



2026年 第16周市场周报

Contents

第一部分

航运安全 SHIPPING SAFETY

第二部分

航运数据 SHIPPING DATA

第三部分

航运市场 SHIPPING MARKET

第四部分

运力分布 SUPPLY DISTRIBUTION

第五部分

远期运价协议 FFA

第六部分

燃油价格 BUNKER PRICE

第七部分

最新商品价格 LATEST COMMODITIES PRICE

第八部分

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

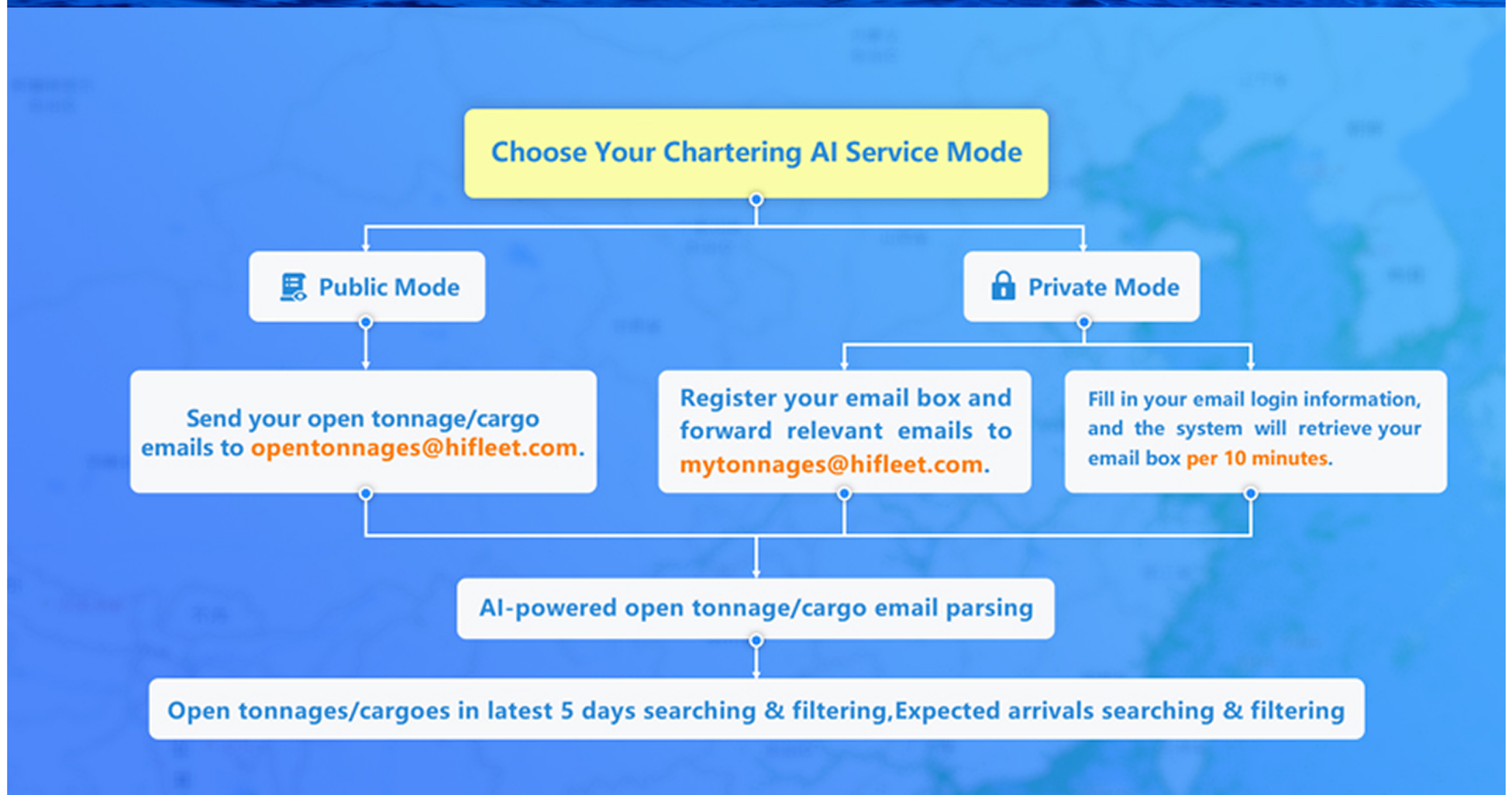


Basic authenticity screening for tonnage offers

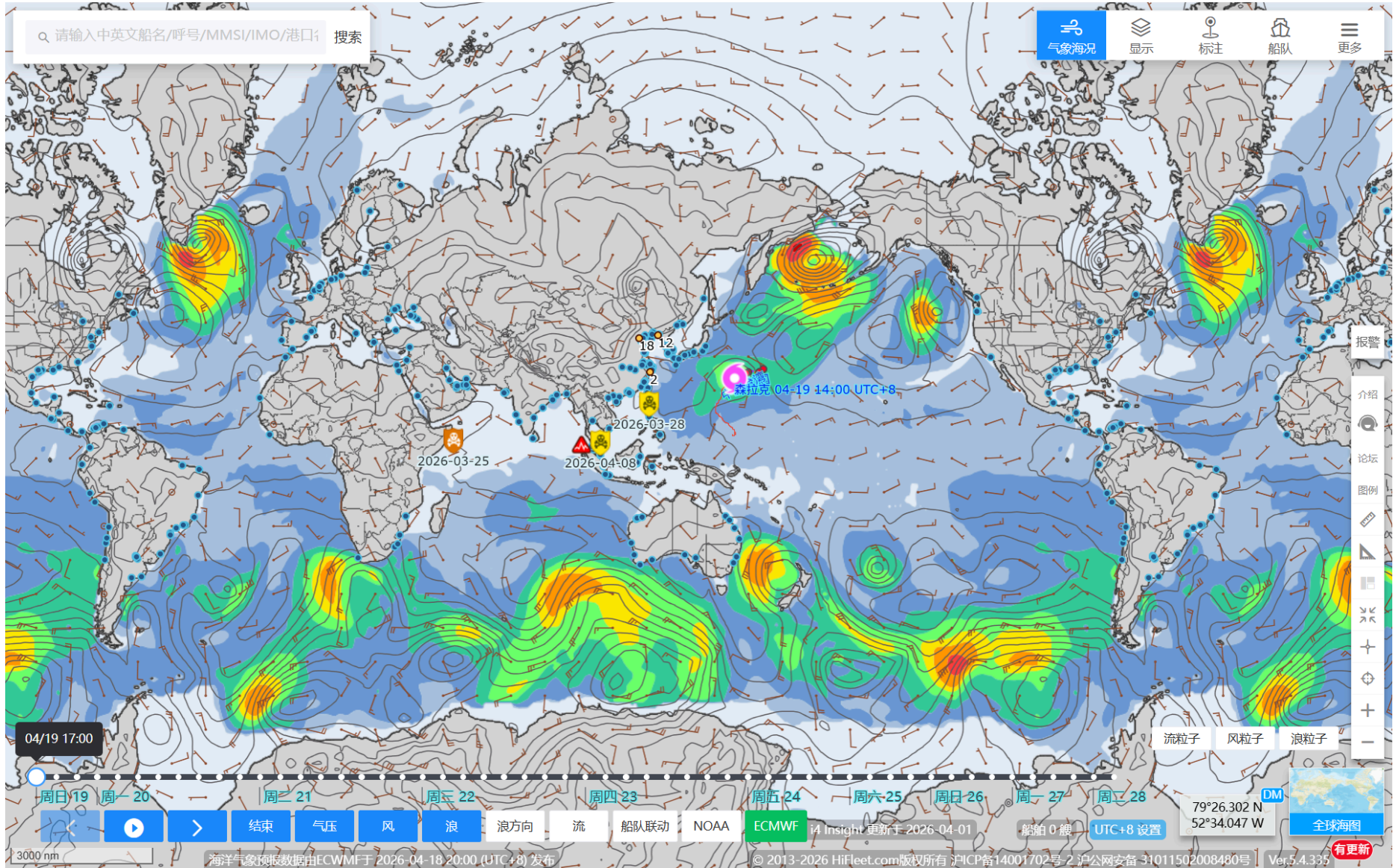
Sanctions-risk alerts for tonnage offers

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1407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 1407 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3-5级，有中浪；黄海风力3-6级，中浪；东海风力4-6级，后半周有大浪；台湾海峡4-6级风，中浪；南海大部海域风力3-4级，中浪。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 in the late of the week. The wind in the Taiwan Strait becomes strong with moderate sea. In most of the South China Sea the wind is moderate with moderate sea.

海盗事件 Piracy

2026年4月8日，新加坡海峡，四名手持枪支和长刀的劫匪登上了一艘正在航行中的散货船，并进入机舱。他们威胁了值班的油工，油工则退到安全位置并报了警。听到警报后，劫匪带着偷来的船舶发动机零件逃走了。此事已被上报给船舶交通服务部门，新加坡警方海岸警卫队登上了该船进行调查。08.04.2026: 1940 UTC: Posn: 01:03.0N - 103:39.7E, Singapore Straits. Four robbers armed with a gun and long knife boarded a bulk carrier underway and entered the engine room. They threatened the duty oiler who retreated to a safe location and raised the alarm. Hearing the alarm the robbers escaped with stolen ships engine spares. The incident was reported to VTS and Singapore Police Coast Guard boarded the vessel for investigation.

海上事件 Marine Incidents

2026年4月17日，巴基斯坦国有油轮“Shalamar”号已驶出霍尔木兹海峡。与此同时，美国军方加强了对该地区伊朗贸易的封锁。这艘载重 105000 吨、船型为11万载重吨级的“Shalamar”号货轮（2006 年建造）周五在阿曼湾向东航行，目的地是卡拉奇。On April 17, 2026, the Pakistani state-owned oil tanker "Shalamar" had already left the Strait of Hormuz. At the same time, the US military strengthened the blockade on Iranian trade in the region. This 105,000-ton cargo ship, of the 110,000-ton class, built in 2006, was sailing eastward in the Arabian Sea on Friday, heading for Karachi.

