hiFleet 船队在线

2026年
第6周市场周报

Contents

上海迈利船舶科技有限公司

hiFleet 船队在线 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.

HiFleet
LLM AI Shipping Chartering Tool

Expected Arrivals Screening

Public or private service modes

AI analysis of cargo & tonnage offers chartering emails

Fast search & filtering of cargo/tonnage offers

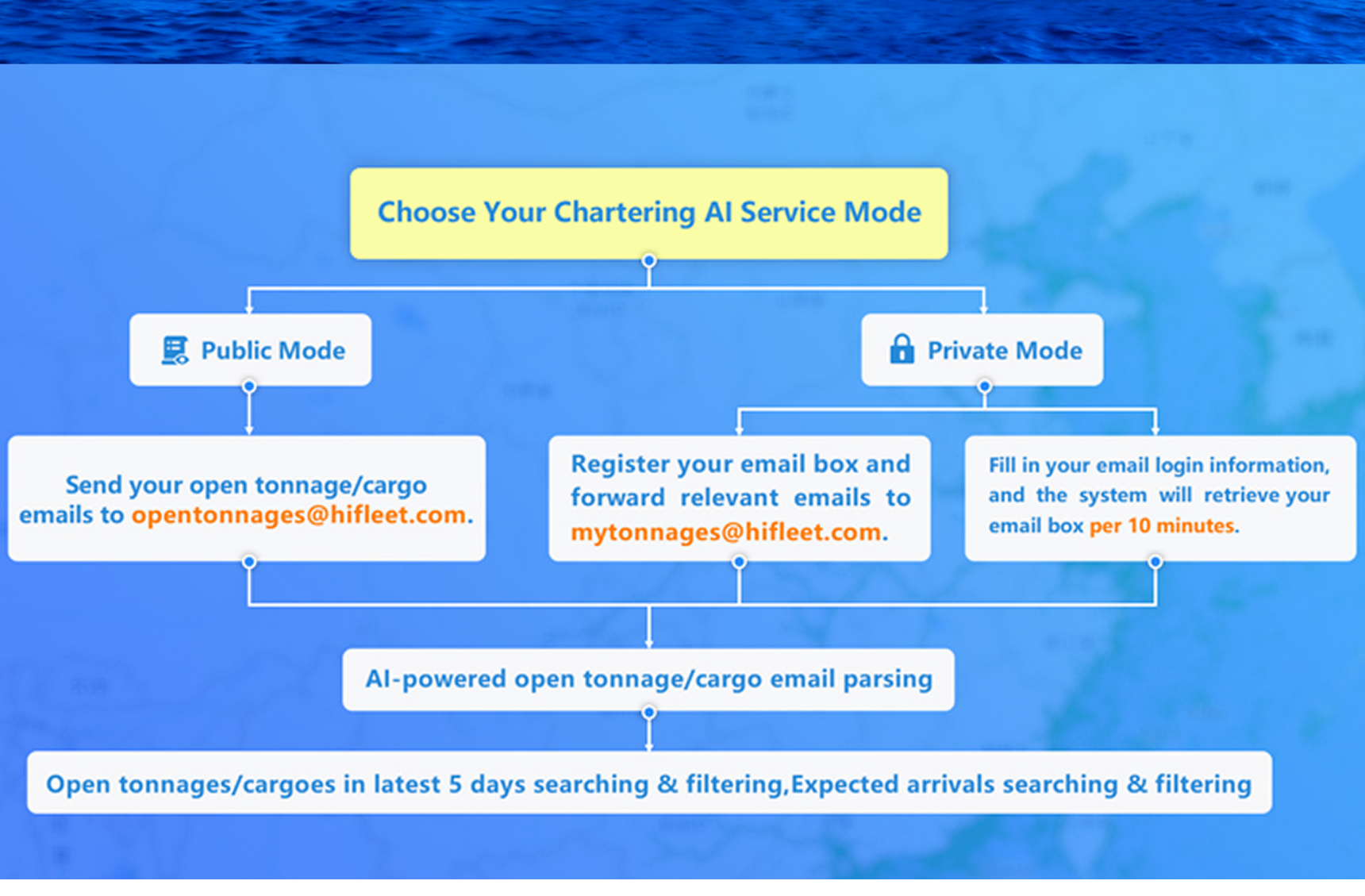
Search cargo & tonnage offers by port & its nearby

Basic authenticity screening for tonnage offers

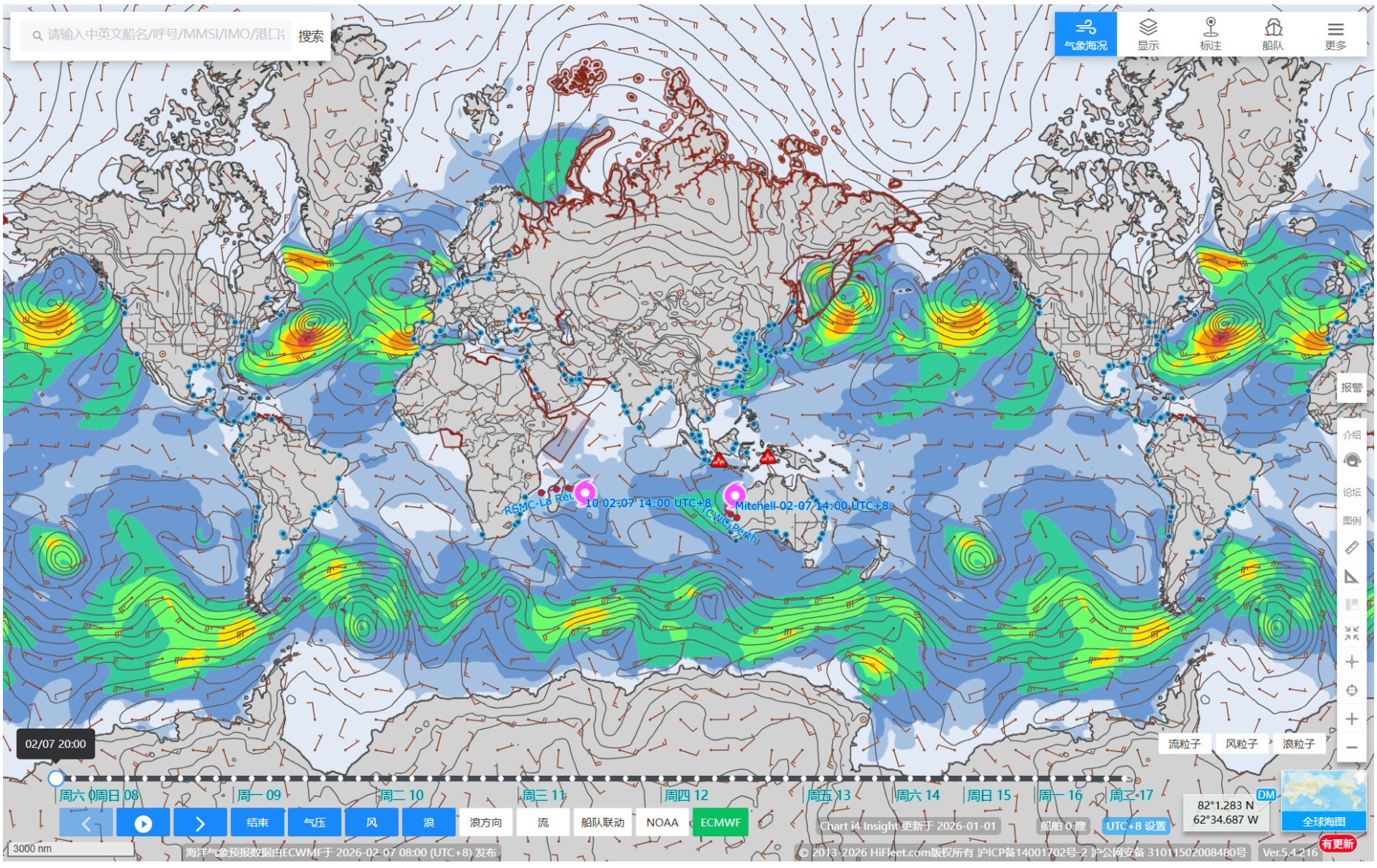
Sanctions-risk alerts for tonnage offers

Basic analysis of 3-year vessel performance (speed/consumption)

Port-of-call country tags (e.g., CIS, AU, BH)



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1550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 1550 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4-5级，有中浪；黄海风力4-6级，中浪；东海风力4-7级，上半周有巨浪；台湾海峡3-7级风，周初有巨浪；南海大部海域风力5-7级，上半周有巨浪。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 moderate with moderate sea. Yellow Sea the wind becomes weak with rough sea in the early of the next week. And China East Sea becomes weak with very rough sea in the early of the next weekend. The wind in the Taiwan Strait becomes weak with very rough sea in thee early of the next week. In most of the South China Sea the wind is strong with very rough sea occasionally. 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2月3日，一艘老旧的菲律宾跨岛渡轮的机舱发生火灾，造成三名船员受伤。这艘载重 1018 总吨的“Maria Felisa”号轮渡（建于 1983 年）于 2 月 1 日从南部莱特岛出发，驶向苏里高北部港，就在那时火灾发生了。菲律宾海岸警卫队随即做出了响应，并于 2 月 3 日称，已将全部 92 名乘客安全送上了岸。 On February 3, 2026, a fire broke out in the engine room of an old Philippine island-crossing ferry. Three crew members were injured. The 1018 gross ton "Maria Felisa" ferry (built in 1983) set off from the southern Leyte Island on February 1 and was heading to the northern port of Surigao. The fire occurred at that time. The Philippine Coast Guard responded immediately and on February 3, it stated that all 92 passengers had been safely brought ashore.

