



2026年 第9周市场周报

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本周话题 WEEKLY TOPIC

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

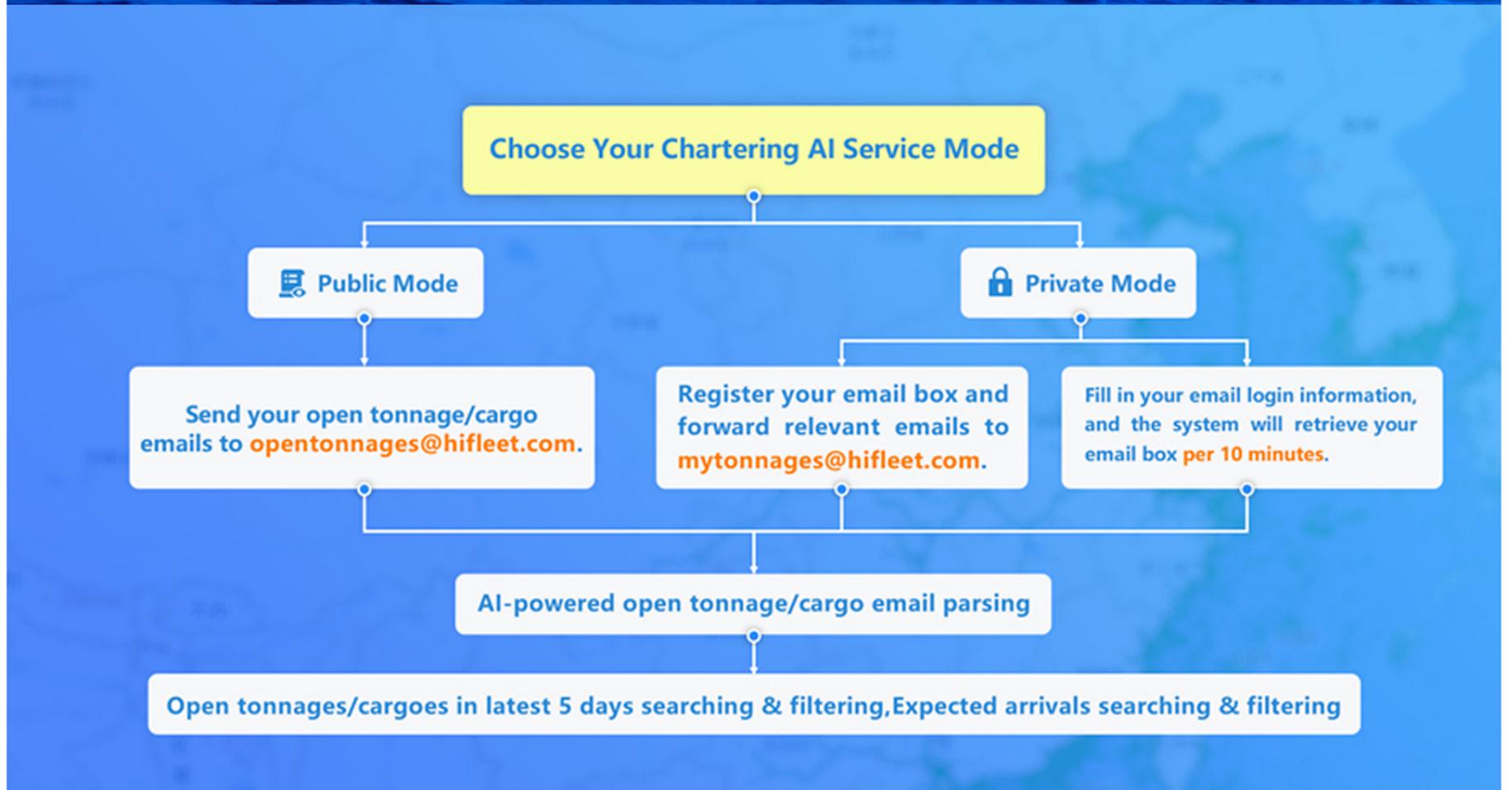
Search cargo & tonnage offers by port & its nearby

Basic authenticity screening for tonnage offers

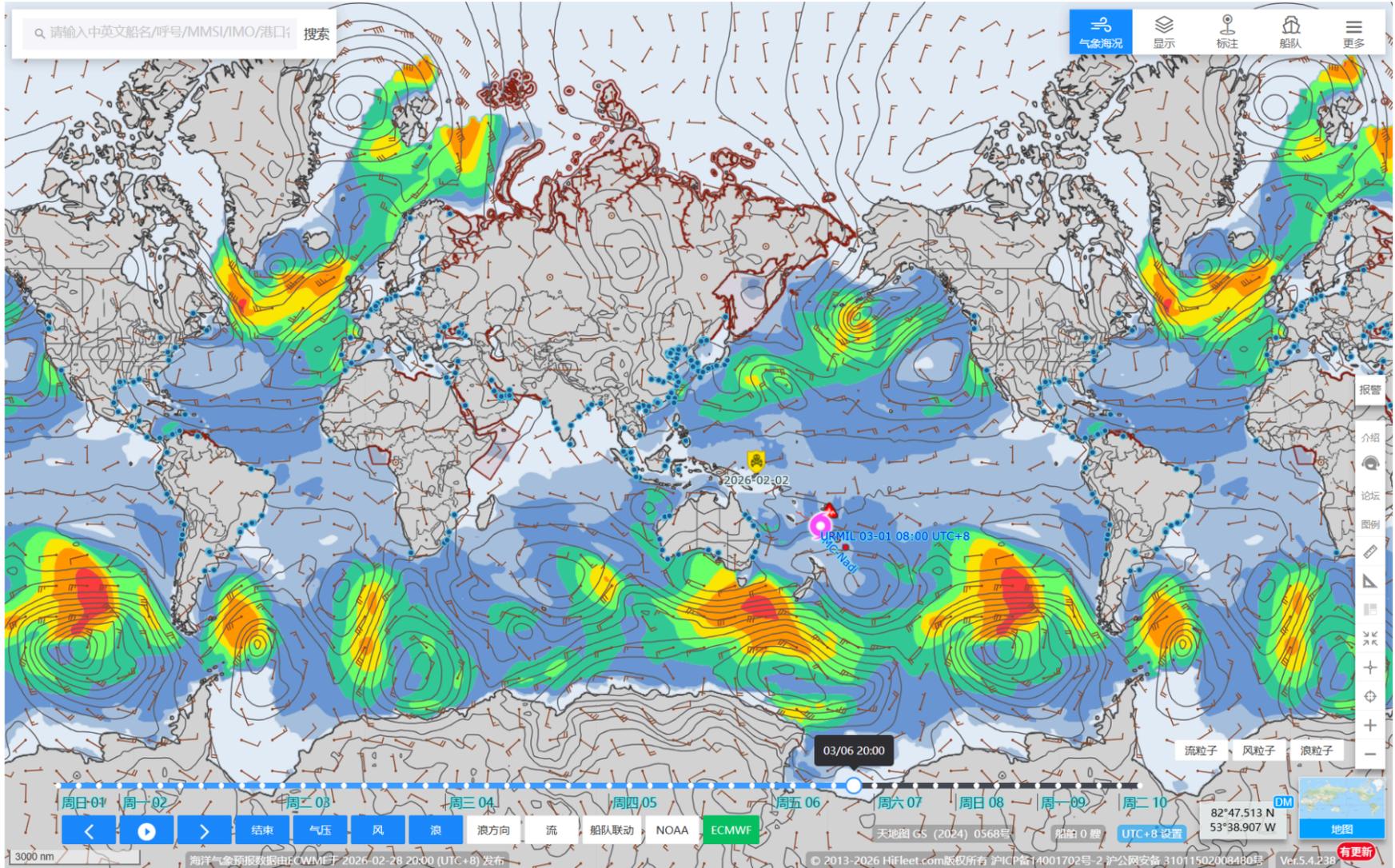
Sanctions-risk alerts for tonnage offers

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1478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 1478 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.

海盗事件 Piracy

最近一周没有海盗报告。There is no piracy report for the latest week.

其它 Others

没有 Nil

航海气象 Meteorology

未来一周中国渤海海域风力4-5级，中浪；黄海风力4-6级，有中浪；东海风力4-6级，有大浪；台湾海峡4-7级风，有大浪；南海大部海域风力3-5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 moderate with moderate sea. Yellow Sea the wind is fresh with moderate sea. And China East Sea becomes strong with rough sea occasionally. The wind in the Taiwan Strait becomes strong with rough sea. In most of the South China Sea the wind becomes strong with moderate sea. The low pressure activities become frequent both in North of Pacific and Atlantic.

海上事件 Marine Incidents

2026年2月18日，一艘悬挂新加坡国旗的散货船的机舱发生火灾，造成两名缅甸海员死亡，这艘船是中国某金融租赁公司的船舶。On February 18, 2026, a fire broke out in the engine room of a bulk cargo ship flying the Singapore flag, resulting in the deaths of two Burmese seamen. This ship belonged to a certain Chinese financial leasing company.

