



# 2026年 第26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

Chartering AI Vessel | Cargo

Public | Private

Port | Vessel

enter the open port name

Search | Reset | Total 32

Filter: Type Length Draft DWT Capacity Age OPEN Date OPEN Area OPEN Type

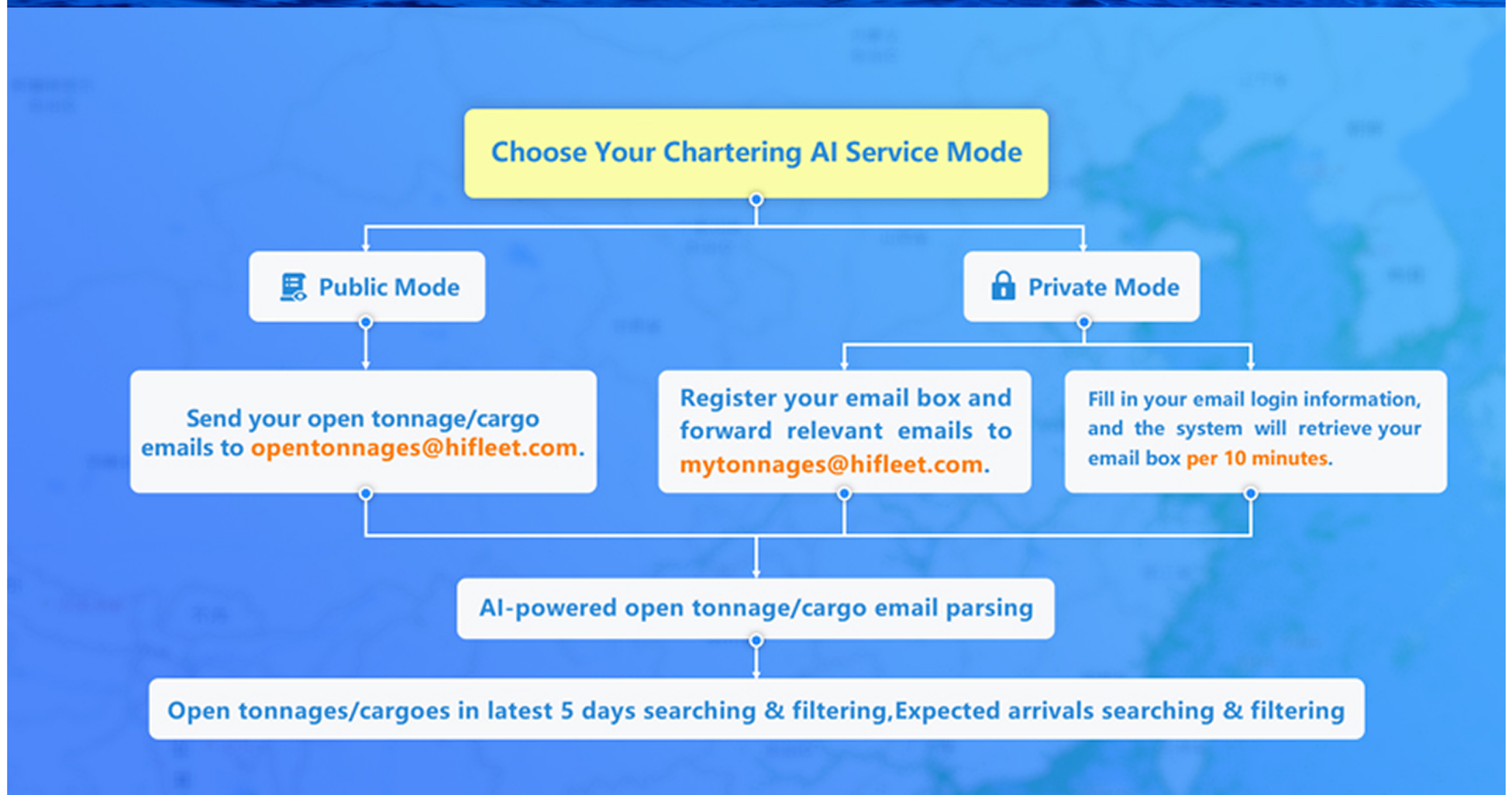
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*****	57802	15		2025-10-15 14:49		2025-10-18	DAMMAN	SGP/PN	KIA DAMM...	2025-09-26	-22	Gearless
*****	63342	6		2025-10-15 14:49		2025-10-23	KHALIFA	SGP/PN	Fujairah	2025-10-18	-5	Gearless Ecn DG Approval
*****	56920	14	Owner	2025-10-15 14:10	spot	2025-10-26	SHUWARH	Middle East Ja...	Dammam	2025-09-11	-45	Gearless
*****	63850	0	Owner	2025-10-15 14:10	spot	2025-10-31	DAMMAM	Middle East Ja...	Umm Qasr	2025-10-12	-19	Gearless
*****	64050	5		2025-10-15 11:28		2025-10-16	CHITTAGONG		Chittagong	2025-10-02	-14	Gearless DG Approval
*****	56745	16		2025-10-14 16:42	TCT	2025-10-22	FANGCHENG		CHINA	-	-	Gearless Ecn
*****	63522	0		2025-10-14 15:04		2025-10-16	RIO HANNA		Shidao	2025-09-28	-10	Gearless Ecn
*****	10701	13		2025-10-14 15:04	spot	2025-11-14	CEBU PHILIP...	CEBU PHILIP...	-	-	-	Gearless Ecn DG Approval
*****	43125	30	Owner	2025-10-14 11:29		2025-10-26	NANTONG	MIDDLE EAST...	Tokai Ayer	2025-10-05	-21	Gearless Ecn
*****	63850	0	Owner	2025-10-14 09:17	period	2025-10-20	YANGZHOU S...		Yisheng	2025-09-29	-21	Gearless Ecn
*****	33379	12		2025-10-13 16:26	spot	2025-12-03	ABDIANLO	WW EXCL GGA	Kakinada	2025-10-09	-55	Gearless
*****	64726	1		2025-10-13 14:41	spot	2025-10-21	Yangjiang S.C...	Yangjiang S.C...	-	-	-	Gearless Ecn DG Approval
*****	56039	18		2025-10-13 14:21	spot	2025-10-18	KING ABDULL...	RUSSIA/UKR...	King Abdull...	2025-10-05	-13	Gearless
*****	57809	14		2025-10-13 14:21	spot	2025-10-19	PUTTALAM	N.DORE/GGA	PUTTALAM ...	2025-10-15	-4	Gearless
*****	78784	20		2025-10-13 14:21	spot	2025-10-19	KEMANMAN ...		Kuantan	2025-10-14	-5	Gearless
*****	58705	13	Owner	2025-10-13 09:22	period	2025-10-23	WEIHAI SHIPY...		Wei Hai	2025-10-05	-18	Ecn
*****	72541	14		2025-10-13 08:46	spot	2025-10-17	HALDIA, INDIA		-	-	-	Gearless Ecn
*****	76784	20		2025-10-11 15:27		2025-10-21	KEMANMAN ...		Kuantan	2025-10-14	-7	Gearless
*****	50815			2025-09-28 15:52		2025-10-10	XINGANG	DAMM	-	-	-	Gearless Box Hold Ocean Fitted CRABS-Full
*****	38340			2025-09-28 15:52		2025-10-31	XINGANG / LL...	DIBOUTI / IED...	Bunati Port	2025-10-17	-14	Gearless