其它 Others

没有 Nil

备注 Remark

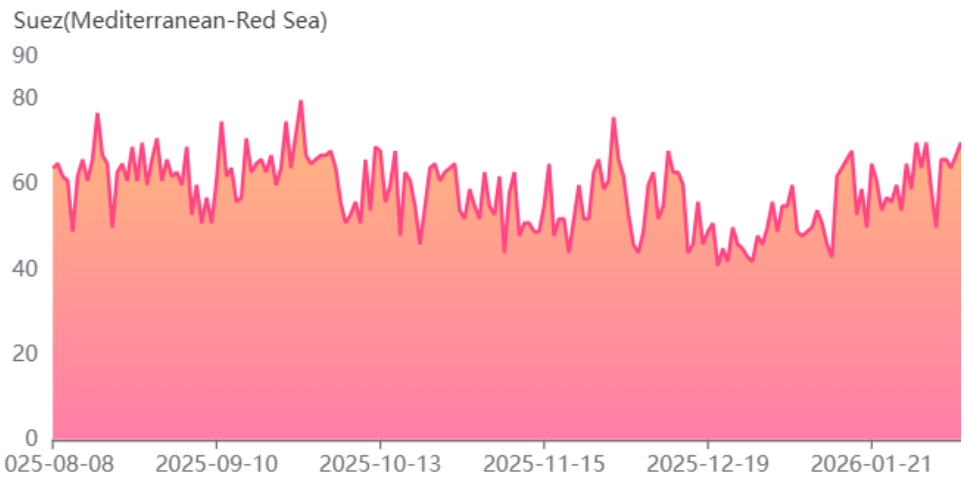
本报告数据截止时间为2026年2月8日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on Feb 8th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

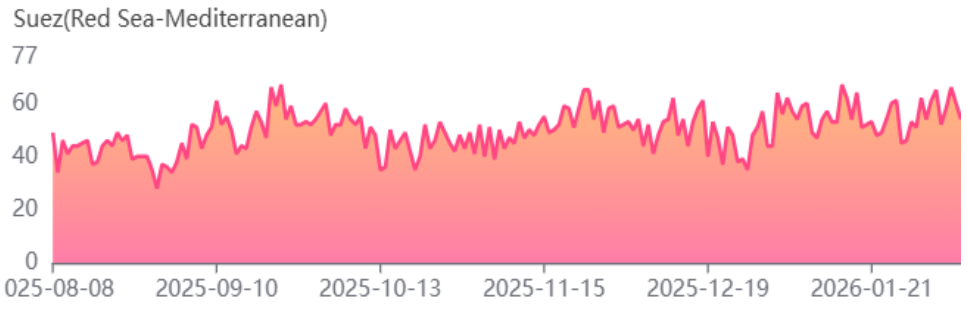
第二部分 航运数据 SHIPPING DATA

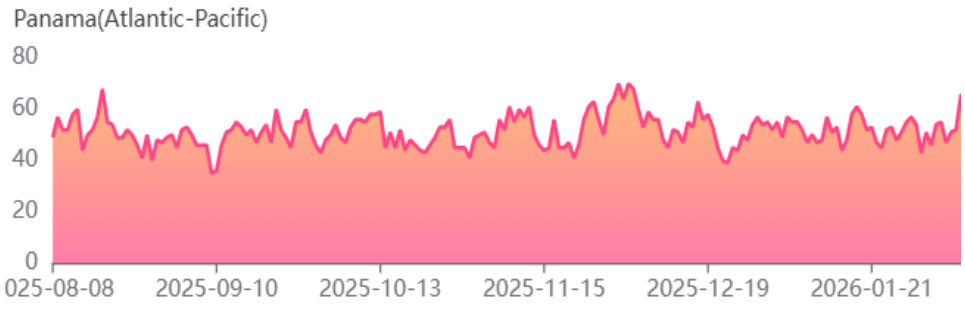
最近一周船舶运河/河口锚地等待数量

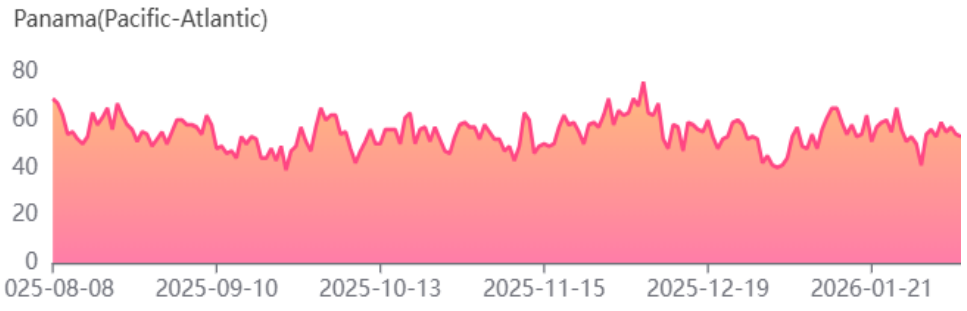
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

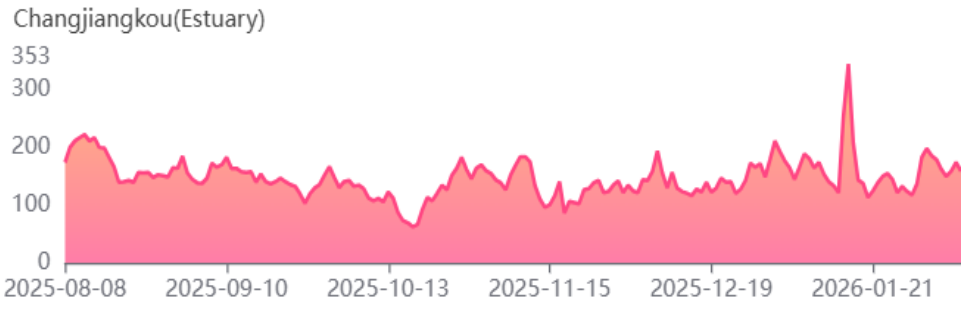
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	54	1619	38	155
Miss.Riv.	2	171	-27	86
CJK	158	4623	207	191
Pa.Atlan.	66	1510	10	27
Colum.Riv.	7	137	12	1
Suez.Med.	70	1739	14	313
Pa.Pac.	53	1626	16	133
ZJK	117	3634	52	127

