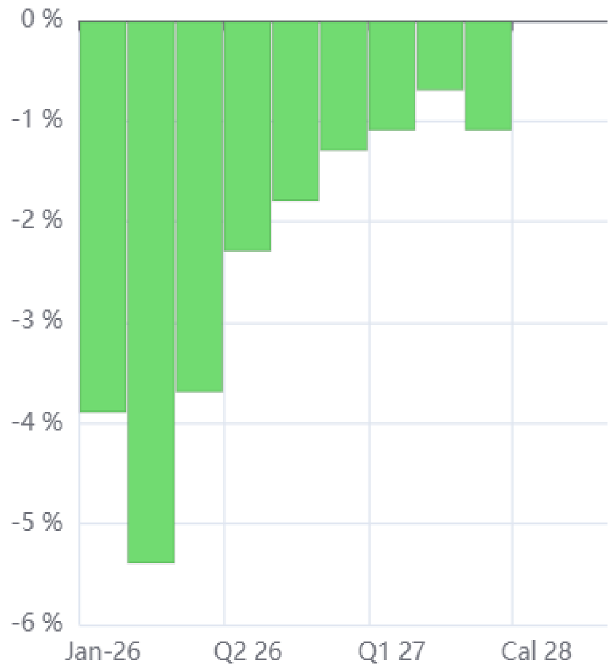
5TC	$/day	WoW	
Jan-26	19,189.00	-615.0	-3.1 %
Feb-26	16,321.00	-290.0	-1.7 %
Mar-26	21,457.00	-436.0	-2.0 %
Q2 26	24,387.67	-367.33	-1.5 %
Q3 26	26,025.00	-164.0	-0.6 %
Q4 26	26,379.00	-85.0	-0.3 %
Q1 27	17,329.00	-82.0	-0.5 %
Q2 27	23,029.00	-114.0	-0.5 %
Cal 27	23,071.00	-118.0	-0.5 %
Cal 28	21,400.00	-75.0	-0.3 %
Cal 29	20,218.00	-7.0	0.0 %