Basic authenticity screening for tonnage offers

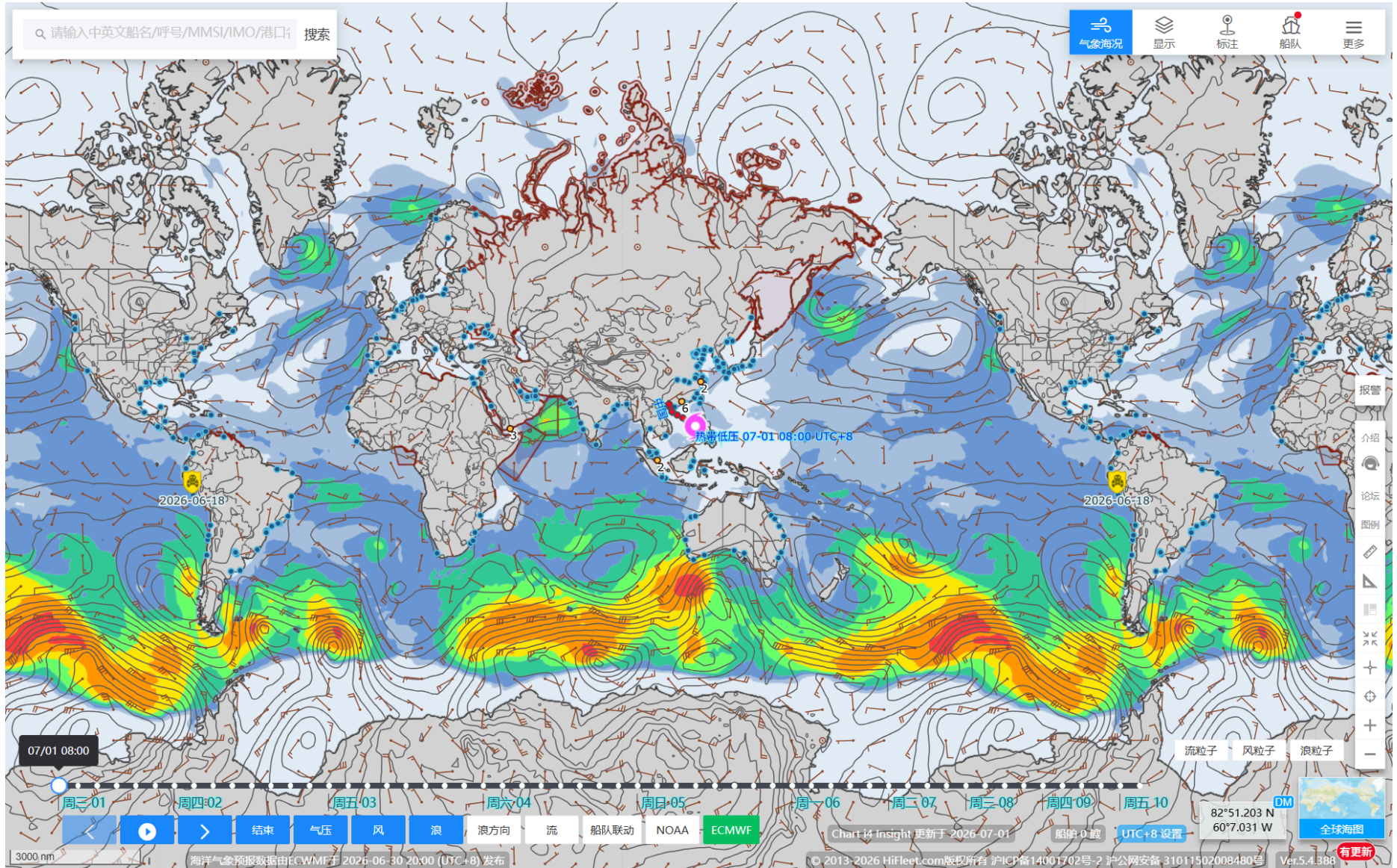
Sanctions-risk alerts for tonnage offers