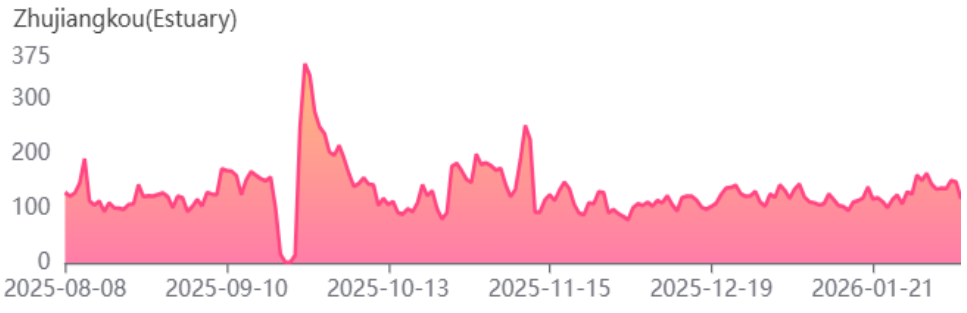


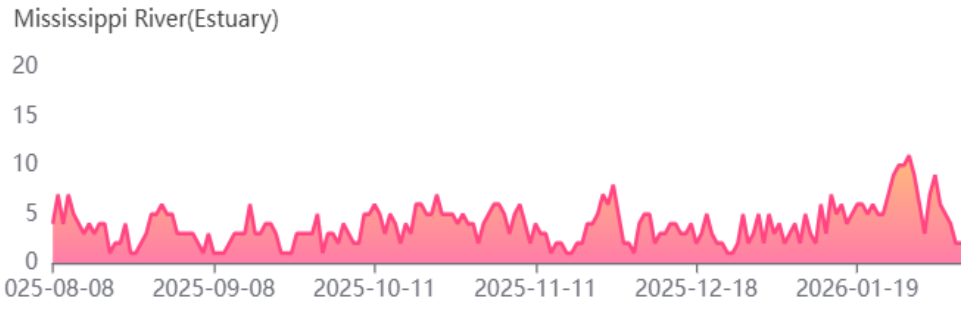


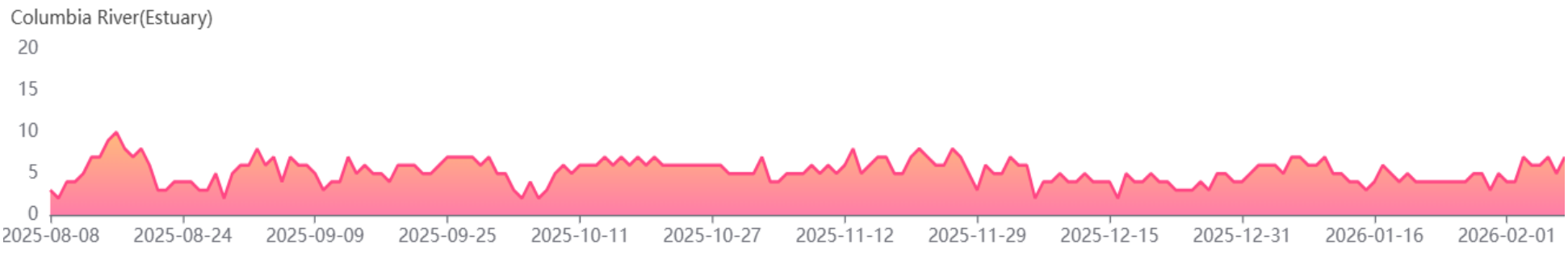










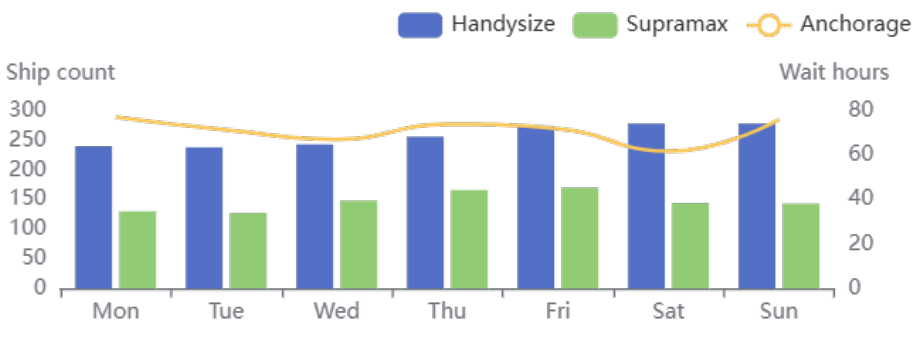


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

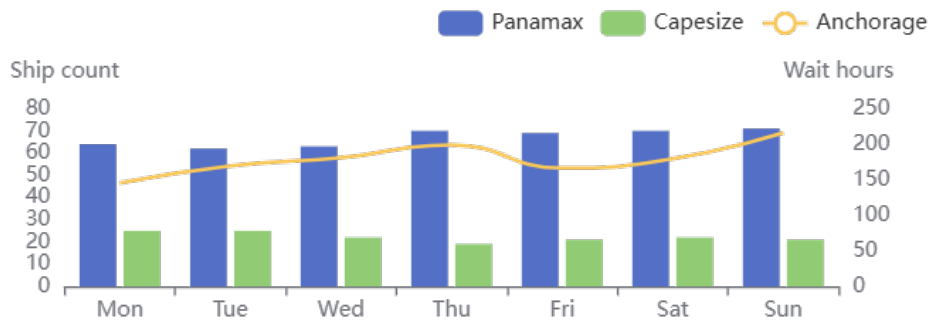
Type	M	T	W	Th	F	Sat	Sun
HDY	240	238	243	256	274	278	278
SMX	130	127	148	166	170	144	143
WT.h.	77.1	71.3	67.1	73.9	71.9	61.7	76



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.	64	62	63	70	69	70	71
Cap	25	25	22	19	21	22	21
WT.h.	145.4	169.4	181	199	166.3	179.6	216



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

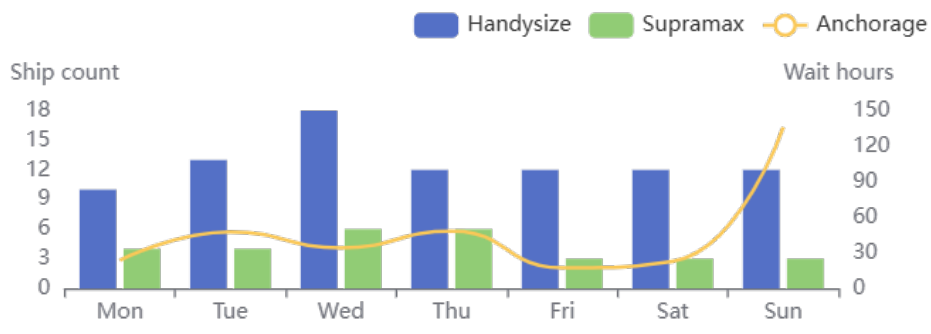
Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

Type	M	T	W	Th	F	Sat	Sun
Pan.	52	47	49	52	50	44	45
Cap	63	69	73	69	74	26	42
WT.h.	168	135.1	141.1	155.1	138.8	183.8	209

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

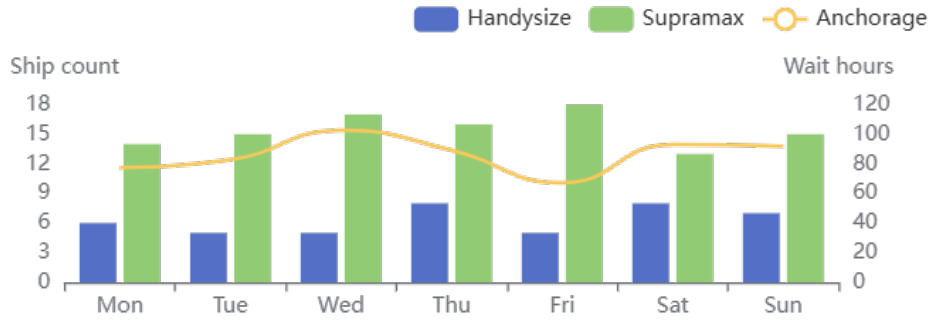
Type	M	T	W	Th	F	Sat	Sun
HDY	10	13	18	12	12	12	12
SMX	4	4	6	6	3	3	3
WT.h.	23.7	47.7	34.2	48.45	17.3	22.9	136



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

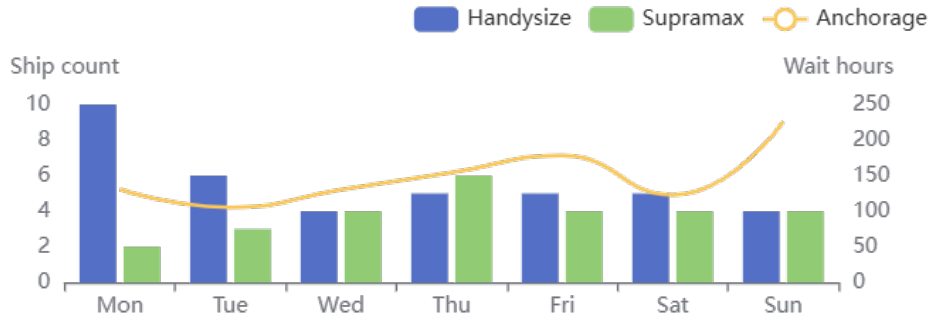
Type	M	T	W	Th	F	Sat	Sun
HDY	6	5	5	8	5	8	7
SMX	14	15	17	16	18	13	15
WT.h.	77.45	82.8	102.65	89.25	67.2	93.2	92



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

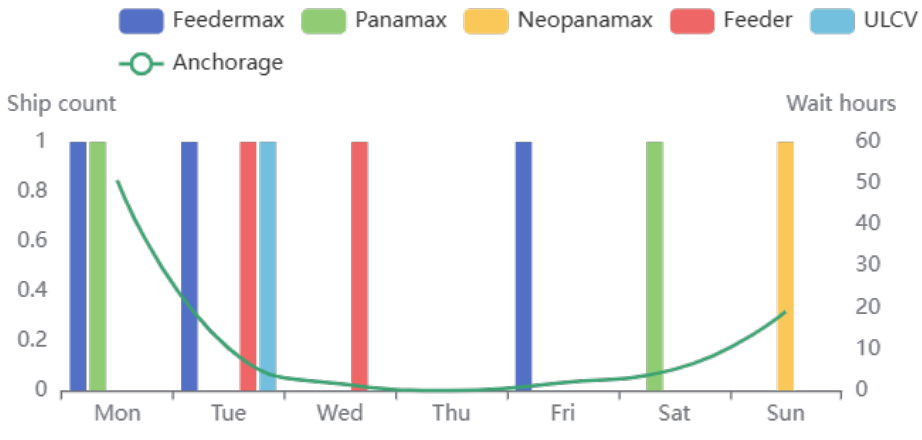
Type	M	T	W	Th	F	Sat	Sun
HDY	10	6	4	5	5	5	4
SMX	2	3	4	6	4	4	4
WT.h.	130.9	105.4	130.4	154.4	178.4	122.9	226