备注 Remark

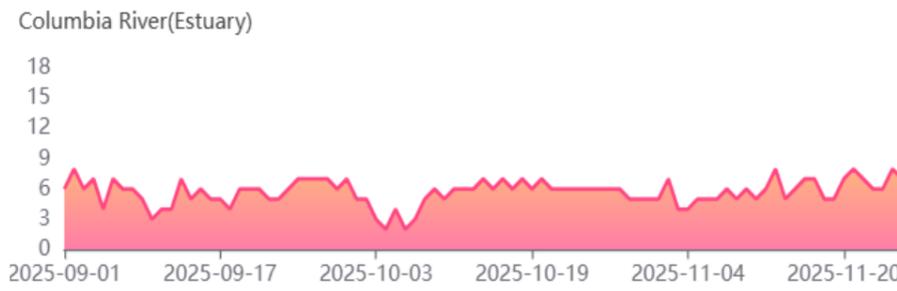
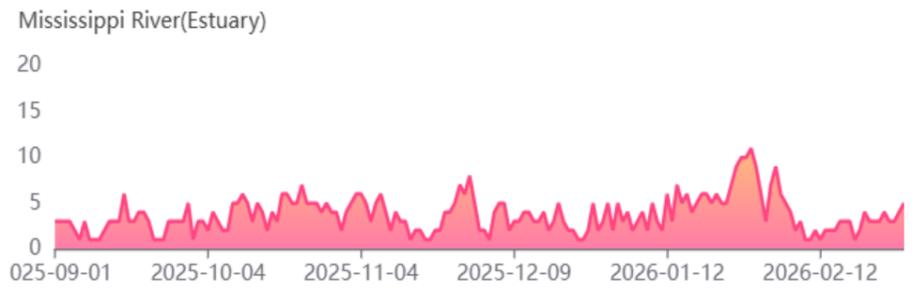
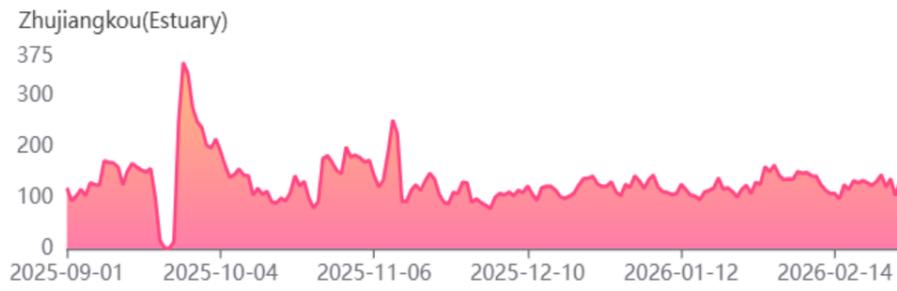
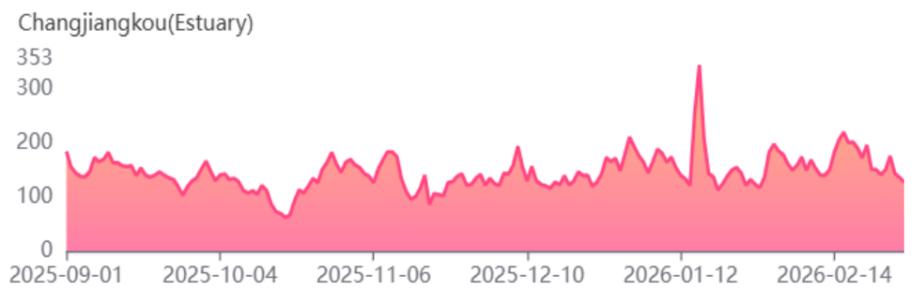
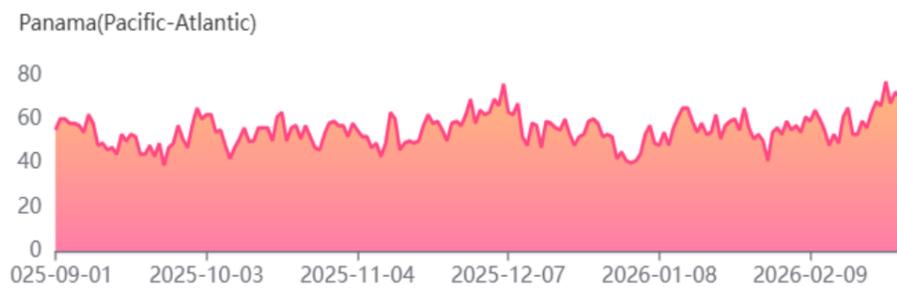
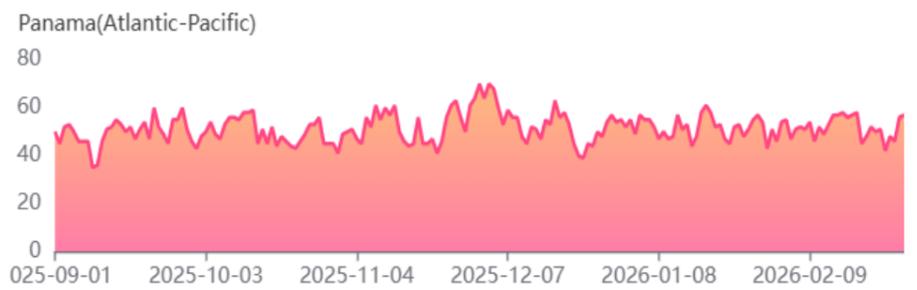
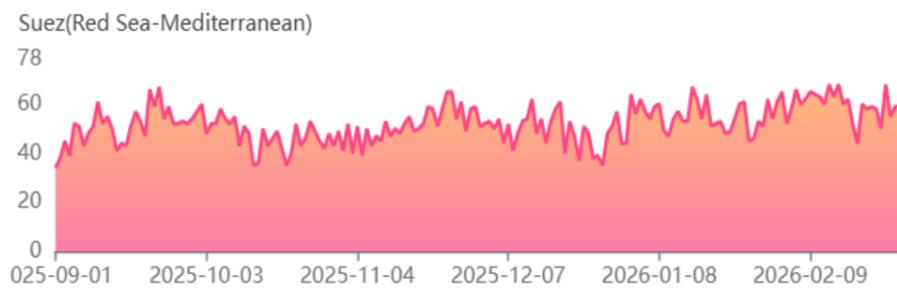
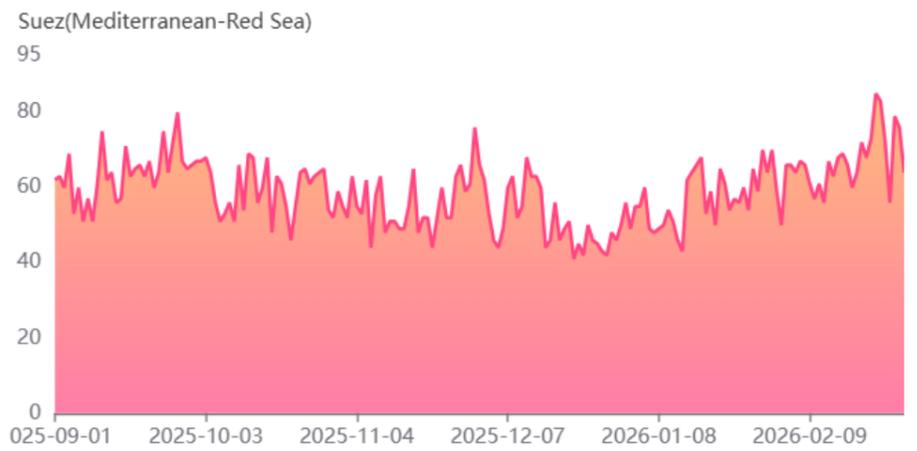
本报告数据截止时间为2026年3月1日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on March 1st of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	60	1733	5	142
Miss.Riv.	5	94	7	-65
CJK	127	4837	-360	198
Pa.Atlan.	57	1499	-29	-3
Colum.Riv.	5	189	1	50
Suez.Med.	64	1928	48	266
Pa.Pac.	71	1739	96	147
ZJK	92	3754	-1	242

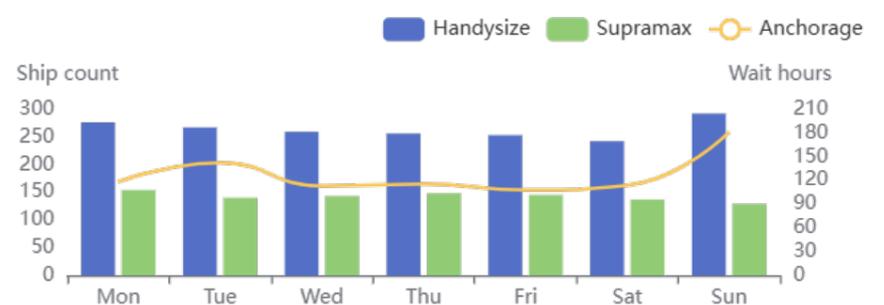


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

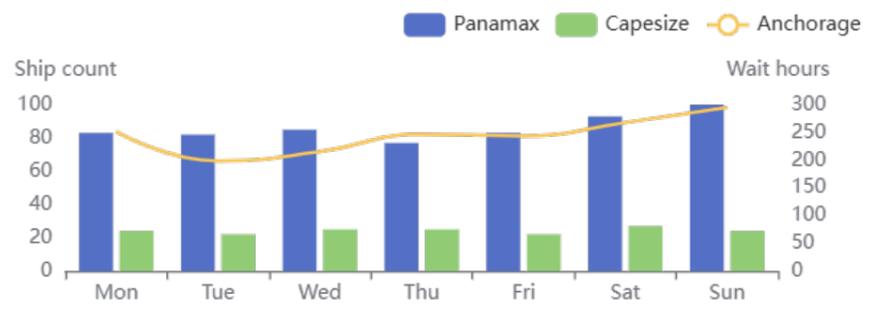
Type	M	T	W	Th	F	Sat	Sun
HDY	276	267	259	256	253	242	292
SMX	154	140	143	148	145	137	129
WT.h.	118.3	142.3	112.9	115.6	107.8	113.9	181



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

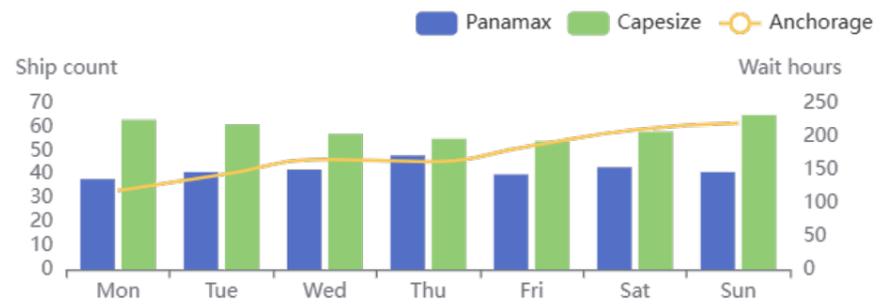
Type	M	T	W	Th	F	Sat	Sun
Pan.	83	82	85	77	83	93	100
Cap	24	22	25	25	22	27	24
WT.h.	251.8	198.8	215.6	246.8	243.9	267.9	295