其它 Others

没有 Nil

备注 Remark

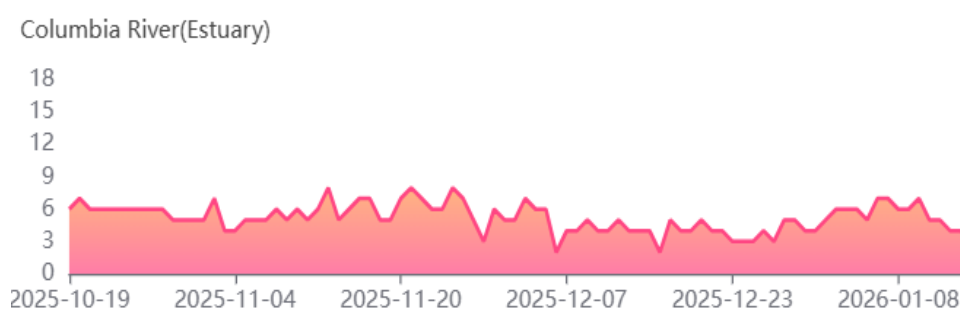
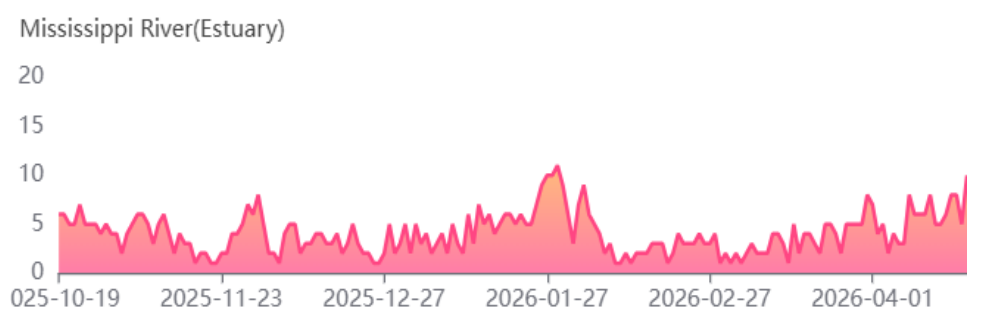
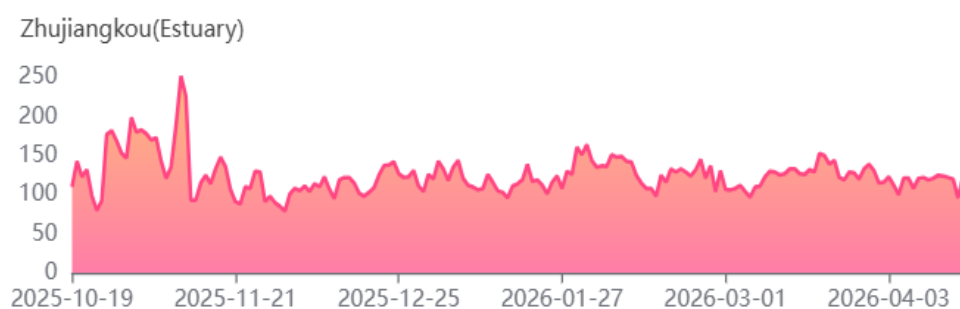
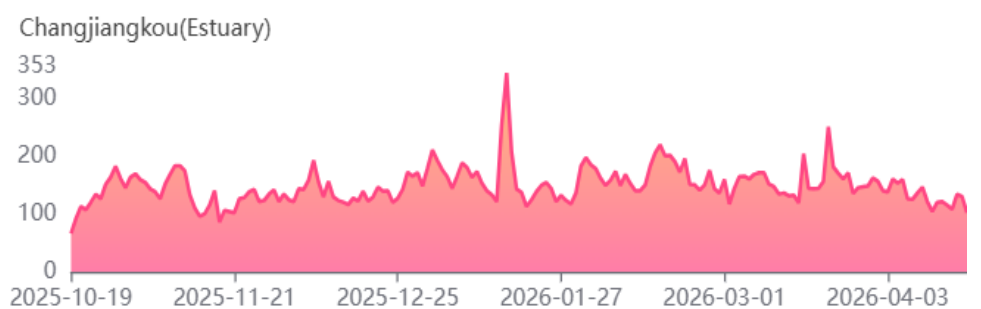
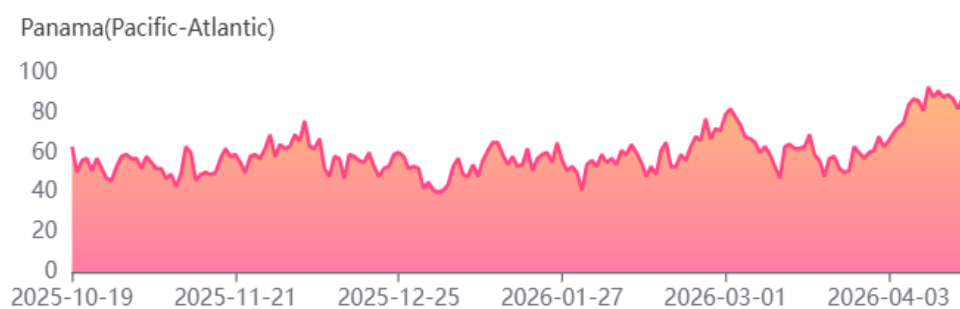
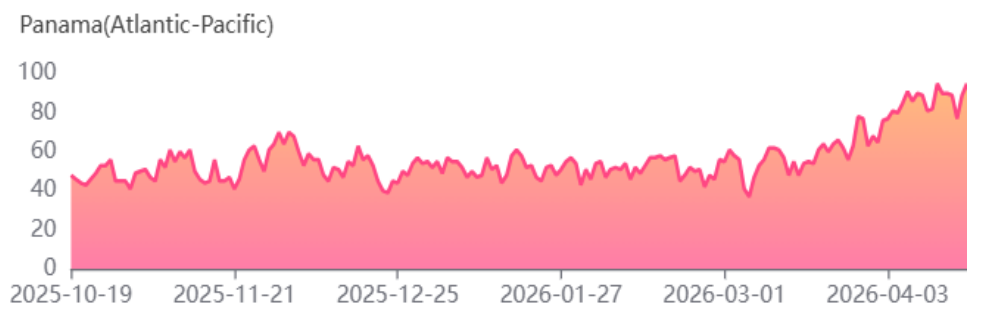
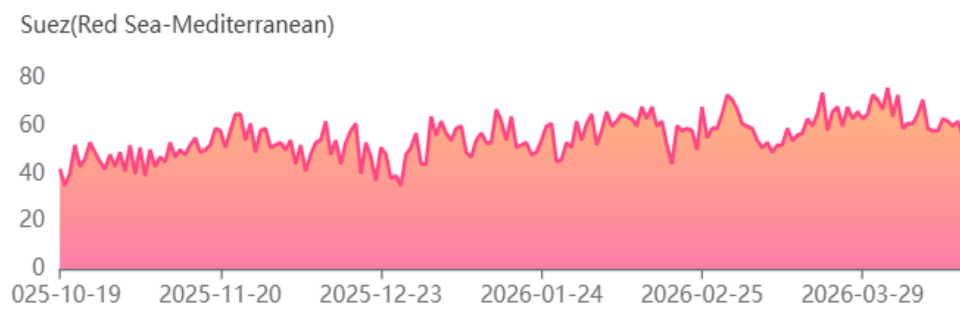
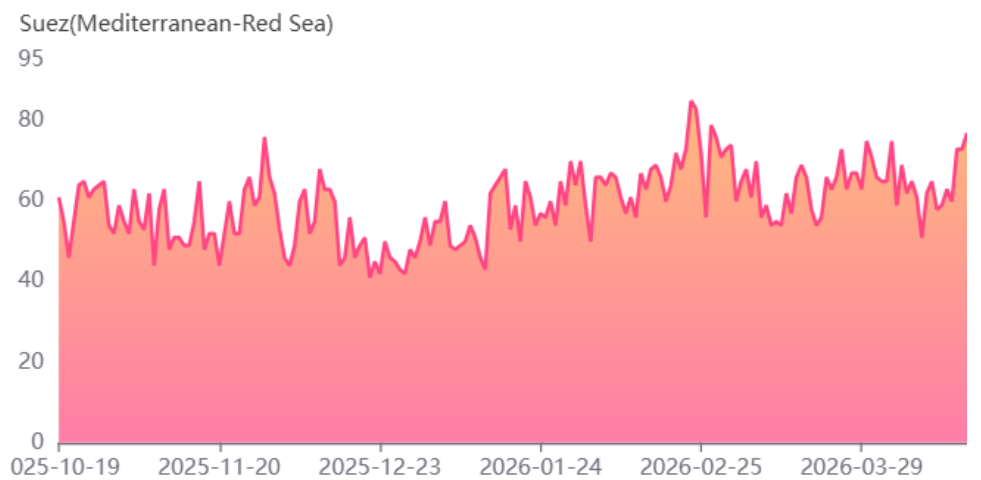
本报告数据截止时间为2026年4月19日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Apr 19th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	51	1847	-37	126
Miss.Riv.	10	155	11	82
CJK	102	4163	-136	-293
Pa.Atlan.	95	2265	23	715
Colum.Riv.	6	160	4	-15
Suez.Med.	77	1902	34	4
Pa.Pac.	89	2117	35	235
ZJK	85	3497	-18	-108