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

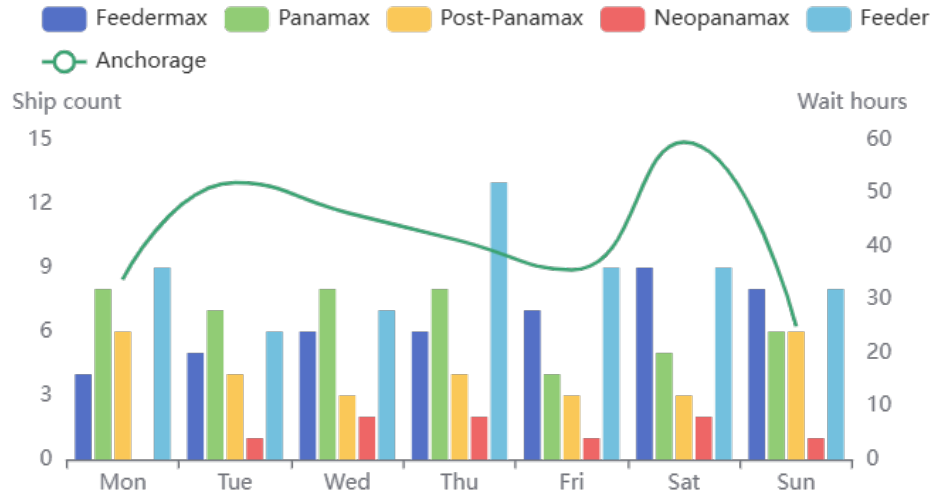
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	0	0	1	0	0
Pan.	1	0	0	0	0	1	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	1
Fd	0	1	1	0	0	0	0
WT.h.	50.75	10.2	1.6	0.0	1.9	5.1	19
Ulcv	0	1	0	0	0	0	0



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

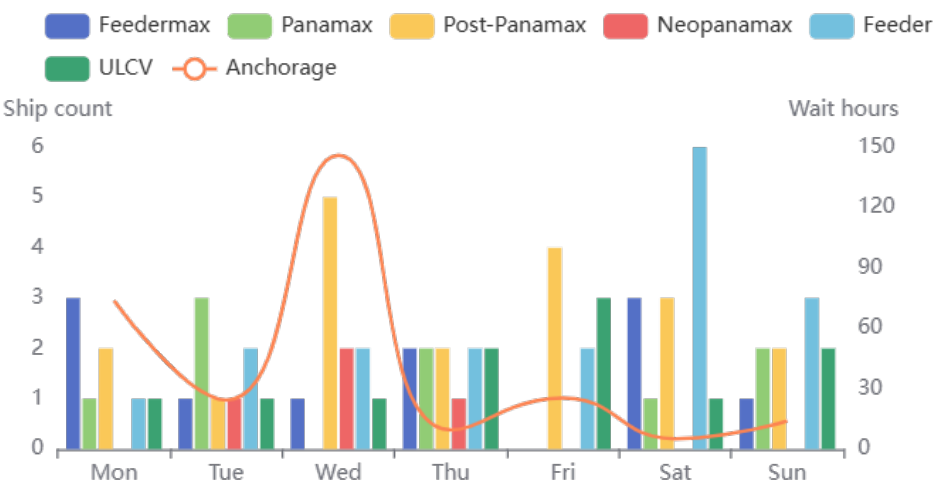
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	5	6	6	7	9	8
Pan.	8	7	8	8	4	5	6
PPx	6	4	3	4	3	3	6
NPx	0	1	2	2	1	2	1
Fd	9	6	7	13	9	9	8
Ulcv	0	0	0	0	0	0	0
WT.h.	33.8	52	46.35	41.1	35.6	59.6	25



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

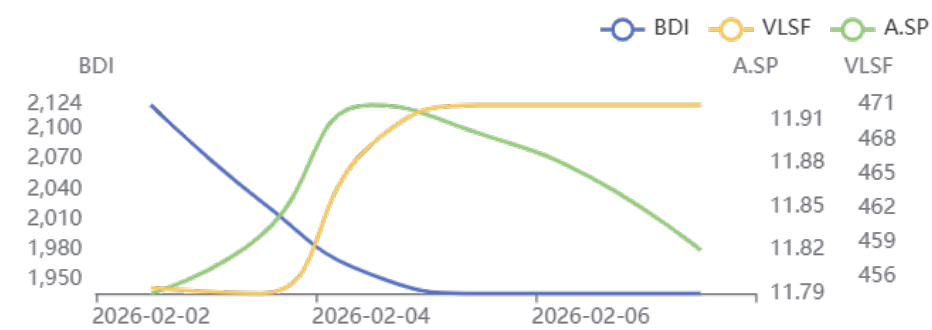
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	1	1	2	0	3	1
Pan.	1	3	0	2	0	1	2
PPx	2	1	5	2	4	3	2
NPx	0	1	2	1	0	0	0
Fd	1	2	2	2	2	6	3
Ulcv	1	1	1	2	3	1	2
WT.h.	73.8	24.4	145.9	9.5	25.4	5.2	14



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

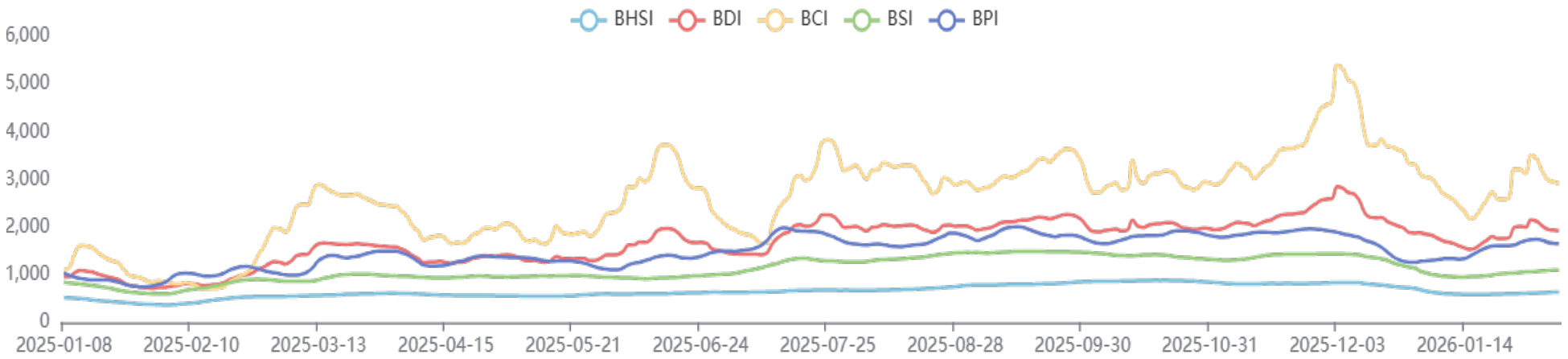
Type	M	T	W	Th	F	Sat	Sun
BDI	1748	1724	1685	1659	1659	1659	1659
VLSF	455.00	454.50	467.50	471.00	471.00	471.00	471.00
A.SP	11.79	11.83	11.92	11.9	11.87	11.82	