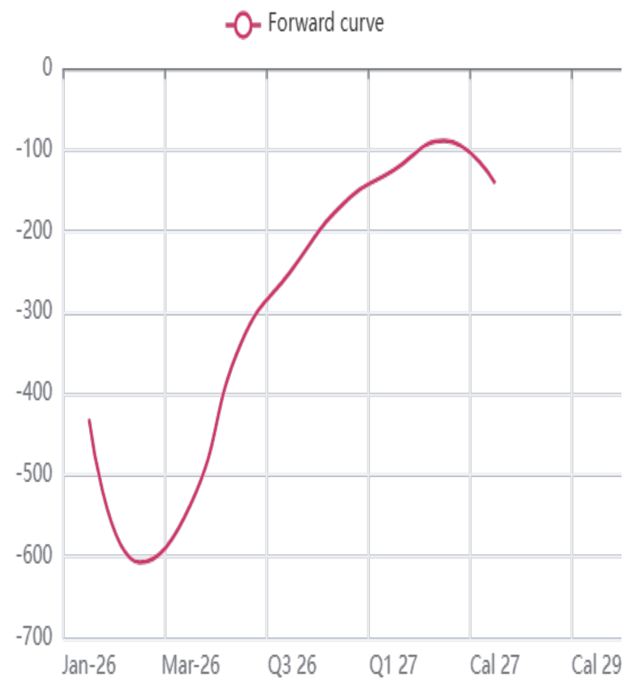




巴拿马型散货船Panamax

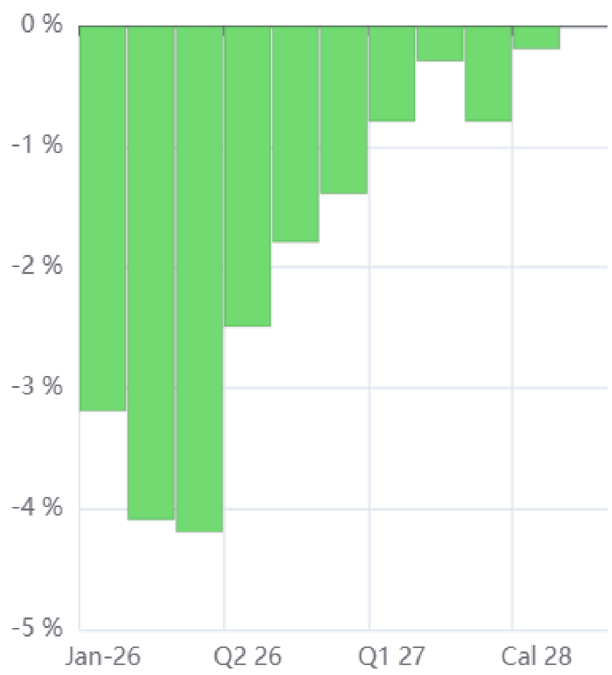
4TC	$/day	WoW	
Jan-26	10,673.00	-431.0	-3.9 %
Feb-26	10,650.00	-607.0	-5.4 %
Mar-26	13,760.00	-536.0	-3.7 %
Q2 26	14,186.33	-337.0	-2.3 %
Q3 26	13,471.00	-247.0	-1.8 %
Q4 26	13,129.00	-167.0	-1.3 %
Q1 27	11,039.00	-125.0	-1.1 %
Q2 27	12,457.00	-89.0	-0.7 %
Cal 27	12,130.00	-141.0	-1.1 %
Cal 28	-	-	-
Cal 29	-	-	-

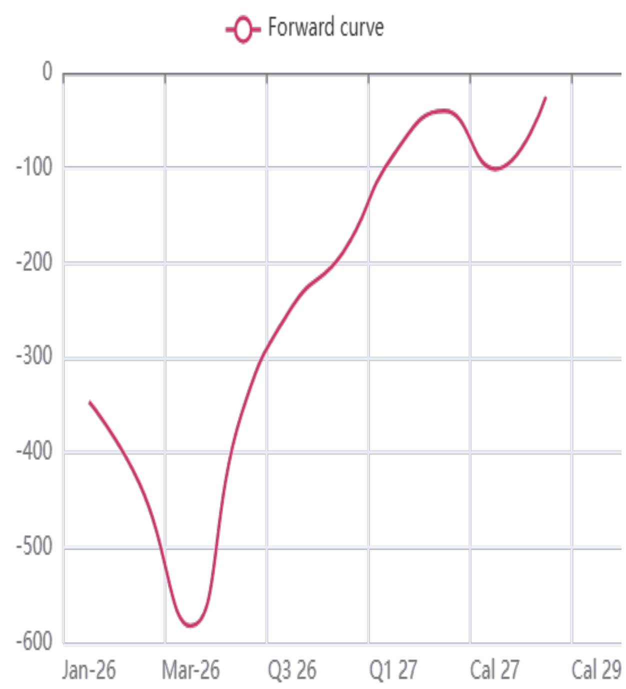




超大灵便型散货船Supramax

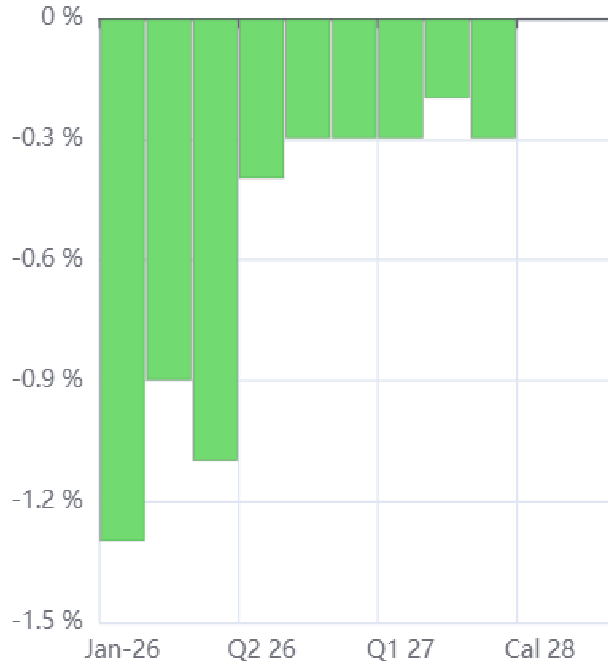
10TC	$/day	WoW	
Jan-26	10,336.00	-346.0	-3.2 %
Feb-26	10,146.00	-433.0	-4.1 %
Mar-26	13,225.00	-582.0	-4.2 %
Q2 26	13,816.33	-359.67	-2.5 %
Q3 26	13,429.00	-246.0	-1.8 %
Q4 26	13,007.00	-189.0	-1.4 %
Q1 27	11,182.00	-86.0	-0.8 %
Q2 27	12,364.00	-40.0	-0.3 %
12,088.00	Cal 27	-101.0	-0.8 %
Cal 28	11,954.00	-25.0	-0.2 %
Cal 29	-	-	-