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1368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 1368 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

2026年6月21日，亚丁湾海域。五名持枪人员搭乘小型快艇靠近一艘航行中的油轮并企图登船。船舶拉响警报，船员集合就位，船舶提升航速并实施规避机动，快艇最终放弃登船企图撤离。21.06.2026: 1012 UTC. Posn: 14:30.81N - 050:19.31E, Gulf of Aden. Five individuals armed with guns in a skiff approached and attempted to board a tanker underway. Alarm raised, crew mustered, speed increased and evasive manoeuvres executed resulting in the skiffs aborting the attempted boarding.

## 其它 Others

没有 Nil

## 航海气象 Meteorology

未来一周中国渤海海域风力3-4级，轻浪；黄海风力3-4级，轻浪；东海风力3-5级，中浪；台湾海峡3-4级风，有中浪；南海大部海域风力4-7级，有大浪。热带低压'NAMELESS'在中国南海生成，正在以12节的速度向西北西方向移动。The coming week the wind in Bohai Sea is gentle with slight sea. Yellow Sea the wind is moderate with slight sea. And China East Sea is fresh with moderate sea. The wind in the Taiwan Strait is moderate with moderate sea. In most of the South China Sea the wind becomes strong with rough sea. The strong TROPICAL DEPRESSION 'NAMELESS' formed and is moving west north west at about 12 knots.

## 海上事件 Marine Incidents

2026年6月29日，尽管上周末船只袭击事件增多，但随着出口量攀升，两艘超大型油轮已驶入中东海湾装载伊朗原油。一艘载重29.9万吨、2006年建造、归属不明的空船“Natsumi”向西穿过霍尔木兹海峡；另一艘伊朗国家油轮公司旗下、载重29.9万吨、2002年建造的“Halti”则从中国驶回该区域。On Jun 29th, Two VLCCs have headed into the Middle East Gulf to load Iranian oil as exports rise, despite more vessel attacks over the weekend. The empty 299,000-dwt Natsumi (built 2006), of unknown ownership, travelled west through the Strait of Hormuz, while National Iranian Tanker Co's 299,000-dwt Halti (built 2002) returned to the region from China.

