



2026年 第10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

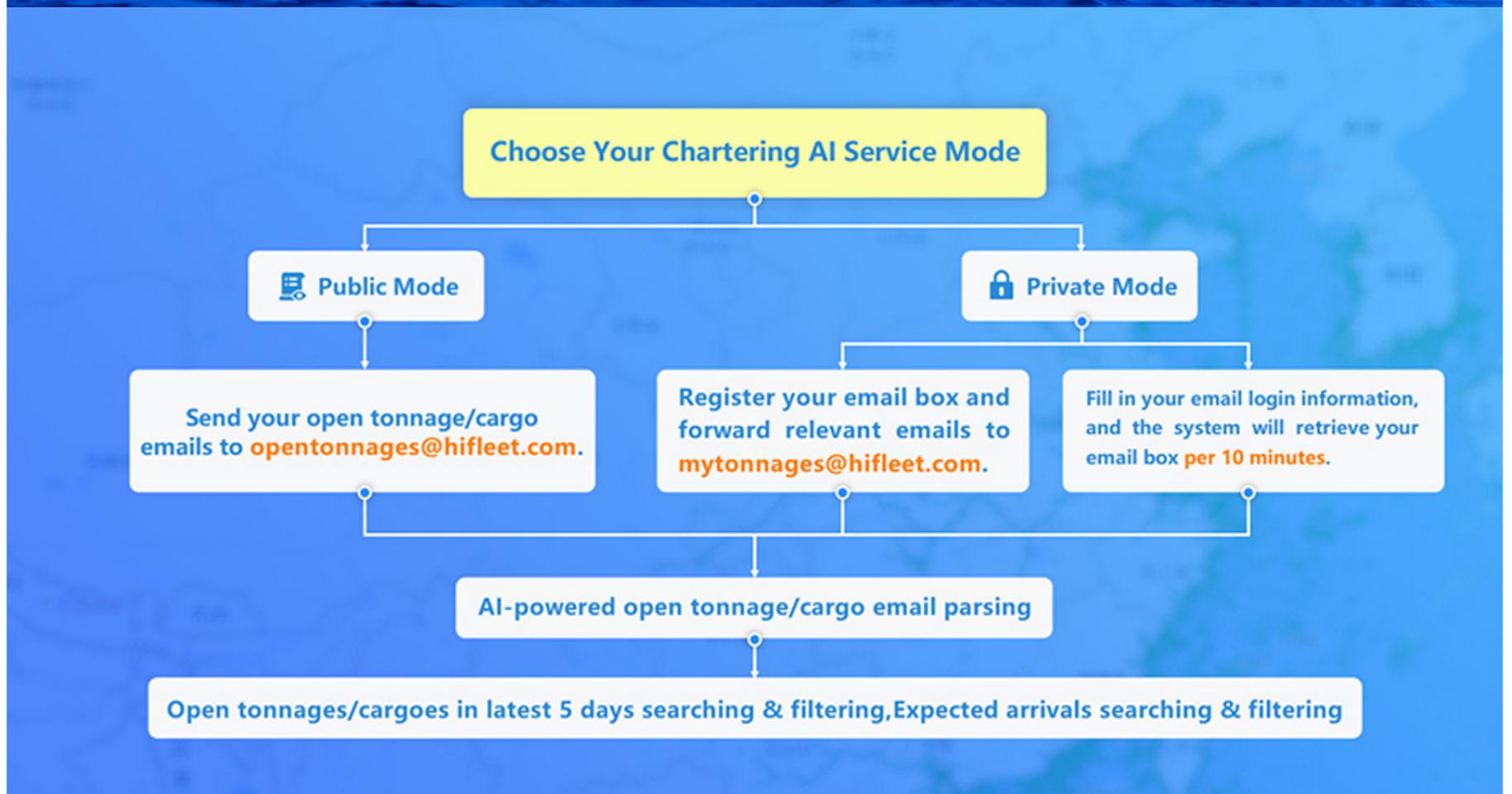


Basic authenticity screening for tonnage offers

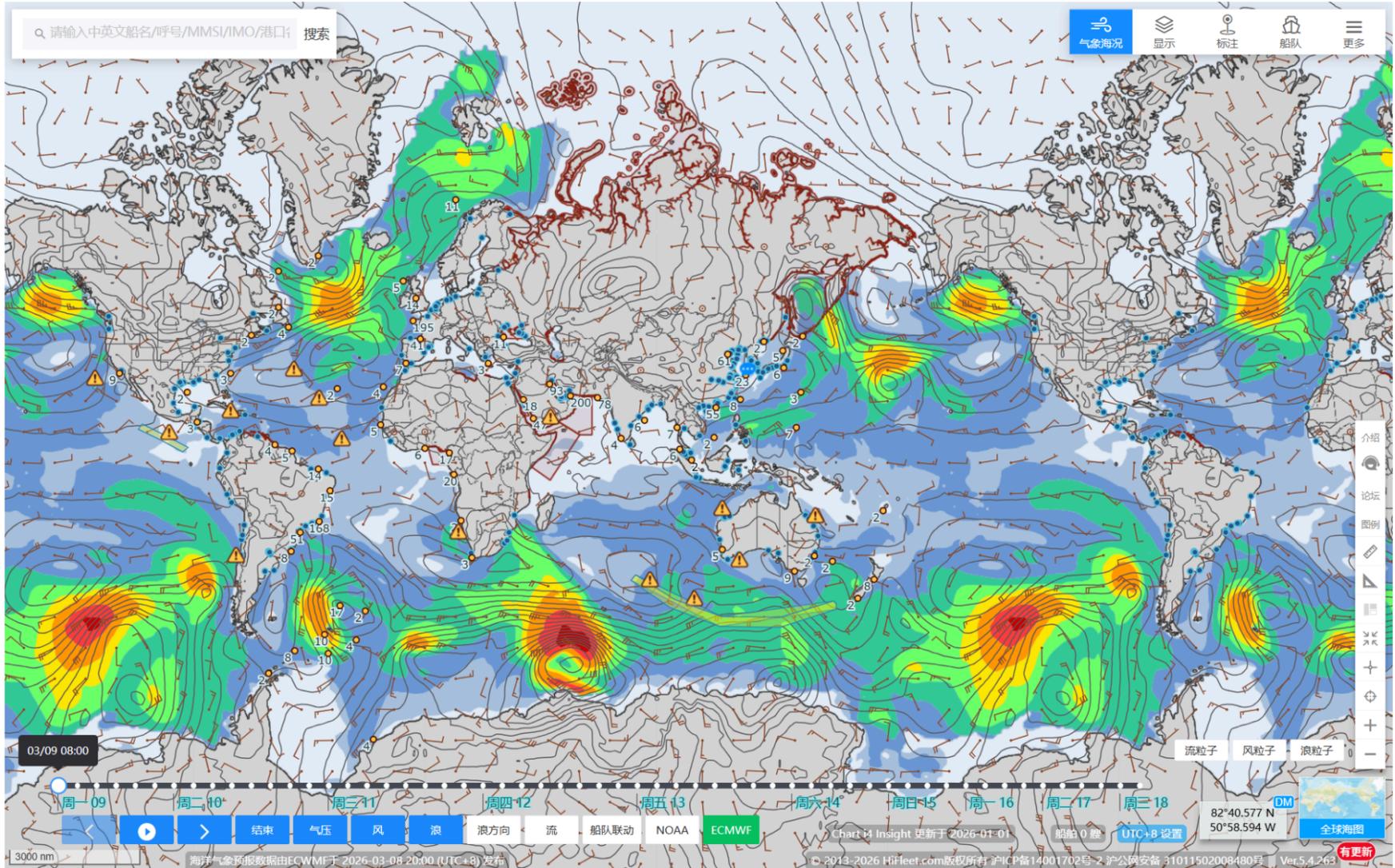
Sanctions-risk alerts for tonnage offers

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1427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 1427 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3-6级，有中浪；东海风力4-6级，有大浪；台湾海峡5-7级风，有巨浪；南海大部海域风力5-7级，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 is moderate 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 is near gale with very rough sea occasionally. The low pressure activities become frequent both in North of Pacific and Atlantic.

海盗事件 Piracy

2026年2月27日，新加坡海峡。一艘散货船上的值班轮机员在航行中发现机舱有三名持刀抢劫者。警报响起，播放了广播通知，并全体船员集合。在对船只进行搜查后，未发现任何抢劫者，船上所有物品也都已清点完毕。该事件已上报给 VTIS，该船被指示前往指定锚地进行进一步调查。在对船只进行搜查后，未发现任何抢劫者，船上所有物品也都已清点完毕。全体船员均报告安全。27.02.2026: 1840 UTC: Posn: 01:05.7N - 103:33.0E, Singapore Straits. Duty engine crew onboard a bulk carrier underway noticed three robbers, armed with a knife in the engine room. Alarm raised, PA announcement made and crew mustered. On searching the vessel, no robbers identified and all ship's items accounted for. The incident was reported to VTIS and the vessel was instructed to proceed to the designated anchorage for further investigations. All crew reported safe.