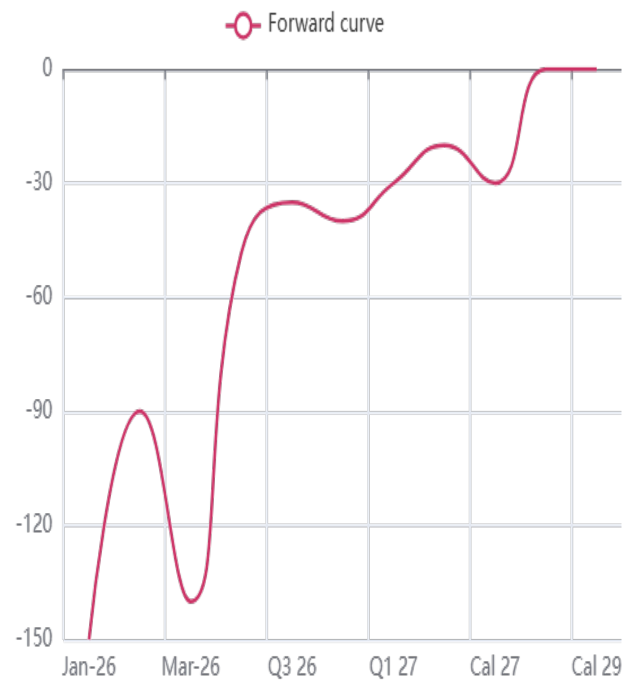




灵便型散货船Handysize

7TC	$/day	WoW	
Jan-26	10,980.00	-150.0	-1.3 %
Feb-26	10,190.00	-90.0	-0.9 %
Mar-26	12,460.00	-140.0	-1.1 %
Q2 26	12,603.33	-48.33	-0.4 %
Q3 26	12,205.00	-35.0	-0.3 %
Q4 26	11,880.00	-40.0	-0.3 %
Q1 27	11,020.00	-30.0	-30.0
Q2 27	11,800.00	-20.0	-0.2 %
Cal 27	11,695.00	-30.0	-0.3 %
Cal 28	11,370.00	0.0	0.0 %
Cal 29	11,170.00	0.0	0.0 %