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

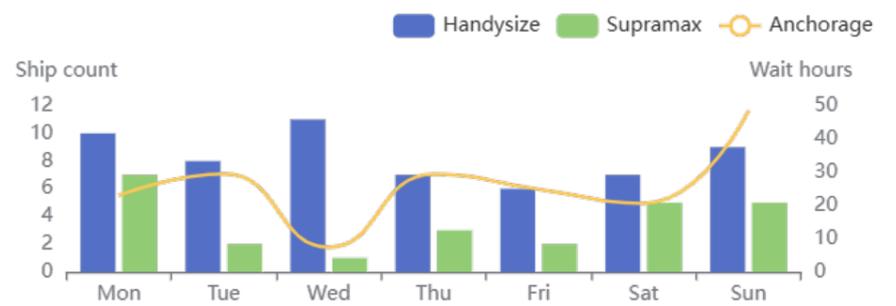
Type	M	T	W	Th	F	Sat	Sun
Pan.	38	41	42	48	40	43	41
Cap	63	61	57	55	54	58	65
WT.h.	118.3	142.3	165.4	162.2	186.2	210.2	220



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

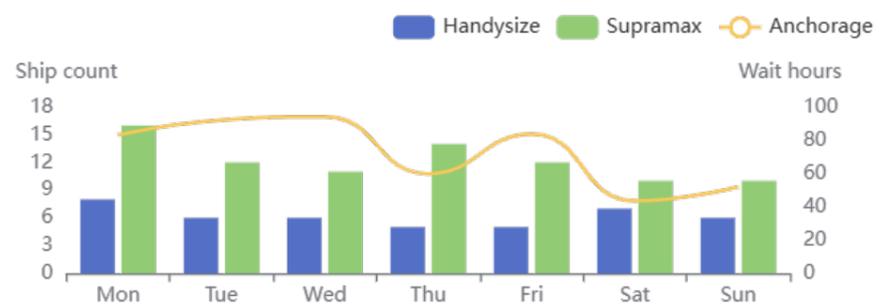
Type	M	T	W	Th	F	Sat	Sun
HDY	10	8	11	7	6	7	9
SMX	7	2	1	3	2	5	5
WT.h.	23	29.55	7.4	29.4	24.85	20.65	48.5



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

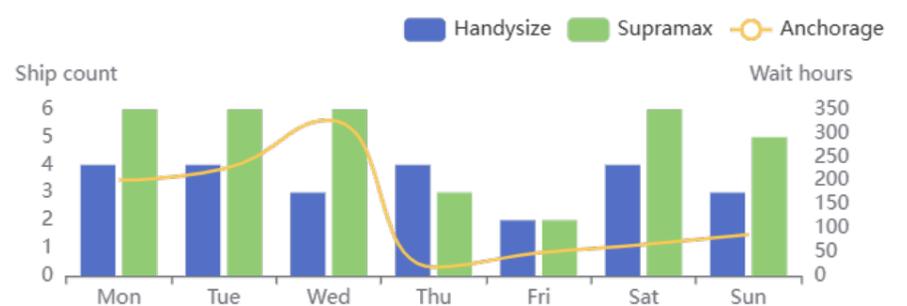
Type	M	T	W	Th	F	Sat	Sun
HDY	8	6	6	5	5	7	6
SMX	16	12	11	14	12	10	10
WT.h.	83.25	92.2	94.2	59.9	83.9	43.6	52



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

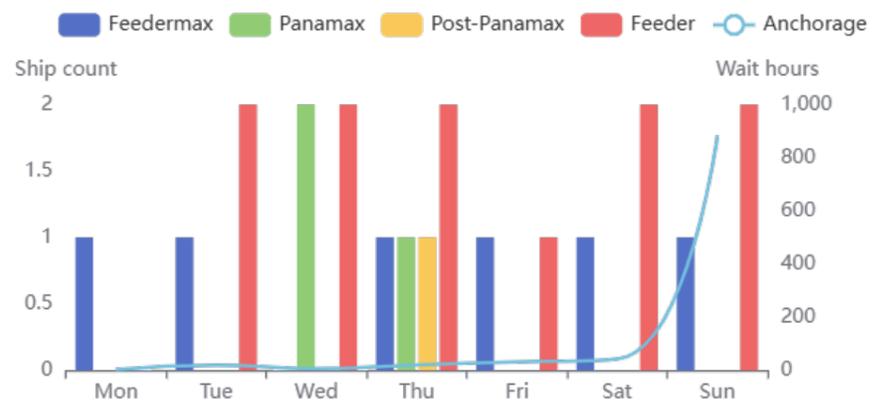
Type	M	T	W	Th	F	Sat	Sun
HDY	4	4	3	4	2	4	3
SMX	6	6	6	3	2	6	5
WT.h.	201.3	225.3	327.5	18.5	48.0	65.7	86.5



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

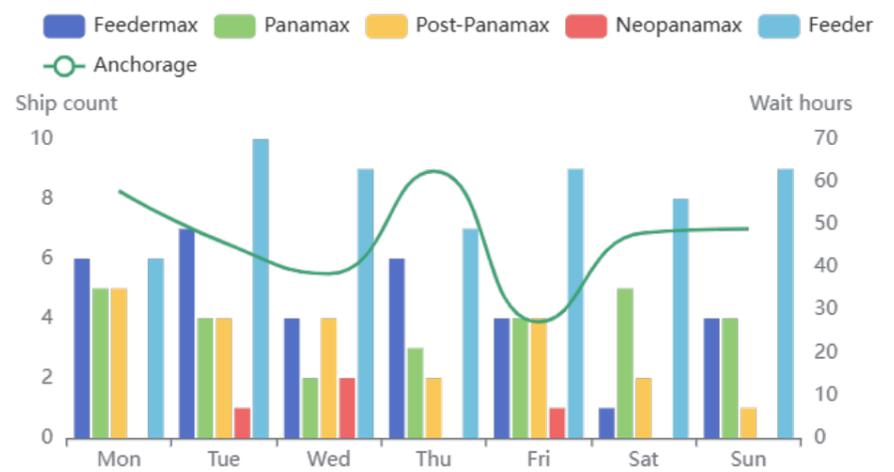
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	0	1	1	1	1
Pan.	0	0	2	1	0	0	0
PPx	0	0	0	1	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	2	2	2	1	2	2
WT.h.	2.4	19	6.0	19.9	31.0	42.1	884
UlcV	0	0	0	0	0	0	0



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

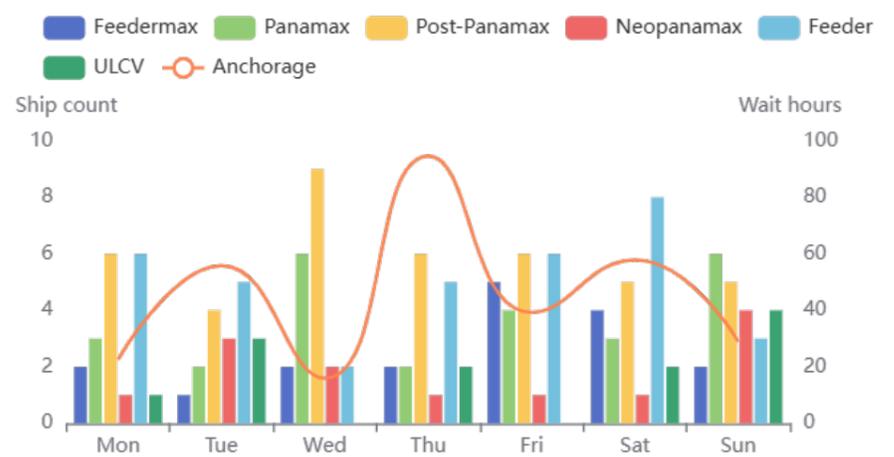
Type	M	T	W	Th	F	Sat	Sun
F.ma.	6	7	4	6	4	1	4
Pan.	5	4	2	3	4	5	4
PPx	5	4	4	2	4	2	1
NPx	0	1	2	0	1	0	0
Fd	6	10	9	7	9	8	9
UlcV	0	0	0	0	0	0	0
WT.h.	57.9	45.8	38.5	62.5	27.2	48.1	49



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

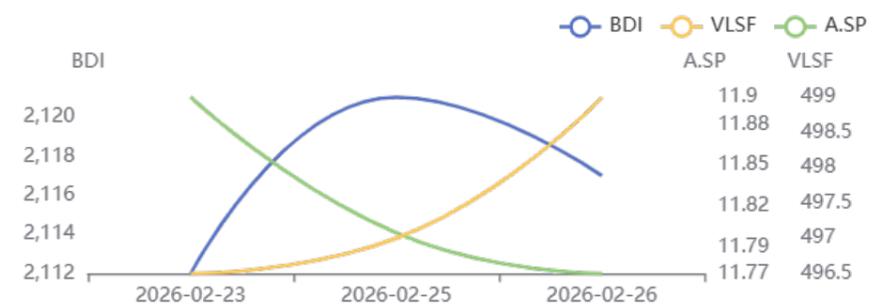
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	1	2	2	5	4	2
Pan.	3	2	6	2	4	3	6
PPx	6	4	9	6	6	5	5
NPx	1	3	2	1	1	1	4
Fd	6	5	2	5	6	8	3
UlcV	1	3	0	2	0	2	4
WT.h.	22.7	55.9	16	94.7	39.3	57.9	29