## 备注 Remark

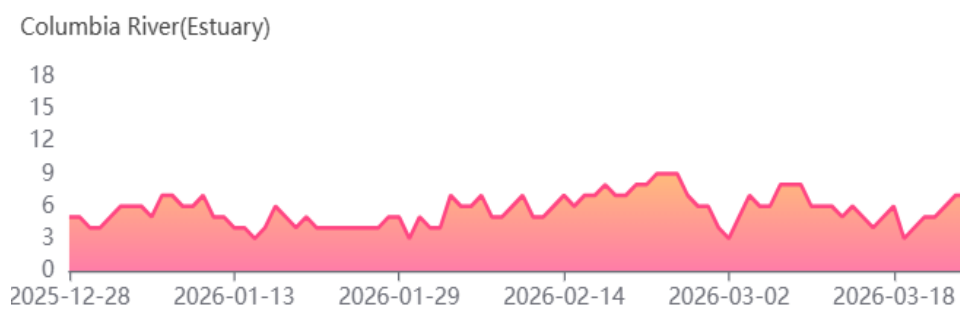
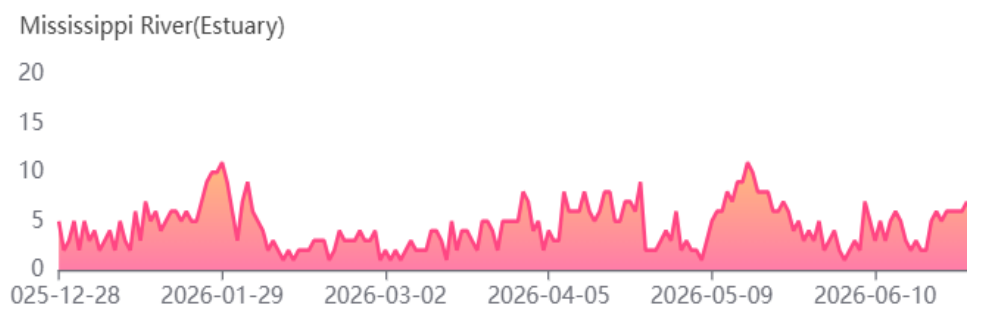
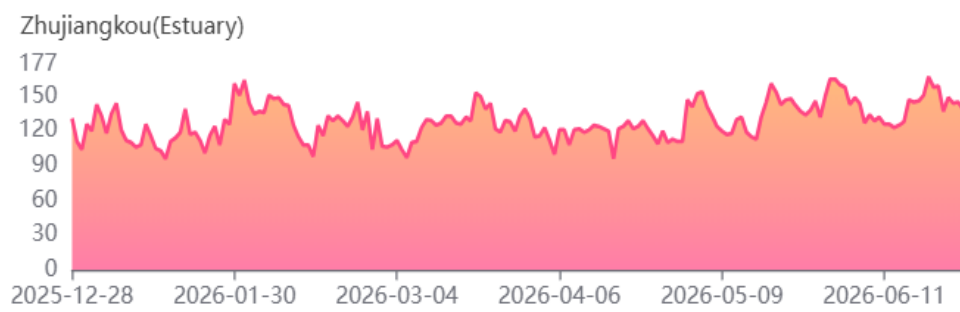
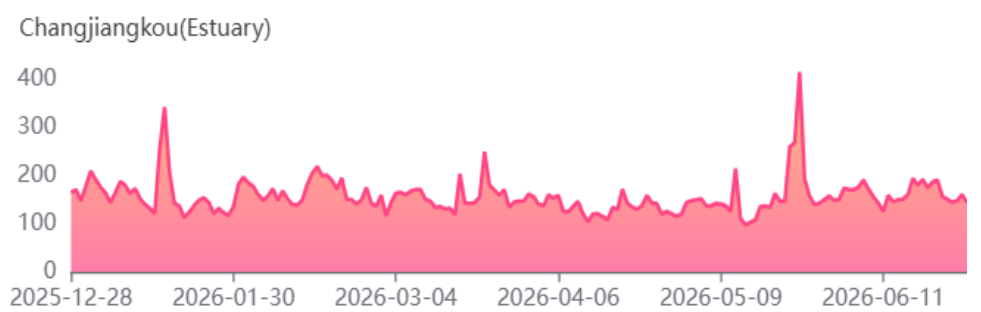
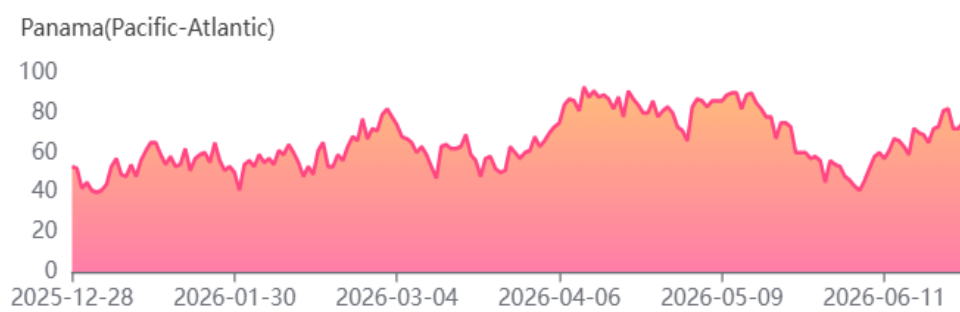
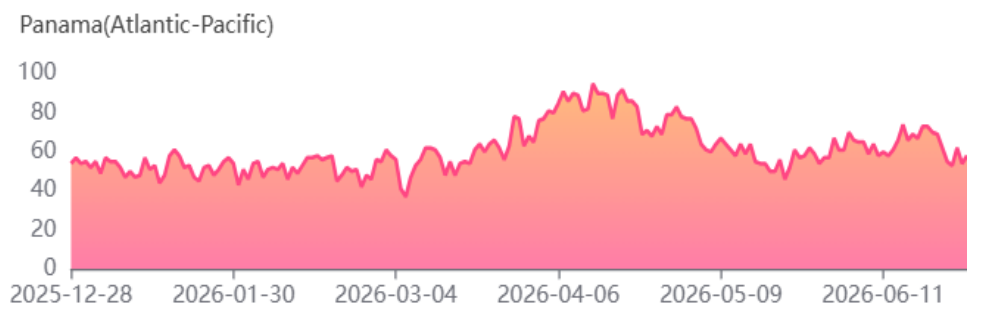
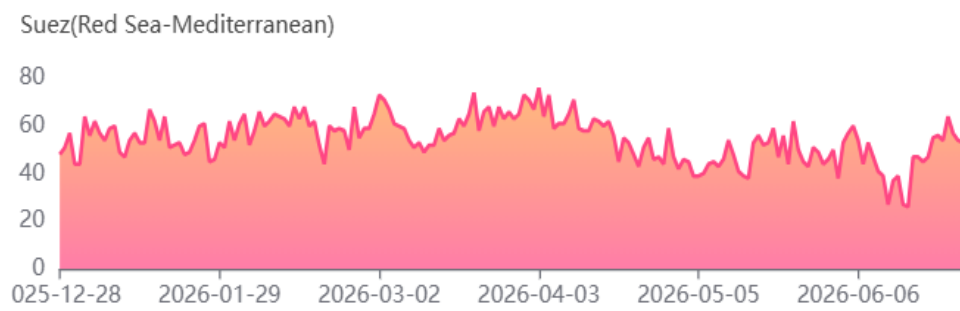
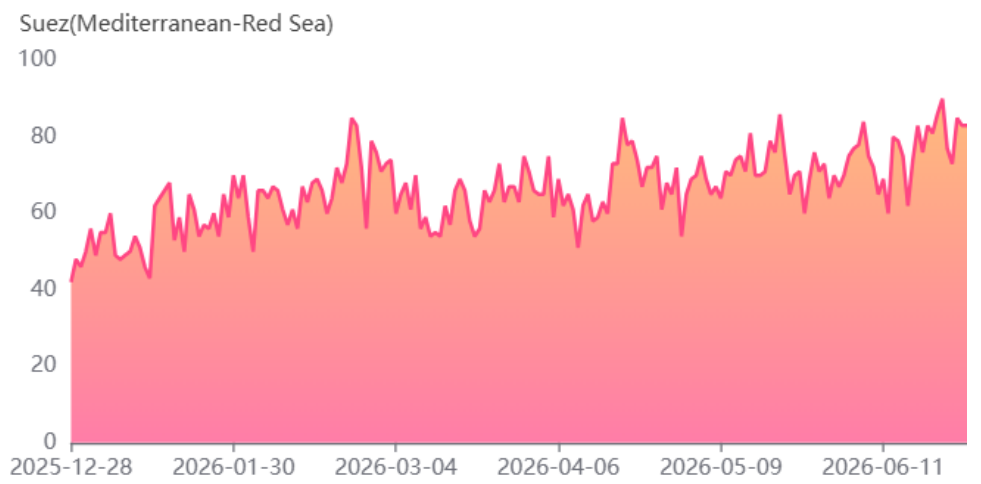
本报告数据截止时间为2026年6月28日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Jun 28th of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