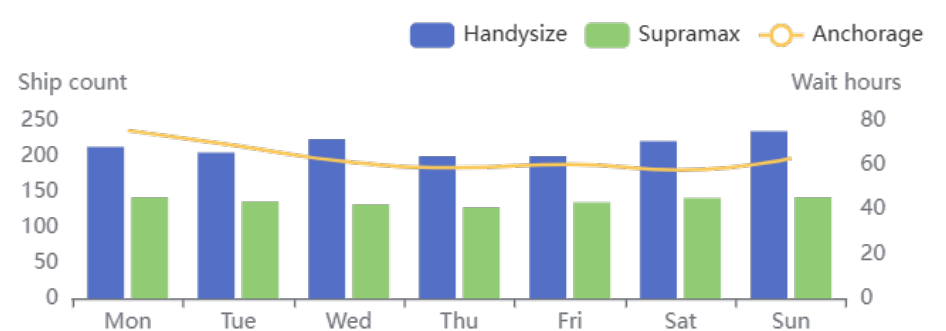


(P.N.-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

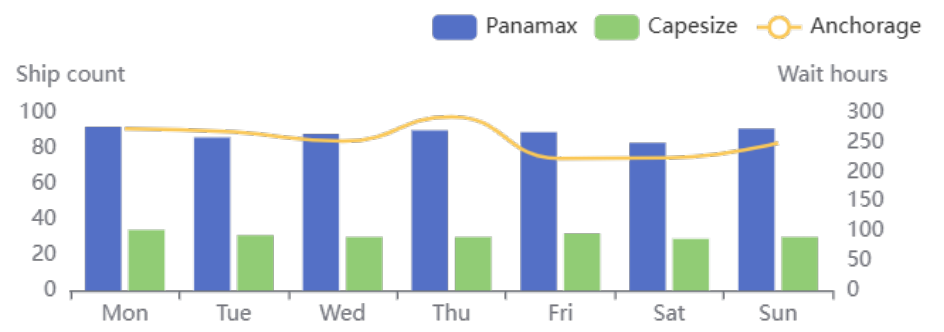
Type	M	T	W	Th	F	Sat	Sun
HDY	213	205	224	200	200	221	235
SMX	142	136	132	128	135	141	142
WT.h.	75.6	68.6	61.4	58.9	60.4	57.8	63



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

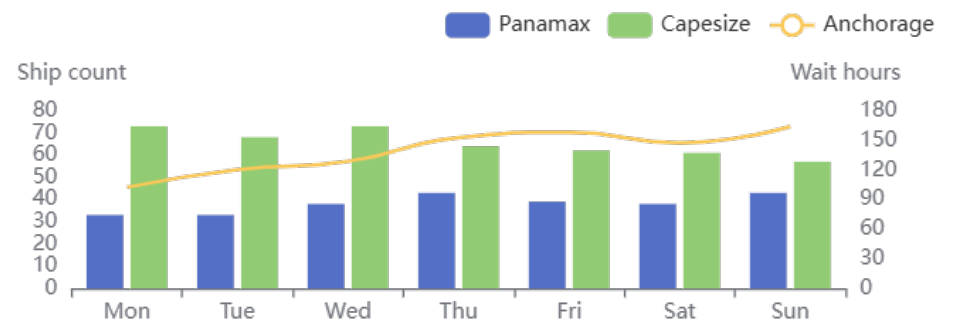
Type	M	T	W	Th	F	Sat	Sun
Pan.	92	86	88	90	89	83	91
Cap	34	31	30	30	32	29	30
WT.h.	273	267.4	251.8	293.1	222.5	223.8	249



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

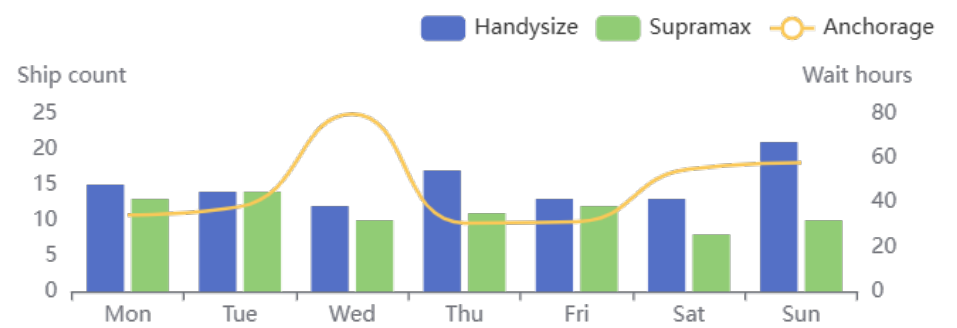
Type	M	T	W	Th	F	Sat	Sun
Pan.	33	33	38	43	39	38	43
Cap	73	68	73	64	62	61	57
WT.h.	102.4	120.3	128.7	152.7	158.2	147.3	164



最近一周黑海区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra & Handy Num. and Waiting Time Information in Anchorages of Black Sea

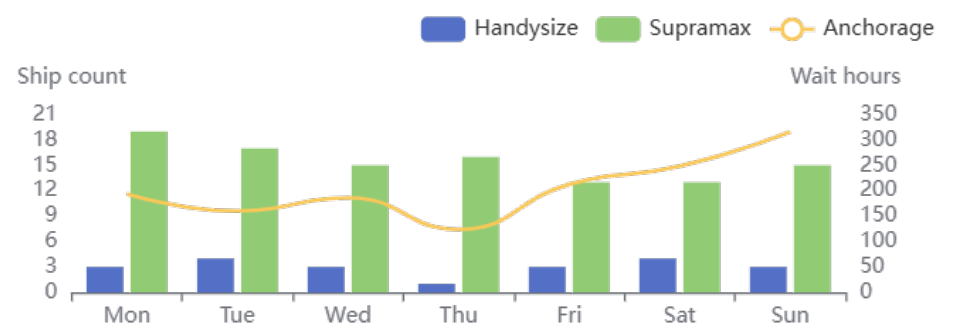
Type	M	T	W	Th	F	Sat	Sun
HDY	15	14	12	17	13	13	21
SMX	13	14	10	11	12	8	10
WT.h.	34.35	38.15	79.8	30.8	31.4	55.1	58



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

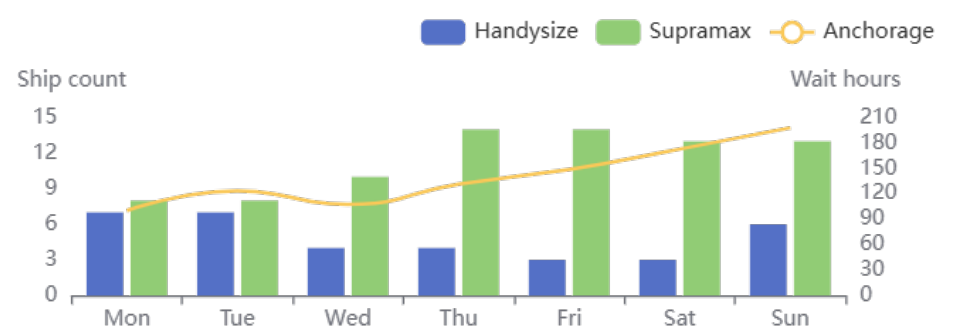
Type	M	T	W	Th	F	Sat	Sun
HDY	3	4	3	1	3	4	3
SMX	19	17	15	16	13	13	15
WT.h.	193.9	160	186.45	124.2	212.8	248.3	316



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

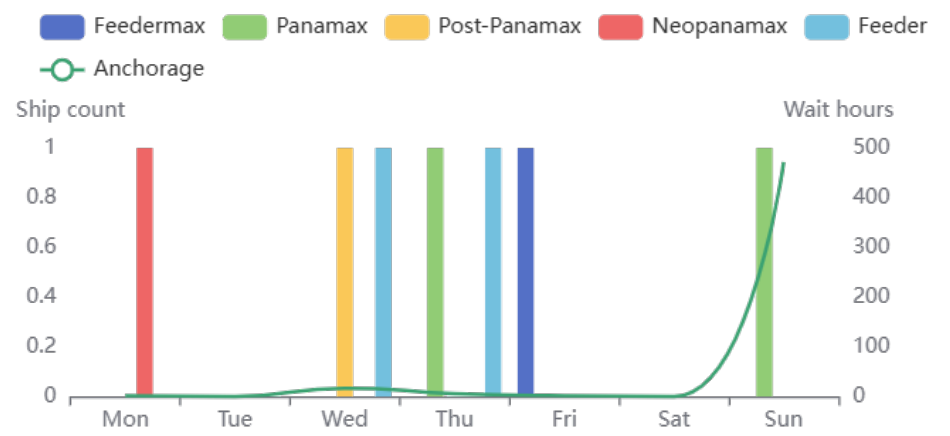
Type	M	T	W	Th	F	Sat	Sun
HDY	7	7	4	4	3	3	6
SMX	8	8	10	14	14	13	13
WT.h.	100.4	123.4	107.4	131.4	148.8	172.8	198



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

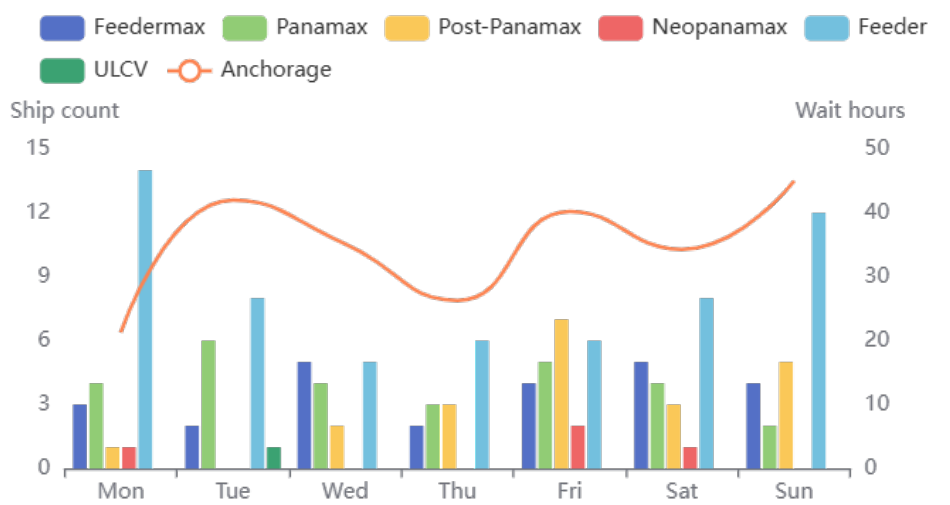
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	1	0	0
Pan.	0	0	0	1	0	0	1
PPx	0	0	1	0	0	0	0
NPx	1	0	0	0	0	0	0
Fd	0	0	1	1	0	0	0
WT.h.	1.3	0.0	16.7	5.9	1.5	0.0	472
UlcV	0	0	0	0	0	0	0



