hiFleet 船队在线

2026年
第18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

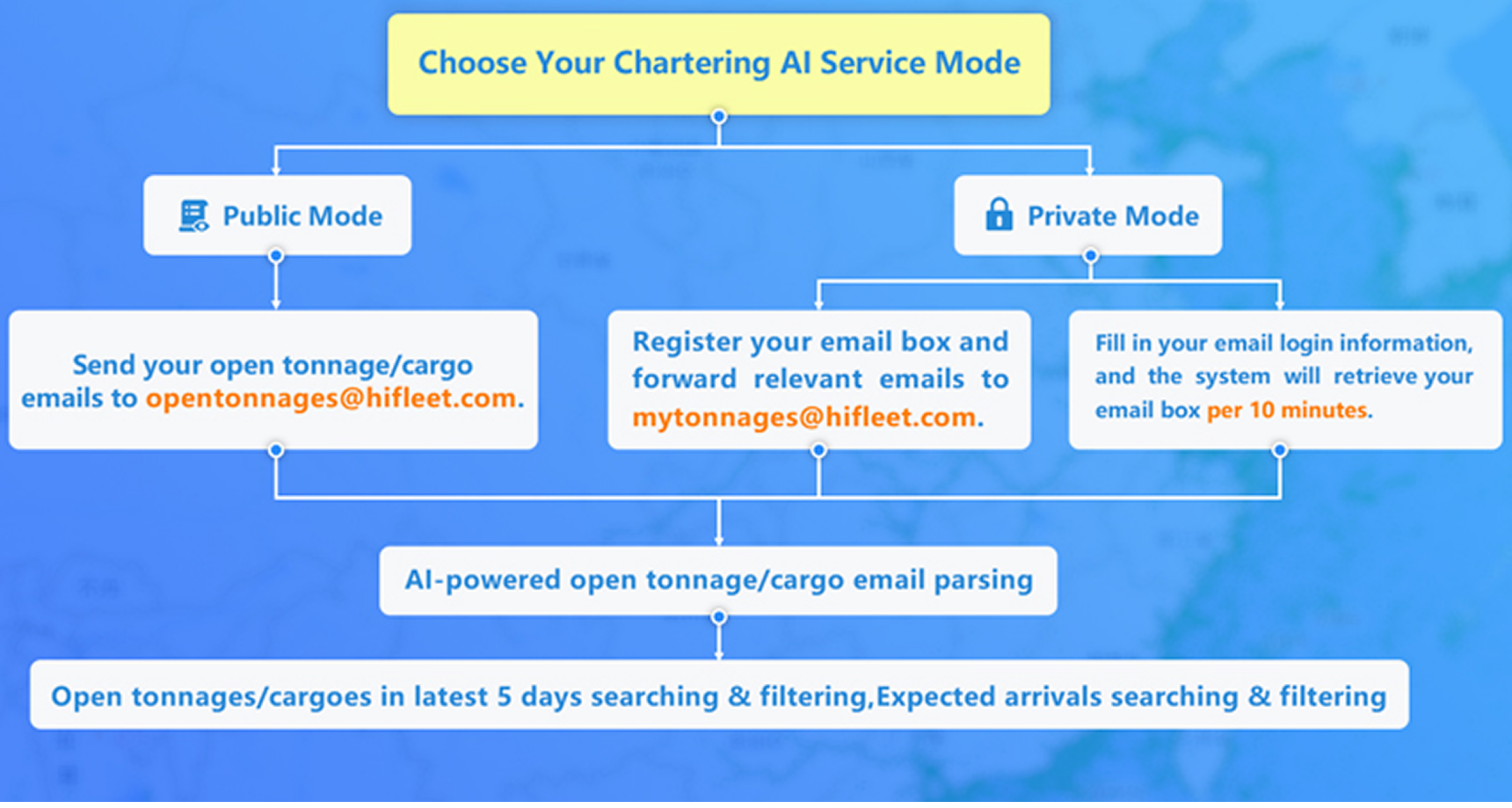
Search cargo & tonnage offers by port & its nearby

Basic authenticity screening for tonnage offers

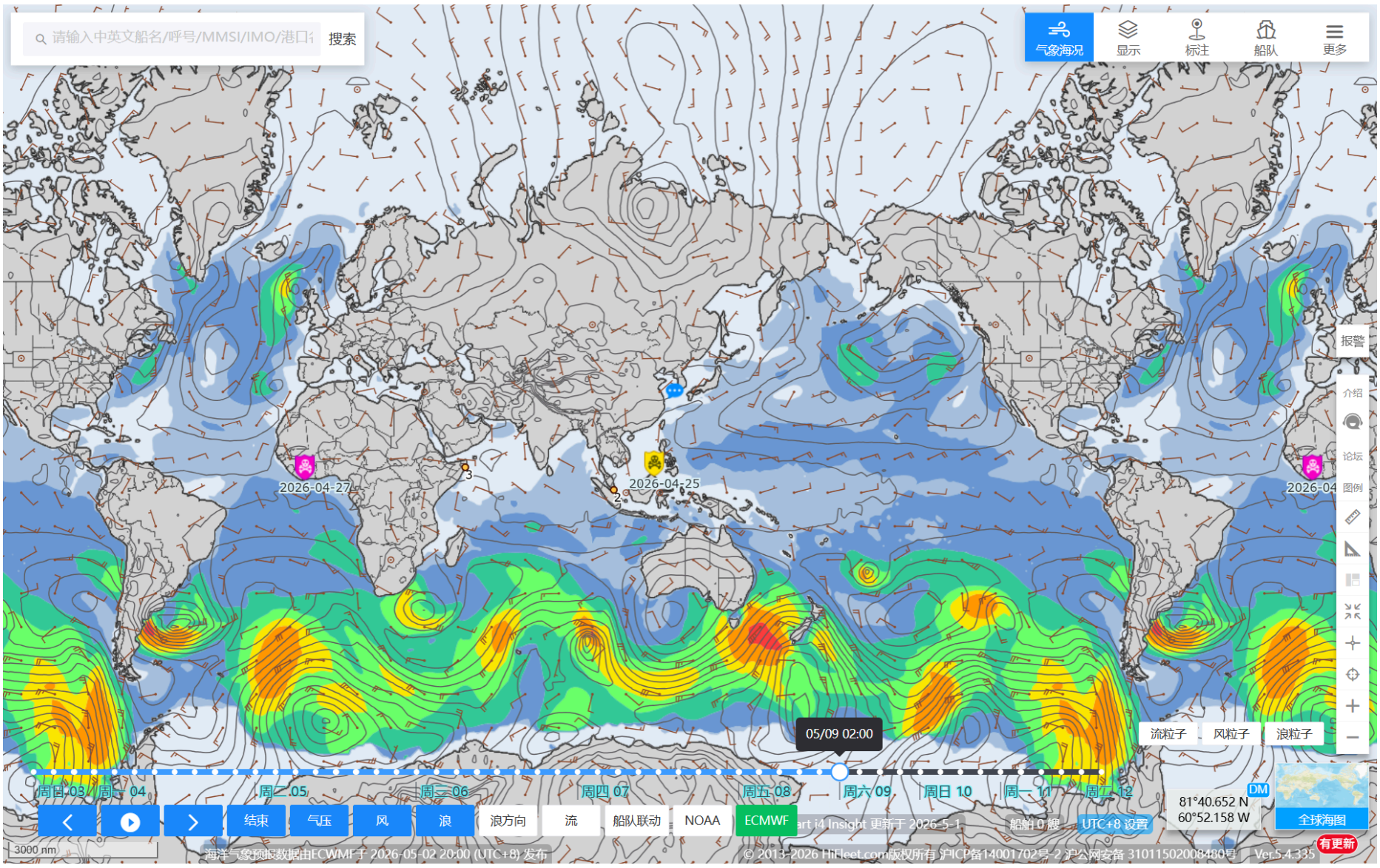
Sanctions-risk alerts for tonnage offers

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1428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 1428 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4-5级，中浪；东海风力3-4级，中浪；台湾海峡4-7级风，周初有大浪；南海大部海域风力3-4级，有中浪。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 is moderate with moderate sea. The wind in the Taiwan Strait becomes weak with rough sea in the early of the week. In most of the South China Sea the wind is moderate with moderate sea.

海盗事件 Piracy

2026年4月27日，科特迪瓦圣佩德罗锚地。未经授权的人员试图通过一艘停泊的集装箱船的锚链进入船内，但听到船上的警报后放弃了这一企图，并乘坐一艘木船逃离。相关部门已接到通知。27.04.2026: 0358 UTC: Posn: 04:40.75N – 006:36.06W, San Pedro Anchorage, Ivory Coast. Unauthorised persons attempted to gain access to an anchored container vessel via its anchor chain and on hearing the ship's alarm aborted the attempt and fled in a wooden boat. Authorities have been notified.