## 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	52	1369	112	-2
Miss.Riv.	7	117	19	-37
CJK	144	4731	-107	74
Pa.Atlan.	58	1843	-75	126
Colum.Riv.	4	148	-11	-54
Suez.Med.	83	2196	45	129
Pa.Pac.	82	1815	73	-377
ZJK	113	4134	-23	151

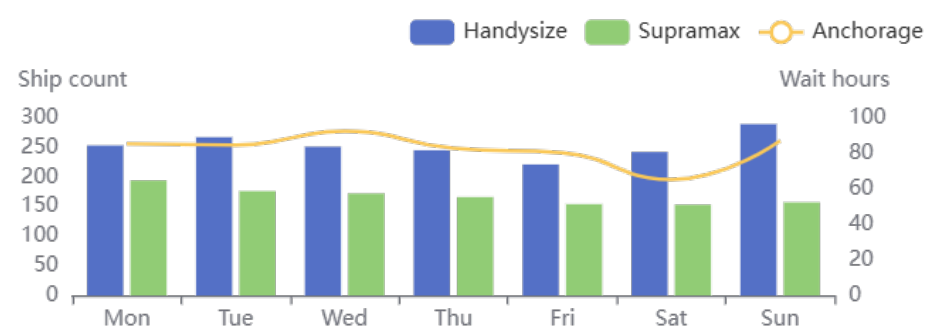


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

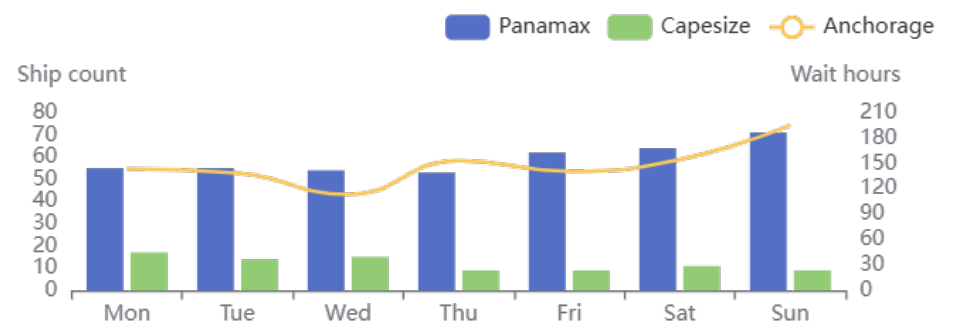
Type	M	T	W	Th	F	Sat	Sun
HDY	253	267	251	245	221	242	289
SMX	194	176	172	166	154	153	157
WT.h.	85.3	84.6	92.4	82.8	80.2	65.2	87



## 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

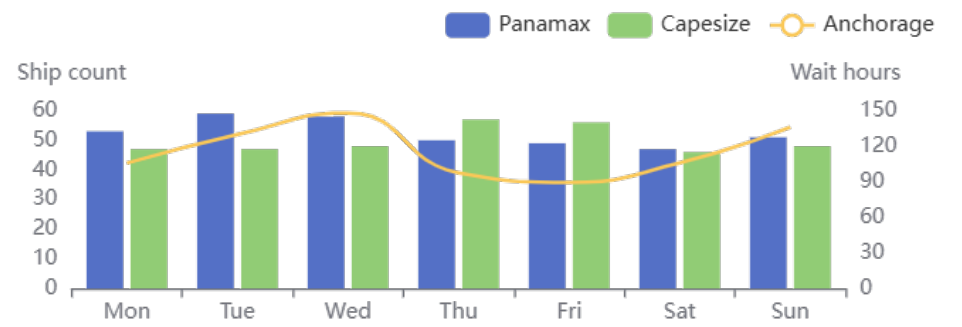
Type	M	T	W	Th	F	Sat	Sun
Pan.	55	55	54	53	62	64	71
Cap	17	14	15	9	9	11	9
WT.h.	143.8	138.7	113.5	153.25	140.8	154.7	195



## 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

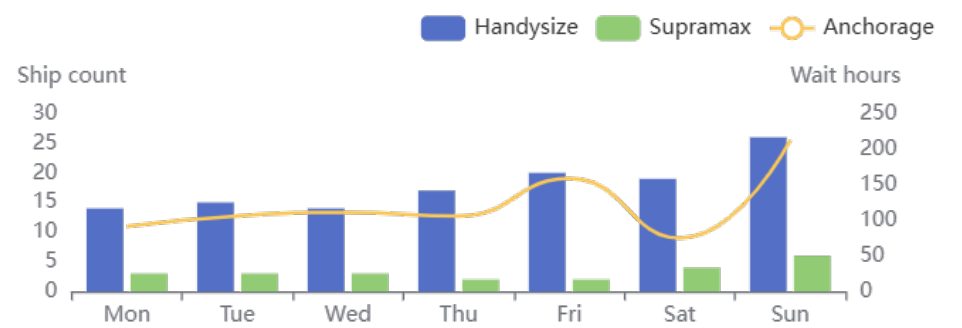
Type	M	T	W	Th	F	Sat	Sun
Pan.	53	59	58	50	49	47	51
Cap	47	47	48	57	56	46	48
WT.h.	105.8	129.8	148.05	97.6	89.5	106	136