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

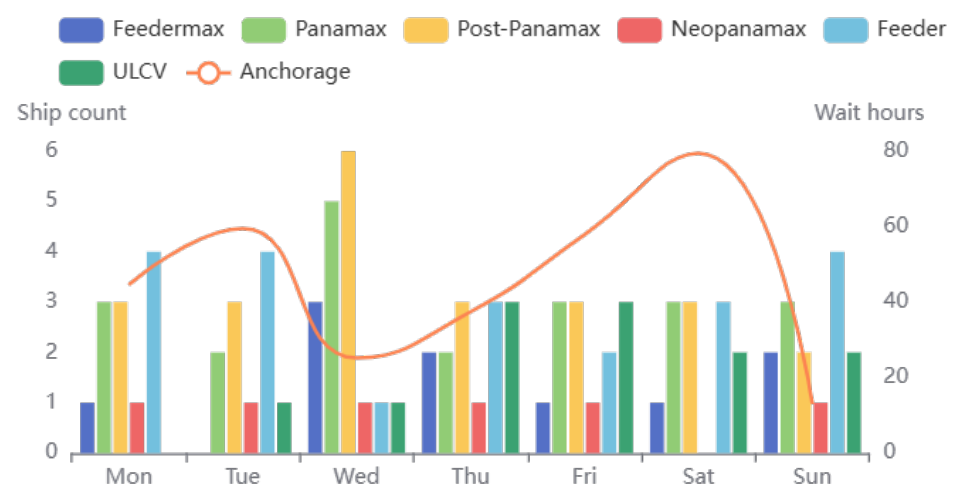
Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	2	5	2	4	5	4
Pan.	4	6	4	3	5	4	2
PPx	1	0	2	3	7	3	5
NPx	1	0	0	0	2	1	0
Fd	14	8	5	6	6	8	12
UlcV	0	1	0	0	0	0	0
WT.h.	21.3	42	35.15	26.3	40.2	34.3	45



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

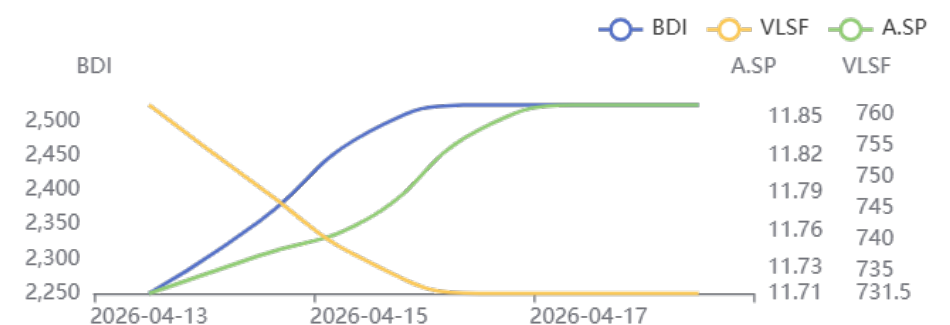
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	3	2	1	1	2
Pan.	3	2	5	2	3	3	3
PPx	3	3	6	3	3	3	2
NPx	1	1	1	1	1	0	1
Fd	4	4	1	3	2	3	4
UlcV	0	1	1	3	3	2	2
WT.h.	44.6	59.5	25.2	37.45	57.9	79.4	13



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

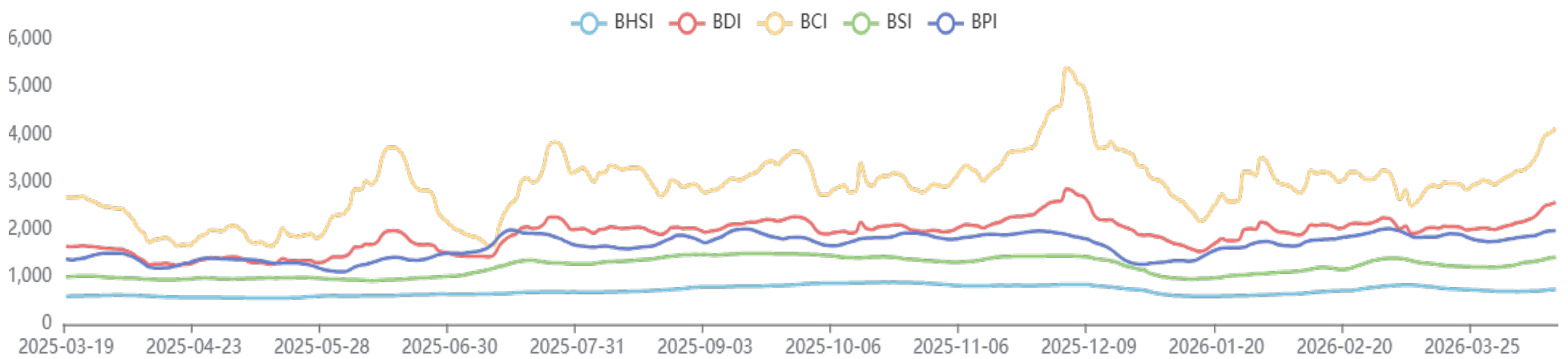
Type	M	T	W	Th	F	Sat	Sun
BDI	1862	1900	1948	1970	1970	1970	1970
VLSF	761.50	748.50	736.50	731.50	731.50	731.50	731.50
A.SP	11.71	11.74	11.77	11.84	11.86	11.86	



第三部分 航运市场 SHIPPING MARKET

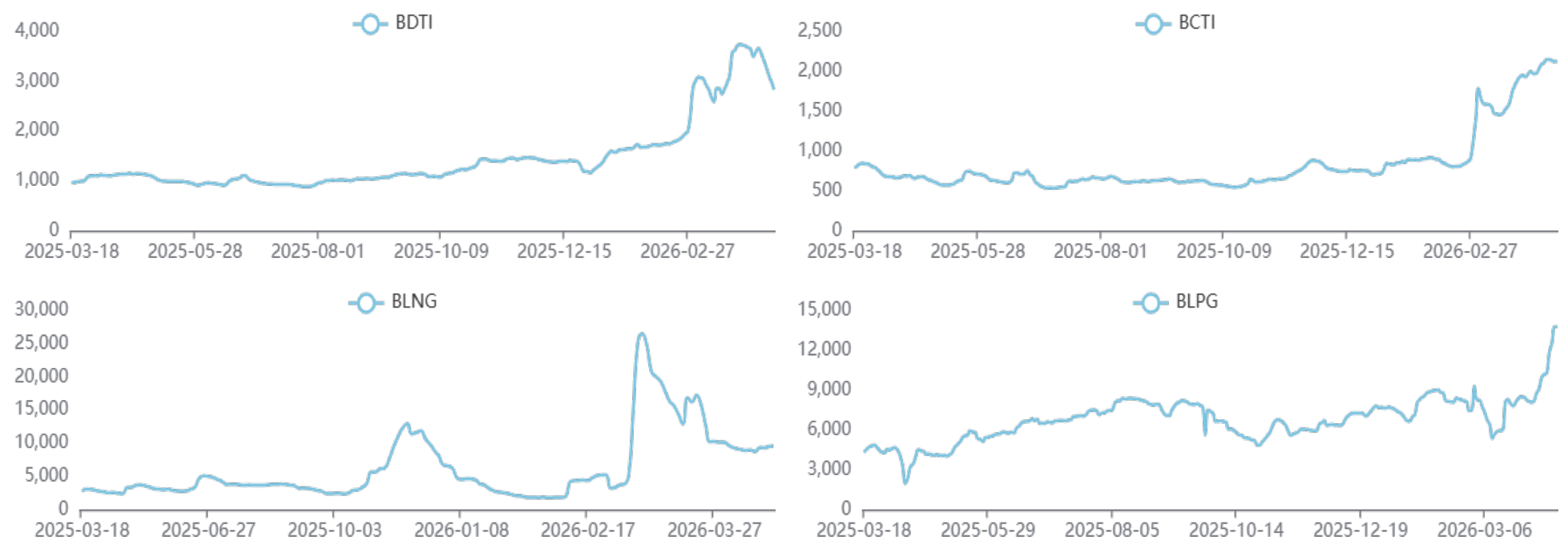
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2567	366.0	16.63	24.85	103.57
BCI	4128	810.0	24.41	38.94	146.01
BPI	1975	120.0	6.47	3.73	55.15
BSI	1415	107.0	8.18	15.6	48.95
BHSI	741	42.0	6.01	-0.4	30.23



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	2831	-730.0	-20.5	-4.42	145.75
BCTI	2123	17.0	0.81	31.37	216.87
BLNG	9603	663.0	7.42	-40.72	290.84
BLPG	13770	3594.0	35.32	72.58	210.69