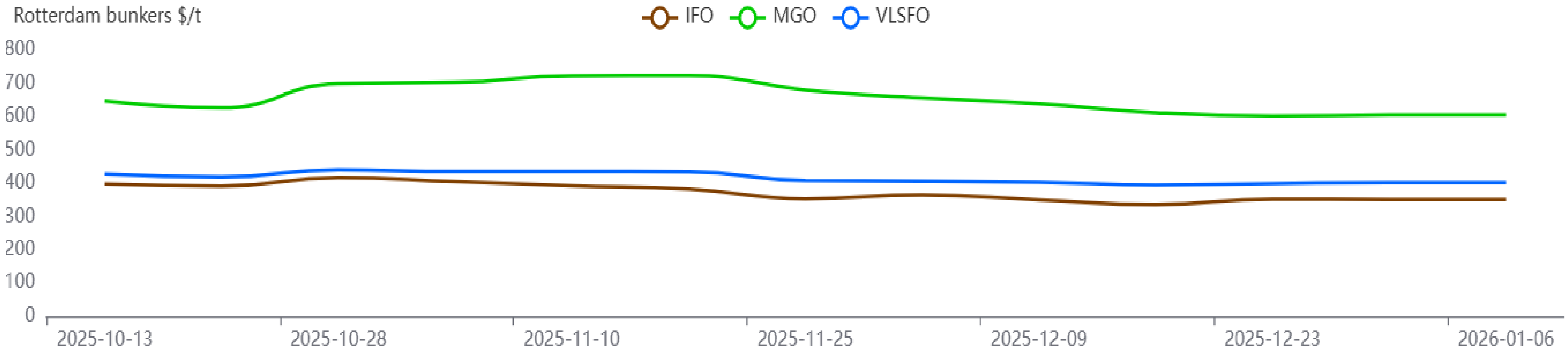


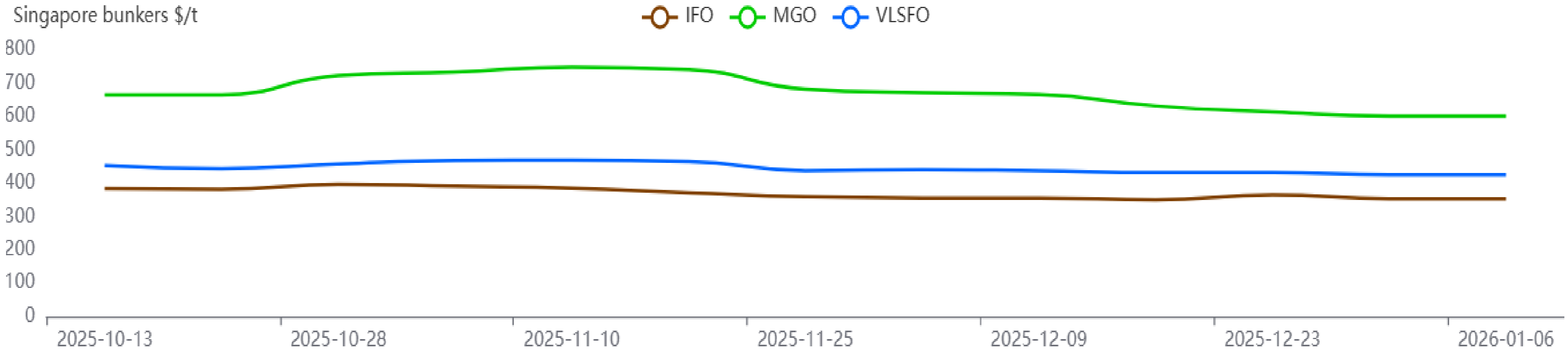


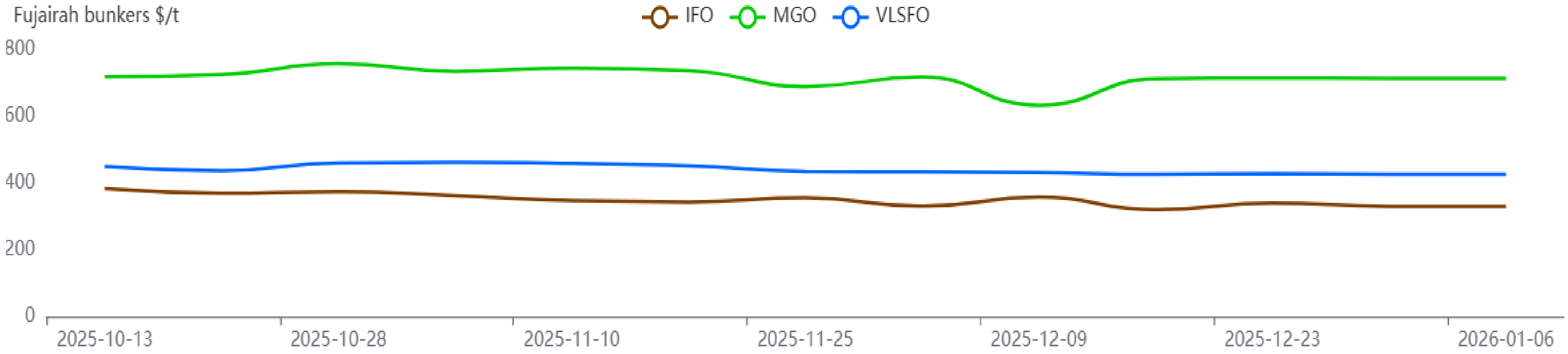
第六部分 燃油价格 BUNKER PRICE

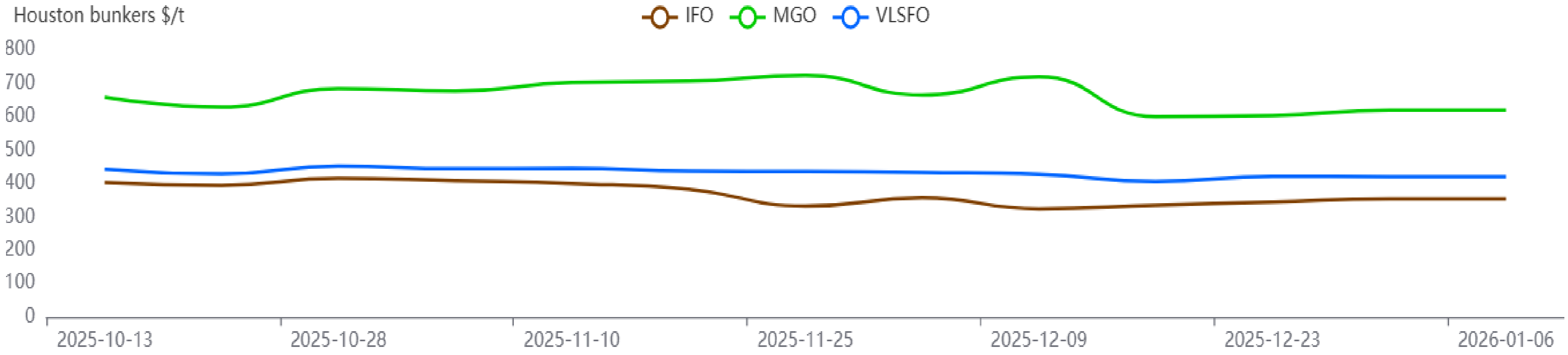
MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	442.0	366.0	659.5	76.0	0.0	0.0	5.56
Singapore	426.0	353.5	602.0	72.5	0.0	0.0	-11.04
Rotterdam	402.5	350.5	605.5	52.0	0.0	0.0	-2.8
Fujairah	426.5	331.0	714.5	95.5	0.0	0.0	29.93
Houston	420.5	354.0	620.0	66.5	0.0	0.0	-35.44

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









第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds	Index		+/-	Weekly	Monthly	YTD
Wheat	193.0		-1.0	-0.52	-1.53	-2.53
Maize	228.0		1.0	0.44	-0.87	0.0
Soybeans	207.0		-12.0	-5.48	-5.48	2.99
Rice	162.0		2.0	1.25	1.89	-20.59
Barley	235.0		2.0	0.86	0.86	5.86
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	57.88	-0.03	-0.05	-0.92	-24.41
Brent	USD/Bbl	61.38	0.08	0.13	-1.21	-23.04
Natural Gas	USD/MMBtu	3.43	-0.44	-11.37	-24.78	-14.04
Gasoline	USD/Gal	1.71	-0.02	-1.16	-4.47	-17.39
Heating Oil	USD/Gal	2.13	-0.02	-0.93	-6.17	-14.8