## 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 &amp; Handy Num. and Waiting Time Information in Anchorages of Black Sea

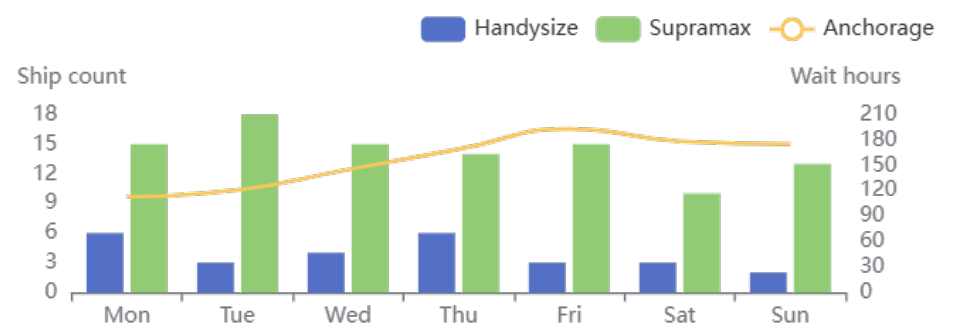
Type	M	T	W	Th	F	Sat	Sun
HDY	14	15	14	17	20	19	26
SMX	3	3	3	2	2	4	6
WT.h.	91.7	106.1	111.1	106	159.1	74.9	213



## 最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of US Gulf

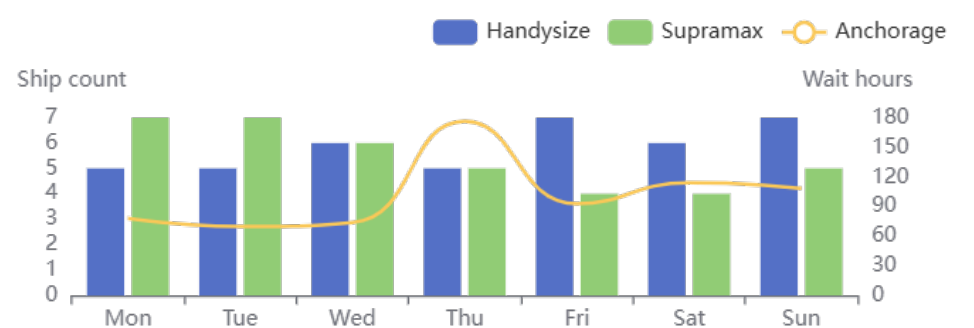
Type	M	T	W	Th	F	Sat	Sun
HDY	6	3	4	6	3	3	2
SMX	15	18	15	14	15	10	13
WT.h.	113	121.1	145.1	169.1	193.2	178.6	175



## 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

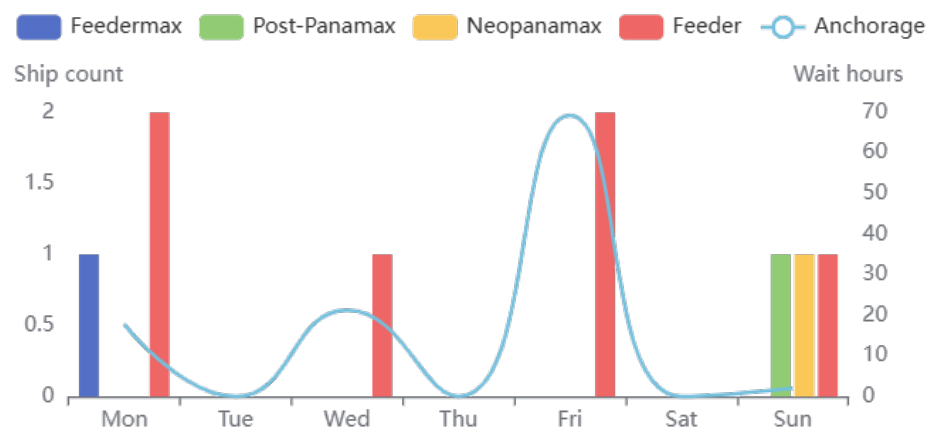
Type	M	T	W	Th	F	Sat	Sun
HDY	5	5	6	5	7	6	7
SMX	7	7	6	5	4	4	5
WT.h.	78.2	69.7	73.85	176.35	92.8	114.25	108.5