第四部分 运力分布 SUPPLY DISTRIBUTION

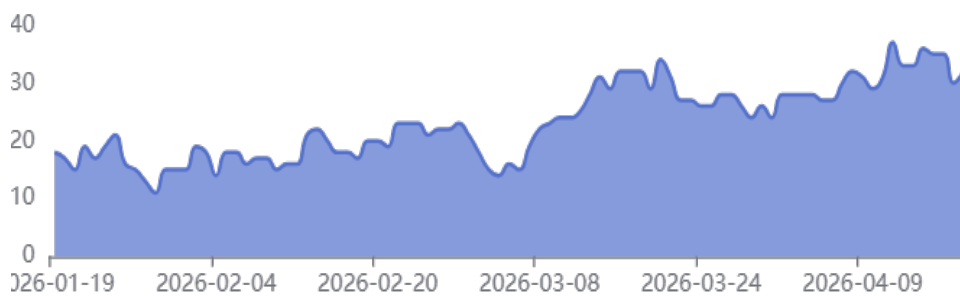


好望角型散货船 Capesize

区域：巴西，最近一周好望角型散货船准备装货船舶数量

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

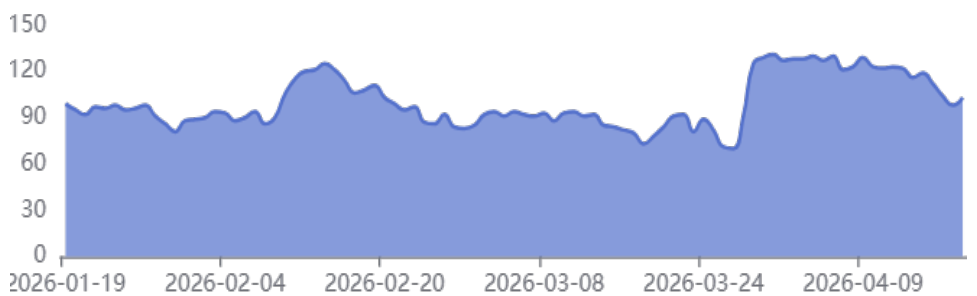
Type	M	T	W	Th	F	Sat	Sun
Cape	33	33	36	35	35	30	32



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.

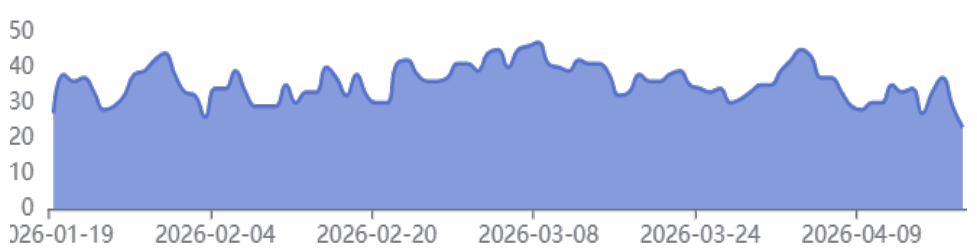
Type	M	T	W	Th	F	Sat	Sun
Cape	122	116	119	112	104	98	103



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	33	34	27	33	37	29	23

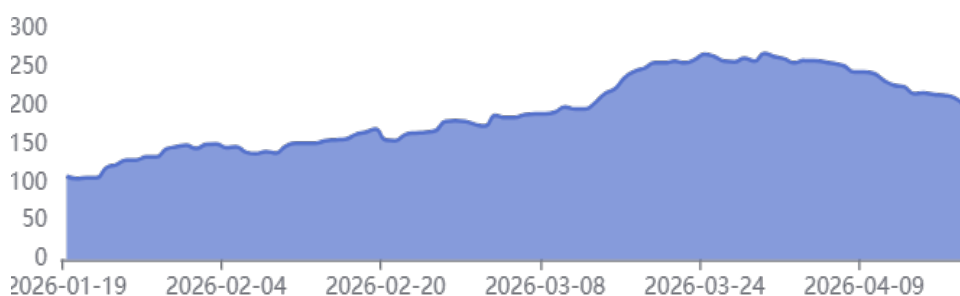


巴拿马型散货船 PANAMAX

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.

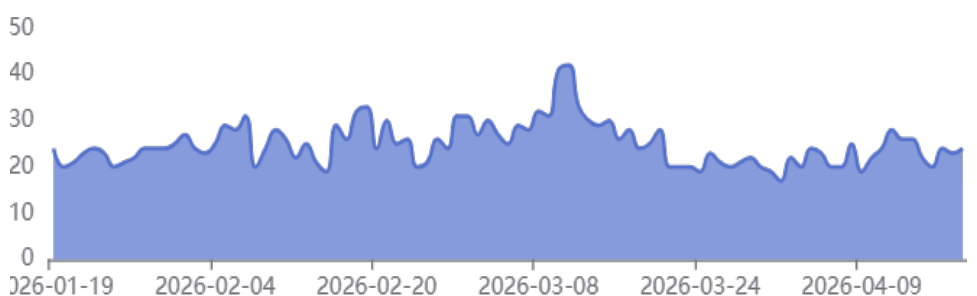
Type	M	T	W	Th	F	Sat	Sun
Pan.	224	215	216	214	213	210	201



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.

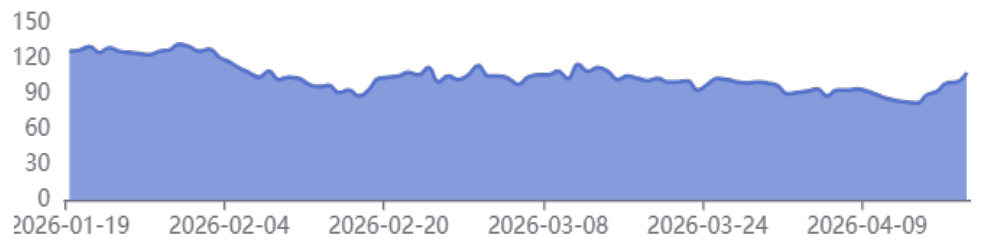
Type	M	T	W	Th	F	Sat	Sun
Pan.	10	12	9	10	11	13	11



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.	83	82	89	92	99	100	108

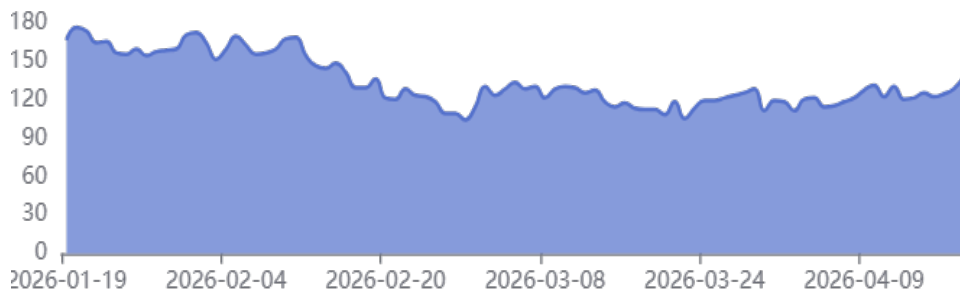


超大灵便型散货 SUPRAMAX

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.

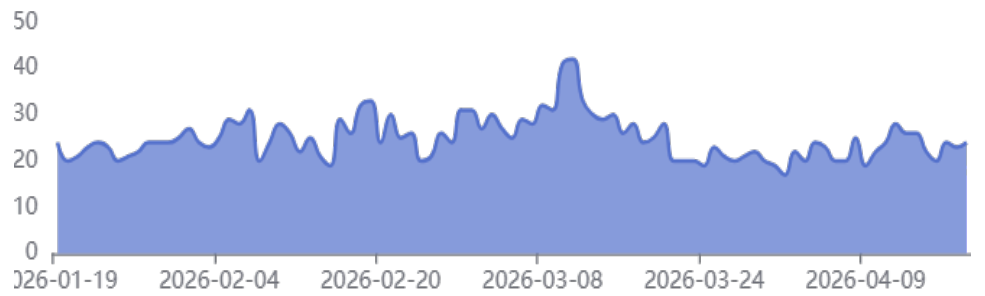
Type	M	T	W	Th	F	Sat	Sun
SMX	120	121	125	122	124	128	137



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.

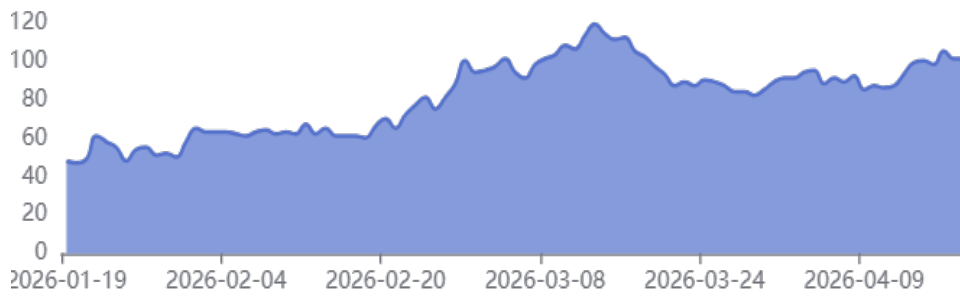
Type	M	T	W	Th	F	Sat	Sun
SMX	26	26	22	20	24	23	24



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.

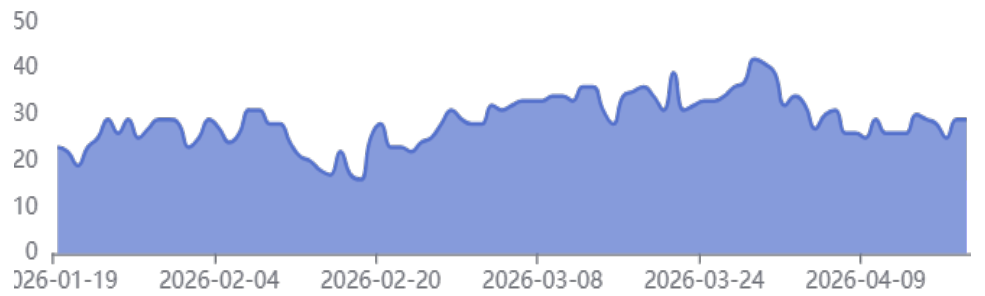
Type	M	T	W	Th	F	Sat	Sun
SMX	26	30	29	28	25	29	29



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.