海上事件 Marine Incidents

2026年3月2日，一名海员在阿曼海岸附近一艘油轮遭遇袭击后不幸身亡。这艘载重 74000吨的“MKD Vyom”号货轮（于 2007 年建造）今天遭到了一颗炮弹的袭击，导致船上发生爆炸并引发火灾，其船长已证实了这一情况。On March 2, 2026, a crew tragically lost his life after an attack on an oil tanker near the coast of Oman. The 74,000-ton "MKD Vyom" cargo ship (built in 2007) was hit by a shell today, causing an explosion and fire on board. The captain has confirmed this situation.

其它 Others

没有 Nil

备注 Remark

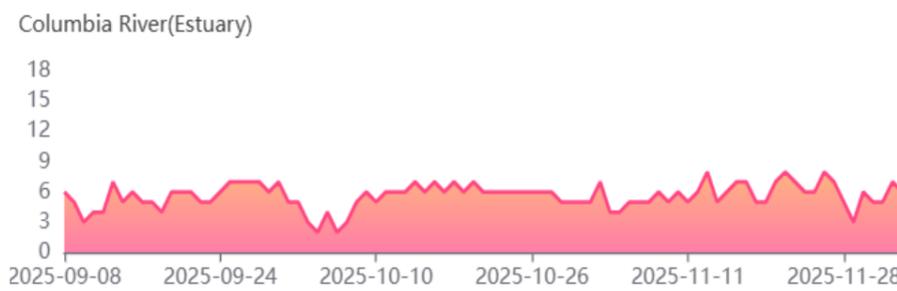
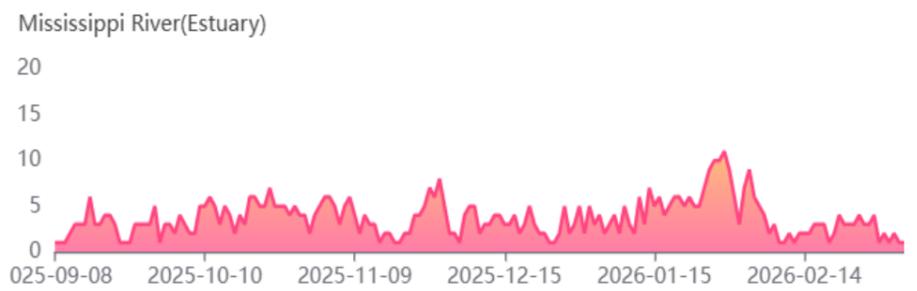
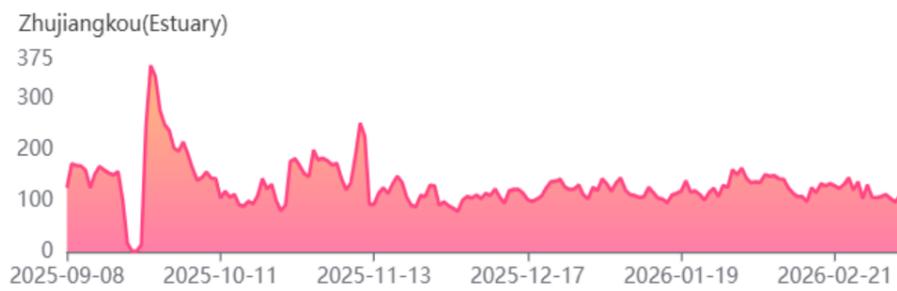
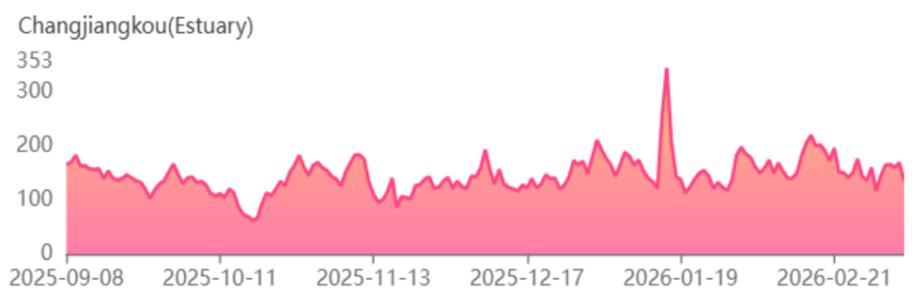
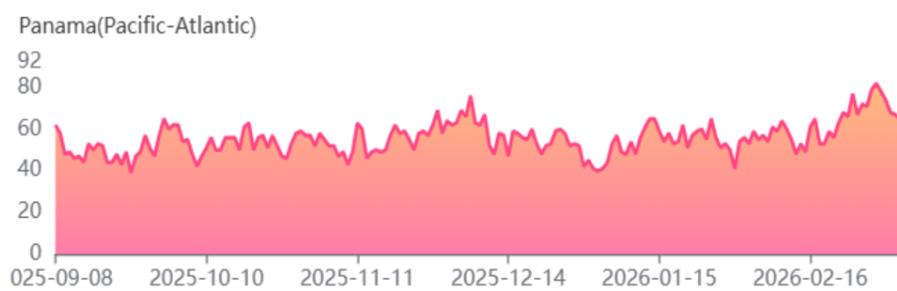
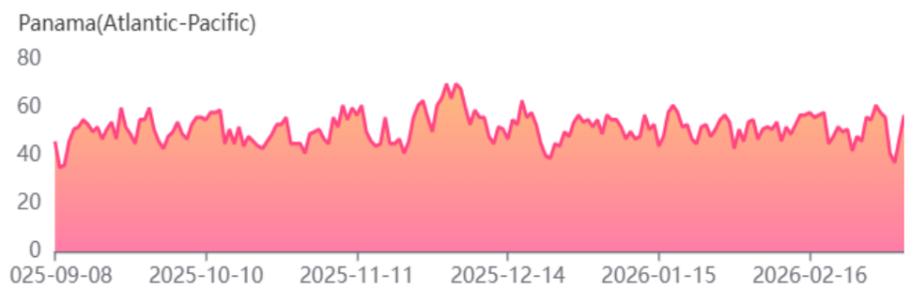
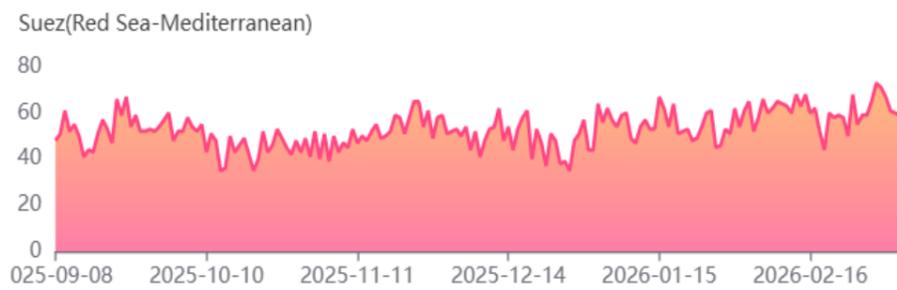
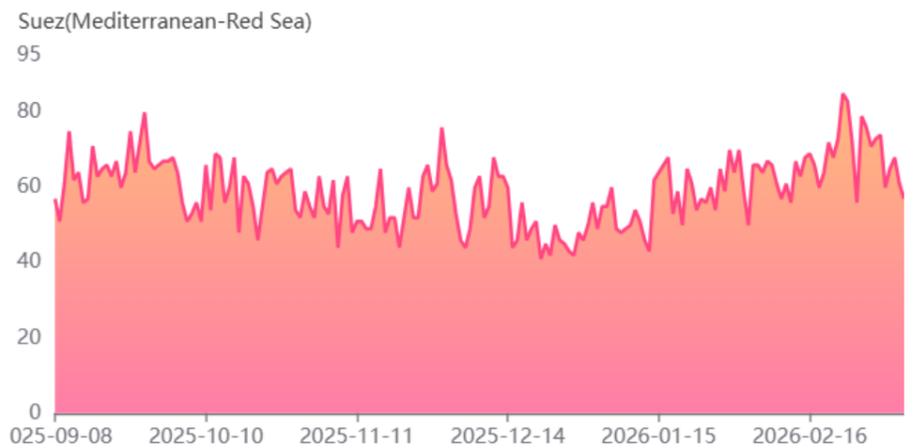
本报告数据截止时间为2026年3月8日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on March 8th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	57	1770	40	143
Miss.Riv.	1	61	-16	-111
CJK	135	4721	7	107
Pa.Atlan.	57	1498	12	3
Colum.Riv.	7	191	-12	56
Suez.Med.	57	1951	-66	216
Pa.Pac.	64	1857	14	223
ZJK	80	3471	-177	-195