海上事件 Marine Incidents

2026年5月1日，据伊朗方面的报道，美国已将上个月扣押的一艘集装箱船上的六名伊朗船员释放。经过外交努力，这些船员已从“Touska”号货轮（2008 年建造，载重 5040 标准箱）上获释。这艘船原本正驶往伊朗，船上共有 28 名伊朗籍船员。航行途中，它被美国军方拦截了。On May 1st, 2026, according to reports from Iran, the United States has released six Iranian crew members who were detained on a container ship last month. Through diplomatic efforts, these crew members have been rescued from the "Touska" cargo ship (built in 2008, with a capacity of 5,040 standard containers). This ship was originally bound for Iran, and there were 28 Iranian crew members on board. During the voyage, it was intercepted by the US military.

其它 Others

没有 Nil

备注 Remark

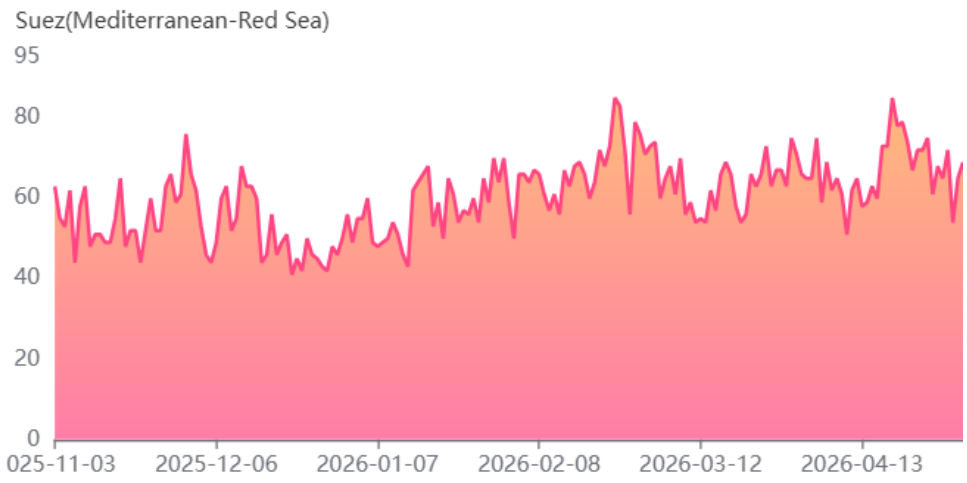
本报告数据截止时间为2026年5月3日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。 The data deadline for this report is Beijing time 17 hours on May 3rd of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

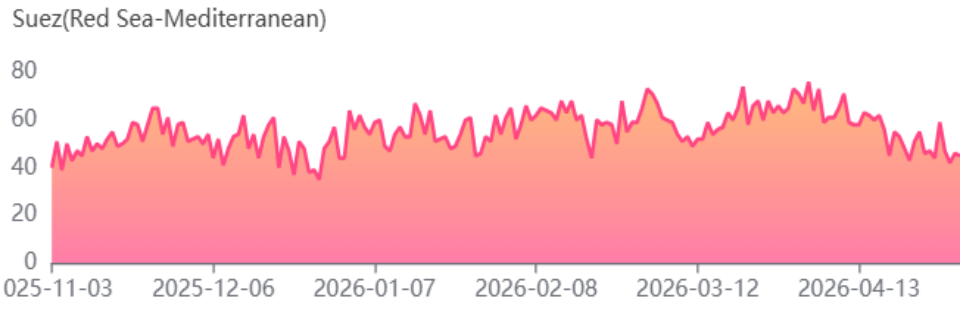
第二部分 航运数据 SHIPPING DATA

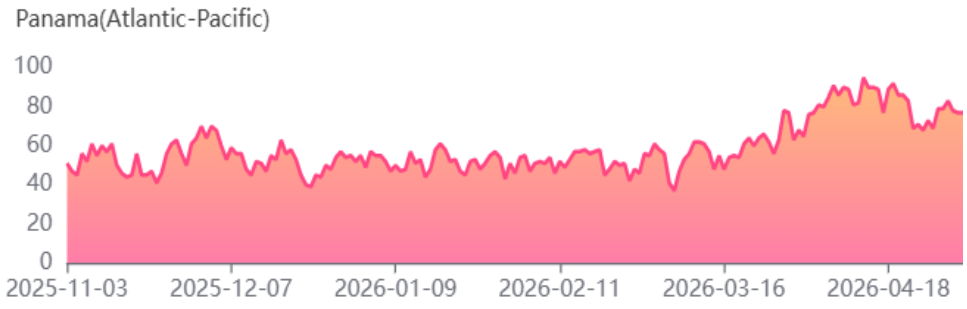
最近一周船舶运河/河口锚地等待数量

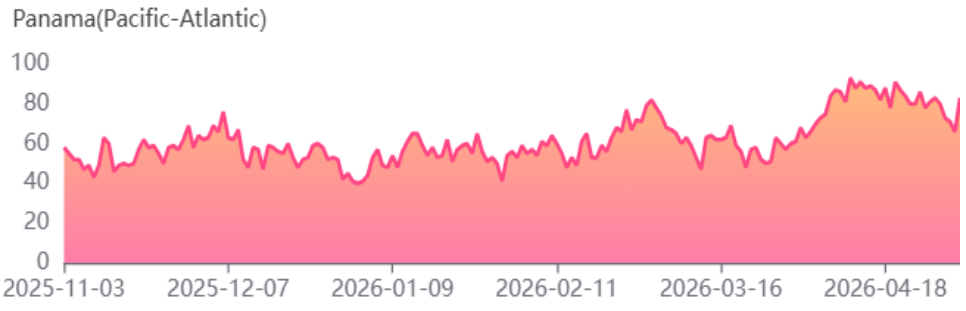
Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

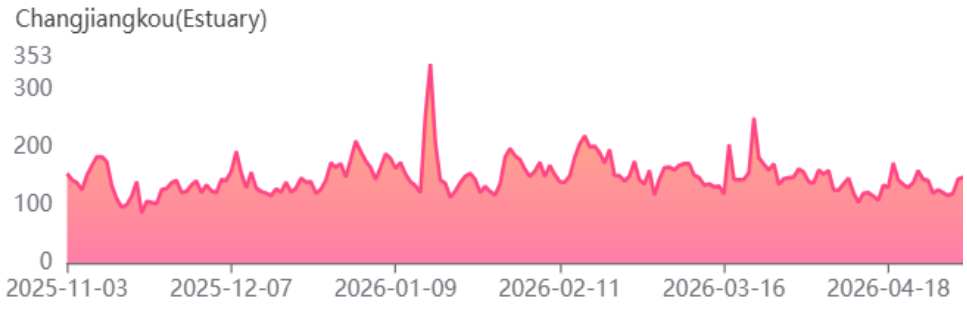
Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	45	1594	-20	-206
Miss.Riv.	2	145	-15	36
CJK	148	3856	-126	-643
Pa.Atlan.	77	2384	-13	558
Colum.Riv.	7	186	-1	39
Suez.Med.	69	1936	-73	96
Pa.Pac.	83	2393	-49	656
ZJK	141	3470	-13	-228