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

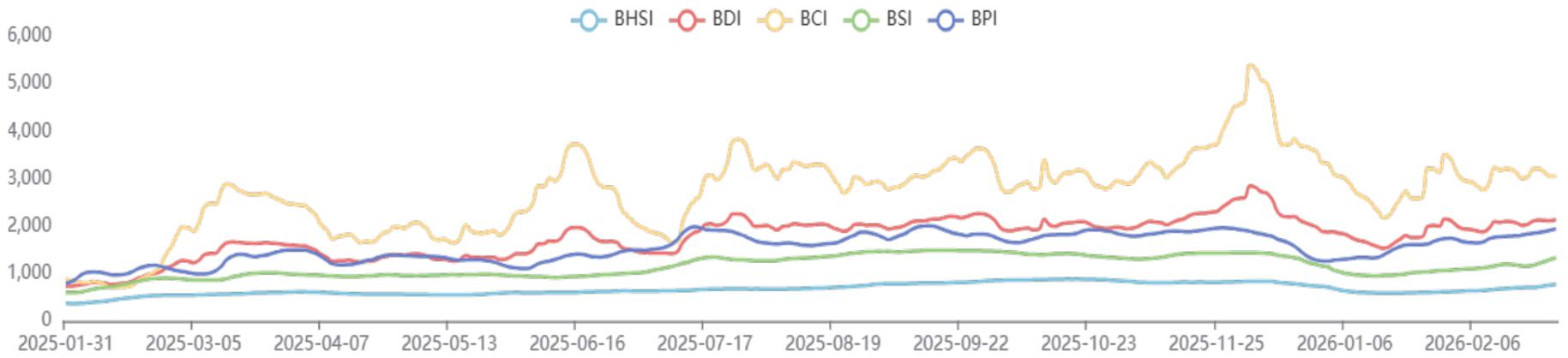
Type	M	T	W	Th	F	Sat	Sun
BDI	1853	1866	1890	1916.0	1916.0	1916.0	1916.0
VLSF	496.50	498.50	497.00	499.00	506.00	506.00	506.00
A.SP	11.9	11.8	11.77				



第三部分 航运市场 SHIPPING MARKET

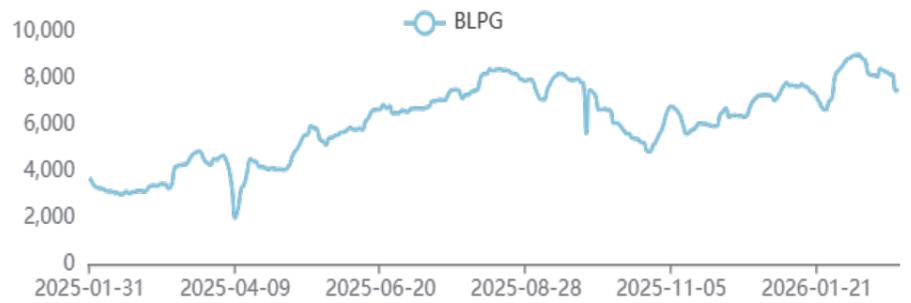
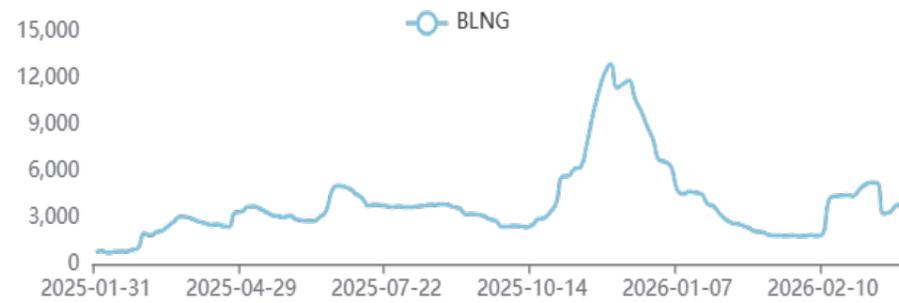
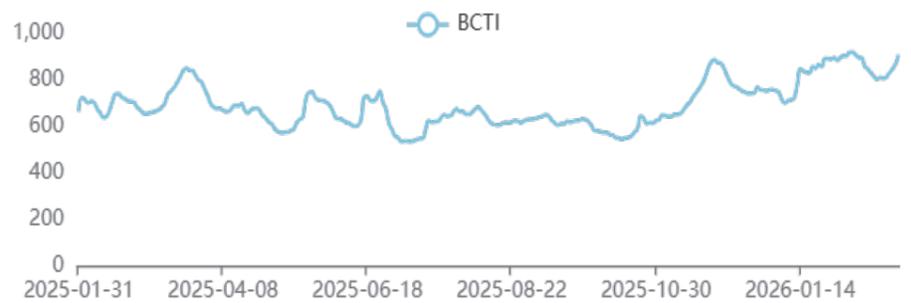
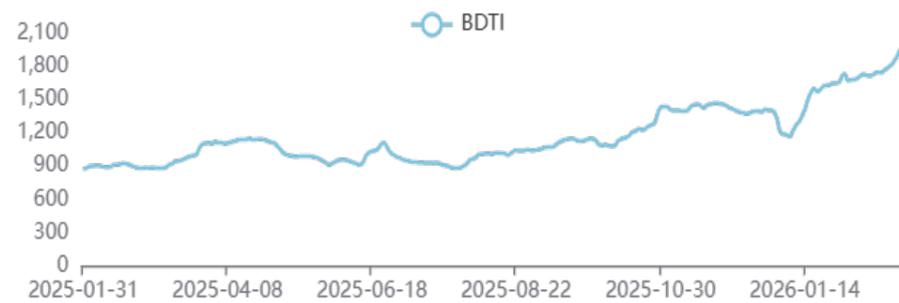
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2140	97.0	4.75	-0.37	84.64
BCI	3056	5.0	0.16	-12.86	94.28
BPI	1942	104.0	5.66	11.42	77.84
BSI	1338	179.0	15.44	25.4	48.17
BHSI	776	67.0	9.45	25.57	42.12

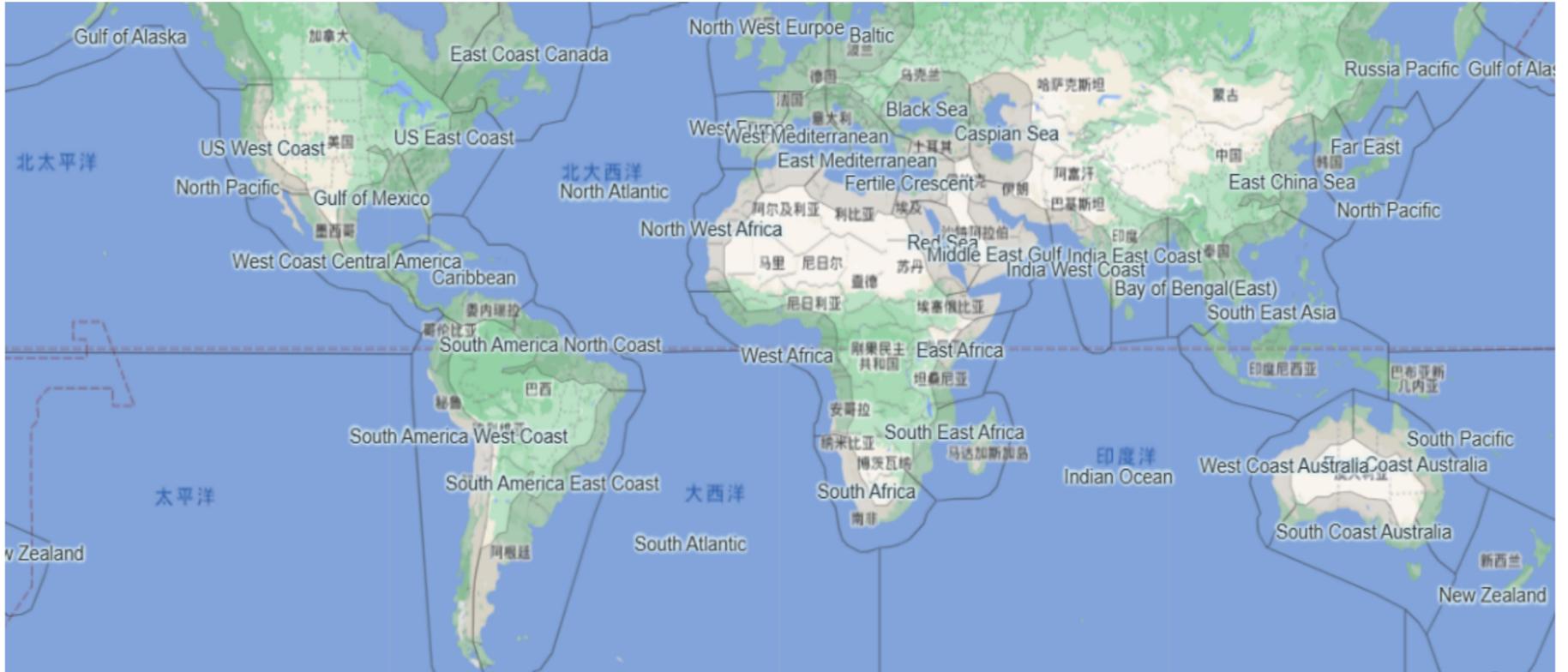


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1991	204.0	11.42	16.98	126.25
BCTI	906	101.0	12.55	2.6	33.04
BLNG	3843	-1402.0	-26.73	110.0	94.39
BLPG	7490	-822.0	-9.89	-9.86	132.9



第四部分 运力分布 SUPPLY DISTRIBUTION

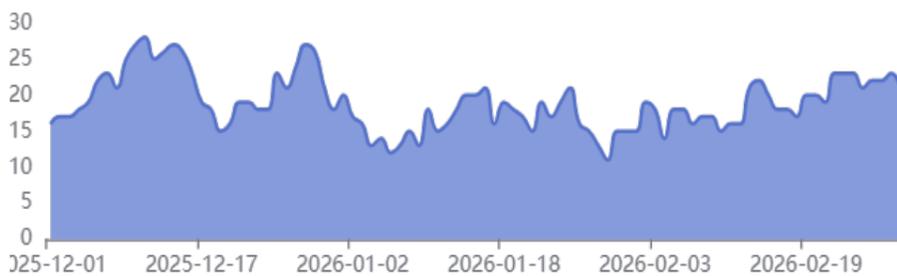


好望角型散货船 Capesize

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.