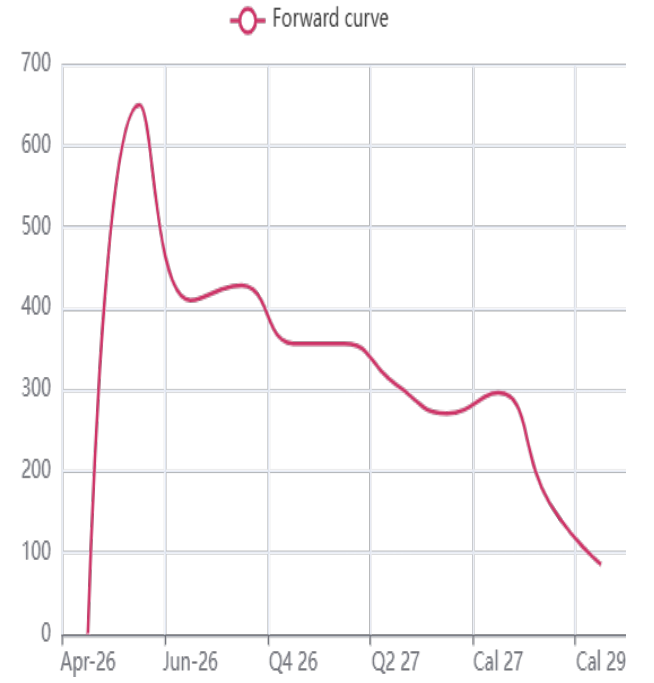
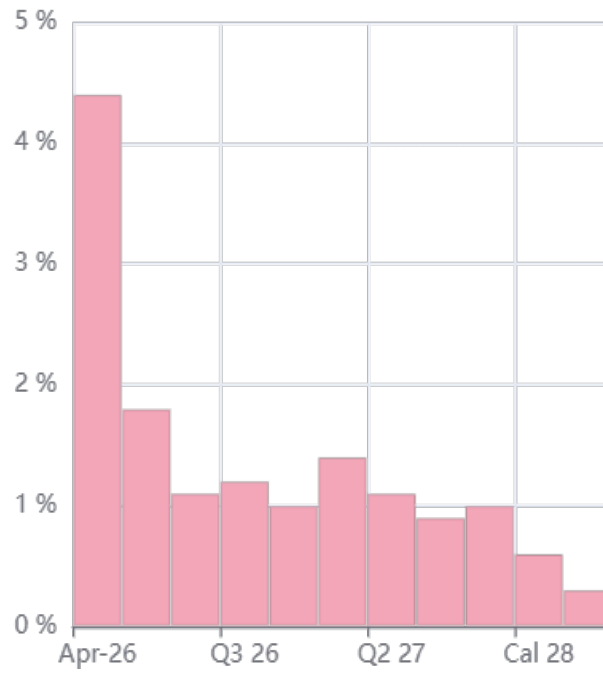
Type	M	T	W	Th	F	Sat	Sun
SMX	93	99	100	98	105	101	101



第五部分 远期运价协议 FFA

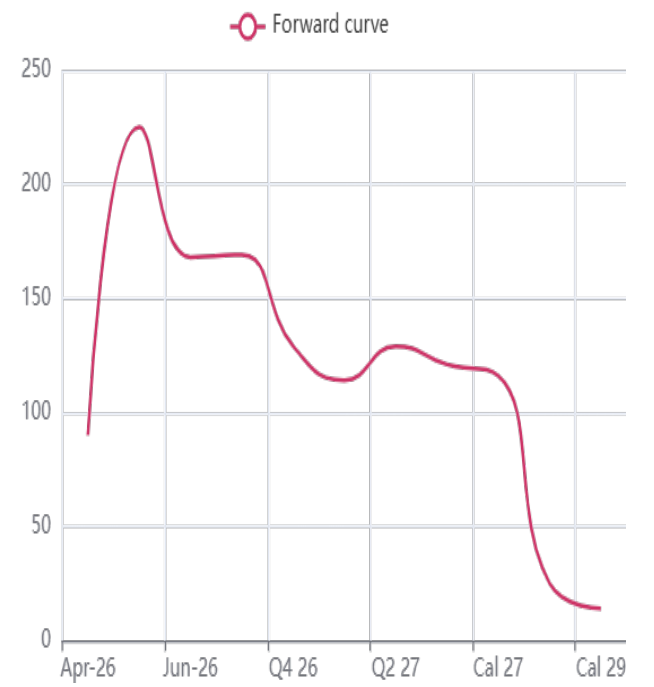
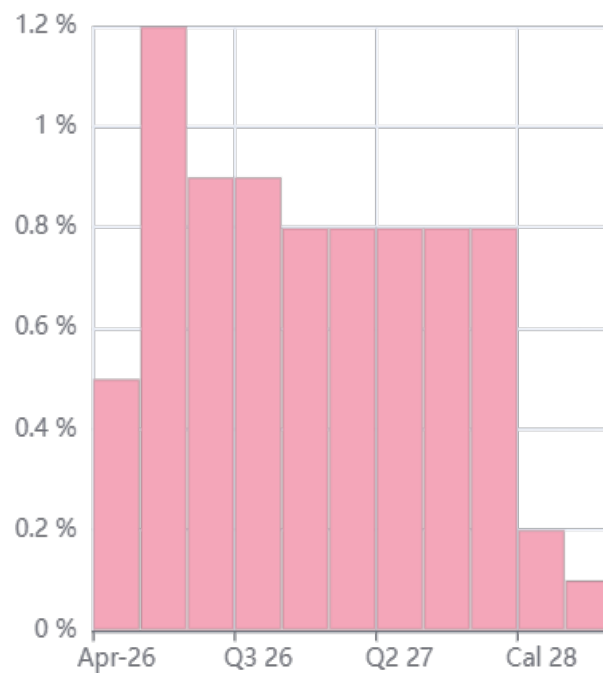
好望角型散货船Capesize

STC	\$/day	WoW	
Apr-26	35,389.00	1486.0	4.4 %
May-26	37,789.00	650.0	1.8 %
Jun-26	37,099.00	410.0	1.1 %
Q3 26	34,724.33	428.33	1.2 %
Q4 26	34,364.00	357.0	1.0 %
Q1 27	25,260.00	357.0	1.4 %
Q2 27	29,296.00	307.0	1.1 %
Q3 27	31,674.00	271.0	0.9 %
Cal 27	29,474.75	296.75	1.0 %
Cal 28	26,607.00	161.0	0.6 %
Cal 29	25,560.00	86.0	0.3 %



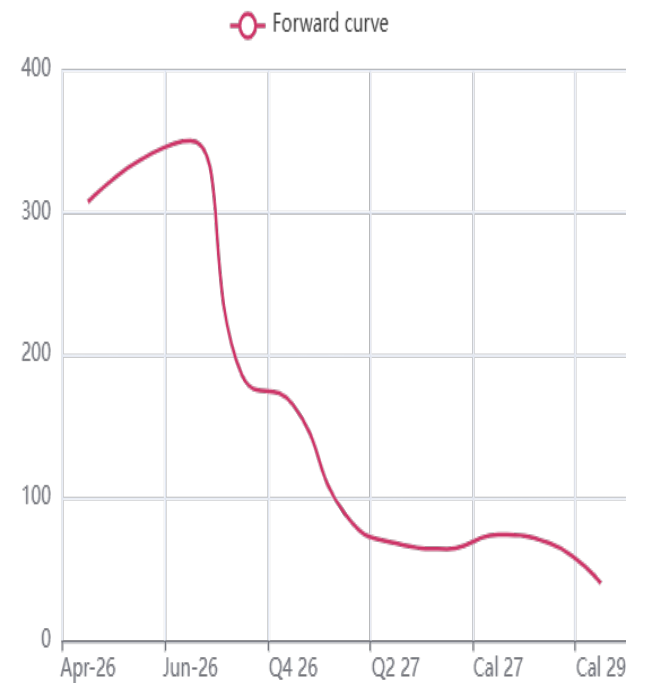
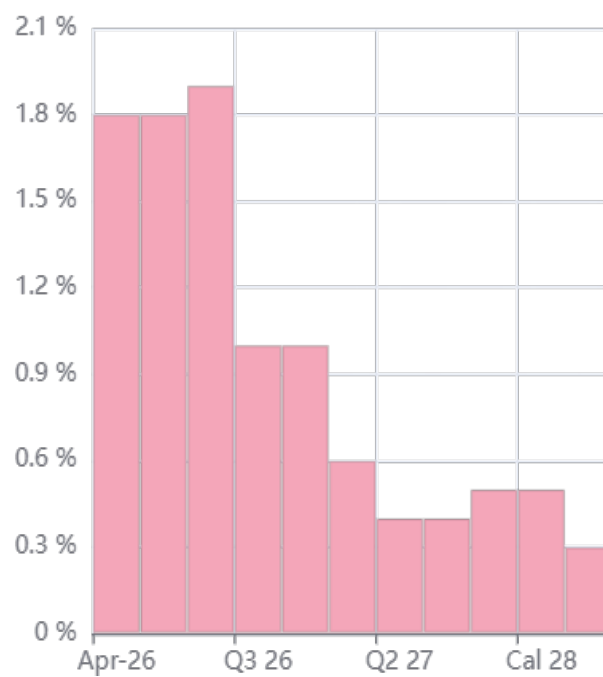
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Apr-26	17,436.00	90.0	0.5 %
May-26	19,268.00	225.0	1.2 %
Jun-26	19,418.00	168.0	0.9 %
Q3 26	18,670.33	169.0	0.9 %
Q4 26	17,136.00	129.0	0.8 %
Q1 27	14,025.00	114.0	0.8 %
Q2 27	15,504.00	129.0	0.8 %
Q3 27	15,271.00	121.0	0.8 %
Cal 27	14,875.00	116.0	0.8 %
Cal 28	13,868.00	25.0	0.2 %
Cal 29	13,607.00	14.0	0.1 %