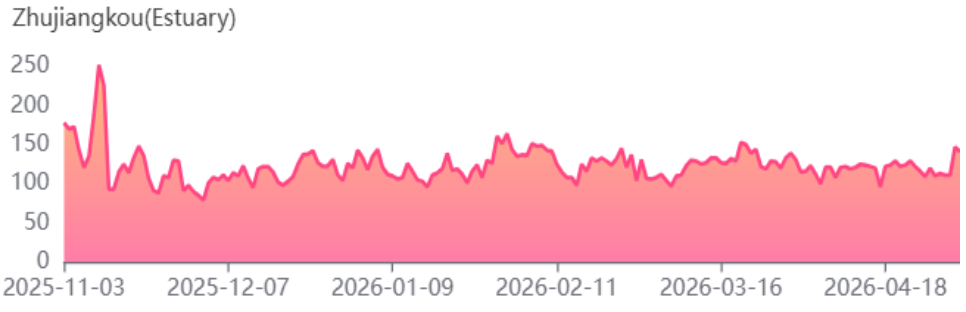


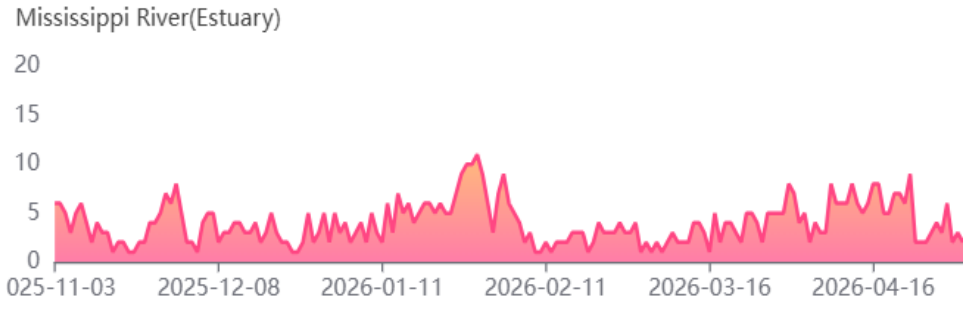


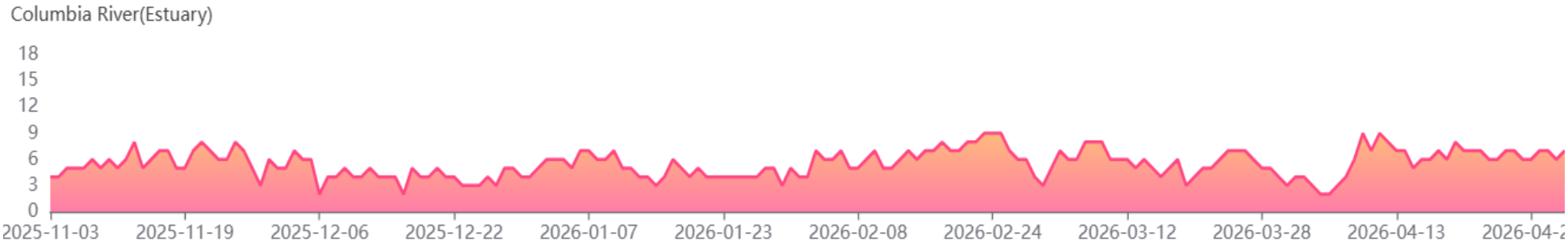










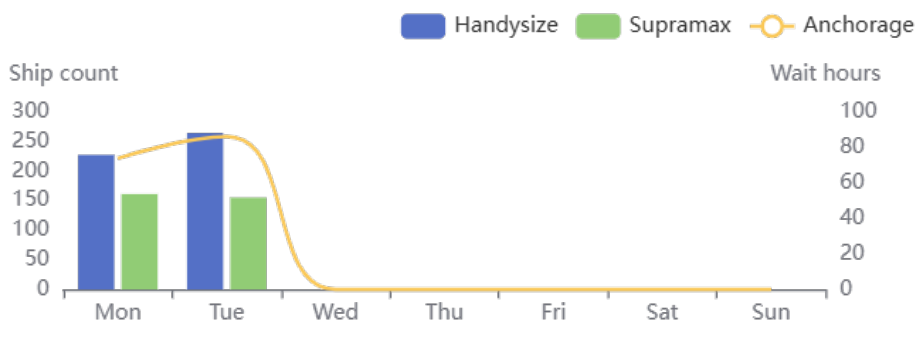


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

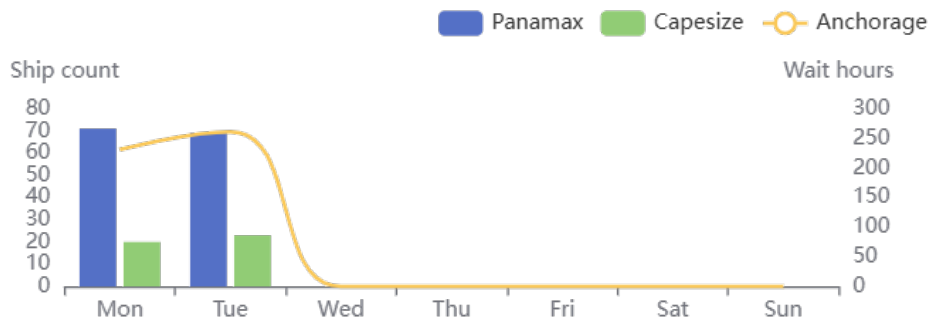
Type	M	T	W	Th	F	Sat	Sun
HDY	227	264	0	0	0	0	0
SMX	161	155	0	0	0	0	0
WT.h.	73.7	86	0.0	0.0	0.0	0.0	0.0



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.	71	69	0	0	0	0	0
Cap	20	23	0	0	0	0	0
WT.h.	230.8	261	0.0	0.0	0.0	0.0	0.0



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

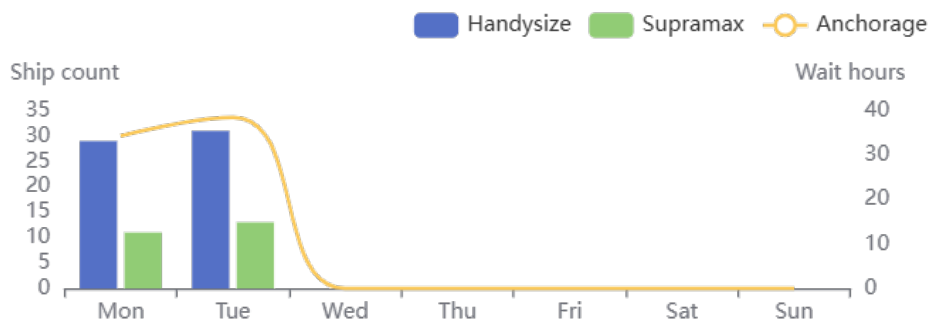
Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

Type	M	T	W	Th	F	Sat	Sun
Pan.	42	51	0	0	0	0	0
Cap	59	62	0	0	0	0	0
WT.h.	103.3	137	0.0	0.0	0.0	0.0	0.0

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

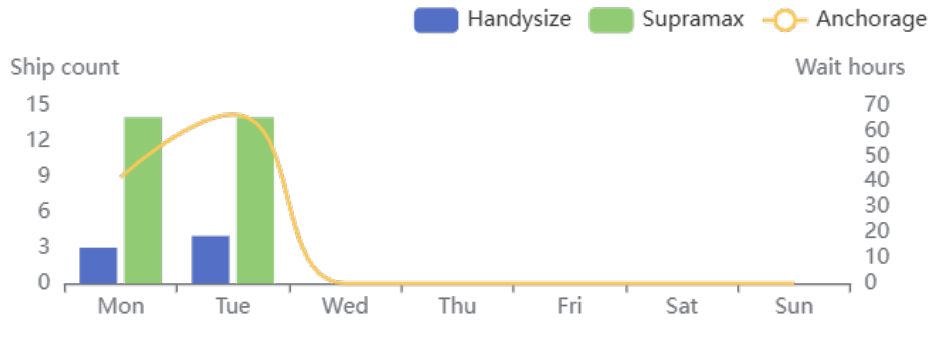
Type	M	T	W	Th	F	Sat	Sun
HDY	29	31	0	0	0	0	0
SMX	11	13	0	0	0	0	0
WT.h.	34.3	38.5	0.0	0.0	0.0	0.0	0.0



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

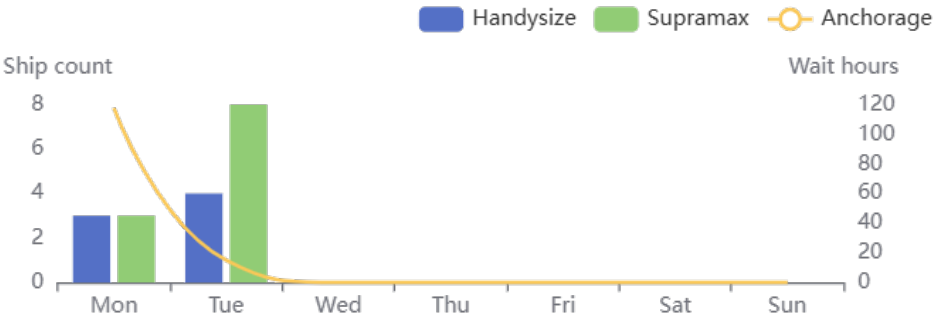
Type	M	T	W	Th	F	Sat	Sun
HDY	3	4	0	0	0	0	0
SMX	14	14	0	0	0	0	0
WT.h.	41.8	66.5	0.0	0.0	0.0	0.0	0.0