Ethanol	USD/Gal	1.62	-0.04	-2.41	3.18	-3.57
Naphtha	USD/T	494.0	-5.43	-1.09	-4.37	-23.7
Propane	USD/Gal	0.63	-0.04	-5.97	-10.0	-27.59
Uranium	USD/Lbs	82.0	0.15	0.18	7.19	11.49
Methanol	CNY/T	2199.0	8.0	0.37	7.11	-17.24
TTF Gas	EUR/MWh	27.7	0.3	1.09	3.01	-39.04
UK Gas	GBp/thm	71.52	-0.18	-0.25	1.13	-37.21
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	6.01	0.37	6.56	12.76	39.44
Coal	USD/T	106.2	-0.45	-0.42	-3.54	-8.25
Steel	CNY/T	3087.0	-13.0	-0.42	0.26	-1.63
Iron Ore	USD/T	106.13	-1.0	-0.93	-0.15	8.2
Aluminum	USD/T	3113.55	126.4	4.23	8.59	21.08
Lithium	CNY/T	127500.0	9000.0	7.59	37.54	68.43
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4471.86	160.71	3.73	6.6	66.51
Silver	USD/t.oz	78.31	7.01	9.83	28.52	157.77
Platium	null	2299.5	346.9	17.77	36.73	135.34
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.17		0.0	0.0	0.0	14.71
USD/CNY	6.98		0.01	0.14	-1.13	-5.16

第八部分 本周话题 WEEKLY TOPIC

美国强势介入委内瑞拉或引发石油业格局变动

2026年1月3日，一个周末的好日子，美国特种部队于采取雷霆行动抓获了委内瑞拉总统尼古拉斯·马杜罗，很快特朗普政府宣称已在委内瑞拉局势中占据主导地位。航运市场评估，若美国最终掌控委内瑞拉及其石油产业，全球石油市场格局将发生剧烈戏剧性转变，这一变动将直接重塑油轮运输的贸易模式。