## 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

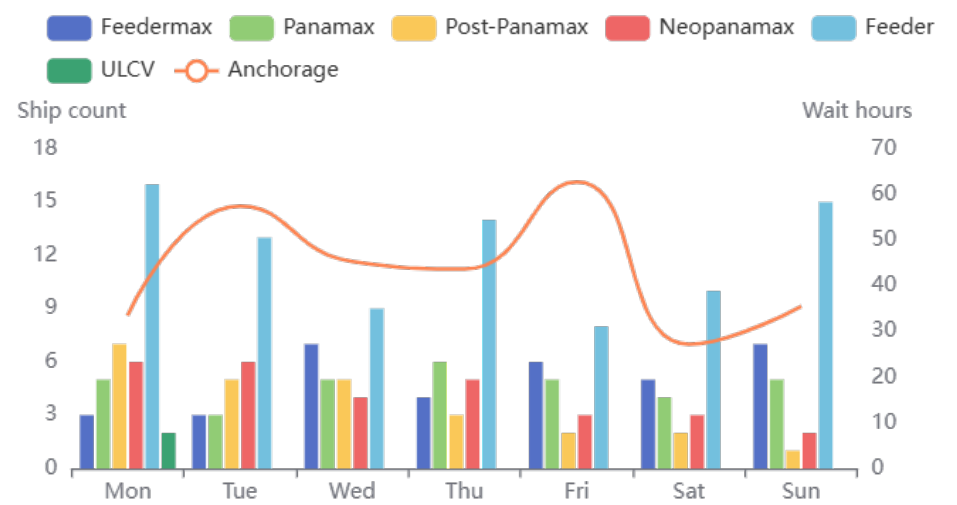
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	0	0	0	0	0
Pan.	0	0	0	0	0	0	0
PPx	0	0	0	0	0	0	1
NPx	0	0	0	0	0	0	1
Fd	2	0	1	0	2	0	1
WT.h.	17.8	0.0	21.3	0.0	69.3	0.0	2
UlcV	0	0	0	0	0	0	0



## 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

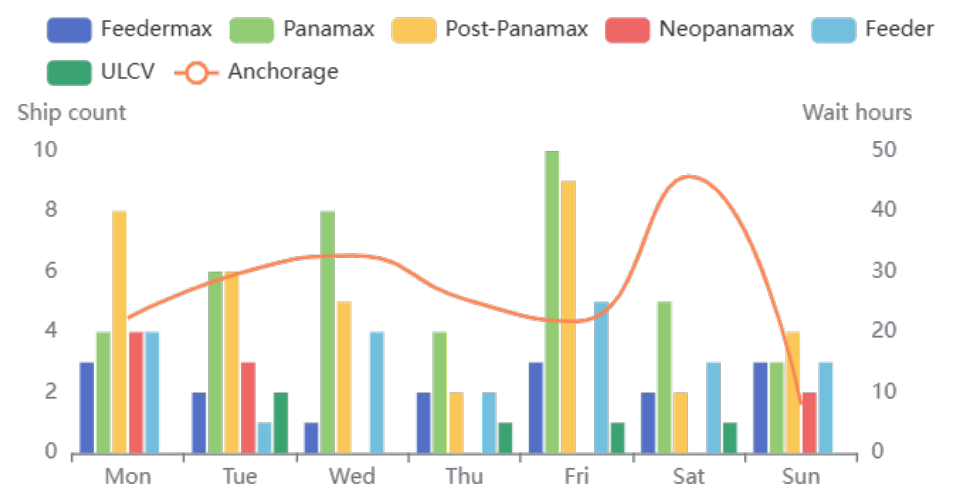
Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	3	7	4	6	5	7
Pan.	5	3	5	6	5	4	5
PPx	7	5	5	3	2	2	1
NPx	6	6	4	5	3	3	2
Fd	16	13	9	14	8	10	15
UlcV	2	0	0	0	0	0	0
WT.h.	33.5	57.5	45.35	43.7	62.8	27.2	35.5



## 最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

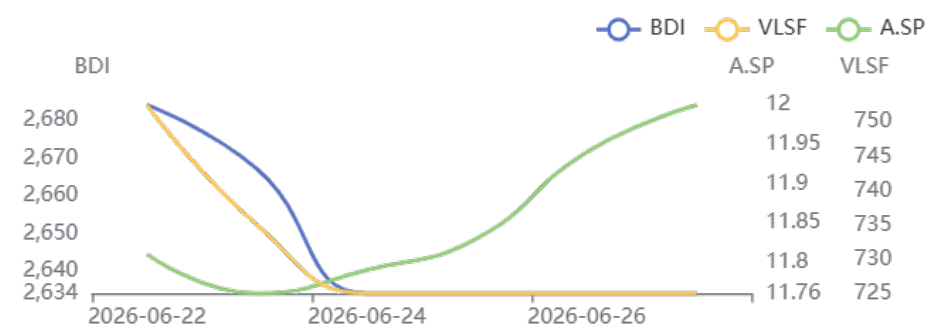
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	3	2	1	2	3	2	3
Pan.	4	6	8	4	10	5	3
PPx	8	6	5	2	9	2	4
NPx	4	3	0	0	0	0	2
Fd	4	1	4	2	5	3	3
UlcV	0	2	0	1	1	1	0
WT.h.	22.4	29.8	32.7	25.5	21.8	45.8	8



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

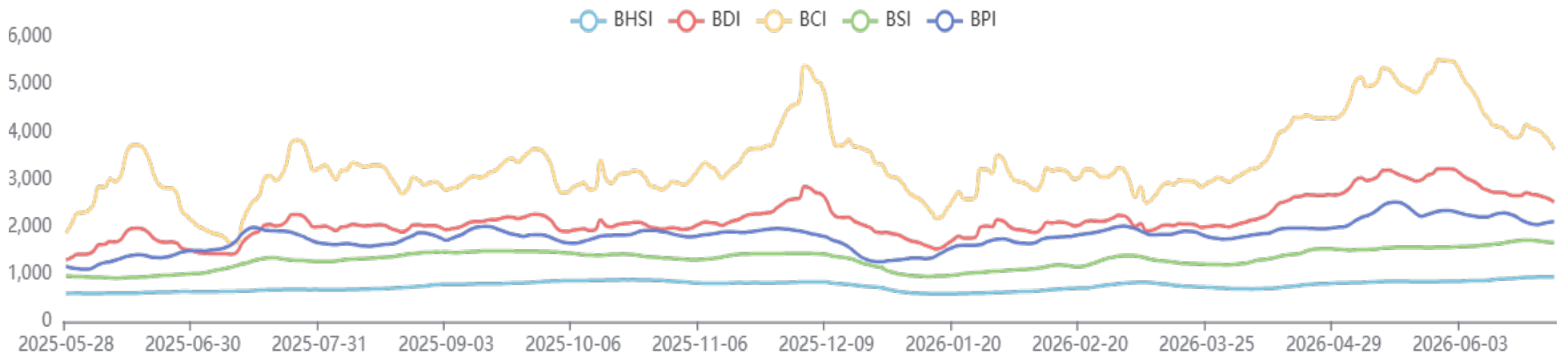
Type	M	T	W	Th	F	Sat	Sun
BDI	4074	2045	2071	2071	2071	2071	2071
VLSF	752.5	735	725	725	725	725	725
A.SP	11.81	11.76	11.79	11.83	11.94	12.0	