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

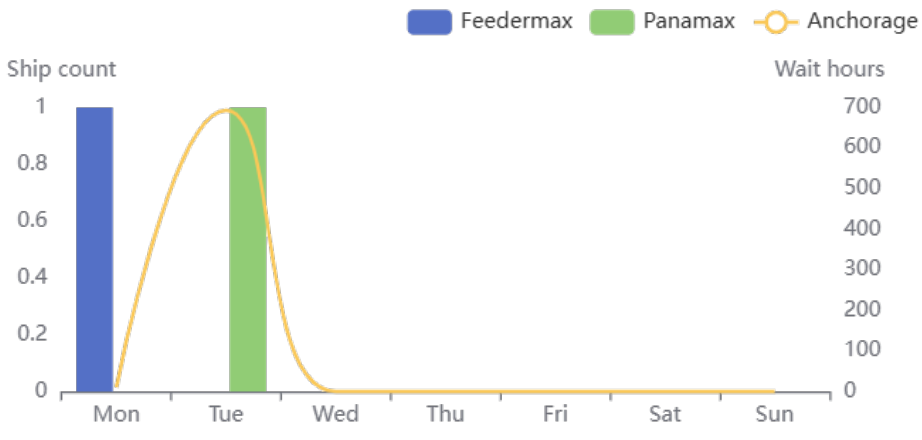
Type	M	T	W	Th	F	Sat	Sun
HDY	3	4	0	0	0	0	0
SMX	3	8	0	0	0	0	0
WT.h.	117.7	15	0.0	0.0	0.0	0.0	0.0



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

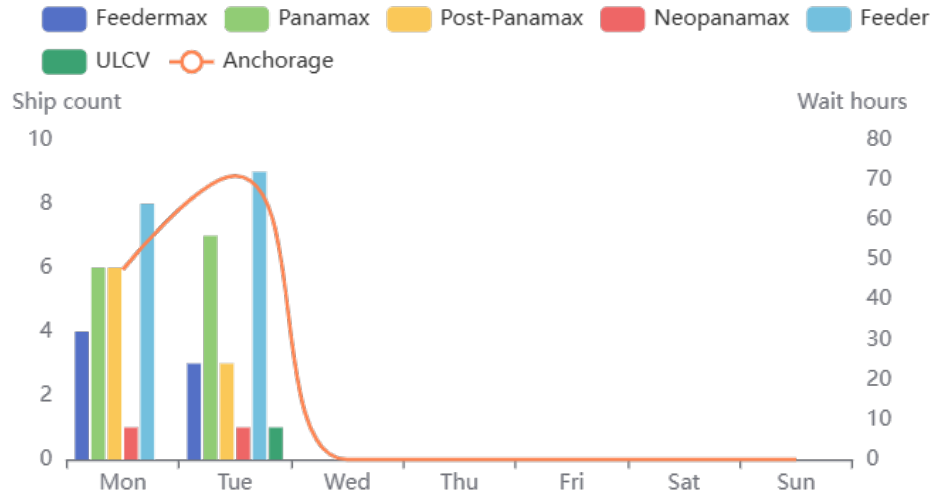
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	0	0	0	0
Pan.	0	1	0	0	0	0	0
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	0	0	0	0	0	0
WT.h.	10.2	693	0.0	0.0	0.0	0.0	0.0
Ulcv	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

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

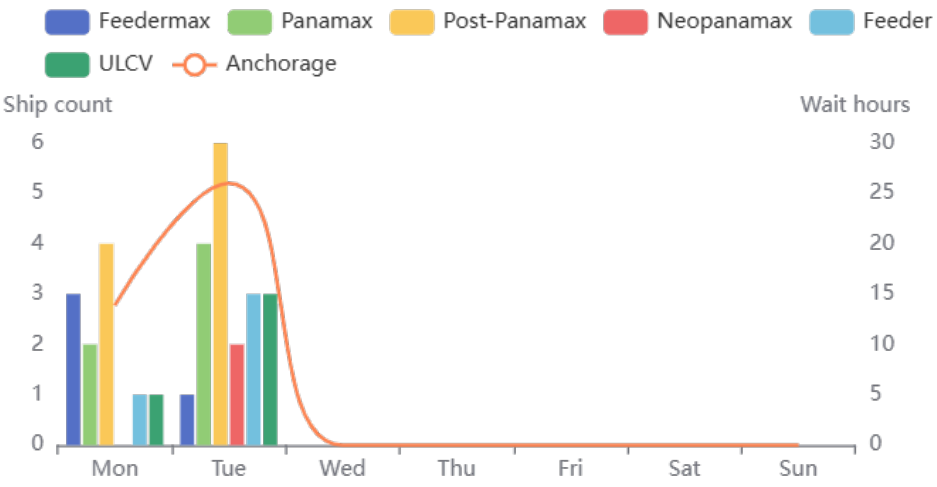
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	3	0	0	0	0	0
Pan.	6	7	0	0	0	0	0
PPx	6	3	0	0	0	0	0
NPx	1	1	0	0	0	0	0
Fd	8	9	0	0	0	0	0
Ulcv	0	1	0	0	0	0	0
WT.h.	47.5	71	0.0	0.0	0.0	0.0	0.0



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

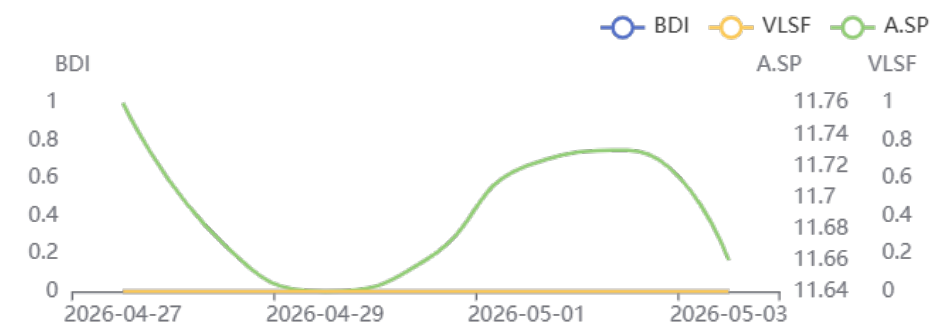
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	1	0	0	0	0	0
Pan.	2	4	0	0	0	0	0
PPx	4	6	0	0	0	0	0
NPx	0	2	0	0	0	0	0
Fd	1	3	0	0	0	0	0
Ulcv	1	3	0	0	0	0	0
WT.h.	13.9	26	0.0	0.0	0.0	0.0	0.0



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

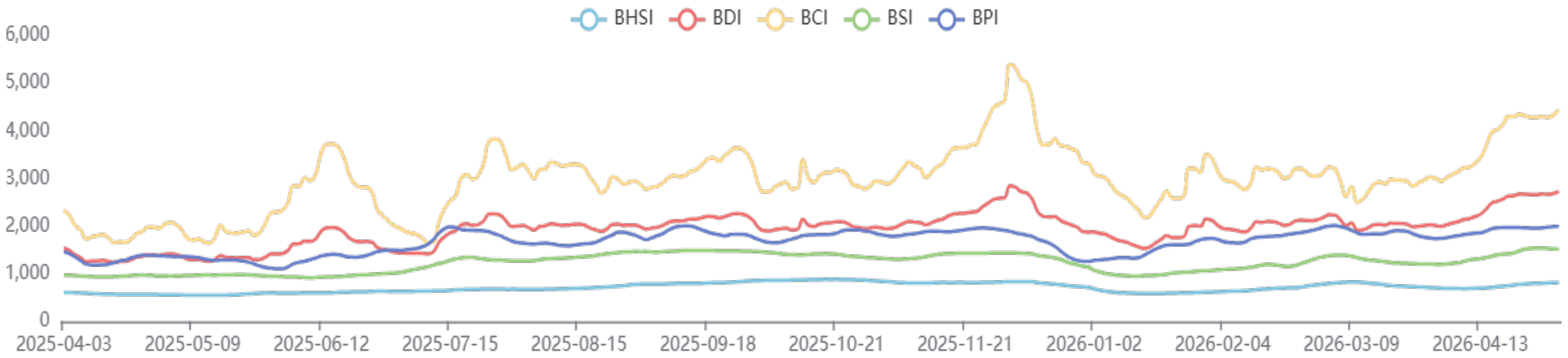
Type	M	T	W	Th	F	Sat	Sun
BDI	0	0	0	0	0	0	0
VLSF	0	0	0	0	0	0	0
A.SP	11.76	11.67	11.64	11.66	11.72	11.73	11.73