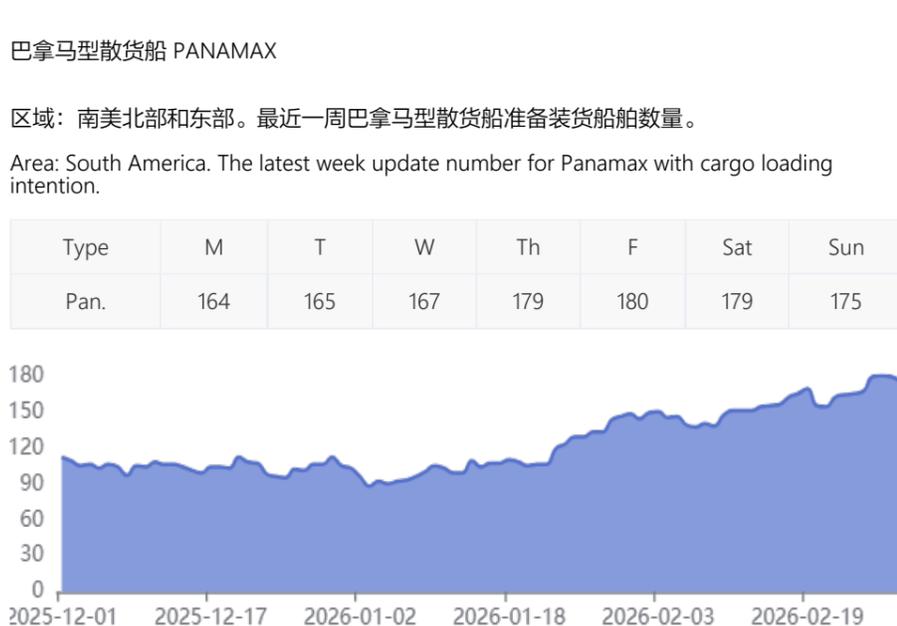
Type	M	T	W	Th	F	Sat	Sun
Cape	23	23	21	22	22	23	21



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	42	38	36	36	37	41	41

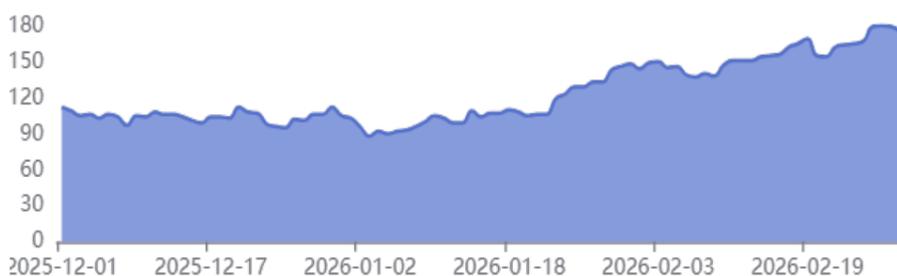


巴拿马型散货船 PANAMAX

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.

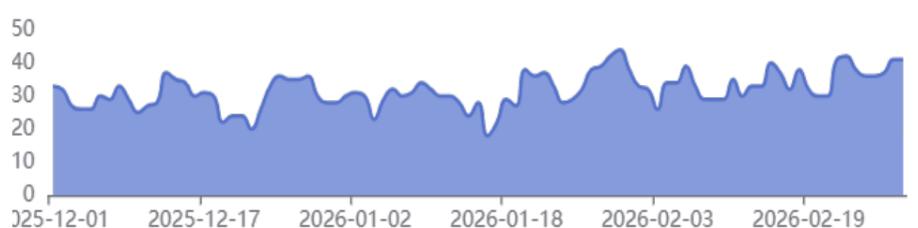
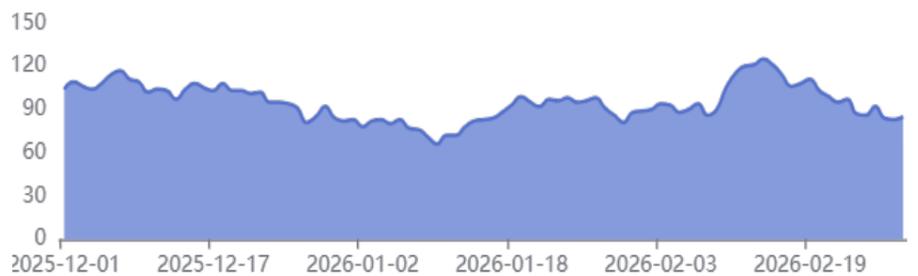
Type	M	T	W	Th	F	Sat	Sun
Pan.	164	165	167	179	180	179	175



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.

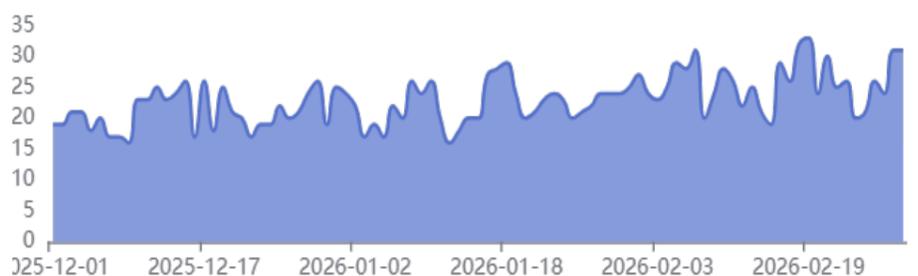
Type	M	T	W	Th	F	Sat	Sun
Cape	97	87	86	92	84	83	85



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.

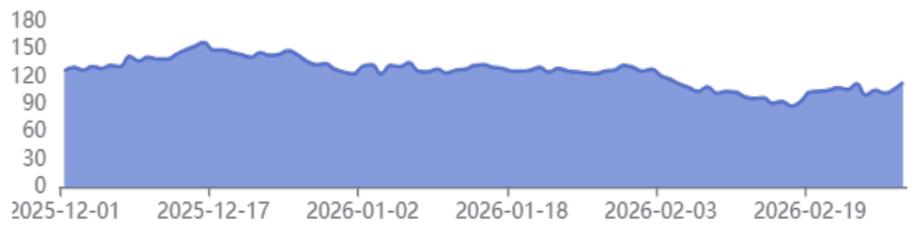
Type	M	T	W	Th	F	Sat	Sun
Pan.	14	12	11	16	12	14	15



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.	106	112	100	105	102	106	114

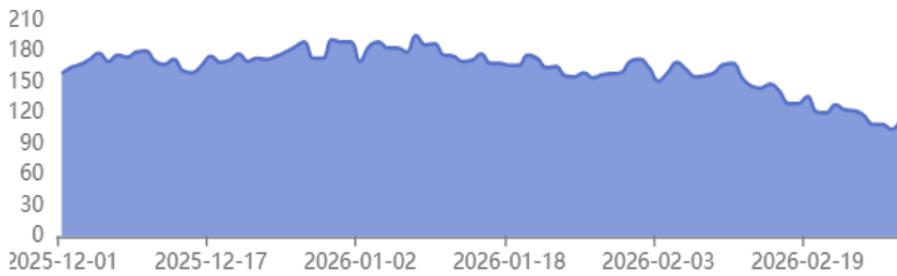


超大灵便型散货 SUPRAMAX

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.

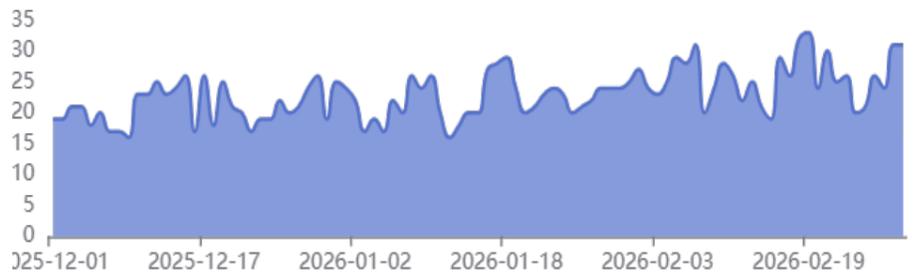
Type	M	T	W	Th	F	Sat	Sun
SMX	123	122	118	109	109	104	114



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.

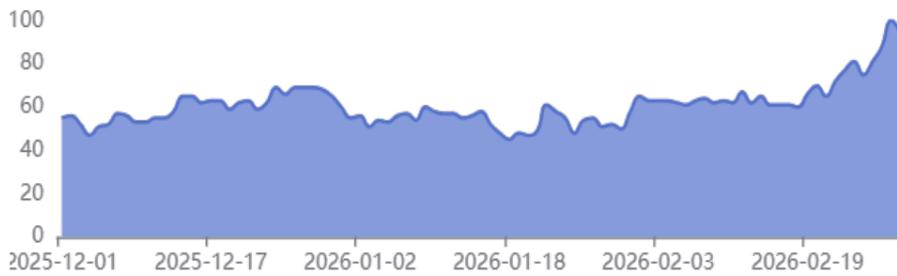
Type	M	T	W	Th	F	Sat	Sun
SMX	26	20	21	26	24	31	31



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.