第三部分 航运市场 SHIPPING MARKET

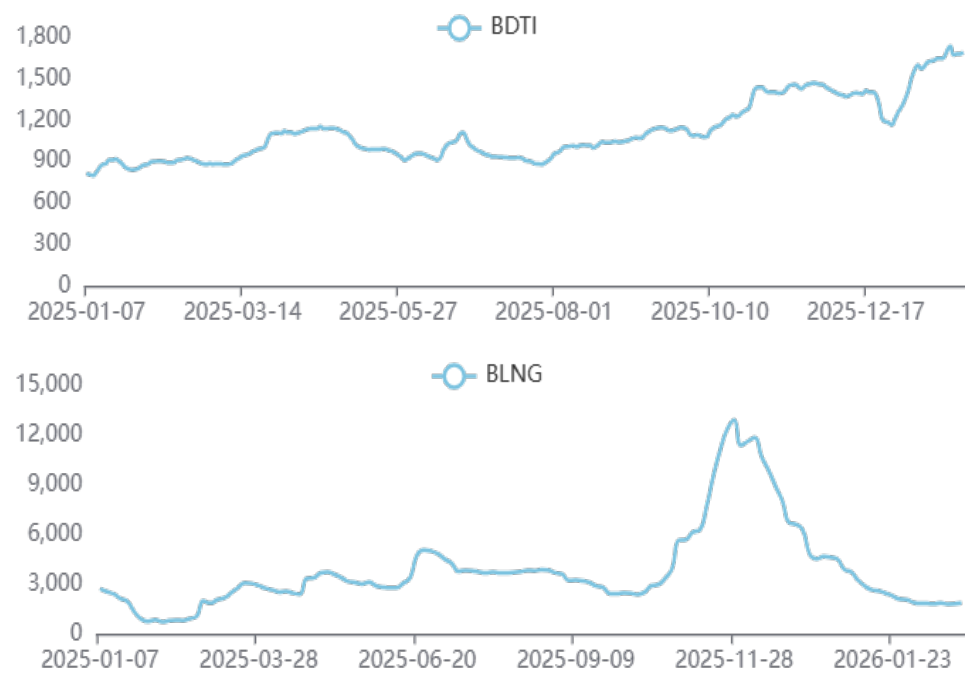
波罗的海干散货指数Baltic Dry Index

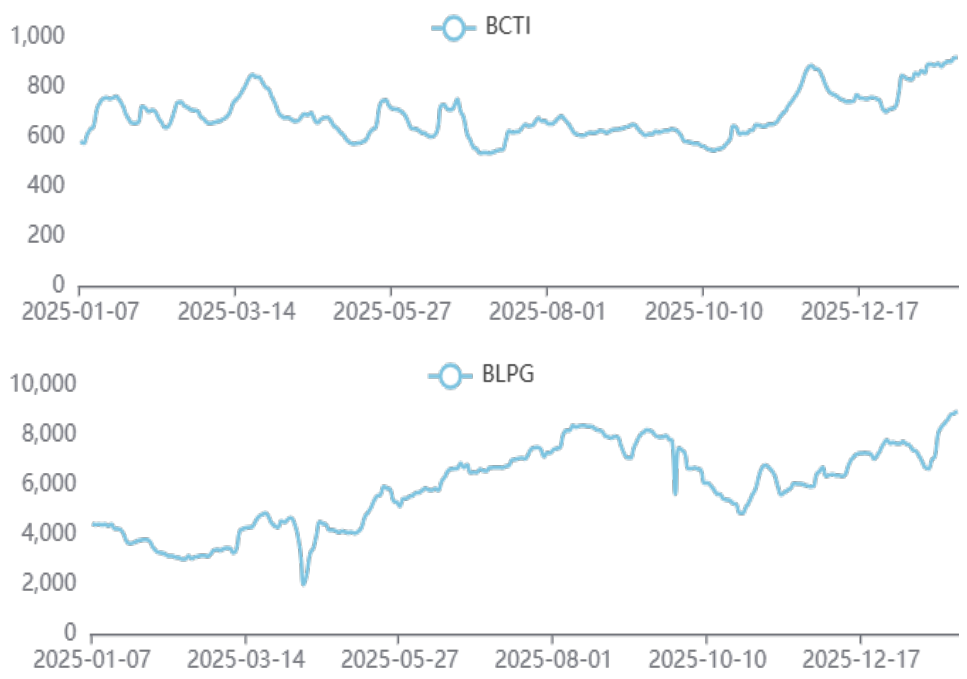
Type	PI	WoW	W%	M%	y%
BDI	1923	-225.0	-10.47	13.92	142.5
BCI	2918	-589.0	-16.79	10.53	259.36
BPI	1652	-91.0	-5.22	22.83	60.54
BSI	1104	37.0	3.47	14.17	70.11
BHSI	638	20.0	3.24	5.45	64.43



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1691	-11.0	-0.65	34.31	87.26
BCTI	917	34.0	3.85	28.61	29.89
BLNG	1853	23.0	1.26	-60.3	152.11
BLPG	8957	648.0	7.8	16.52	175.94





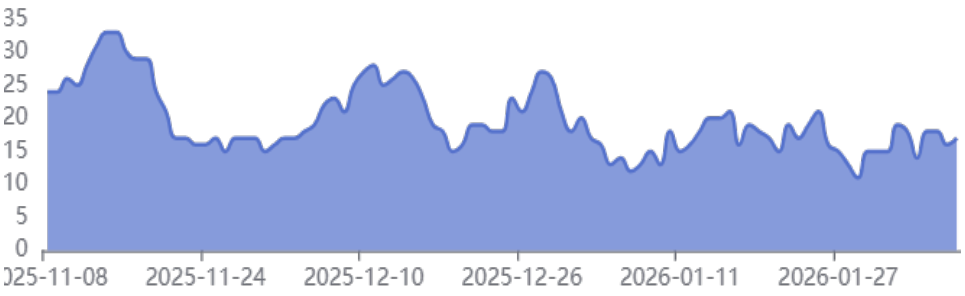
第四部分 运力分布 SUPPLY DISTRIBUTION

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.

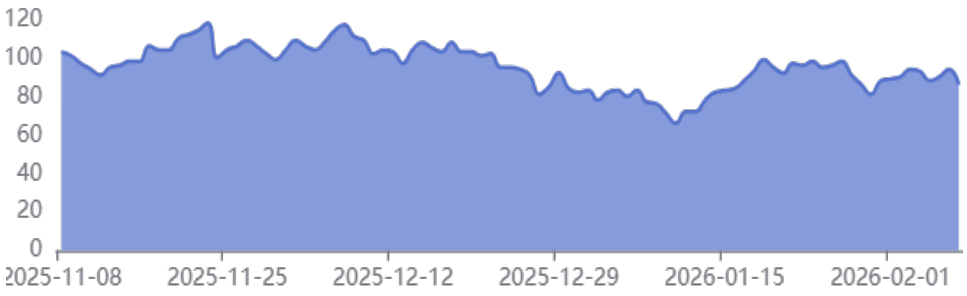
Type	M	T	W	Th	F	Sat	Sun
Cape	19	18	14	18	18	16	17



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.

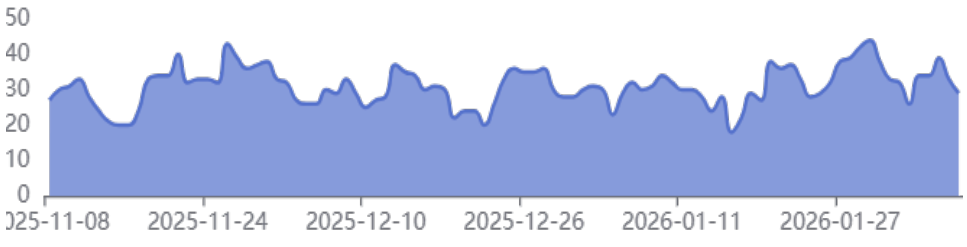
Type	M	T	W	Th	F	Sat	Sun
Cape	90	94	93	88	90	94	86



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	32	26	34	34	39	33	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。

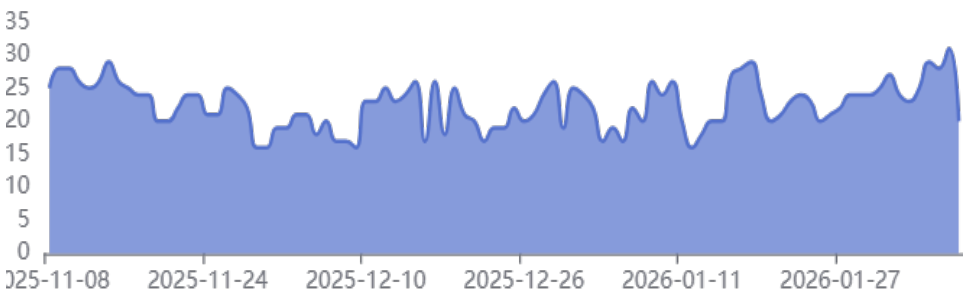
Area: South America. The latest week update number for Panamax with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Pan.	149	150	145	146	139	137	140

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.

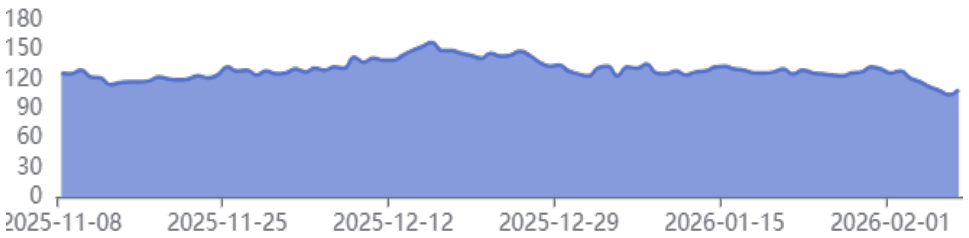
Type	M	T	W	Th	F	Sat	Sun
Pan.	24	23	24	23	21	20	22



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.	128	121	117	112	108	104	109

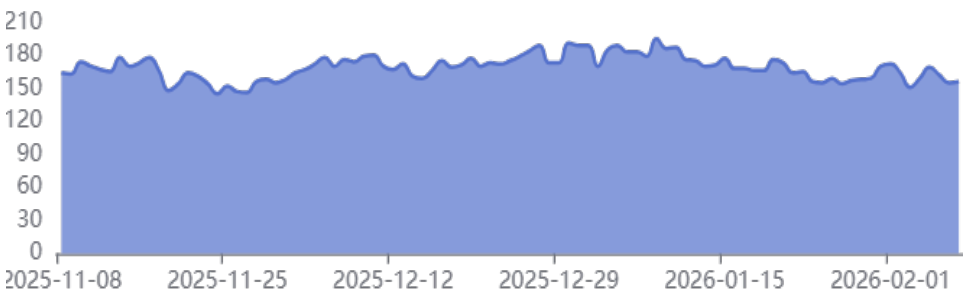


超大灵便型散货 SUPRAMAX

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.

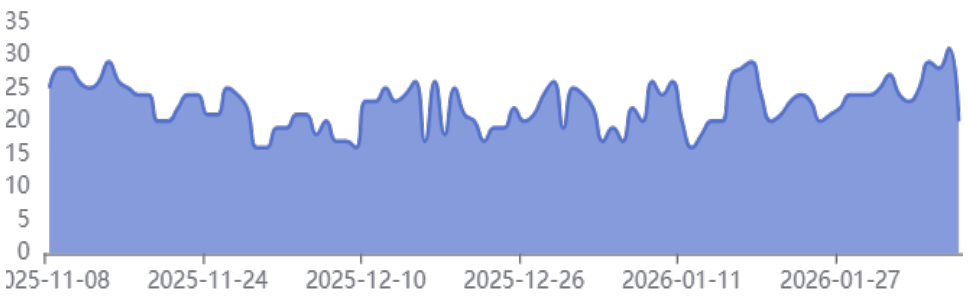
Type	M	T	W	Th	F	Sat	Sun
SMX	164	151	159	169	162	155	156



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.