第三部分 航运市场 SHIPPING MARKET

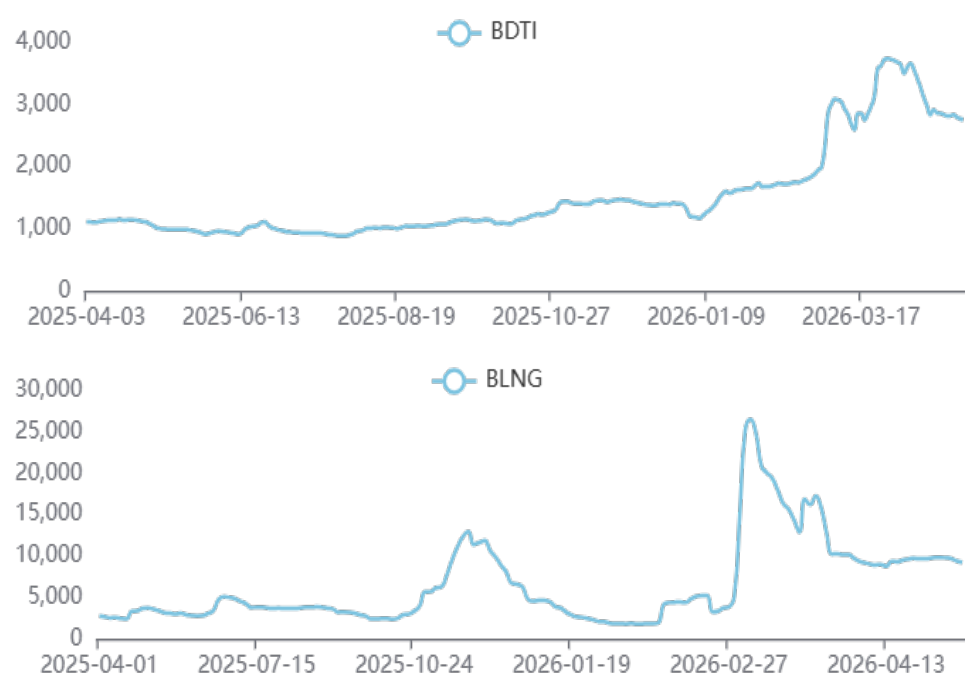
波罗的海干散货指数Baltic Dry Index

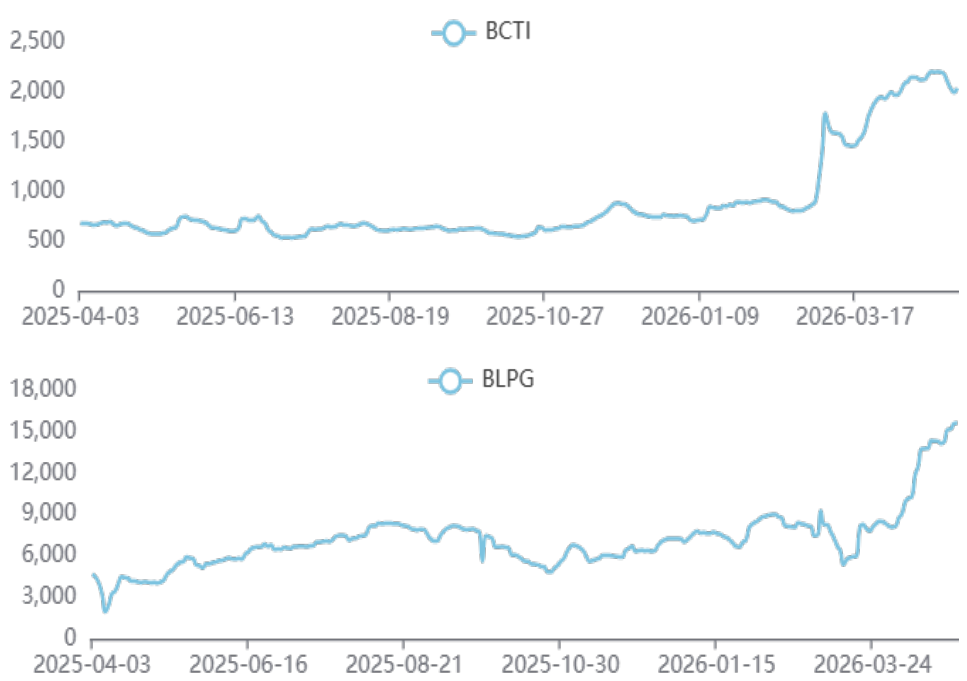
Type	PI	WoW	W%	M%	y%
BDI	2730	65.0	2.44	32.14	93.48
BCI	4447	165.0	3.85	44.1	117.67
BPI	2002	42.0	2.14	12.22	45.71
BSI	1520	-15.0	-0.98	24.18	59.0
BHSI	815	18.0	2.26	17.27	45.8



能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	2752	-60.0	-2.13	-24.37	148.38
BCTI	2038	-159.0	-7.24	3.5	230.31
BLNG	9233	-570.0	-5.81	-1.43	151.37
BLPG	15612	1465.0	10.36	91.68	283.96





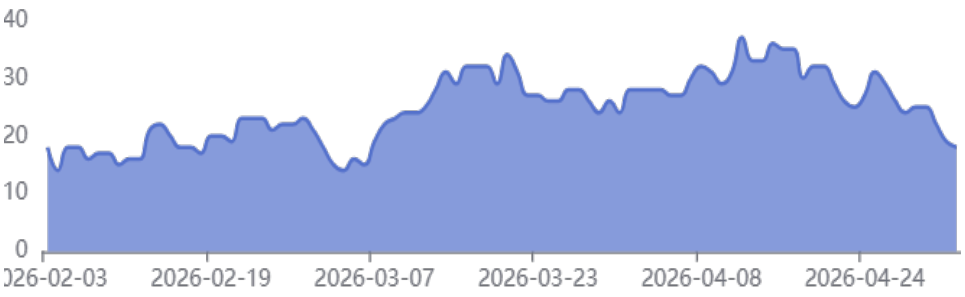
第四部分 运力分布 SUPPLY DISTRIBUTION

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.

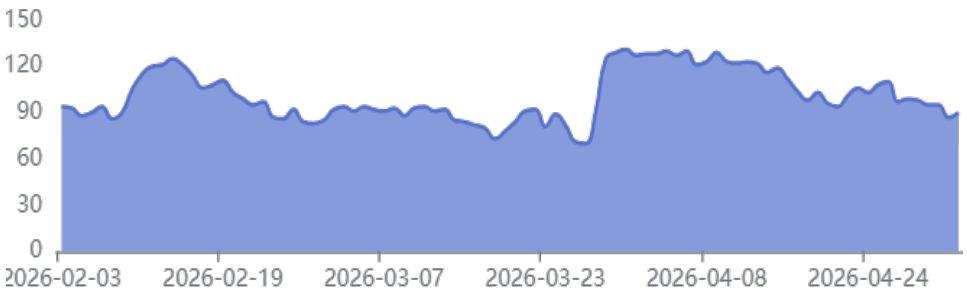
Type	M	T	W	Th	F	Sat	Sun
Cape	26	24	25	25	22	19	18



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.

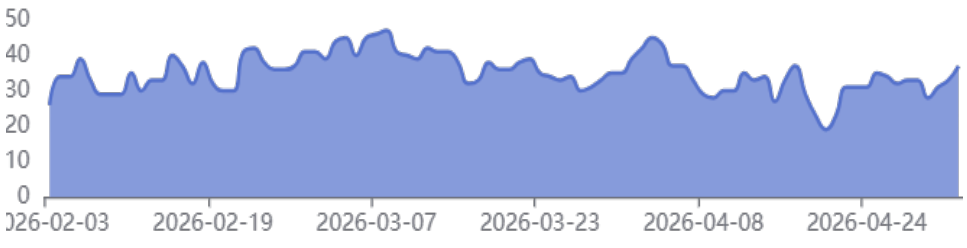
Type	M	T	W	Th	F	Sat	Sun
Cape	97	99	98	95	95	87	90



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	33	33	28	31	33	37

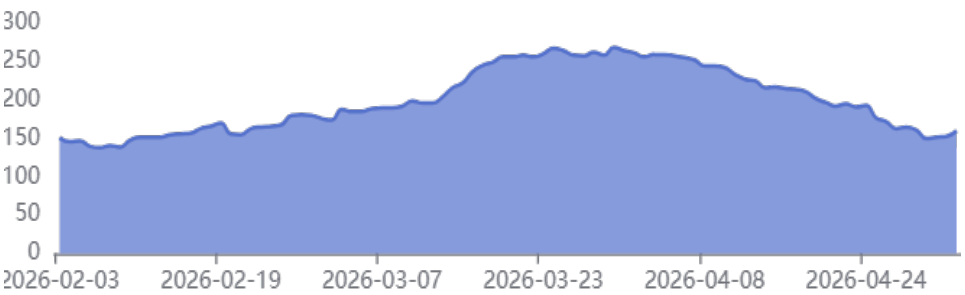


巴拿马型散货船 PANAMAX

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.