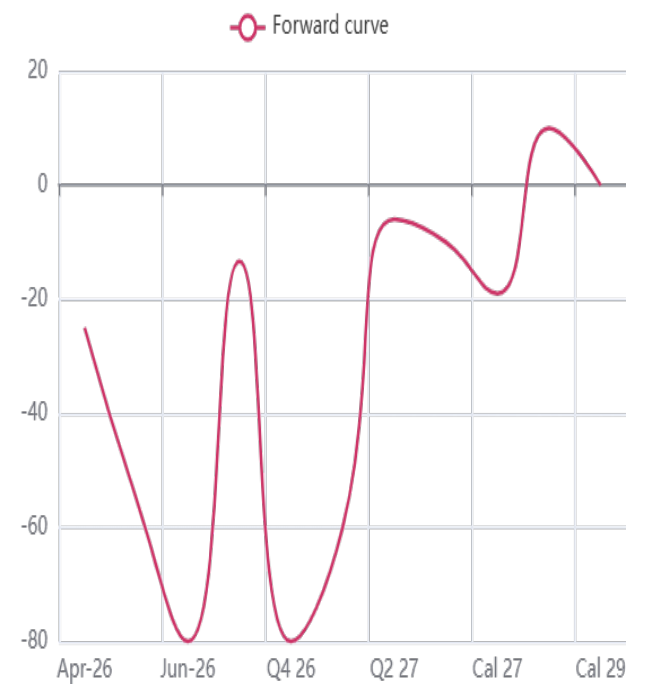
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Apr-26	17,627.00	307.0	1.8 %
May-26	19,177.00	336.0	1.8 %
Jun-26	19,191.00	350.0	1.9 %
Q3 26	18,253.00	186.0	1.0 %
Q4 26	17,245.00	165.0	1.0 %
Q1 27	14,023.00	89.0	0.6 %
Q2 27	15,988.00	68.0	0.4 %
Q3 27	15,359.00	64.0	0.4 %
15,007.25	Cal 27	74.0	0.5 %
Cal 28	14,102.00	68.0	0.5 %
Cal 29	14,063.00	40.0	0.3 %



灵便型散货船Handysize

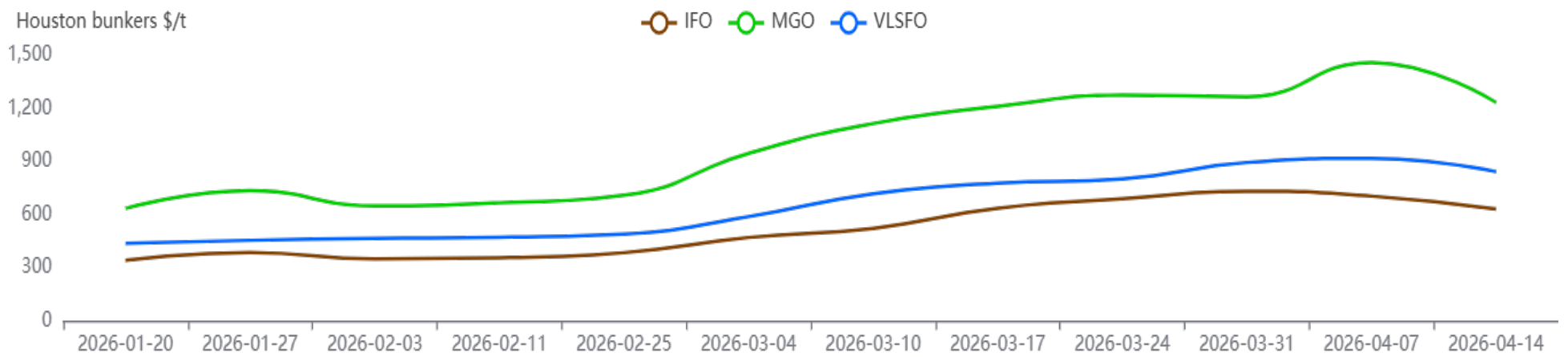
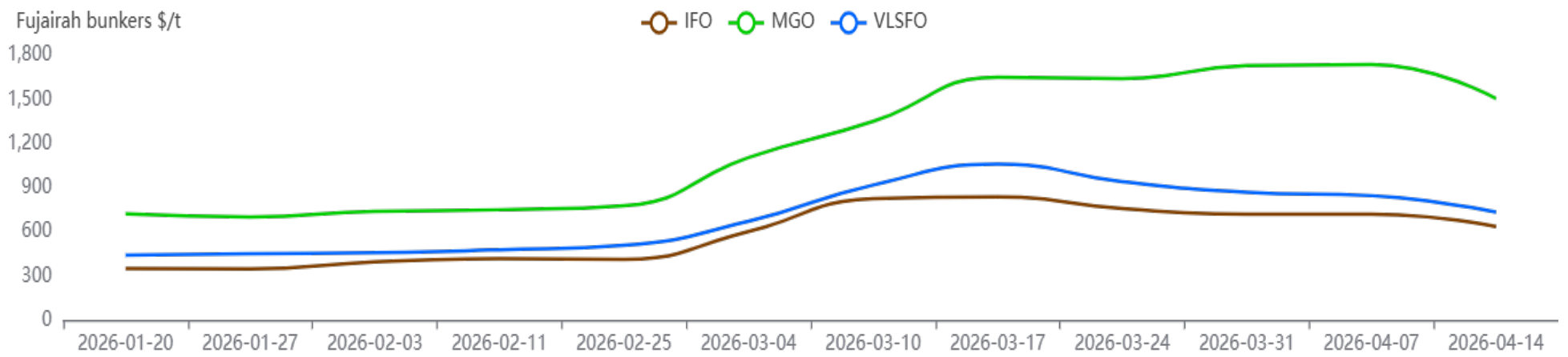
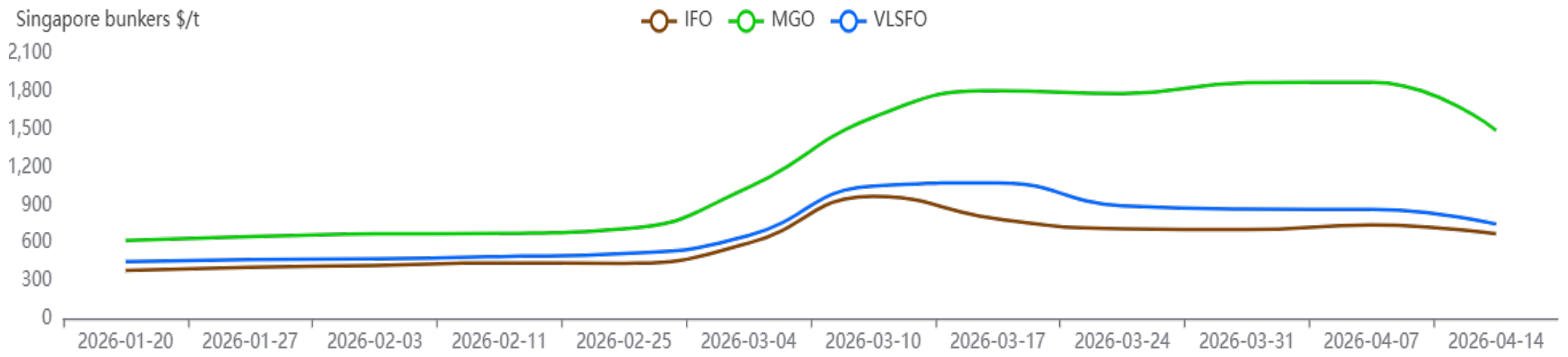
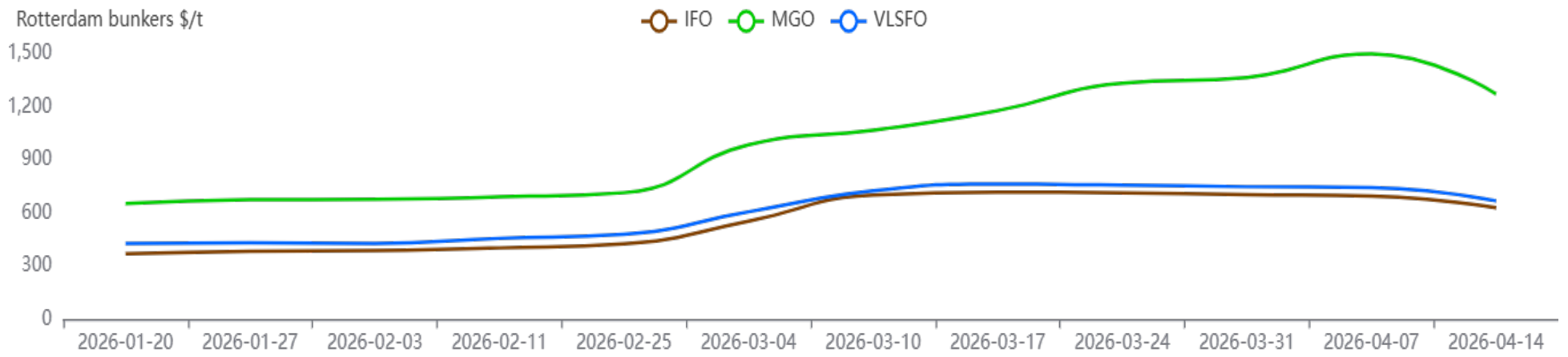
7TC	\$/day	WoW	
Apr-26	13,320.00	-25.0	-0.2 %
May-26	15,040.00	-55.0	-0.4 %
Jun-26	15,045.00	-80.0	-0.5 %
Q3 26	14,268.33	-13.33	-0.1 %
Q4 26	13,340.00	-80.0	-0.6 %
Q1 27	11,430.00	-60.0	-0.5 %
Q2 27	12,664.00	-6.0	-6.0
Q3 27	12,640.00	-10.0	-0.1 %
Cal 27	12,246.00	-19.0	-0.2 %
Cal 28	11,610.00	10.0	0.1 %
Cal 29	11,455.00	0.0	0.0 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	809.5	745.5	1673.0	64.0	-13.0	-16.88	-70.37
Singapore	749.0	671.0	1493.0	78.0	-45.5	-36.84	-72.87
Rotterdam	669.0	630.0	1272.5	39.0	-9.5	-19.59	-16.13
Fujairah	733.5	635.5	1505.0	98.0	-27.0	-21.6	-55.86
Houston	843.0	631.5	1234.0	211.5	-2.5	-1.17	49.47