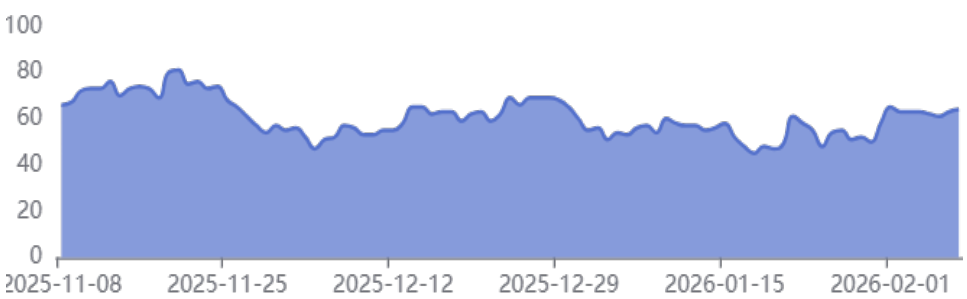
Type	M	T	W	Th	F	Sat	Sun
SMX	24	23	25	29	28	31	20



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.

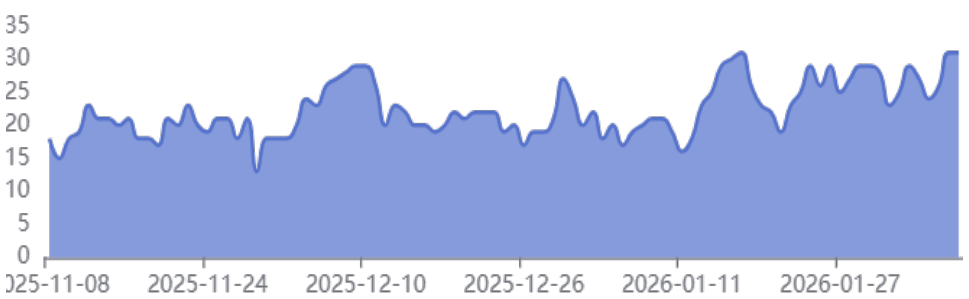
Type	M	T	W	Th	F	Sat	Sun
SMX	25	29	27	24	26	31	31



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.

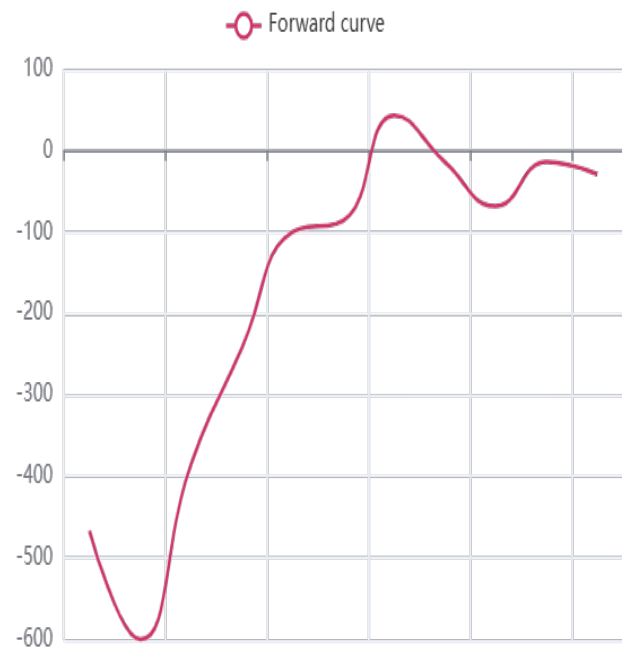
Type	M	T	W	Th	F	Sat	Sun
SMX	63	63	63	62	61	63	64



第五部分 远期运价协议 FFA

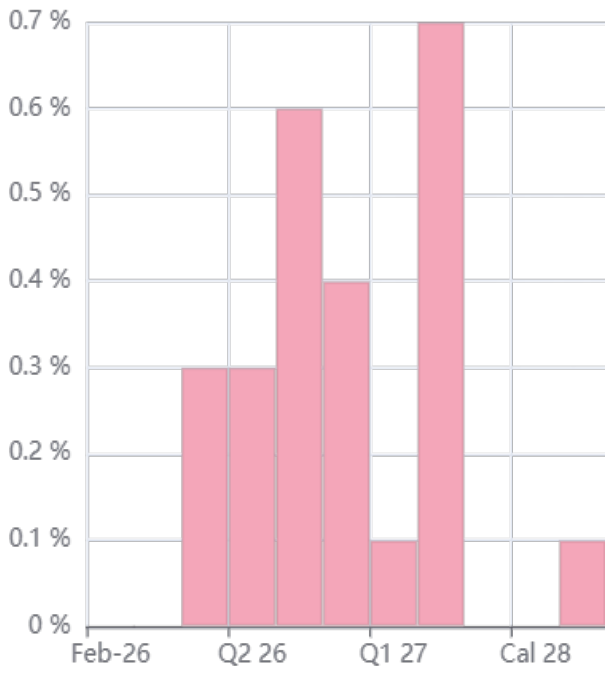
好望角型散货船Capesize

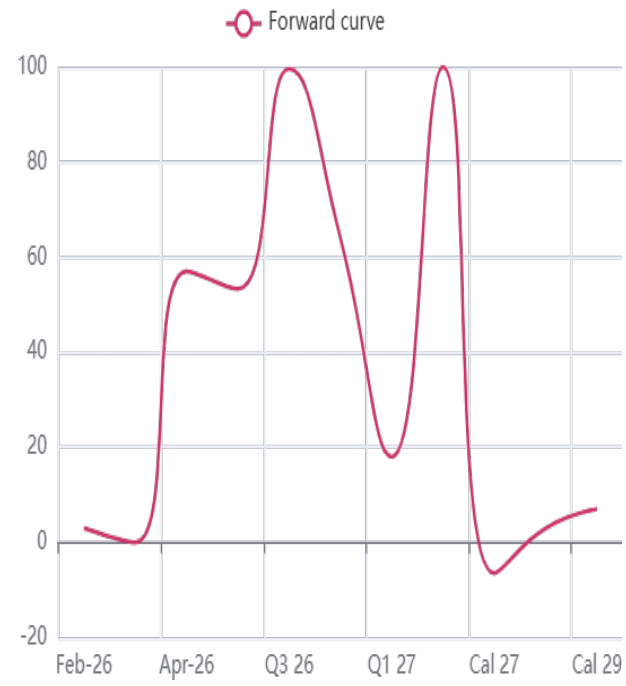
5TC	$/day	WoW	
Feb-26	26,107.00	-467.0	-1.8 %
Mar-26	30,228.00	-600.0	-1.9 %
Apr-26	31,232.00	-385.0	-1.2 %
Q2 26	31,766.33	-242.67	-0.8 %
Q3 26	32,532.00	-100.0	-0.3 %
Q4 26	32,696.00	-86.0	-0.3 %
Q1 27	23,360.00	43.0	0.2 %
Q2 27	28,628.00	-14.0	0.0 %
Cal 27	29,010.00	-68.25	-0.2 %
Cal 28	27,114.00	-14.0	-0.1 %
Cal 29	25,092.00	-29.0	-0.1 %



巴拿马型散货船Panamax

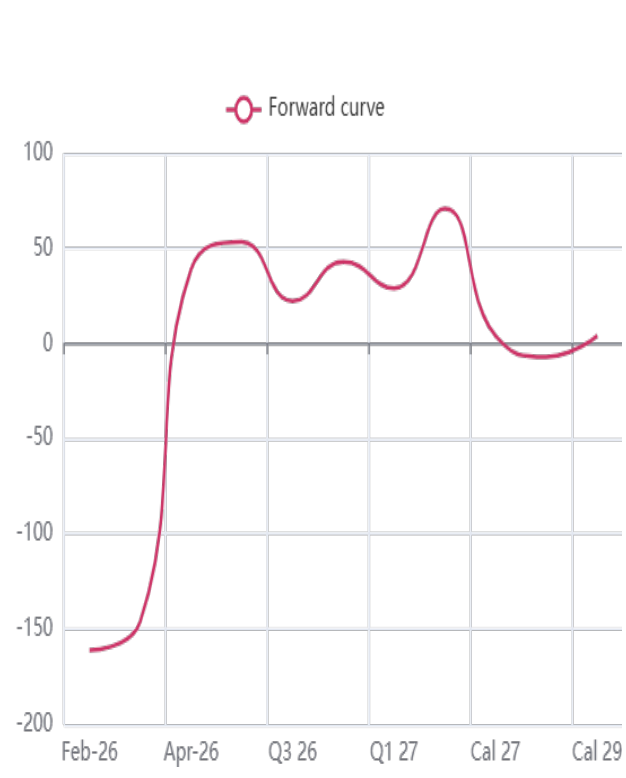
4TC	$/day	WoW	
Feb-26	14,857.00	3.0	0.0 %
Mar-26	17,171.00	0.0	0.0 %
Apr-26	18,014.00	57.0	0.3 %
Q2 26	17,754.67	53.33	0.3 %
Q3 26	16,324.67	99.67	0.6 %
Q4 26	15,339.00	64.0	0.4 %
Q1 27	13,254.00	18.0	0.1 %
Q2 27	14,939.00	100.0	0.7 %
Cal 27	14,161.25	-6.5	0.0 %
Cal 28	13,632.00	3.0	0.0 %
Cal 29	13,346.00	7.0	0.1 %