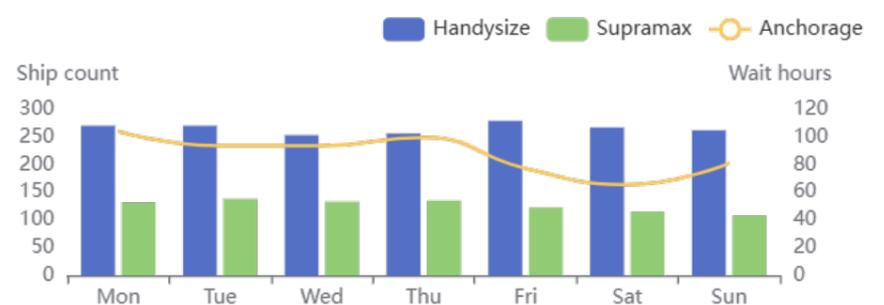


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

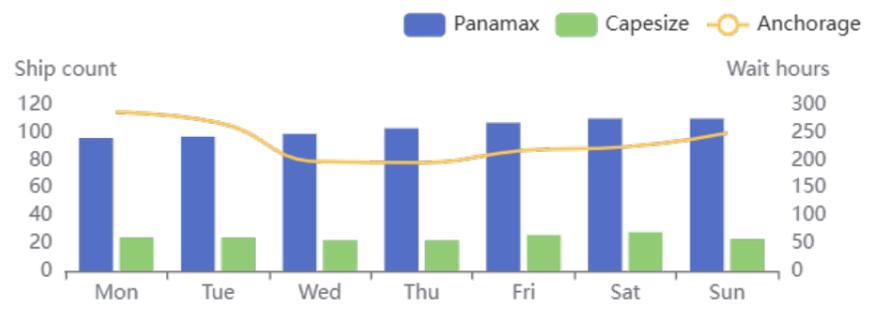
Type	M	T	W	Th	F	Sat	Sun
HDY	270	270	253	256	279	267	262
SMX	132	138	133	135	122	115	108
WT.h.	103.9	93.5	93.6	99.6	77.3	65.6	81



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

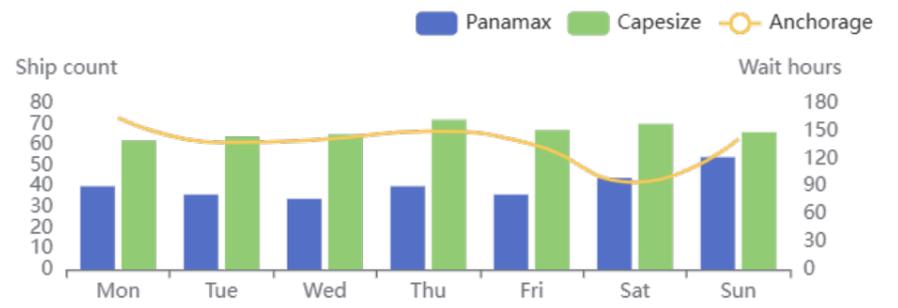
Type	M	T	W	Th	F	Sat	Sun
Pan.	96	97	99	103	107	110	110
Cap	24	24	22	22	26	28	23
WT.h.	286.3	267.7	197.4	195.6	217.6	224.1	249



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

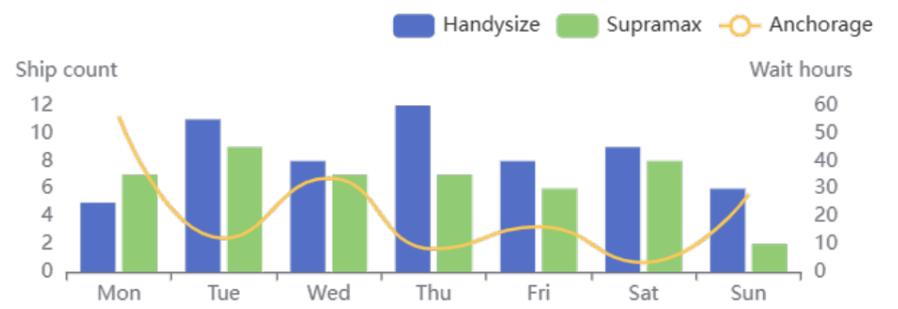
Type	M	T	W	Th	F	Sat	Sun
Pan.	40	36	34	40	36	44	54
Cap	62	64	65	72	67	70	66
WT.h.	164.4	137.4	141	149.6	135.8	94.3	141



最近一周黑海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 & Handy Num. and Waiting Time Information in Anchorages of Black Sea

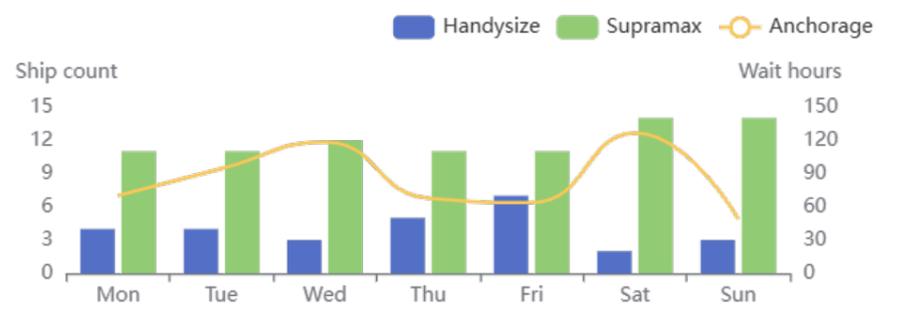
Type	M	T	W	Th	F	Sat	Sun
HDY	5	11	8	12	8	9	6
SMX	7	9	7	7	6	8	2
WT.h.	56.05	12.1	33.9	8.3	16.3	3.4	28



最近一周美湾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 US Gulf

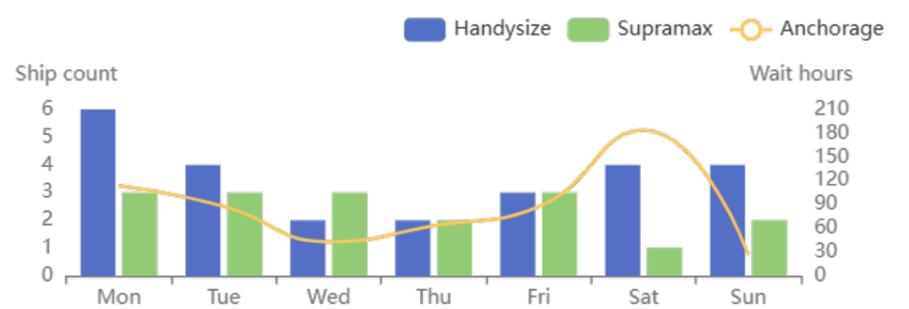
Type	M	T	W	Th	F	Sat	Sun
HDY	4	4	3	5	7	2	3
SMX	11	11	12	11	11	14	14
WT.h.	70.1	94.5	118.5	67.9	63.85	126.7	49



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

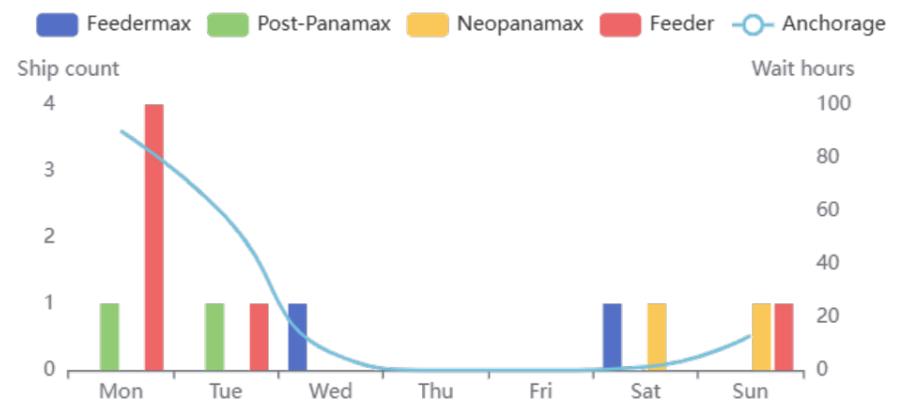
Type	M	T	W	Th	F	Sat	Sun
HDY	6	4	2	2	3	4	4
SMX	3	3	3	2	3	1	2
WT.h.	113.7	87.9	42.9	63.25	87.25	183.9	26