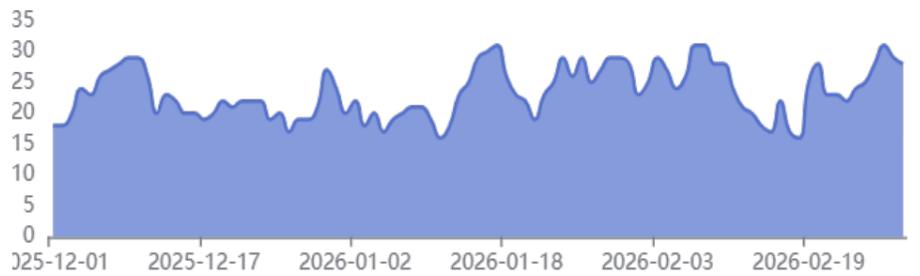
Type	M	T	W	Th	F	Sat	Sun
SMX	22	24	25	28	31	29	28



区域：南美的北部和东部。最近一周超大灵便型散货船准备装货船舶数量。

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

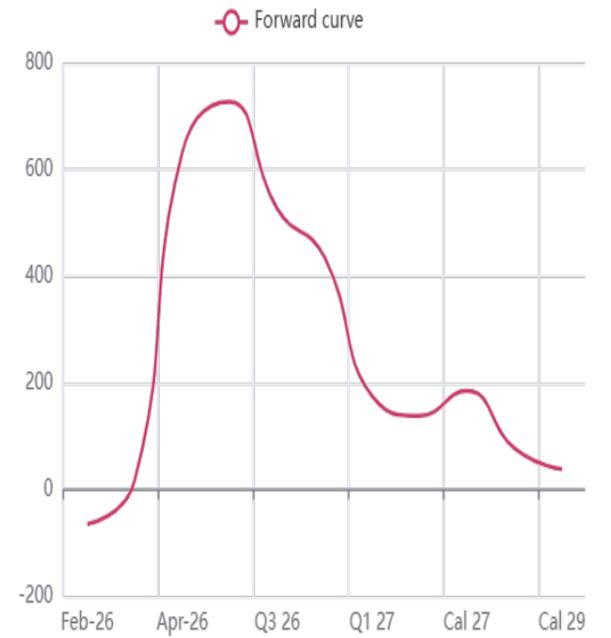
Type	M	T	W	Th	F	Sat	Sun
SMX	77	81	75	81	88	100	94



第五部分 远期运价协议 FFA

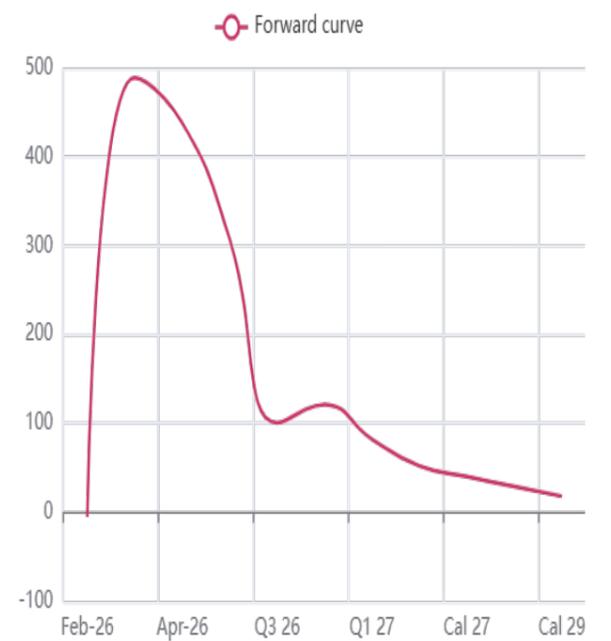
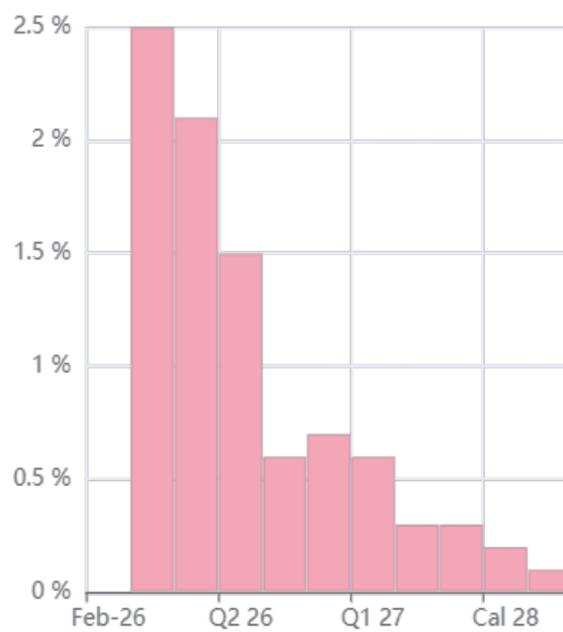
好望角型散货船Capesize

5TC	\$/day	WoW	
Feb-26	27,949.00	-65.0	-0.2 %
Mar-26	32,349.00	17.0	0.1 %
Apr-26	35,478.00	632.0	1.8 %
Q2 26	36,033.67	727.0	2.1 %
Q3 26	34,904.33	526.67	1.5 %
Q4 26	34,720.00	435.0	1.3 %
Q1 27	24,624.00	175.0	0.7 %
Q2 27	29,520.00	138.0	0.5 %
Cal 27	29,795.00	185.25	0.6 %
Cal 28	27,091.00	77.0	0.3 %
Cal 29	25,391.00	38.0	0.1 %



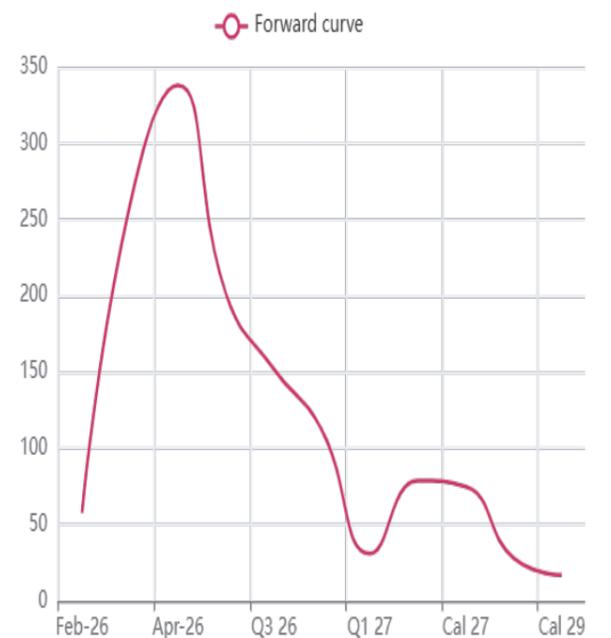
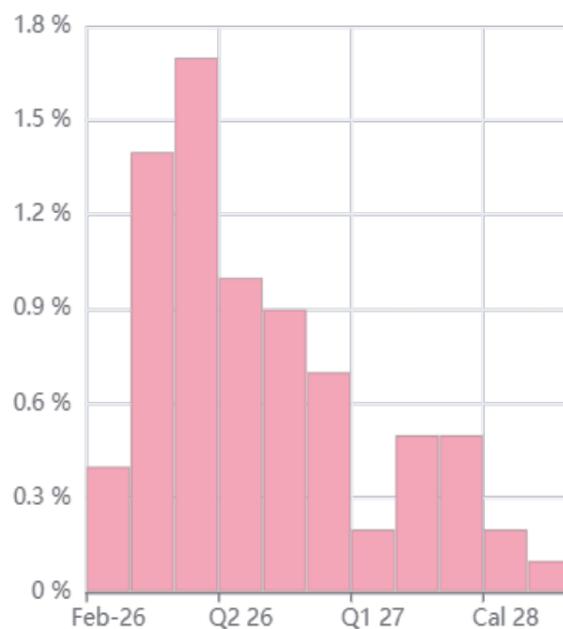
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Feb-26	16,002.00	-5.0	0.0 %
Mar-26	19,925.00	489.0	2.5 %
Apr-26	20,817.00	438.0	2.1 %
Q2 26	20,383.33	307.0	1.5 %
Q3 26	18,243.33	100.67	0.6 %
Q4 26	16,950.00	121.0	0.7 %
Q1 27	14,271.00	82.0	0.6 %
Q2 27	15,638.00	52.0	0.3 %
Cal 27	15,128.75	40.0	0.3 %
Cal 28	14,083.00	29.0	0.2 %
Cal 29	13,654.00	18.0	0.1 %



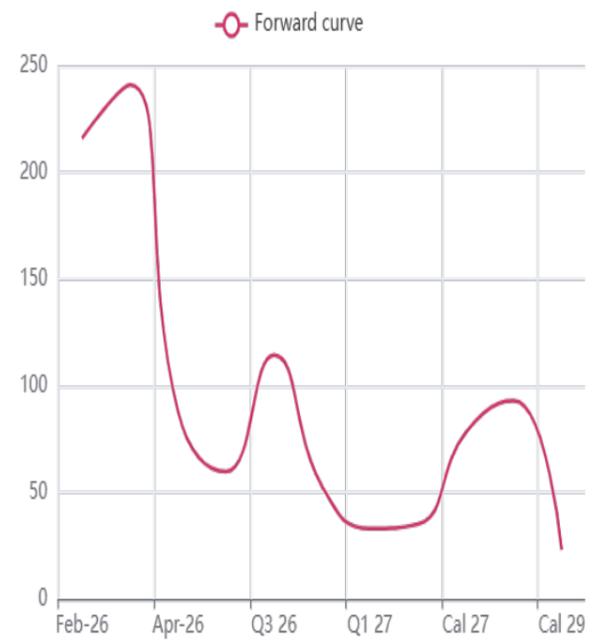
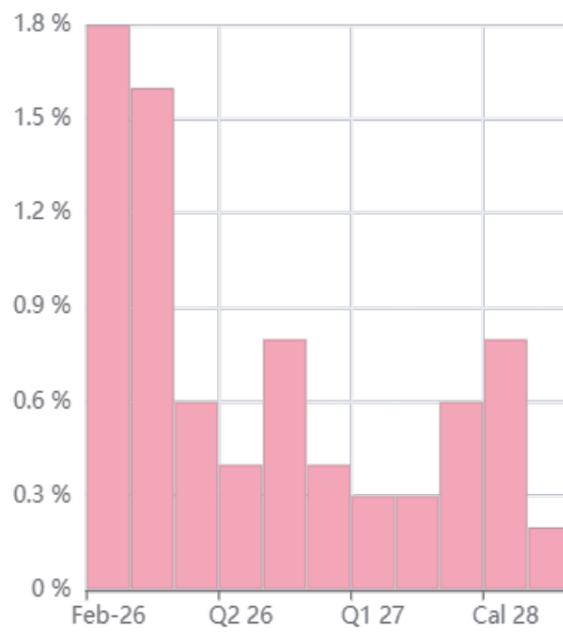
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Feb-26	14,763.00	58.0	0.4 %
Mar-26	18,901.00	260.0	1.4 %
Apr-26	19,801.00	338.0	1.7 %
Q2 26	19,491.33	201.33	1.0 %
Q3 26	17,865.00	152.0	0.9 %
Q4 26	16,842.00	112.0	0.7 %
Q1 27	14,501.00	31.0	0.2 %
Q2 27	16,067.00	79.0	0.5 %
15,288.00	Cal 27	75.0	0.5 %
Cal 28	14,655.00	28.0	0.2 %
Cal 29	14,376.00	17.0	0.1 %