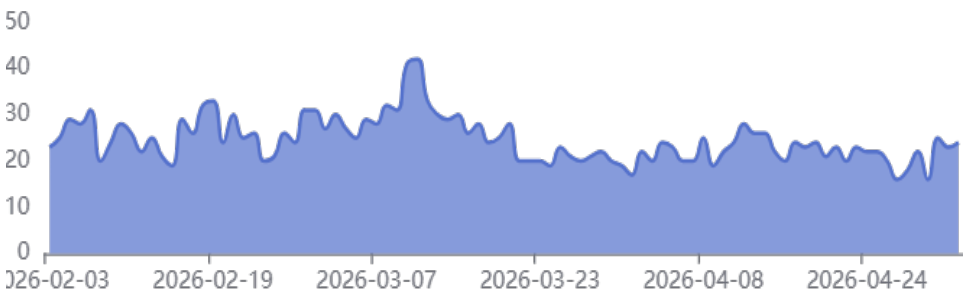
Type	M	T	W	Th	F	Sat	Sun
Pan.	162	164	160	149	151	152	159



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.

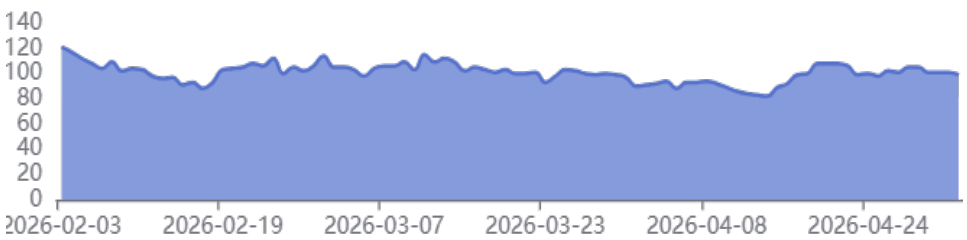
Type	M	T	W	Th	F	Sat	Sun
Pan.	12	12	13	16	15	11	10



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

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

Type	M	T	W	Th	F	Sat	Sun
Pan.	101	105	105	101	101	101	99

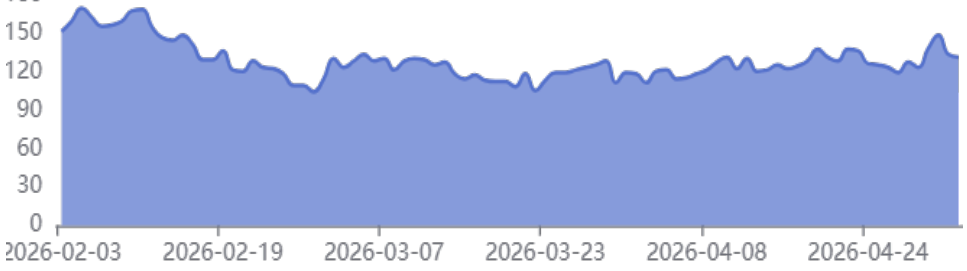


超大灵便型散货 SUPRAMAX

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.

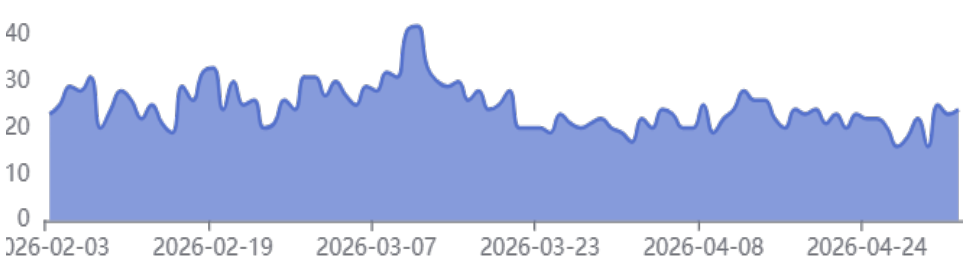
Type	M	T	W	Th	F	Sat	Sun
SMX	119	127	123	138	148	133	131



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.

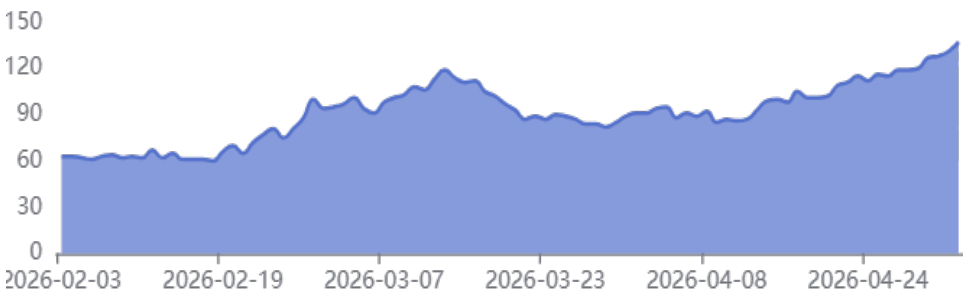
Type	M	T	W	Th	F	Sat	Sun
SMX	16	18	22	16	25	23	24



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.

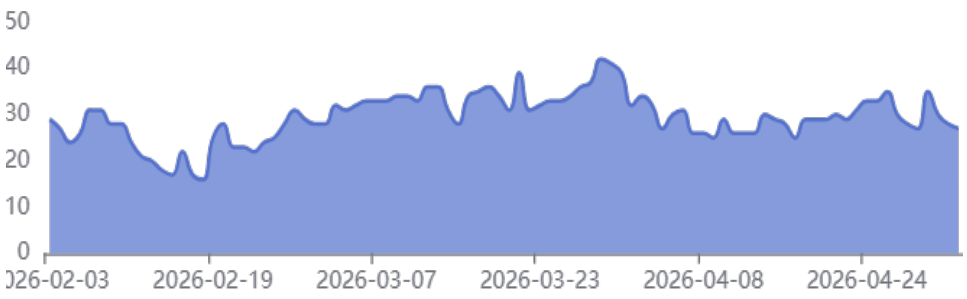
Type	M	T	W	Th	F	Sat	Sun
SMX	30	28	27	35	30	28	27



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	119	119	120	127	128	131	137



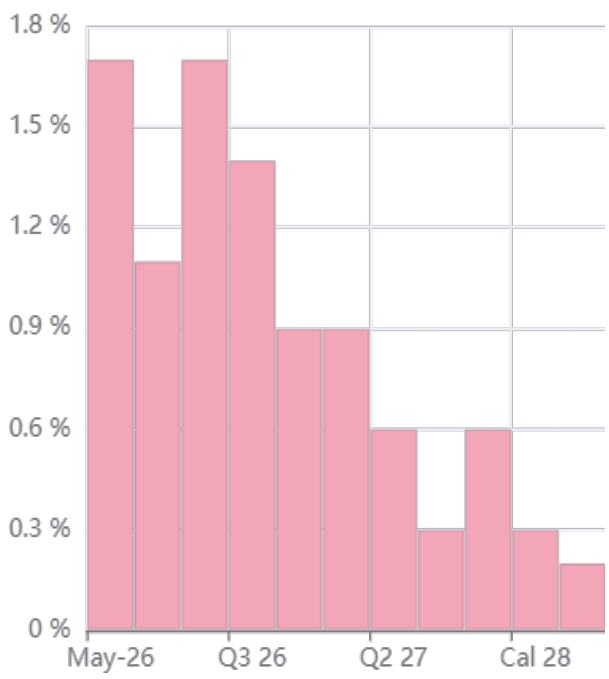
第五部分 远期运价协议 FFA

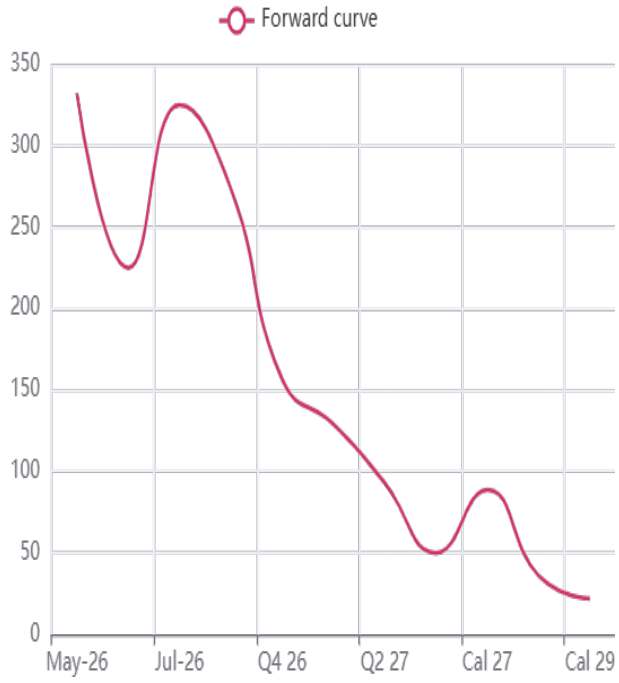
好望角型散货船Capesize

5TC	$/day	WoW	
May-26	40,196.00	693.0	1.8 %
Jun-26	37,917.00	914.0	2.5 %
Jul-26	34,953.00	421.0	1.2 %
Q3 26	34,153.00	314.0	0.9 %
Q4 26	33,881.67	218.0	0.6 %
Q1 27	25,335.00	89.0	0.4 %
Q2 27	29,660.00	189.0	0.6 %
Q3 27	30,971.00	22.0	0.1 %
Cal 27	29,253.75	80.25	0.3 %
Cal 28	26,185.00	57.0	0.2 %
Cal 29	25,149.00	0.0	0.0 %