最近一周香港区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information on Anchorages of HongKong

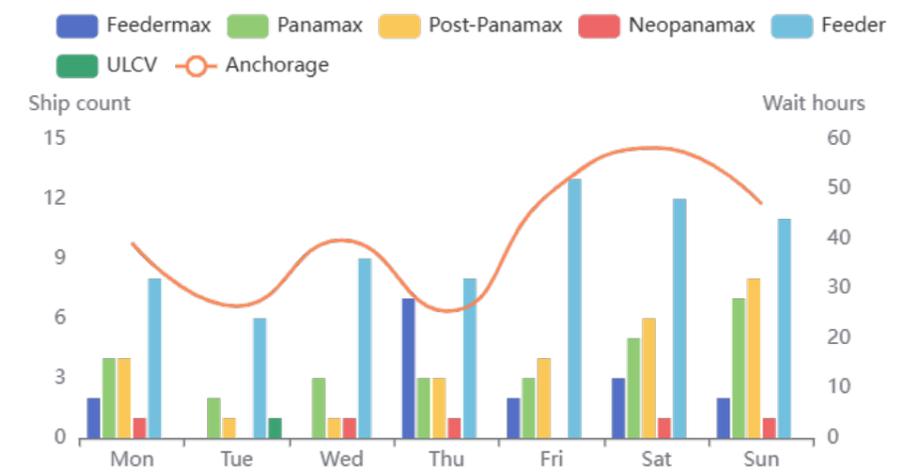
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	1	0	0	1	0
Pan.	0	0	0	0	0	0	0
PPx	1	1	0	0	0	0	0
NPx	0	0	0	0	0	1	1
Fd	4	1	0	0	0	0	1
WT.h.	90.1	57.7	6.7	0.0	0.0	1.25	13
UlcV	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

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

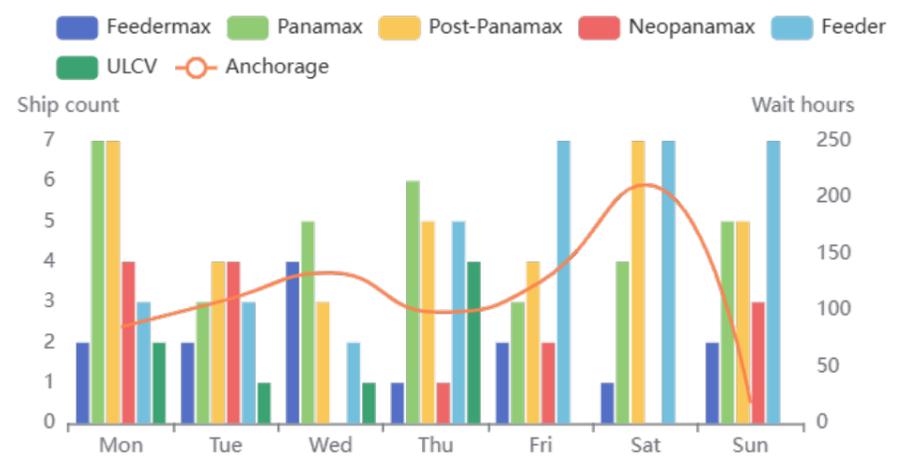
Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	0	0	7	2	3	2
Pan.	4	2	3	3	3	5	7
PPx	4	1	1	3	4	6	8
NPx	1	0	1	1	0	1	1
Fd	8	6	9	8	13	12	11
UlcV	0	1	0	0	0	0	0
WT.h.	39.2	26.5	39.75	25.5	49.5	58.3	47



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

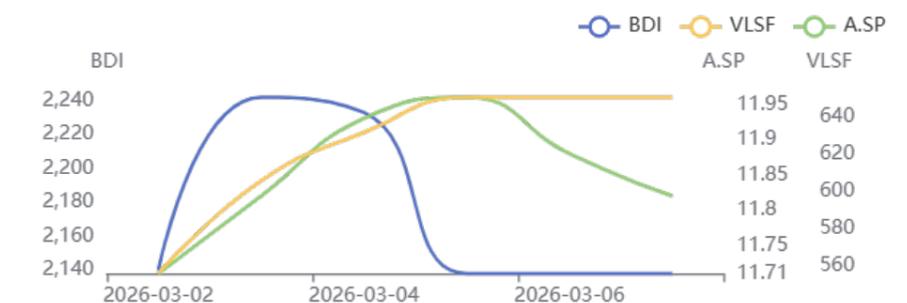
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	2	4	1	2	1	2
Pan.	7	3	5	6	3	4	5
PPx	7	4	3	5	4	7	5
NPx	4	4	0	1	2	0	3
Fd	3	3	2	5	7	7	7
UlcV	2	1	1	4	0	0	0
WT.h.	85.3	109.3	133.3	98.5	125.5	211.3	18



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

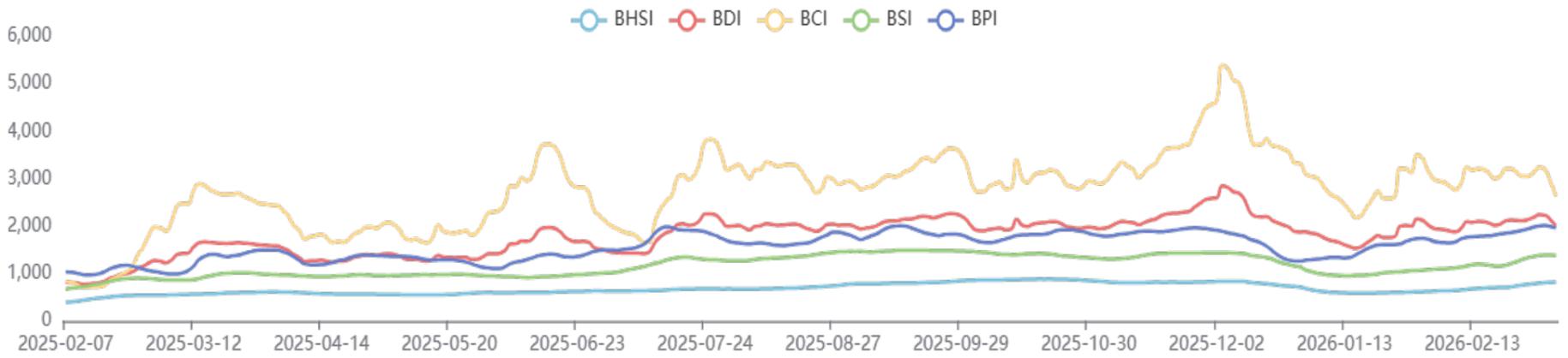
Type	M	T	W	Th	F	Sat	Sun
BDI	1942	2002	2014	1997	1997	1997	1997
VLSF	555.50	605.50	631.50	650.50	650.50	650.50	650.50
A.SP	11.71	11.82	11.93	11.96	11.88	11.82	