灵便型散货船Handysize

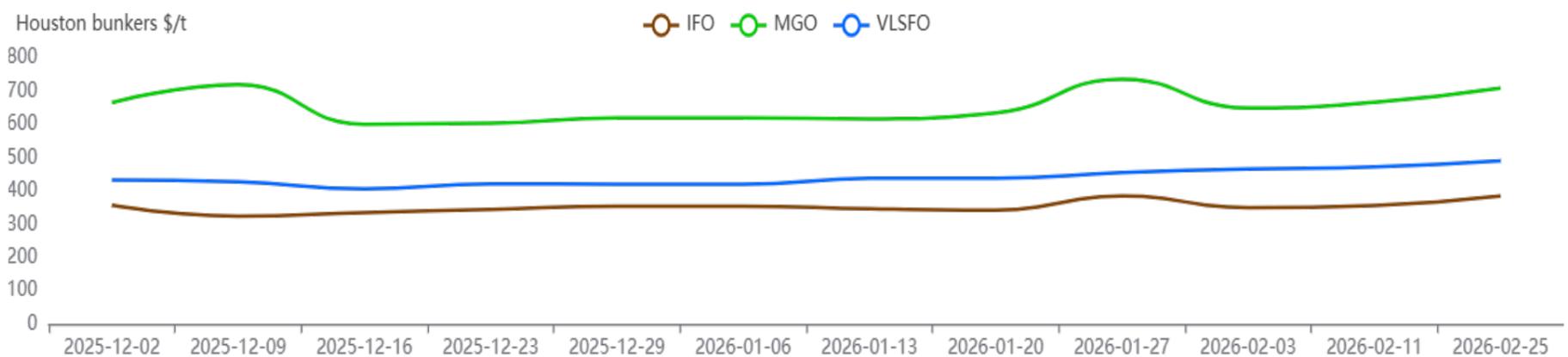
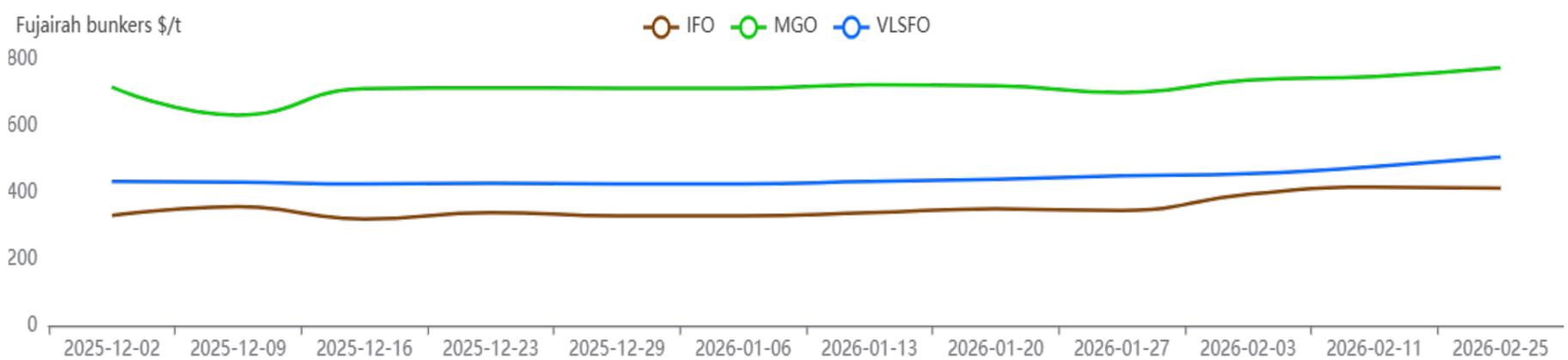
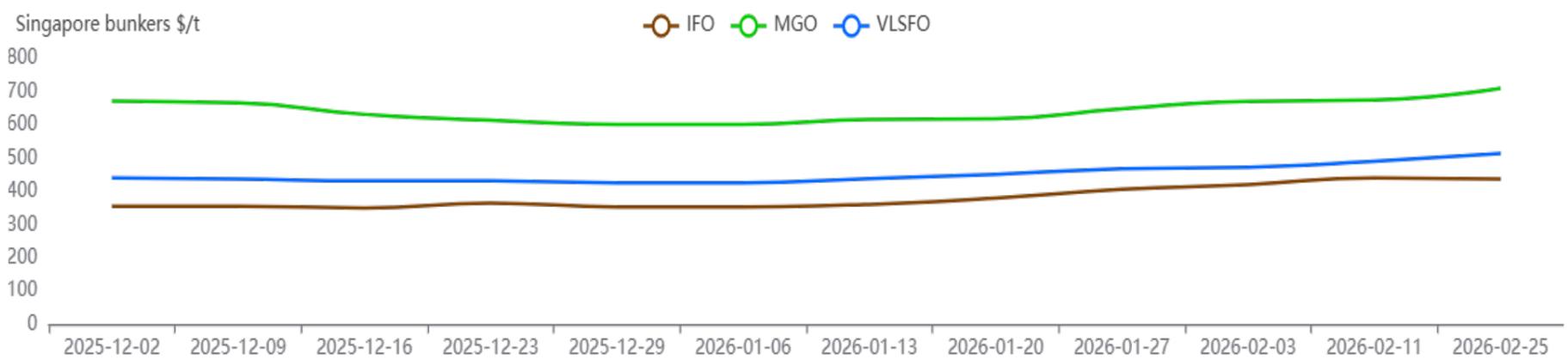
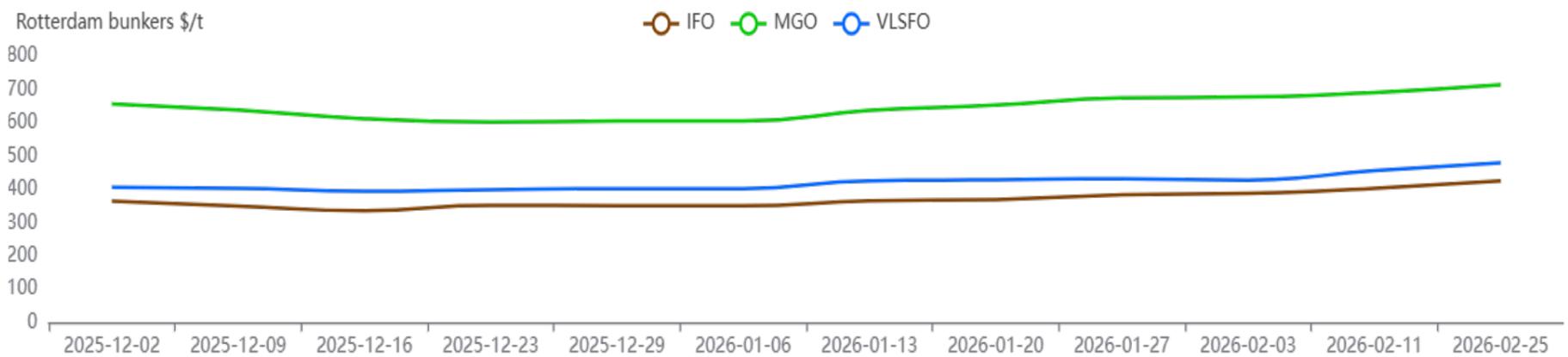
7TC	\$/day	WoW	
Feb-26	12,291.00	216.0	1.8 %
Mar-26	14,931.00	241.0	1.6 %
Apr-26	15,238.00	88.0	0.6 %
Q2 26	14,948.00	59.67	0.4 %
Q3 26	13,754.33	114.33	0.8 %
Q4 26	13,063.00	53.0	0.4 %
Q1 27	11,823.00	33.0	0.3 %
Q2 27	12,375.00	35.0	0.3 %
Cal 27	12,588.00	78.0	0.6 %
Cal 28	11,963.00	93.0	0.8 %
Cal 29	11,563.00	23.0	0.2 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	518.5	452.0	718.5	N/A	N/A	N/A	19.82
Singapore	514.5	437.5	710.5	N/A	N/A	N/A	24.19
Rotterdam	480.5	426.0	715.0	N/A	N/A	N/A	14.74
Fujairah	508.0	413.5	776.5	N/A	N/A	N/A	-9.13
Houston	490.5	385.0	709.5	N/A	N/A	N/A	51.8