巴拿马型散货船Panamax

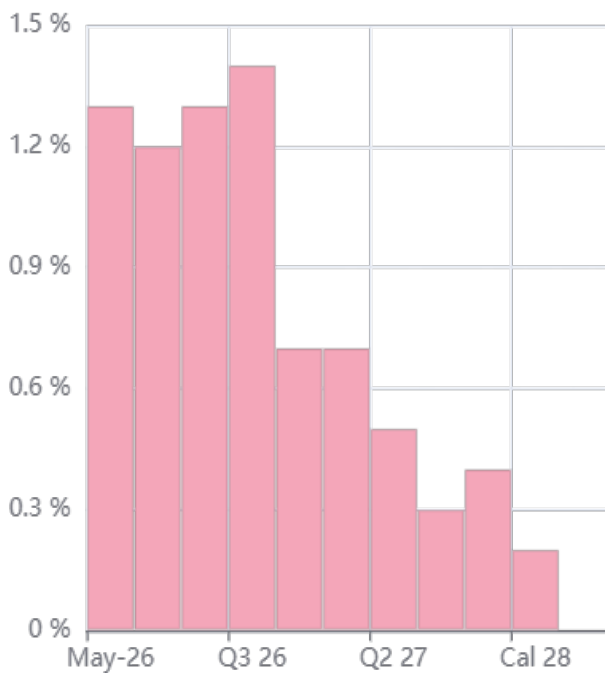
4TC	$/day	WoW	
May-26	19,614.00	332.0	1.7 %
Jun-26	19,975.00	225.0	1.1 %
Jul-26	19,736.00	325.0	1.7 %
Q3 26	19,183.33	273.67	1.4 %
Q4 26	17,542.67	156.67	0.9 %
Q1 27	14,118.00	129.0	0.9 %
Q2 27	15,532.00	93.0	0.6 %
Q3 27	15,111.00	50.0	0.3 %
Cal 27	14,797.50	88.75	0.6 %
Cal 28	13,793.00	36.0	0.3 %
Cal 29	13,536.00	22.0	0.2 %

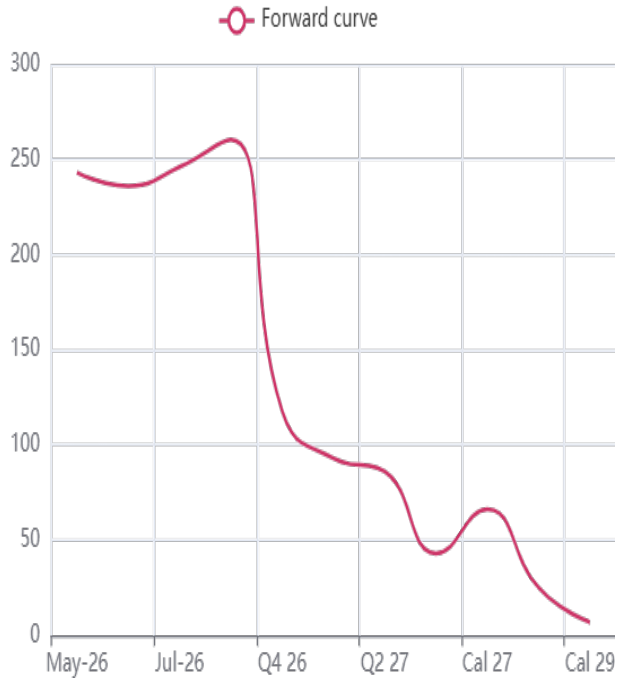




超大灵便型散货船Supramax

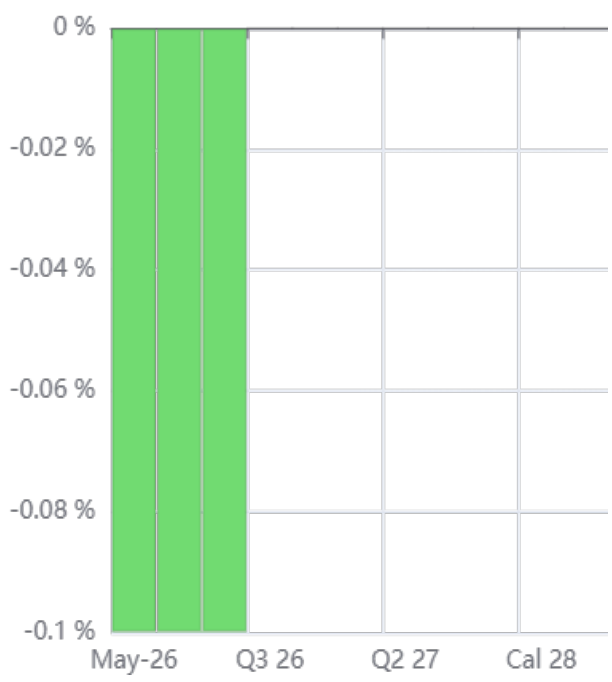
10TC	$/day	WoW	
May-26	19,541.00	243.0	1.3 %
Jun-26	19,770.00	236.0	1.2 %
Jul-26	19,473.00	246.0	1.3 %
Q3 26	19,063.67	260.33	1.4 %
Q4 26	17,702.00	118.0	0.7 %
Q1 27	14,152.00	93.0	0.7 %
Q2 27	16,059.00	86.0	0.5 %
Q3 27	15,248.00	43.0	0.3 %
15,034.00	Cal 27	66.25	0.4 %
Cal 28	14,080.00	25.0	0.2 %
Cal 29	14,048.00	7.0	0.0 %

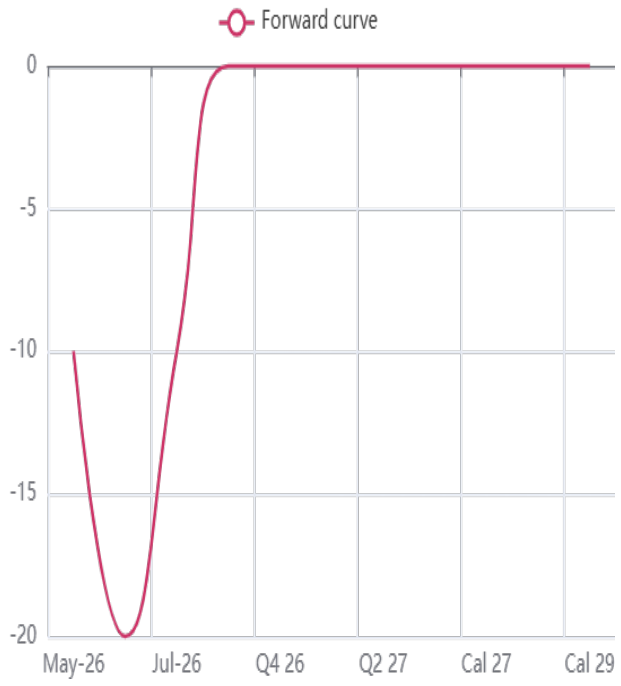




灵便型散货船Handysize

7TC	$/day	WoW	
May-26	15,265.00	-10.0	-0.1 %
Jun-26	15,330.00	-20.0	-0.1 %
Jul-26	14,700.00	-10.0	-0.1 %
Q3 26	14,405.00	0.0	0.0 %
Q4 26	13,790.00	0.0	0.0 %
Q1 27	11,280.00	0.0	0.0 %
Q2 27	12,740.00	0.0	0.0
Q3 27	12,700.00	0.0	0.0 %
Cal 27	12,257.50	0.0	0.0 %
Cal 28	11,640.00	0.0	0.0 %
Cal 29	11,470.00	0.0	0.0 %