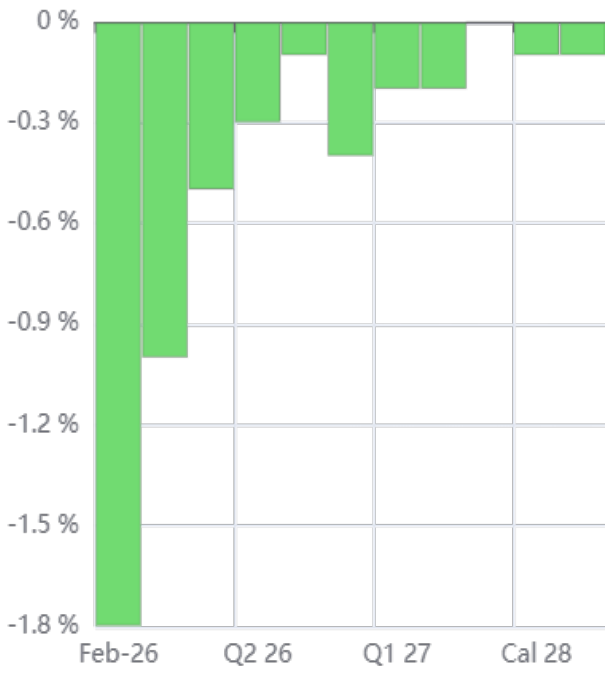
超大灵便型散货船Supramax

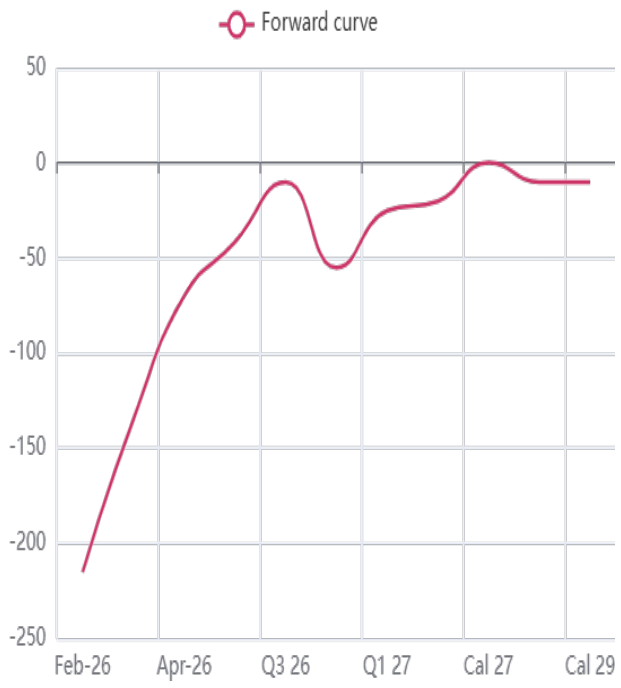
10TC	$/day	WoW	
Feb-26	14,141.00	-161.0	-1.1 %
Mar-26	16,909.00	-146.0	-0.9 %
Apr-26	17,884.00	39.0	0.2 %
Q2 26	17,692.33	53.33	0.3 %
Q3 26	16,420.00	22.33	0.1 %
Q4 26	15,663.00	43.0	0.3 %
Q1 27	14,059.00	29.0	0.2 %
Q2 27	15,330.00	71.0	0.5 %
14,559.25	Cal 27	4.0	0.0 %
Cal 28	14,377.00	-7.0	0.0 %
Cal 29	14,213.00	4.0	0.0 %



灵便型散货船Handysize

7TC	$/day	WoW	
Feb-26	11,580.00	-215.0	-1.8 %
Mar-26	13,685.00	-135.0	-1.0 %
Apr-26	13,805.00	-70.0	-0.5 %
Q2 26	13,705.00	-41.67	-0.3 %
Q3 26	12,900.00	-10.0	-0.1 %
Q4 26	12,435.00	-55.0	-0.4 %
Q1 27	11,410.00	-25.0	-25.0
Q2 27	12,150.00	-20.0	-0.2 %
Cal 27	11,890.00	0.25	0.0 %
Cal 28	11,560.00	-10.0	-0.1 %
Cal 29	11,350.00	-10.0	-0.1 %

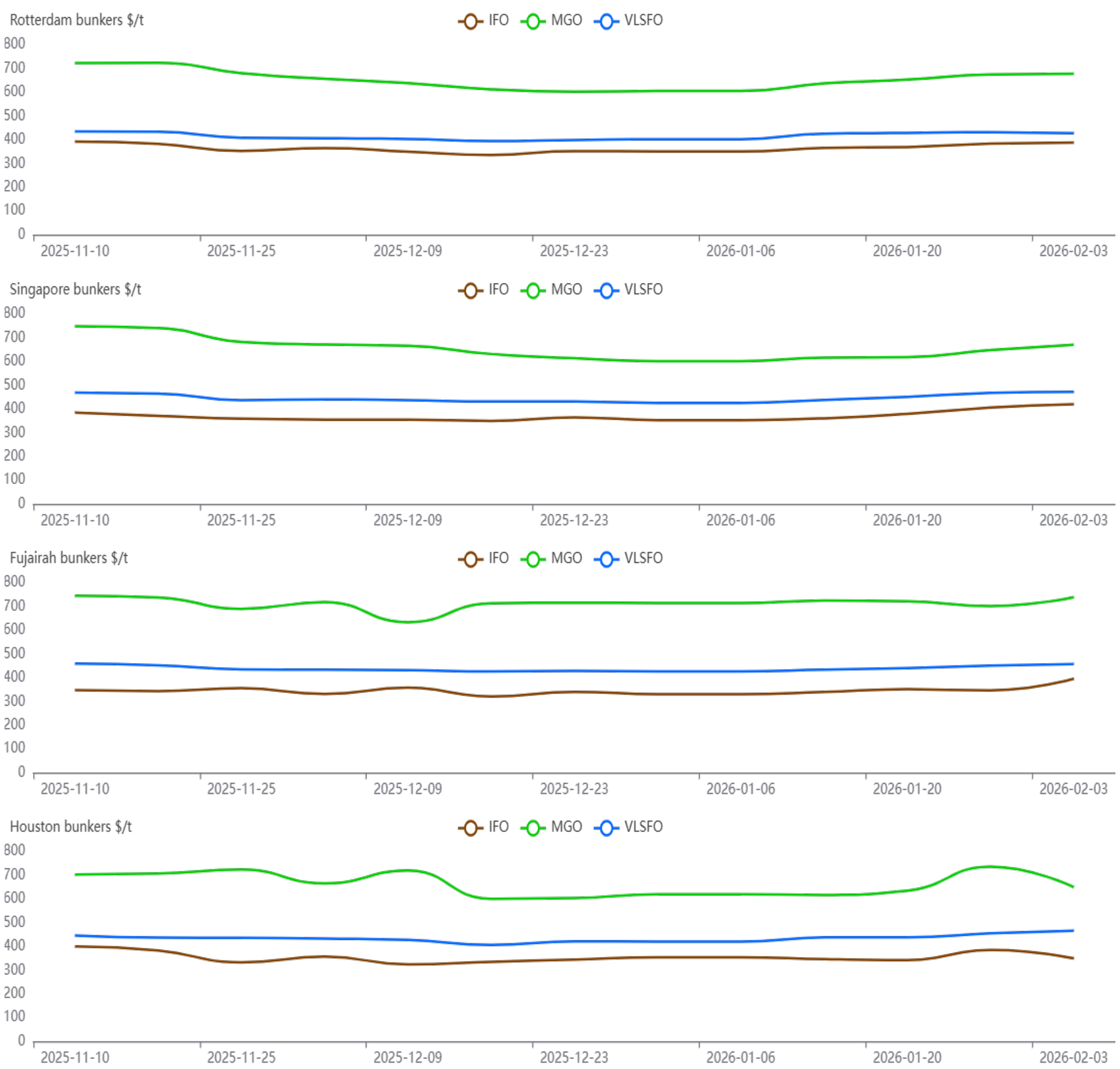




第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	496.5	445.0	687.0	51.5	-4.0	-7.21	-32.24
Singapore	473.0	420.5	671.0	52.5	-9.5	-15.32	-27.59
Rotterdam	428.0	388.0	678.0	40.0	-7.5	-15.79	-23.08
Fujairah	457.5	395.5	739.0	62.0	-42.0	-40.38	-35.08
Houston	466.0	349.5	649.5	116.5	47.0	67.63	75.19