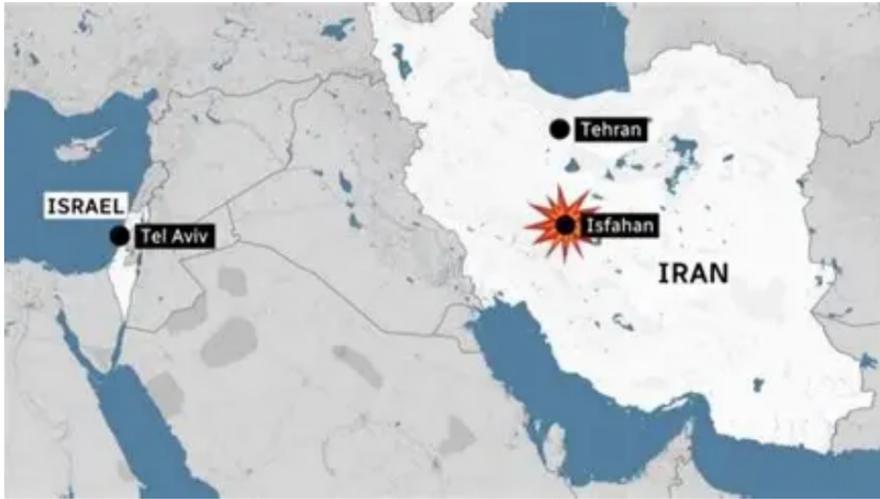
(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy High Sulphur Fuel Oil; MO-MGO; SP-Spread;)



第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds		Index	+/-	Weekly	Monthly	YTD
Wheat		197.0	N/A	N/A	0.51	-4.83
Maize		228.0	N/A	N/A	-0.87	-5.79
Soybeans		225.0	N/A	N/A	4.65	9.76
Rice		158.0	N/A	N/A	-0.63	-13.66
Barley		241.0	N/A	N/A	1.26	3.43
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	65.46	N/A	N/A	1.74	-7.58
Brent	USD/Bbl	70.88	N/A	N/A	3.57	-5.43
Natural Gas	USD/MMBtu	2.84	N/A	N/A	-26.8	-28.82
Gasoline	USD/Gal	2.03	N/A	N/A	6.28	0.0
Heating Oil	USD/Gal	2.65	N/A	N/A	7.72	8.16
Ethanol	USD/Gal	1.79	N/A	N/A	10.49	-1.1
Naphtha	USD/T	570.78	N/A	N/A	1.64	-12.8
Propane	USD/Gal	0.67	N/A	N/A	3.08	-26.37
Uranium	USD/Lbs	88.2	N/A	N/A	-13.15	36.32
Methanol	CNY/T	2173.0	N/A	N/A	-5.73	-15.91
TTF Gas	EUR/MWh	31.89	N/A	N/A	-17.64	-31.51
UK Gas	GBP/thm	78.2	N/A	N/A	-17.1	-29.71
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.97	N/A	N/A	-0.5	32.96
Coal	USD/T	116.2	N/A	N/A	3.98	13.64
Steel	CNY/T	3063.0	N/A	N/A	-1.76	-7.15
Iron Ore	USD/T	99.03	N/A	N/A	-6.37	-7.61
Aluminum	USD/T	3148.1	N/A	N/A	-0.33	19.25
Lithium	CNY/T	173000.0	N/A	N/A	7.79	127.93
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	5188.35	N/A	N/A	0.73	76.56
Silver	USD/t.oz	88.2	N/A	N/A	-16.73	172.98
Platium	null	2271.8	N/A	N/A	-5.55	136.87
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.18	N/A	N/A	-0.84	12.38
USD/CNY		6.9	N/A	N/A	-0.72	-4.96

第八部分 本周话题 WEEKLY TOPIC



霍尔木兹海峡封锁了

2026年3月1日，美以对伊朗的打击取得显著战术战果，伊朗最高领袖哈梅内伊被定点清除，伊朗伊斯兰革命卫队（IRGC）多名高级指挥官死亡，伊朗多地军事指挥中心、通信枢纽遭精准打击，指挥系统受损严重，伊朗已宣布全面封锁霍尔木兹海峡。

以色列国防军称已摧毁伊朗80%以上预定目标，包括弹道导弹基地、防空雷达网、核相关设施与军工综合体。伊朗全国24个省份遭袭，超220个军事与民用目标被击中，造成201人死亡、747人受伤（含大量平民）。伊朗防空系统被压制，空中防御能力大幅削弱。

据伊朗迈赫尔通讯社1日报道，伊朗政府就伊朗最高领袖哈梅内伊殉职发表声明说，必将以全部的力量和决心，让敌人付出惨痛的代价。声明宣布，全国哀悼40天，公共机构停摆7天。可见短期高强度对抗可能会持续1周，美以持续空袭伊朗核、导弹、防空核心目标，试图彻底瘫痪其反击能力。伊朗以导弹、无人机饱和反击以色列本土及中东美军基地，并维持霍尔木兹海峡封锁。此阶段油价将维持高位，全球市场剧烈波动。

如果伊朗内部局势不快速演变更新，后面大概还有1个月中期消耗战，双方陷入拉锯，美以打击强度下降，伊朗依托地下工事与代理势力（真主党、胡塞武装）持续反击。霍尔木兹海

峡可能转为选择性封锁（仅禁止美以船只），或在国际压力下有限开放。国际社会斡旋压力增大，谈判可能性上升。对抗转向代理人战争、经济制裁与海上摩擦，霍尔木兹海峡航运安全长期承压。冲突可能至少持续1个月，极端情况可能延至3个月左右，速战速决可能性比较低。

当前霍尔木兹海峡通道完全关闭，只有极少数船舶尽量靠近阿曼一端逃离波斯湾，全球约30%海运原油、大量LNG运输将被迫停滞。全球主要油轮公司、贸易商已暂停通过霍尔木兹海峡。

一艘帕劳旗油轮‘SKYLIGHT’在阿曼穆桑达姆省（Musandam）的哈萨布港（Khasab Port）方位西北大概5海里处遭到袭击。遭到袭击后，该船全体船员已安全撤离，据说有4名船员受伤。这一袭击事件加剧市场对该区域航行安全的恐慌。

油轮、干散货、集装箱运费可能会全面跳升，部分航线运费翻倍。船舶保险费率飙升，战争险、hull险费率大幅上调，部分区域保险被拒保。集装箱航线面临大规模调整状态，赫伯特、达飞、马士基等巨头暂停中东航线。

相信伊朗内部局势仍在快速演变，霍尔木兹海峡通航恢复时间很难揣测，取决于伊朗内部整理变化方向，短期地缘冲突高风险持续存在，给全球海航运带来的影响可能只是短暂的巨震。

On March 1, 2026, the US and Israel achieved significant tactical victories in their strikes against Iran. Iran's Supreme Leader Ayatollah Ali Khamenei was targeted and eliminated. Many senior commanders of the Islamic Revolutionary Guard Corps (IRGC) were killed. Military command centers and communication hubs in multiple Iranian locations were precisely attacked, causing severe damage to the command system. Iran has announced a complete blockade of the Strait of Hormuz.

The Israeli Defense Forces stated that they have destroyed over 80% of the targeted targets in Iran, including ballistic missile bases, air defense radar networks, nuclear-related facilities, and military industrial complexes. Iran's 24 provinces were attacked, and more than 220 military and civilian targets were hit, resulting in 201 deaths and 747 injuries (including a large number of civilians). Iran's air defense system was suppressed, and its air defense capabilities were significantly weakened.

According to a report by the Iranian Mehr News Agency on the 1st, the Iranian government issued a statement regarding the death of Iran's Supreme Leader Ayatollah Ali Khamenei, saying that they will use all their strength and determination to exact a heavy price from the enemies. The statement announced that there would be a 40-day national mourning period and public institutions would be shut down for 7 days. It can be seen that a short-term high-intensity confrontation may last for one week. The US and Israel have been conducting continuous air strikes on Iran's core targets related to nuclear, missile and air defense, attempting to completely paralyze its counterattack capabilities. Iran has launched saturation counterattacks using missiles and drones against Israel's homeland and US military bases in the Middle East, and has maintained the blockade of the Strait of Hormuz. During this stage, oil prices will remain at a high level, and the global market will experience severe fluctuations.

If the internal situation in Iran does not rapidly change and evolve, there will probably be a mid-term stalemate battle lasting about one month. Both sides will engage in a tug-of-war, and the intensity of the US and Israel's strikes will decrease. Iran will continue to counterattack relying on underground fortifications and proxy forces (Hezbollah, Houthi rebels). The Strait of Hormuz may be subject to selective blockades (only prohibiting US and Israeli ships), or it may be partially opened under international pressure. The pressure from international mediation will increase, and the possibility of negotiations will rise. The confrontation will shift to proxy wars, economic sanctions, and maritime frictions. The shipping safety in the Strait of Hormuz will face long-term pressure. The conflict may last at least one month, and in extreme cases, it may extend to around three months. The possibility of a quick resolution is relatively low.

Currently, the Strait of Hormuz is completely closed. Only a very small number of ships have managed to approach the Oman end to escape from the Persian Gulf. As a result, about 30% of global maritime crude oil transportation and a large amount of LNG transportation will be forced to come to a halt. Major global oil tanker companies and traders have suspended their operations through the Strait of Hormuz.

A Palau-flagged oil tanker, 'SKYLIGHT', was attacked about 5 nautical miles northwest of the Khasab Port in Musandam Province, Oman. After the attack, all the crew members of the ship safely evacuated. It is said that 4 crew members were injured. This attack incident has exacerbated the market's panic over the safety of navigation in this area.

The freight rates for oil tankers, dry bulk cargo, and container ships are likely to increase significantly across the board, and the freight rates for some routes could double. The insurance rates for ships have soared, and the rates for war insurance and hull insurance have been significantly raised. Insurance coverage has been denied in some regions. The container shipping routes are facing a major adjustment, with major companies such as Hapag-Lloyd, CMA CGM, and Maersk suspending their Middle East routes.

It is believed that the internal situation in Iran is still evolving rapidly. The timing for the resumption of navigation through the Strait of Hormuz is difficult to predict, as it depends on the direction of the internal adjustments in Iran. Short-term risks of geopolitical conflicts persist, and the impact on global maritime shipping may only be a brief shock.