第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	758.0	682.0	1388.0	76.0	90.0	-642.86	-55.43
Singapore	764.0	619.0	1274.5	145.0	84.0	137.7	-10.77
Rotterdam	744.0	591.5	1284.0	152.5	80.0	110.34	235.16
Fujairah	824.0	570.5	1497.0	253.5	59.5	30.67	70.71
Houston	878.0	615.5	1205.5	262.5	143.0	119.67	61.54

(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	215.0	7.0	3.37	2.87	8.59
Maize	237.0	3.0	1.28	2.6	0.0
Soybeans	226.0	0.0	0.0	2.26	10.24
Rice	162.0	-1.0	-0.61	3.18	-7.95
Barley	247.0	3.0	1.23	1.23	6.47
Energy	Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	108.88	17.74	19.46	9.89	86.79
Brent	USD/Bbl	112.81	12.92	12.93	11.72	84.06
Natural Gas	USD/MMBtu	2.64	-0.11	-4.0	-7.37	-27.27
Gasoline	USD/Gal	3.63	0.37	11.35	16.35	79.7
Heating Oil	USD/Gal	4.19	0.33	8.55	2.95	110.55
Ethanol	USD/Gal	2.06	0.16	8.42	3.0	15.73
Naphtha	USD/T	936.14	33.53	3.71	-1.5	74.55
Propane	USD/Gal	0.81	0.02	2.53	0.0	9.46
Uranium	USD/Lbs	87.0	0.15	0.17	3.39	24.64
Methanol	CNY/T	3189.0	98.0	3.17	4.45	37.99
TTF Gas	EUR/MWh	47.4	4.71	11.03	-2.45	45.31
UK Gas	GBp/thm	115.74	9.06	8.49	-5.64	47.03
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.91	-0.14	-2.31	5.72	27.1
Coal	USD/T	133.65	0.75	0.56	-6.18	36.38
Steel	CNY/T	3149.0	20.0	0.64	0.77	3.18
Iron Ore	USD/T	107.15	0.1	0.09	0.72	9.13
Aluminum	USD/T	3481.4	-124.5	-3.45	-0.27	42.66
Lithium	CNY/T	174500.0	3500.0	2.05	8.05	156.81
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4562.93	-179.11	-3.78	-3.74	40.86
Silver	USD/t.oz	72.23	-5.42	-6.98	-3.76	125.65
Platium	null	1914.1	-177.2	-8.47	-2.8	99.49
Currencies	Index	+/-	Weekly	Monthly	YTD
EUR/USD	1.17	0.0	0.0	0.86	3.54
USD/CNY	6.84	0.01	0.15	-0.58	-5.13

第八部分 本周话题 WEEKLY TOPIC

海运数字化

当前数字贸易平台碎片化是电子提单（eBL）规模化应用的核心阻碍，而平台互认操作性举措，将成为加速贸易数字化进程的关键突破口。过去十年，全球涌现出多款电子提单平台，均宣称可实现流程提速、成本降低与安全升级，但电子提单的全行业普及仍不均衡。核心痛点在于数字贸易平台割裂分散，多数平台为独立封闭系统，难以实现跨平台数据互通。
实际业务中，承运人在某一平台签发电子提单后，常遇到收货人、发货人或融资银行使用另一平台的情况。缺乏跨平台互动操作性，贸易伙伴只能退回纸质单据或采用折中方案，严重拖慢海运业数字化转型。
平台碎片化给海运供应链带来多重运营低效问题：电子提单流转延误，引发货物及时放行瓶颈；人工核对与文件快递产生额外成本；面临欺诈与文件篡改风险；跨境司法管辖存在法律不确定性；单据流转缓慢导致现金流延迟。破解上述难题，绝非单纯将单据数字化即可，核心是实现不同数字平台的无缝协同运作。依托互认操作平台，贸易参与方可实现：生成与共享电子贸易单据；跨平台完成单据所有权转让；自主验证单据真伪；保障货权转让过程清晰可信。
对海运行业而言，跨平台互操作性至关重要。承运人、贸易商、银行与物流商分属不同平台，强制全行业统一使用单一平台既不现实也非最优解。
2026 年 1 月 20 日，全球首笔非洲 — 新加坡 — 中国端到端可互操作的付款交单数字贸易交易顺利完成。该项目基于 IMDA 与北京 “两区” 办公室 2023 年签署的合作备忘录，旨在深化数字贸易合作。
交易由中新桥物流贸易有限公司与江西铜业参与，太平船务承运价值约 500 万美元的铜精矿从南非运往中国。项目依托数字贸易平台，借助框架实现互认操作，由星展银行、华侨银行与中国银行完成电子提单签发与处理。
此次交易充分验证了数字贸易流程互操作性的价值：跨平台电子提单交换与核验大幅提速，货权转让周期从传统纸质流程的约 20 天压缩至 5 天，单据处理缩短至分钟级，快递成本降低，单据处理误差率下降93%。
在中国当地政府支持下，该项目证明可互操作的数字贸易基建能提升跨境贸易效率、安全性与透明度，为国际协同合作提供范本。同时，加密二维码或平台上传核验功能，从技术层面有效防范欺诈风险。
全球贸易持续演进，安全、可互操作的数字贸易单据，将成为提升供应链效率、透明度与韧性的核心支撑。在保障贸易伙伴信任的前提下，实现现有平台互联互通。对海运行业而言，打通平台互操作性，是实现电子提单全面普及的核心密钥。
The fragmentation of current digital trading platforms is the main obstacle to the large-scale application of electronic bills of lading (eBL), and the operational measures for platform mutual recognition will become a key breakthrough to accelerate the digitalization of trade. Over the past decade, numerous electronic bill of lading platforms have emerged globally, all claiming to be able to achieve process acceleration, cost reduction, and security improvement. However, the full industry-wide popularization of electronic bills of lading remains uneven. The core problem lies in the fragmentation and dispersion of digital trading platforms. Most platforms are independent and closed systems, making it difficult to achieve cross-platform data interoperability.
In actual business operations, when a carrier issues an electronic bill of lading on a certain platform, they often encounter situations where the consignee, consignor, or financing bank uses another platform. Due to the lack of cross-platform interaction functionality, trading partners can only return paper documents or adopt a compromise solution, which seriously slows down the digital transformation of the shipping industry.
The fragmentation of platforms has brought multiple operational inefficiencies to the maritime supply chain: delays in the circulation of electronic bills of lading, resulting in bottlenecks for timely cargo release; additional costs arising from manual verification and document delivery; risks of fraud and document tampering; legal uncertainties regarding cross-border jurisdiction; and slow document circulation leading to delayed cash flow. Solving these problems cannot be achieved simply by digitizing the documents; the core lies in realizing seamless collaborative operation among different digital platforms. Relying on a mutually recognized operation platform, trading participants can achieve: generation and sharing of electronic trade documents; cross-platform completion of document ownership transfer; independent verification of document authenticity; and ensuring a clear and trustworthy process for the transfer of goods rights.
For the maritime shipping industry, cross-platform interoperability is of utmost importance. Shippers, traders, banks and logistics providers operate on different platforms. It is neither feasible nor the best solution to mandate the entire industry to use a single platform uniformly.
On January 20, 2026, the world's first end-to-end interoperable payment and delivery digital trade transaction between Africa, Singapore and China was successfully completed. This project is based on the cooperation memorandum signed by IMDA and the Beijing "Two Zones" Office in 2023, aiming to deepen digital trade cooperation.
The transaction was jointly participated by Xinzhongqiao Logistics and Trade Co., Ltd. and Jiangxi Copper Industry. Taiping Shipping Company transported approximately 5 million US dollars' worth of copper concentrate from South Africa to China. The project relied on the digital trade platform and utilized the framework to achieve mutual recognition of operations. The electronic bills of lading were issued and processed by DBS Bank, OCBC Bank and Bank of China.
This transaction has fully demonstrated the value of interoperability in digital trade processes: cross-platform electronic bill exchange and verification have significantly accelerated the process, reducing the cargo rights transfer cycle from approximately 20 days in the traditional paper-based process to just 5 days. The document processing time has been shortened to minutes, shipping costs have decreased, and the error rate of document processing has dropped by 93%.
With the support of the local government in China, this project has demonstrated that interoperable digital trade infrastructure can enhance the efficiency, security and transparency of cross-border trade, providing a model for international collaboration. At the same time, the encryption QR code or the verification function on the platform can effectively prevent fraud risks from a technical perspective.
Global trade is continuously evolving, and secure and interoperable digital trade documents will become the core support for enhancing supply chain efficiency, transparency and resilience. On the premise of ensuring the trust of trading partners, the interconnection of existing platforms should be achieved. For the shipping industry, breaking through the platform interoperability is the key to realizing the full popularization of electronic bills of lading.