(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	196.0	0.0	0.0	1.55	-11.71
Maize	229.0	-1.0	-0.43	0.44	-4.98
Soybeans	211.0	-4.0	-1.86	1.93	2.43
Rice	161.0	2.0	1.26	-0.62	-16.15
Barley	238.0	0.0	0.0	1.28	3.03
Energy	Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	63.17	-1.17	-1.82	9.14	-12.76
Brent	USD/Bbl	67.4	-1.04	-1.52	9.81	-11.02
Natural Gas	USD/MMBtu	3.53	-0.35	-9.02	2.92	10.31
Gasoline	USD/Gal	1.91	0.0	0.0	11.7	-8.61
Heating Oil	USD/Gal	2.41	-0.05	-2.03	13.15	-0.41
Ethanol	USD/Gal	1.6	-0.02	-1.23	-1.23	-10.61
Naphtha	USD/T	544.27	-17.31	-3.08	10.18	-16.1
Propane	USD/Gal	0.65	0.0	0.0	3.17	-28.57
Uranium	USD/Lbs	91.8	-9.75	-9.6	11.95	29.11
Methanol	CNY/T	2208.0	-97.0	-4.21	0.41	-15.4
TTF Gas	EUR/MWh	32.8	-5.92	-15.29	18.41	-38.15
UK Gas	GBp/thm	77.7	-16.63	-17.63	8.64	-39.75
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	6.01	0.01	0.17	0.0	37.84
Coal	USD/T	116.0	4.25	3.8	9.23	3.11
Steel	CNY/T	3090.0	-28.0	-0.9	0.1	-5.16
Iron Ore	USD/T	102.16	-3.61	-3.41	-3.74	-3.07
Aluminum	USD/T	3081.15	-77.35	-2.45	-1.04	17.69
Lithium	CNY/T	153000.0	-7500.0	-4.67	20.0	97.04
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	5032.27	-118.28	-2.3	12.53	75.45
Silver	USD/t.oz	91.06	-14.86	-14.03	16.28	180.79
Platium	null	2287.8	-117.5	-4.89	-0.51	127.57
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.18		-0.01	-0.84	0.85	13.46
USD/CNY	6.94		-0.01	-0.14	-0.57	-4.67

第八部分 本周话题 WEEKLY TOPIC

格陵兰岛的归属

美国对格陵兰岛的诉求并非临时起意，自2018年起，特朗普便多次表达购买意愿。特朗普在2026年1月重申需完全拥有格陵兰岛，而非仅通过条约行使军事权利，还质疑北约支持度、嘲讽丹麦在格陵兰的防御能力只有狗拉雪橇。

2025年12月特朗普任命路易斯安那州州长杰夫·兰德里为美国格陵兰岛特使，推动格陵兰成为美国一部分；2026年1月提议向格陵兰居民发放1万-10万美元每人的一次性款项以说服其脱离丹麦，佛罗里达州议员还提交《格陵兰岛吞并和建州法案》，试图授权总统采取一切必要措施吞并。

美国执着于格陵兰岛，源于其多重不可替代的战略价值。格陵兰岛是北美防空司令部北极预警关键节点，皮图菲克太空基地的雷达可覆盖北极与俄罗斯北部，提供导弹早期预警；同时扼守格陵兰-冰岛-英国缺口，是北约反潜作战核心，能封锁俄北方舰队核潜艇进入大西洋的通道，且气候变暖后可作为北极航道的咽喉据点。

格陵兰岛拥有150万吨稀土、175亿桶未开采石油及4.15万亿立方米天然气，还富含铜、镍、石墨等矿产，契合美国制造业回归与控制全球能源市场的需求。

获取格陵兰岛可让美国绕开丹麦与欧盟，直接掌控北极关键区域，削弱盟友在北极事务的主导权，同时压制中俄在北极的科研与商业拓展，服务美国优先叙事。

格陵兰岛拒绝被出售，其居民与政府明确反对加入美国。丹麦坚决捍卫主权，驳斥美国施压丹麦政府多次明确拒绝美国的诉求，重申对格陵兰岛的主权。格陵兰1953年成为丹麦固有领土，1979年获自治权，但外交、国防仍由丹麦掌管，丹麦的主权主张符合国际法框架，且得到国际社会的间接支持。

美国的施压手段看似强硬，但存在多重难以克服的障碍。美国虽扬言不排除军事力量，但军事行动会引发国际社会强烈反对，且俄罗斯可能借机强化北极军事部署，加剧全球紧张，不符合美国国家安全优先的初衷。

欧洲多国已明确反对美国的格陵兰计划，联合反制可能让美国面临贸易反噬。美国国会虽有议员提交吞并法案，但并非所有议员支持极端手段，且购买格陵兰岛的资金规模、后续治理成本也会引发国内争议，难以形成统一行动。

从趋势看，格陵兰岛可能在未来逐步追求完全独立，自治政府已多次表达独立倾向，而丹麦基于尊重自治权的原则，可能在长期与格陵兰协商更宽松的治理框架。

北方航线主要包括北方海航道，沿俄罗斯北部海岸与西北航道，穿越加拿大北极群岛，格陵兰岛的归属动态虽会影响北极地缘格局，但对两条核心航道的控制权本质影响有限。两条航道的控制权已由俄罗斯、加拿大分别掌控，格陵兰岛归属变化无法动摇这一基础。

无论格陵兰岛归属如何，气候变暖导致北极海冰融化的趋势不变，北方航线的商业潜力将持续凸显。未来北方航线的核心矛盾，仍是俄罗斯、加拿大的主权主张与国际社会的航行自由诉求的平衡，最终北极航线的治理仍需通过多边协商实现，单一国家的霸权诉求难以主导。

The United States' demands for Greenland are not a fresh idea. Since 2018, Trump has repeatedly expressed his intention to purchase it. In January 2026, Trump reaffirmed the need to fully own Greenland, not merely exercising military rights through a treaty. He also questioned the support for NATO and ridiculed Denmark's defense capabilities in Greenland, which were described as being limited to dog sleds.

In December 2025, Trump appointed Louisiana Governor Jeff Landry as the special envoy for the US territory of Greenland, aiming to make Greenland part of the United States. In January 2026, he proposed to distribute a one-time payment of $10,000 to $100,000 per resident of Greenland to persuade them to break away from Denmark. Florida state legislators also submitted the "Territory of Greenland Annexation and Statehood Bill", attempting to authorize the president to take all necessary measures to annex it.

The United States' fixation on Greenland stems from its multiple irreplaceable strategic value. Greenland is a key node for the North American Air Defense Command's Arctic early warning system. The radar at Petufik Space Base can cover the Arctic and the northern part of Russia, providing early missile warning. At the same time, it guards the Greenland-Iceland-United Kingdom gap, which is the core of NATO's anti-submarine operations, capable of blocking the passage of Russian Northern Fleet nuclear submarines into the Atlantic Ocean. Moreover, after the climate warms, it can serve as a key stronghold along the Arctic shipping route.

Greenland possesses 1.5 million tons of rare earths, 17.5 billion barrels of untapped oil, and 4.15 trillion cubic meters of natural gas. It is also rich in minerals such as copper, nickel, and graphite, which aligns with the needs of the US for manufacturing reindustrialization and controlling the global energy market.

Obtaining Greenland would enable the United States to bypass Denmark and the European Union and directly control the key areas of the Arctic, weakening the dominance of its allies in Arctic affairs, while suppressing the scientific research and commercial expansion of China and Russia in the Arctic, and serving the US's priority narrative.

Greenland has refused to be sold and its residents and the government have explicitly opposed joining the United States. Denmark has firmly defended its sovereignty and has rejected the repeated pressure from the United States to cede its authority. Denmark has repeatedly stated its clear refusal to the demands of the United States and reaffirmed its sovereignty over Greenland. Greenland became a Danish integral territory in 1953 and gained autonomy in 1979. However, foreign affairs and defense are still managed by Denmark. Denmark's claim of sovereignty is in line with the framework of international law and has received indirect support from the international community.

The pressure tactics employed by the United States may seem forceful, but there are multiple insurmountable obstacles. Although the United States has threatened not to rule out the use of military force, such military actions would trigger strong opposition from the international community and could allow Russia to strengthen its military presence in the Arctic, thereby intensifying global tensions and going against the original intention of prioritizing national security for the United States.

Several European countries have explicitly opposed the US's Greenland plan, and joint countermeasures may put the US at risk of trade retaliation. Although some members of the US Congress have submitted bills for annexation, not all members support such extreme measures. Moreover, the scale of funds for purchasing Greenland and the subsequent governance costs will also trigger domestic disputes, making it difficult to form a unified action.

From the trend, Greenland may gradually pursue complete independence in the future. The autonomous government has repeatedly expressed its inclination towards independence. And Denmark, based on the principle of respecting the right of autonomy, may negotiate with Greenland for a more lenient governance framework in the long term.

The Northern Route mainly consists of the Northern Sea Route, which follows the northern coast of Russia and the Northwest Passage. It passes through the Arctic Islands of Canada and Greenland. Although the dynamic of Greenland's territorial may affect the Arctic geopolitical landscape， its impact on the control of the two core routes is relatively limited. The control of the two routes has already been held by Russia and Canada respectively， and the change in Greenland's territorial cannot shake this foundation.

Regardless of the ownership of Greenland, the trend of Arctic sea ice melting due to climate warming remains unchanged, and the commercial potential of the Northern Sea Route will continue to be prominent. The core contradiction of the Northern Sea Route in the future will still be the balance between Russia and Canada's sovereignty claims and the international community's demand for navigation freedom. Ultimately, the governance of the Arctic route still needs to be achieved through multilateral negotiations, and the hegemonic demands of a single country are unlikely to dominate.