第三部分 航运市场 SHIPPING MARKET

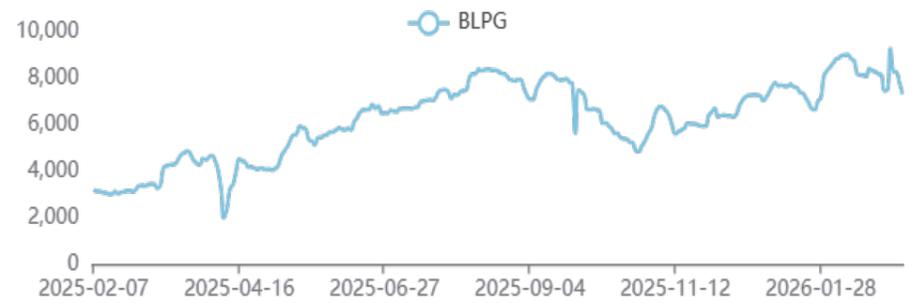
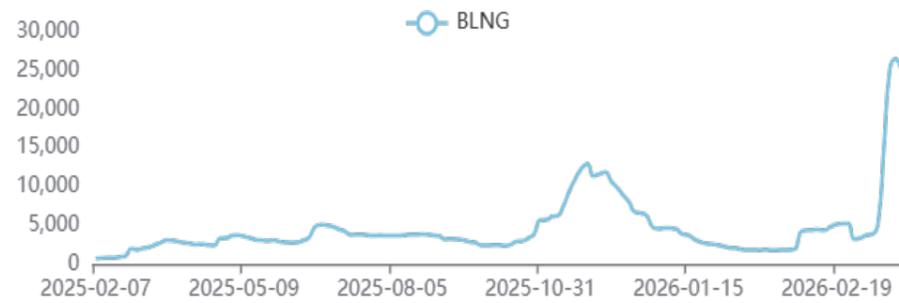
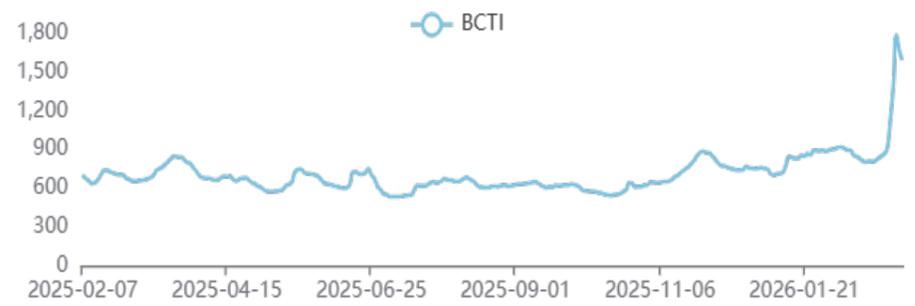
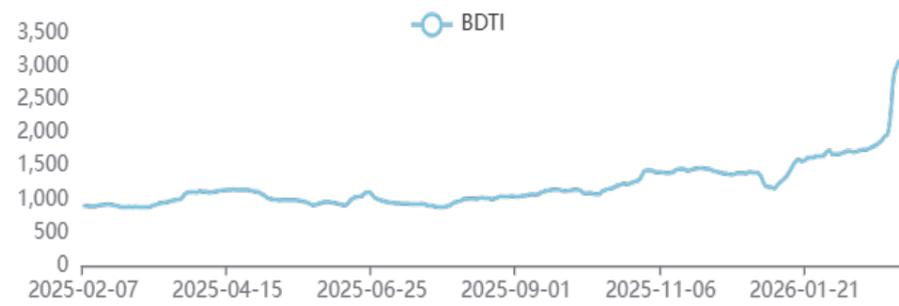
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2010	-130.0	-6.07	4.52	56.3
BCI	2631	-425.0	-13.91	-9.84	26.37
BPI	1962	20.0	1.03	18.77	97.78
BSI	1386	48.0	3.59	25.54	60.42
BHSI	827	51.0	6.57	29.62	49.55



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	3069	1078.0	54.14	81.49	248.35
BCTI	1592	686.0	75.72	73.61	141.21
BLNG	24733	20890.0	543.59	1234.75	1100.63
BLPG	7315	-175.0	-2.34	-18.33	111.66



第四部分 运力分布 SUPPLY DISTRIBUTION

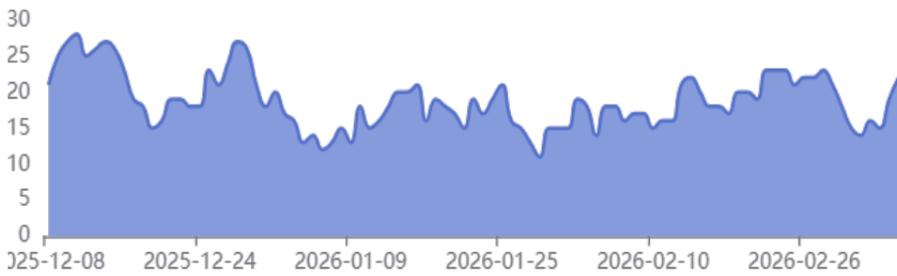


好望角型散货船 Capesize

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	18	15	14	16	15	19	22



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	39	44	45	40	45	46	47

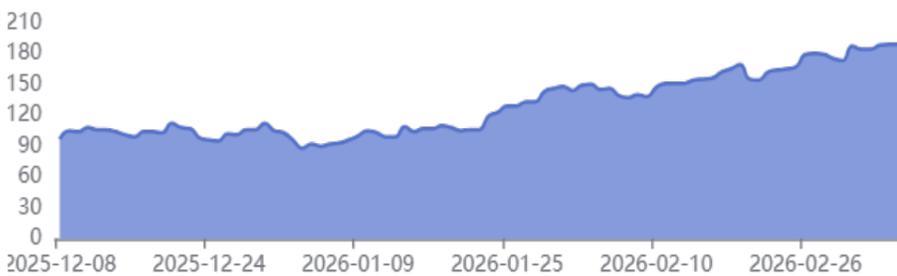


巴拿马型散货船 PANAMAX

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.

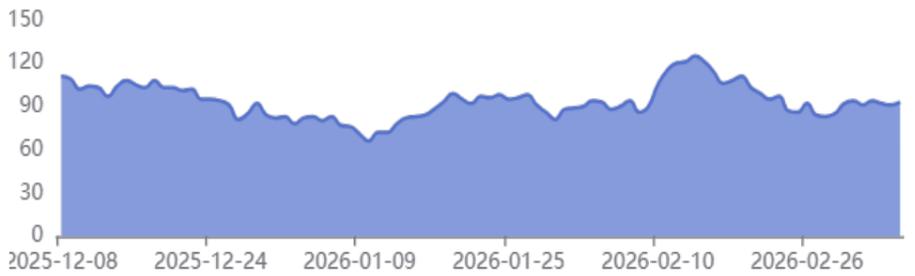
Type	M	T	W	Th	F	Sat	Sun
Pan.	173	187	184	184	188	189	189



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	92	94	91	94	92	91	93



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.

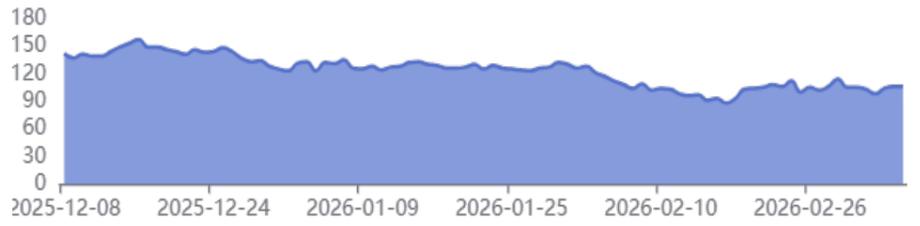
Type	M	T	W	Th	F	Sat	Sun
Pan.	12	18	10	13	19	19	19



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.	105	105	103	98	104	106	106

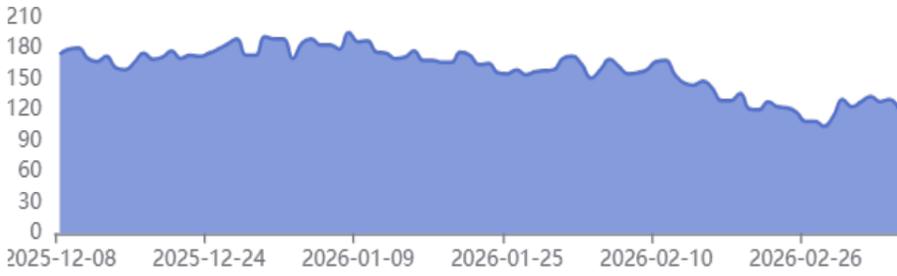


超大灵便型散货 SUPRAMAX

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.

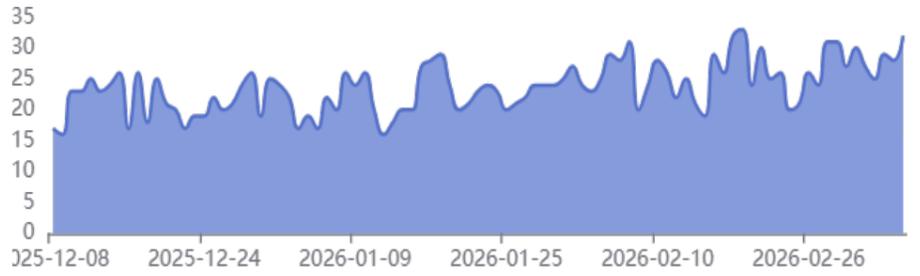
Type	M	T	W	Th	F	Sat	Sun
SMX	130	123	128	133	128	130	121



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.