根据国际原油市场分析，美国的介入可能带来显著的石油贸易连锁反应。目前，美国炼油厂加工的原油主要混合了加拿大、墨西哥及中东原油，而未来委内瑞拉的原油出口量可能会主要航流向美国，相应地减少对中国市场的供应规模，这将打破当前既有的全球原油贸易平衡。

值得油轮航运界关注的是，此次局势变动或引发影子油轮船队的重组。据航运大数据公司HIFLEET的大数据显示，当前有接近100艘专门从事委内瑞拉原油运输的超大型油轮，因为委内瑞拉当前巨大变化，这些油轮将面临航线调整，这些油轮大概率会转向伊朗原油运输市场。其核心原因在于，这些油轮多为超大型油轮（VLCCs），并不适合俄罗斯市场的运输需求，而伊朗市场对该类型油轮的需求与适配度应该更高。

马杜罗被捕后，油轮航运市场可能会出现多种发展可能性。市场相关人士透露，不同场景的推演涵盖了从短期主流船队业务增长，到委内瑞拉陷入困境的石油业逐步复苏等多个维度。因为美国突然可能变成委内瑞拉石油贸易的主导力量，从短期来看，原来美国针对委内瑞拉相关制裁有望很快解除以扫清流向美国的石油贸易通道。委内瑞拉探明的石油存量超过世界总储量的17%，中长期从委内瑞拉出口的石油将为油轮市场提供明显的运输增量需求，届时市场将需要更多合规的油轮去承接运输，有利于油轮运输市场。2026年初地缘政治因素再次成为影响石油贸易格局的关键变量，后续油轮行业的具体走向，将取决于制裁政策的调整、委内瑞拉石油产能恢复进度以及全球原油供需关系的动态变化。

On January 3, 2026, a fine weekend day, the US special forces carried out a decisive operation and captured Venezuelan President Nicolás Maduro. Soon, the Trump administration claimed to have gained the upper hand in the situation in Venezuela. The shipping market assessment indicates that if the United States ultimately takes control of Venezuela and its oil industry, the global oil market pattern will undergo a dramatic and significant transformation. This change will directly reshape the trade model of tanker transportation.

According to the analysis of the international crude oil market, the involvement of the United States may trigger significant chain reactions in the oil trade. Currently, the crude oil processed by American refineries is mainly a mixture of crude oil from Canada, Mexico, and the Middle East. In the future, the export volume of Venezuelan crude oil may mainly head towards the United States, thereby reducing the supply scale to the Chinese market. This will disrupt the existing global crude oil trade balance.

What is worth noting for the oil tanker shipping industry is that this situation change may lead to the reorganization of the shadow oil tanker fleet. According to the data from the shipping big data company HIFLEET, there are currently nearly 100 ultra-large oil tankers dedicated to transporting Venezuelan crude oil. Due to the significant changes in Venezuela at present, these oil tankers will face route adjustments. These oil tankers are likely to shift to the Iranian crude oil transportation market. The main reason for this is that most of these oil tankers are ultra-large oil tankers (VLCCs), which are not suitable for the transportation needs of the Russian market. However, the demand and compatibility for this type of oil tankers in the Iranian market should be higher.

After Maduro's arrest, the tanker shipping market may witness various development possibilities. Market experts have disclosed that the scenarios for analysis cover multiple dimensions, ranging from the short-term growth of the mainstream shipping fleet, to the gradual recovery of Venezuela's struggling oil industry.

Because the United States might suddenly become the dominant force in Venezuela's oil trade, in the short term, the original sanctions imposed by the United States against Venezuela are expected to be lifted soon, clearing the way for oil trade flowing to the United States. Venezuela's proven oil reserves exceed 17% of the world's total reserves. In the medium and long term, the oil exported from Venezuela will provide significant transportation demand for the tanker market. At that time, the market will need more compliant tankers to undertake the transportation, which is beneficial to the tanker transportation market. In early 2026, geopolitical factors once again became a key variable influencing the oil trade pattern. The specific future direction of the tanker industry will depend on the adjustment of the sanctions policy, the progress of Venezuela's oil production capacity recovery, and the dynamic changes in global crude oil supply and demand relations.