(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		206.0	0.0	0.0	0.49	0.98
Maize		229.0	-1.0	-0.43	0.0	-5.76
Soybeans		223.0	3.0	1.36	0.9	7.21
Rice		161.0	3.0	1.9	4.55	-8.0
Barley		243.0	-1.0	-0.41	-0.41	2.53
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	93.14	-4.08	-4.2	-3.41	50.49
Brent	USD/Bbl	96.8	-0.05	-0.05	-8.55	48.35
Natural Gas	USD/MMBtu	2.59	-0.14	-5.13	-13.67	-22.69
Gasoline	USD/Gal	3.07	0.05	1.66	-2.85	51.23
Heating Oil	USD/Gal	3.79	-0.12	-3.07	-7.56	80.48
Ethanol	USD/Gal	1.93	-0.02	-1.03	1.05	6.04
Naphtha	USD/T	904.26	10.23	1.14	9.69	67.15
Propane	USD/Gal	0.79	0.05	6.76	2.6	-2.47
Uranium	USD/Lbs	85.45	-0.35	-0.41	-1.21	32.69
Methanol	CNY/T	3055.0	-118.0	-3.72	4.41	28.58
TTF Gas	EUR/MWh	42.48	-2.82	-6.23	-16.33	23.63
UK Gas	GBP/thm	106.52	-7.73	-6.77	-17.57	25.9
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	6.05	0.34	5.95	7.08	30.95
Coal	USD/T	134.95	-0.55	-0.41	0.15	41.31
Steel	CNY/T	3086.0	0.0	0.0	-1.72	0.82
Iron Ore	USD/T	106.38	-1.45	-1.34	0.58	6.29
Aluminum	USD/T	3559.15	81.15	2.33	5.61	49.31
Lithium	CNY/T	166000.0	7500.0	4.73	6.75	132.01
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4793.54	75.69	1.6	-2.18	48.52
Silver	USD/t.oz	78.47	4.68	6.34	0.44	143.09
Platium	null	2107.3	79.7	3.93	1.95	122.34
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.18	0.01	0.85	2.61	4.42
USD/CNY		6.82	-0.01	-0.15	-0.87	-6.7

第八部分 本周话题 WEEKLY TOPIC



伊朗霍尔木兹海峡船舶通行又反转

2026年4月18日22时56分消息，伊朗近期就霍尔木兹海峡的通航政策作出多次调整，立场呈现明显波动，从短暂开放到重新封锁，深刻影响着这一全球关键航道的船舶通行秩序，背后折射出美伊博弈及地区局势的复杂变化。

事件脉络可清晰梳理为三个关键节点，4月17日，恰逢黎巴嫩与以色列达成的10天临时停火协议生效，伊朗外长阿拉格齐宣布，在黎以停火期间对霍尔木兹海峡实施放开通行措施，允许所有商船通行，但明确设定了三项条件——仅限民用商船、需沿伊朗指定航线行驶、通行前须与伊朗伊斯兰革命卫队海军协调，军用船只及与敌对势力相关的船只仍被禁止通行。这一举措打破了自2月28日美以对伊朗发动军事打击以来，霍尔木兹海峡通航近乎停滞的局面，此前该海峡日均通行量已从战前的约125艘骤降至个位数。

政策放开后，霍尔木兹海峡的船舶通行量迅速回升。据HIFLEET霍尔木兹海峡船舶通行数据统计，4月18日当天，该海峡通行船舶数量达到美伊战争爆发以来的最高水平，其中驶出海峡的船舶有25艘，驶入波斯湾的船舶有19艘，这也是冲突以来首次出现大规模船舶通行的迹象。不过值得注意的是，此前已有约20艘船只在17日晚尝试驶向海峡，但多数因航线不明确

、水雷威胁等顾虑掉头返回，显示出航运业对伊朗通航政策的谨慎态度。

然而，这一短暂的开放态势并未持续。4月18日晚些时候，伊朗突然反转立场，重新宣布对霍尔木兹海峡实施封锁，恢复对这一战略要道的严格管控。此前，伊朗方面已多次警告，若美国继续维持对伊朗海上贸易的封锁，将视其为违反停火协议，并采取反制措施，此次重新封锁正是对美方拒不解除封锁的回应——尽管特朗普在伊朗宣布开放海峡后曾发文确认，却同时重申对伊朗的海上封锁将持续有效，直至美伊达成全面协议。伊朗伊斯兰革命卫队与最高安全机构同步发表声明，明确表示伊朗将暂时关闭霍尔木兹海峡这一关键航道，禁止所有船只通行，直至美国解除对伊朗海上贸易的封锁；即便未来美方解除封锁，伊朗也将仅允许有限度、严格管控的通行，所有过境船只需缴纳通行费并接受全面检查，直至冲突达成全面最终解决方案。

霍尔木兹海峡通航政策的反复是美伊博弈的直接体现。伊朗此次从开放到封锁的快速反转，本质上是对美国的战略试探与施压。伊朗在黎以停火期间开放海峡，既是展现自身负责任的态度，也是试图以通航为筹码，换取美国解除海上封锁；而美国的强硬回应的，拒不解除封锁、继续拦截伊朗相关船只，直接导致伊朗重启封锁，凸显出美伊双方在核心诉求上的分歧难以调和，霍尔木兹海峡已成为双方博弈的关键杠杆，通航政策将持续随谈判进程波动。

霍尔木兹海峡船舶通行的短暂回升，并未改变该区域通航局势的脆弱性。伊朗的通航政策始终服务于其对美博弈的核心诉求，而美国的封锁态度、航运业的谨慎情绪及地区局势的不确定性，将导致未来一段时间内，霍尔木兹海峡的船舶通行仍将处于反复波动、严格管控的状态，其后续走向需密切关注美伊谈判及黎以停火的执行情况。

On April 18, 2026 at 22:56, it was reported that Iran has made several adjustments to its navigation policies for the Strait of Hormuz recently, with its stance showing significant fluctuations, ranging from a brief opening to a re-closure. This has profoundly affected the shipping traffic order of this globally crucial waterway, reflecting the complex changes in the US-Iran rivalry and the regional situation.

The sequence of events can be clearly organized into three key points. On April 17th, coinciding with the 10-day temporary ceasefire agreement reached between Lebanon and Israel coming into effect, Iranian Foreign Minister Ali Akbar Salehi announced that during the ceasefire period, the Strait of Hormuz would implement measures to ease navigation restrictions, allowing all merchant ships to pass through. However, three conditions were clearly set - only civilian merchant ships were permitted, they had to follow the designated routes specified by Iran's Islamic Revolutionary Guard Corps Navy, and prior coordination with the Iranian Islamic Revolutionary Guard Corps Navy was required. Military vessels and those related to hostile forces were still prohibited from passing through. This move broke the nearly stagnant situation of navigation through the Strait of Hormuz since the US and Israel launched military strikes against Iran on February 28th. Previously, the daily traffic volume through the strait had dropped sharply from about 125 ships before the war to single digits.

After the policy was relaxed, the vessel traffic volume in the Strait of Hormuz rapidly increased. According to the statistics of HIFLEET on vessel traffic in the Strait of Hormuz, on April 18th, the number of vessels passing through the strait reached the highest level since the outbreak of the US-Iraq war. Among them, 25 vessels left the strait and 19 vessels entered the Persian Gulf. This was the first sign of large-scale vessel traffic since the conflict began. However, it is worth noting that about 20 ships had attempted to enter the strait on the evening of the 17th, but most of them turned back due to unclear routes, threats from mines, and other concerns, demonstrating the cautious attitude of the shipping industry towards Iran's navigation policy.

However, this brief period of openness did not last. Later that evening on April 18th, Iran suddenly changed its stance and re-announced the blockade of the Strait of Hormuz, restoring strict control over this strategic passage. Previously, the Iranian side had repeatedly warned that if the United States continued to maintain the blockade of Iran's maritime trade, it would regard it as a violation of the ceasefire agreement and take countermeasures. This re-blocking was a response to the US's refusal to lift the blockade - although Trump had tweeted after Iran announced the opening of the strait, he simultaneously reaffirmed that the maritime blockade against Iran would remain in effect until a comprehensive agreement was reached between the US and Iran. The Islamic Revolutionary Guard Corps of Iran and the highest security agency issued a joint statement, clearly stating that Iran would temporarily close the key passage of the Strait of Hormuz, prohibiting all ships from passing through, until the US lifts the blockade on Iran's maritime trade; even if the US lifts the blockade in the future, Iran would only allow limited and strictly controlled passage, and all transit ships would need to pay a passage fee and undergo comprehensive inspections until a comprehensive and final solution to the conflict is reached.

The brief recovery in vessel traffic through the Strait of Hormuz has not changed the vulnerability of the navigation situation in this region. Iran's navigation policy has always served its core demands in the US game, while the US's blockade stance, the cautious attitude of the shipping industry, and the uncertainty of the regional situation will lead to the vessel traffic through the Strait of Hormuz remaining in a fluctuating and strictly controlled state for the next period of time. Its subsequent trend needs to be closely monitored by the progress of the US-Iran negotiations and the implementation of the ceasefire in Lebanon-Israel.