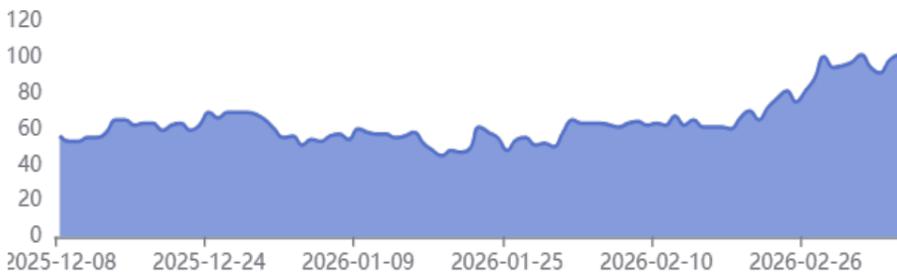
Type	M	T	W	Th	F	Sat	Sun
SMX	27	30	27	25	29	28	32



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.

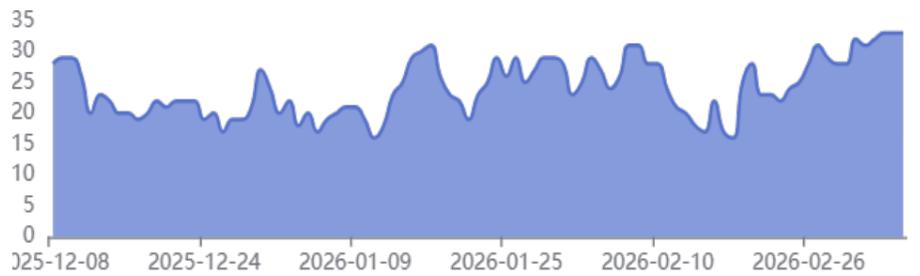
Type	M	T	W	Th	F	Sat	Sun
SMX	28	32	31	32	33	33	33



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.

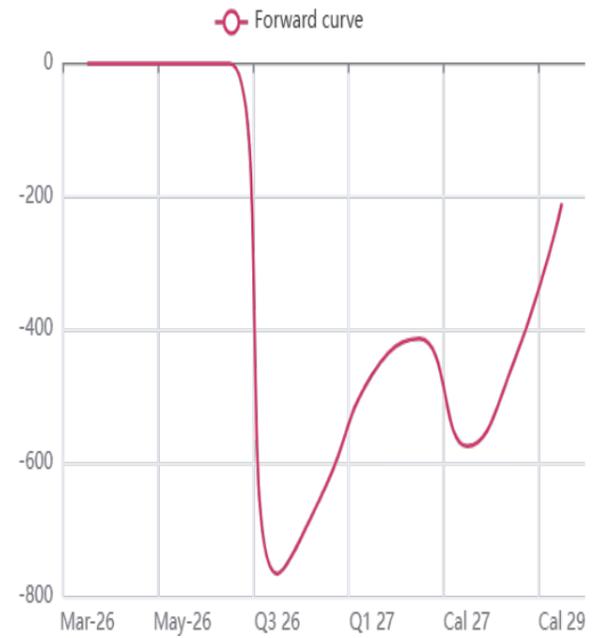
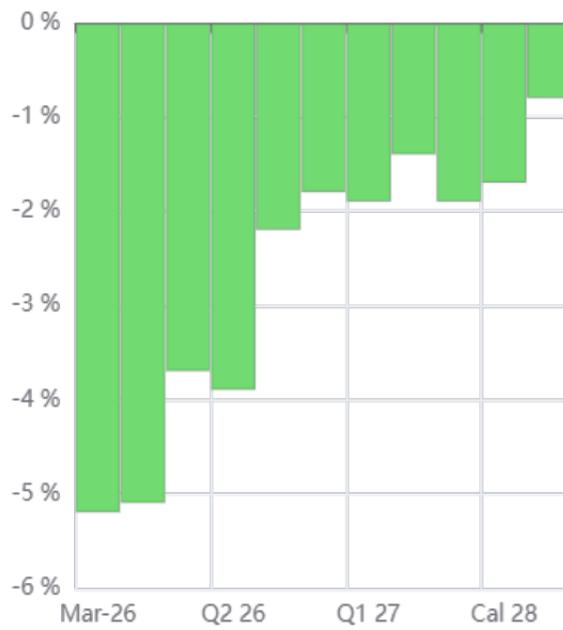
Type	M	T	W	Th	F	Sat	Sun
SMX	95	97	101	94	91	98	101



第五部分 远期运价协议 FFA

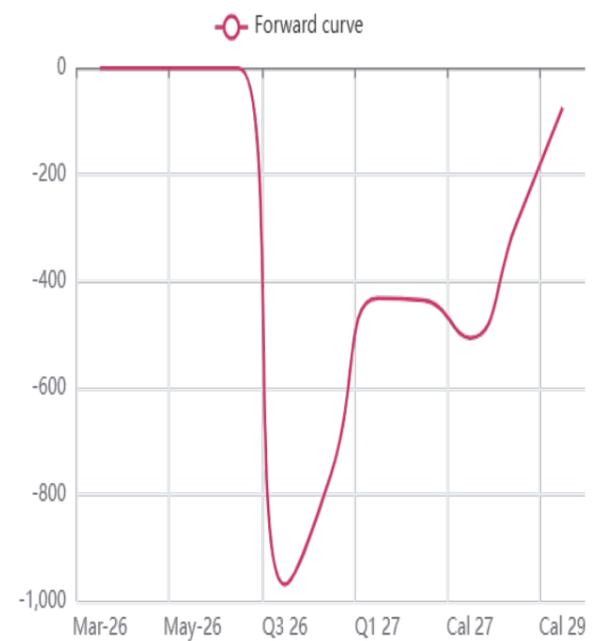
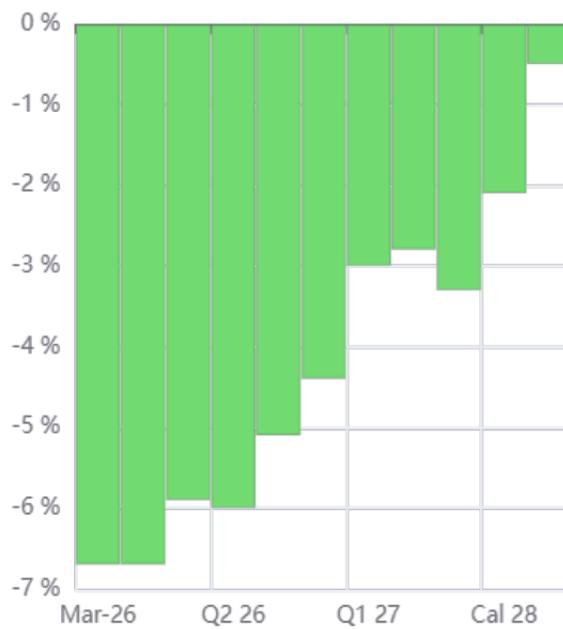
好望角型散货船Capesize

5TC	\$/day	WoW	
Mar-26	30,996.00	-1693.0	-5.2 %
Apr-26	34,617.00	-1847.0	-5.1 %
May-26	35,264.00	-1371.0	-3.7 %
Q2 26	35,201.67	-1437.0	-3.9 %
Q3 26	34,404.33	-766.33	-2.2 %
Q4 26	34,107.00	-639.0	-1.8 %
Q1 27	24,292.00	-468.0	-1.9 %
Q2 27	29,210.00	-414.0	-1.4 %
Cal 27	29,360.00	-575.0	-1.9 %
Cal 28	26,464.00	-446.0	-1.7 %
Cal 29	25,203.00	-211.0	-0.8 %



巴拿马型散货船Panamax

4TC	\$/day	WoW	
Mar-26	18,961.00	-1357.0	-6.7 %
Apr-26	20,725.00	-1479.0	-6.7 %
May-26	20,486.00	-1282.0	-5.9 %
Q2 26	20,203.67	-1283.33	-6.0 %
Q3 26	17,935.67	-969.0	-5.1 %
Q4 26	16,682.00	-761.0	-4.4 %
Q1 27	14,054.00	-432.0	-3.0 %
Q2 27	15,357.00	-436.0	-2.8 %
Cal 27	14,786.25	-506.5	-3.3 %
Cal 28	13,921.00	-293.0	-2.1 %
Cal 29	13,643.00	-75.0	-0.5 %



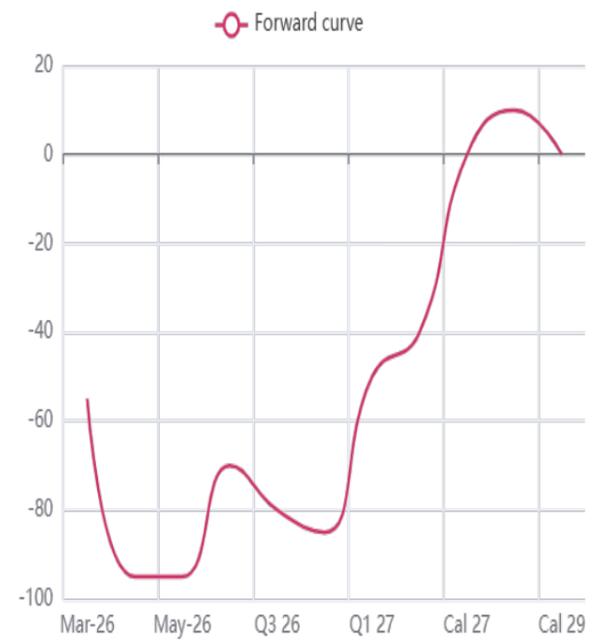
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Mar-26	18,752.00	-721.0	-3.7 %
Apr-26	19,673.00	-993.0	-4.8 %
May-26	19,655.00	-858.0	-4.2 %
Q2 26	19,261.00	-823.0	-4.1 %
Q3 26	17,406.67	-635.67	-3.5 %
Q4 26	16,316.00	-604.0	-3.6 %
Q1 27	14,198.00	-343.0	-2.4 %
Q2 27	15,877.00	-293.0	-1.8 %
14,902.25	Cal 27	-414.0	-2.7 %
Cal 28	14,420.00	-300.0	-2.0 %
Cal 29	14,305.00	-83.0	-0.6 %



灵便型散货船Handysize

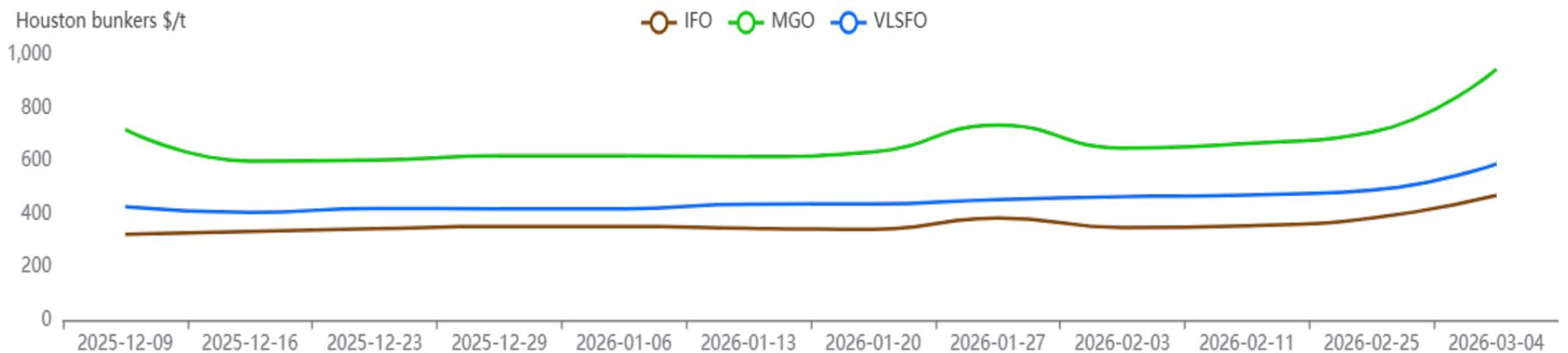
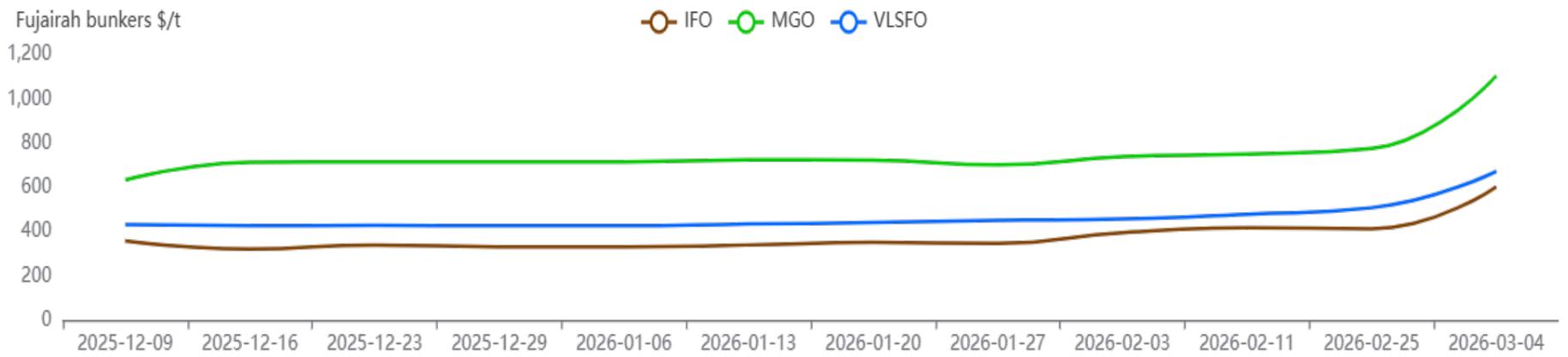
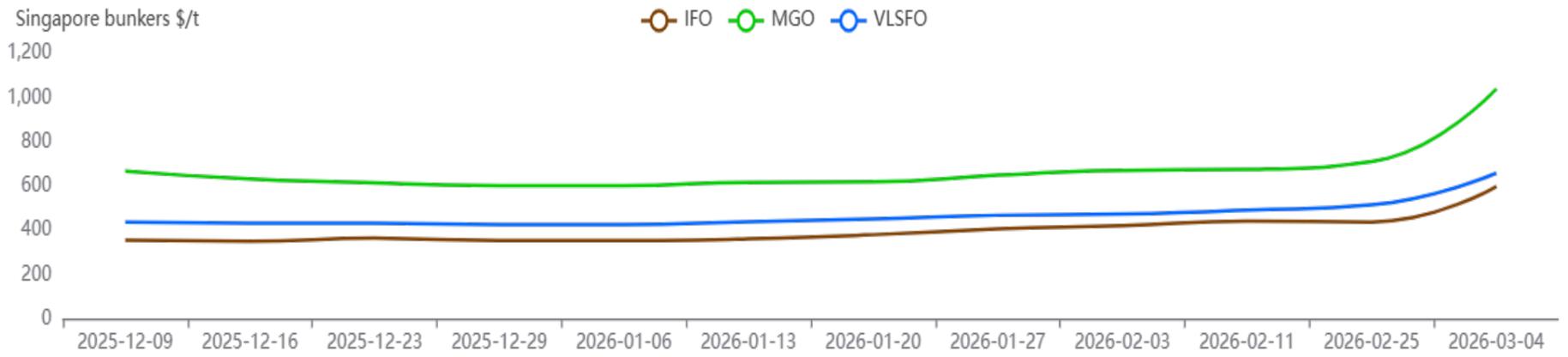
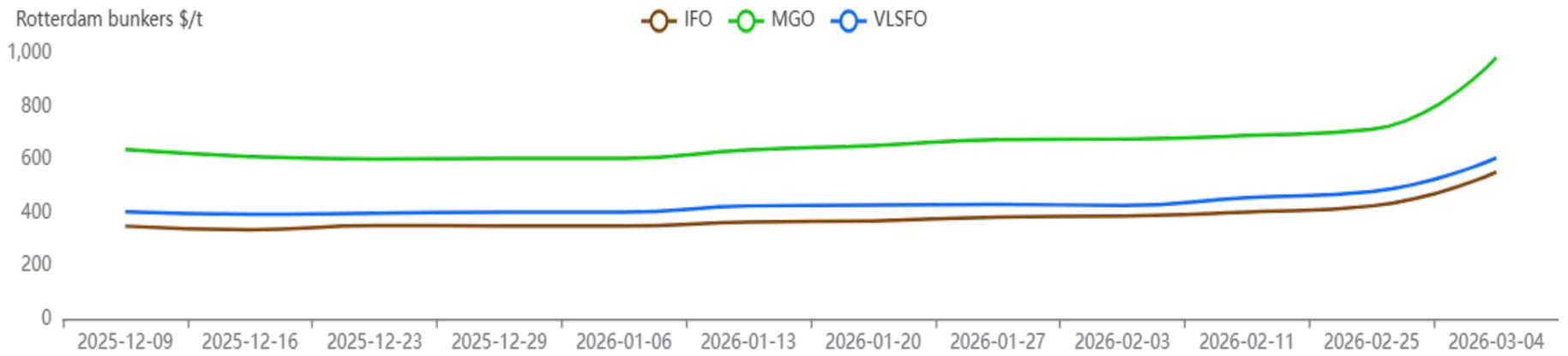
7TC	\$/day	WoW	
Mar-26	15,315.00	-55.0	-0.4 %
Apr-26	15,525.00	-95.0	-0.6 %
May-26	15,410.00	-95.0	-0.6 %
Q2 26	15,261.67	-70.0	-0.5 %
Q3 26	13,866.67	-80.0	-0.6 %
Q4 26	13,190.00	-85.0	-0.6 %
Q1 27	11,880.00	-50.0	-50.0
Q2 27	12,390.00	-40.0	-0.3 %
Cal 27	12,765.00	0.0	0.0 %
Cal 28	12,015.00	10.0	0.1 %
Cal 29	11,630.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	655.5	603.5	1005.0	52.0	-14.5	-21.8	0.97
Singapore	658.5	597.5	1039.5	61.0	-16.0	-20.78	16.19
Rotterdam	607.0	554.0	985.5	53.0	-1.5	-2.75	32.5
Fujairah	672.5	602.0	1105.0	70.5	-24.0	-25.4	13.71
Houston	589.0	471.0	946.5	118.0	12.5	11.85	1.29

(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		202.0	5.0	2.54	3.06	2.02
Maize		228.0	0.0	0.0	-0.44	-1.72
Soybeans		225.0	0.0	0.0	6.64	11.39
Rice		157.0	-1.0	-0.63	-2.48	-13.74
Barley		241.0	0.0	0.0	1.26	3.88
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	74.56	9.1	13.9	18.03	9.81
Brent	USD/Bbl	81.37	10.49	14.8	20.73	14.7
Natural Gas	USD/MMBtu	2.92	0.08	2.82	-17.28	-29.13
Gasoline	USD/Gal	2.5	0.47	23.15	30.89	14.16
Heating Oil	USD/Gal	3.24	0.59	22.26	34.44	42.73
Ethanol	USD/Gal	1.8	0.01	0.56	12.5	7.14
Naphtha	USD/T	669.88	99.1	17.36	23.08	2.38
Propane	USD/Gal	0.74	0.07	10.45	13.85	-19.57
Uranium	USD/Lbs	86.2	-2.0	-2.27	-6.1	31.7
Methanol	CNY/T	2546.0	373.0	17.17	15.31	-3.38
TTF Gas	EUR/MWh	49.52	17.63	55.28	50.98	8.19
UK Gas	GBP/thm	126.5	48.3	61.76	62.81	19.6
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.86	-0.11	-1.84	-2.5	28.79
Coal	USD/T	138.0	21.8	18.76	18.97	36.09
Steel	CNY/T	3084.0	21.0	0.69	-0.19	-6.43
Iron Ore	USD/T	99.57	0.54	0.55	-2.54	-1.23
Aluminum	USD/T	3340.0	191.9	6.1	8.4	27.61
Lithium	CNY/T	154000.0	-19000.0	-10.98	0.65	105.47
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	5147.37	-40.98	-0.79	2.29	78.18
Silver	USD/t.oz	83.67	-4.53	-5.14	-8.12	164.11
Platium	null	2159.1	-112.7	-4.96	-5.63	124.35
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.16	-0.02	-1.69	-1.69	10.48
USD/CNY		6.89	-0.01	-0.14	-0.72	-5.49

第八部分 本周话题 WEEKLY TOPIC



海湾战事致多名海员伤亡

2026年3月4日，一段在希腊流传的短视频记录下海湾新战事的惊心动魄，中东某港口遭遇夜间导弹与无人机联合袭击的惊险画面，此次战事由伊朗与美国、以色列对峙引发，事发时身处附近船舶的船员直面爆炸危机，船员生命安全受到严重威胁。

这段发布于某海事平台的视频，由事发地附近一艘船舶的船员用手机拍摄的，画面中可见多枚导弹密集落下，港口停泊的船舶周边接连发生爆炸，巨大的火球接连升起。视频里还能清晰听到船员们陷入恐慌的惊呼，他们对将自己派往该区域的船东表达强烈不满，有人反复怒斥：“看看我们正在经历什么，这帮混蛋把我们送到了什么地方”，还有人焦急大喊：“我们都会活活烧死，快离开这里”。

此次画面大概率对应伊朗于3月2日凌晨伊朗对巴林萨曼工业城港口，以及附近的米纳萨尔曼海事设施发起的导弹袭击，这起袭击已被证实确有发生。该次袭击造成一名亚洲造船厂工人遇难；另外一艘2016年建造、载重吨49800的美国海军补给油轮“Stena Imperative”两次被击中并起火。

除巴林的港口外，中东地区另有多处港口遇袭，阿曼海岸附近也发生袭击事件。有一艘2007年建造、载重吨74000的成品油轮“MKD Vyom”遇袭，据报道至少又有一名海员丧生。

此次系列袭击事件发生之际，伊朗关闭霍尔木兹海峡，大量海员被困中东海湾地区，希腊海员工会已发出强烈呼吁，要求立即接回被困海员。

根据HIFLEET航运大数据显示，波斯湾内停滞了超过110艘原油船，其中73艘为VLCC，占全球VLCC运力的8%。作为全球能源要道，全球35%的原油海运出口、20%的LNG贸易及30%的LPG贸易需经霍尔木兹海峡。值得关注的是，卡塔尔已宣布暂停LNG生产，其出口主要依托拉斯拉凡港。从对我国供给看，今年1-2月，我国自波斯湾内进口的原油、LNG、LPG分别占海运进口总量的34%、32%和44%。

综合各方面的信息，霍尔木兹海峡全面封闭约1个月，4月初有望实现完全通航，2周内仍将维持低位通航状态，对全球能源市场的冲击以短期脉冲式为主，在世界范围内不同势力的周旋下，发生长期能源危机的概率应该很小。整体而言，各方均无长期对抗的意愿与能力，外交谈判仍是最终解决冲突、恢复海峡通航的核心路径。

On March 4, 2026, a short video circulating in Greece captured the thrilling scenes of the new battle in the gulf. The video showed the terrifying scene of a port in the Middle East being attacked by missiles and drones simultaneously at night. This battle was triggered by the confrontation between Iran, the United States, and Israel. The crew on a nearby ship were directly facing the explosion crisis at the time of the incident, and their lives were seriously threatened.

This video, posted on a maritime platform, was captured by the crew of a nearby vessel using a mobile phone. In the footage, multiple missiles can be seen falling in a concentrated manner, and explosions occurred successively around the ships moored at the port, with huge fireballs rising one after another. The video also clearly shows the panicked exclamations of the crew, who expressed strong dissatisfaction towards the shipowner who sent them to that area. Some shouted repeatedly, "Look at what we are going through! These bastards have sent us to some godforsaken place," while others shouted anxiously, "We will all be burned to death. Get out of here quickly."

This scene is highly likely to correspond to the missile attack that Iran launched against the Salman Industrial City port in Bahrain and the nearby Minas Salman maritime facilities in the early hours of March 2nd. This attack has been confirmed to have occurred. The attack resulted in the death of an Asian shipbuilder. Additionally, a 2016-built US Navy supply oil tanker named "Stena Imperative" was hit twice and caught fire.

Apart from the port in Bahrain, several other ports in the Middle East were also attacked. There were also attack incidents near the coast of Oman. A 74,000-ton crude oil tanker named "MKD Vyom" that was built in 2007 was attacked. It is reported that at least one more sailor lost his life.

At the time of this series of attacks, Iran closed the Strait of Hormuz, trapping a large number of seafarers in the Gulf region of the Middle East. The Greek seafarers' union has issued a strong appeal, demanding the immediate return of the stranded seafarers.

According to the shipping big data of HIFLEET, more than 110 crude oil vessels have been stranded in the Persian Gulf, among which 73 are VLCCs, accounting for 8% of the global VLCC capacity. As a key global energy artery, 35% of the global crude oil maritime exports, 20% of the LNG trade, and 30% of the LPG trade pass through the Strait of Hormuz. It is worth noting that Qatar has announced the suspension of LNG production, and its exports mainly rely on Ras Laffan Port. From the perspective of supply to our country, in the first two months of this year, the crude oil, LNG, and LPG imported from the Persian Gulf accounted for 34%, 32%, and 44% of the total maritime imports respectively.

Taking into account all the information, the Strait of Hormuz was completely closed for about one month. It is expected to be fully navigable by early April. It will remain in a low-level navigation state for another two weeks. The impact on the global energy market will mainly be in the form of short-term pulses. Under the maneuvering of different forces worldwide, the probability of a long-term energy crisis should be very low. Overall, all parties have no intention or ability for long-term confrontation. Diplomatic negotiations remain the core path for ultimately resolving the conflict and restoring navigation in the Strait.