# 第三部分 航运市场 SHIPPING MARKET

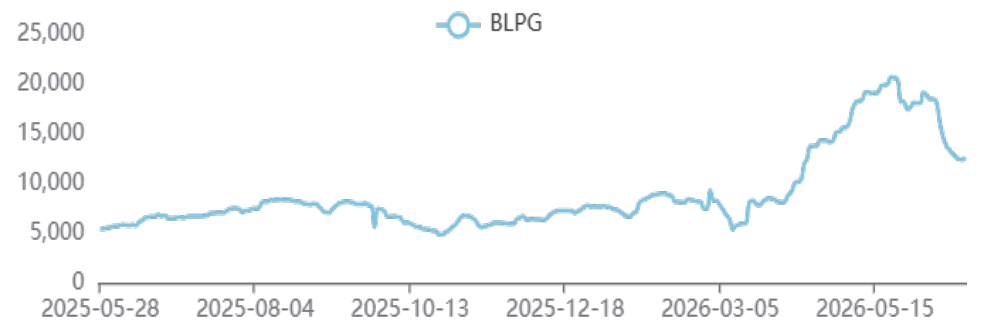
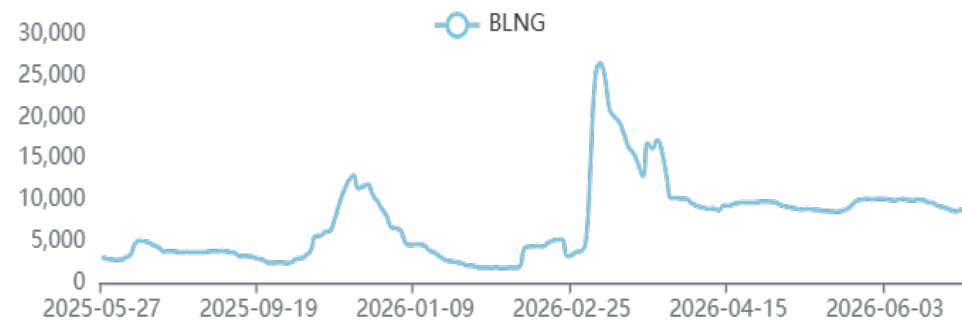
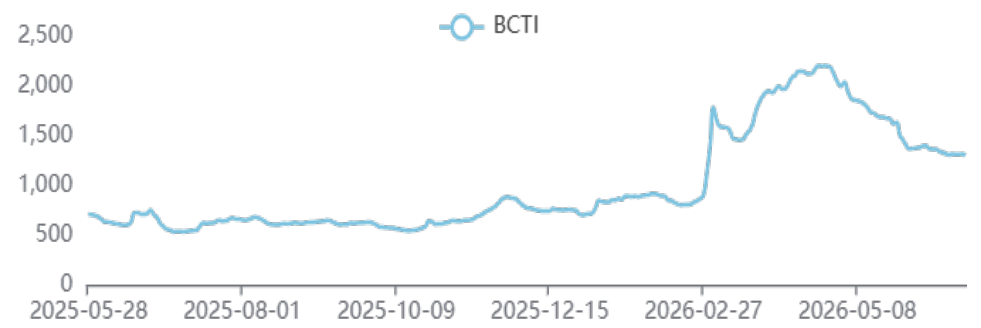
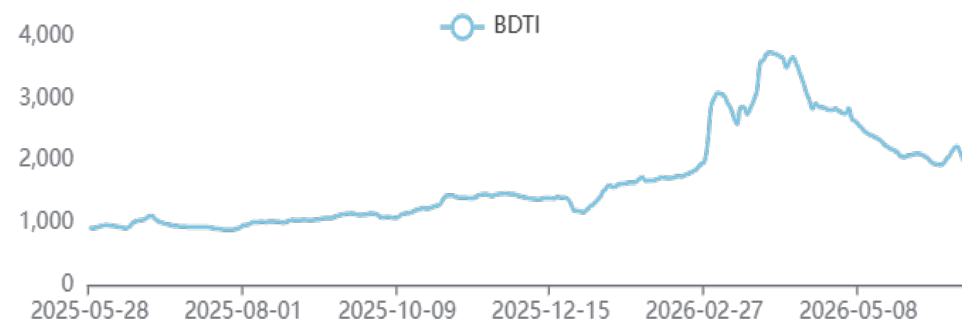
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2524	-198.0	-7.27	-21.71	62.52
BCI	3640	-509.0	-12.27	-33.85	55.22
BPI	2110	14.0	0.67	-9.94	43.73
BSI	1670	-48.0	-2.79	6.44	67.0
BHSI	945	11.0	1.18	11.05	48.58

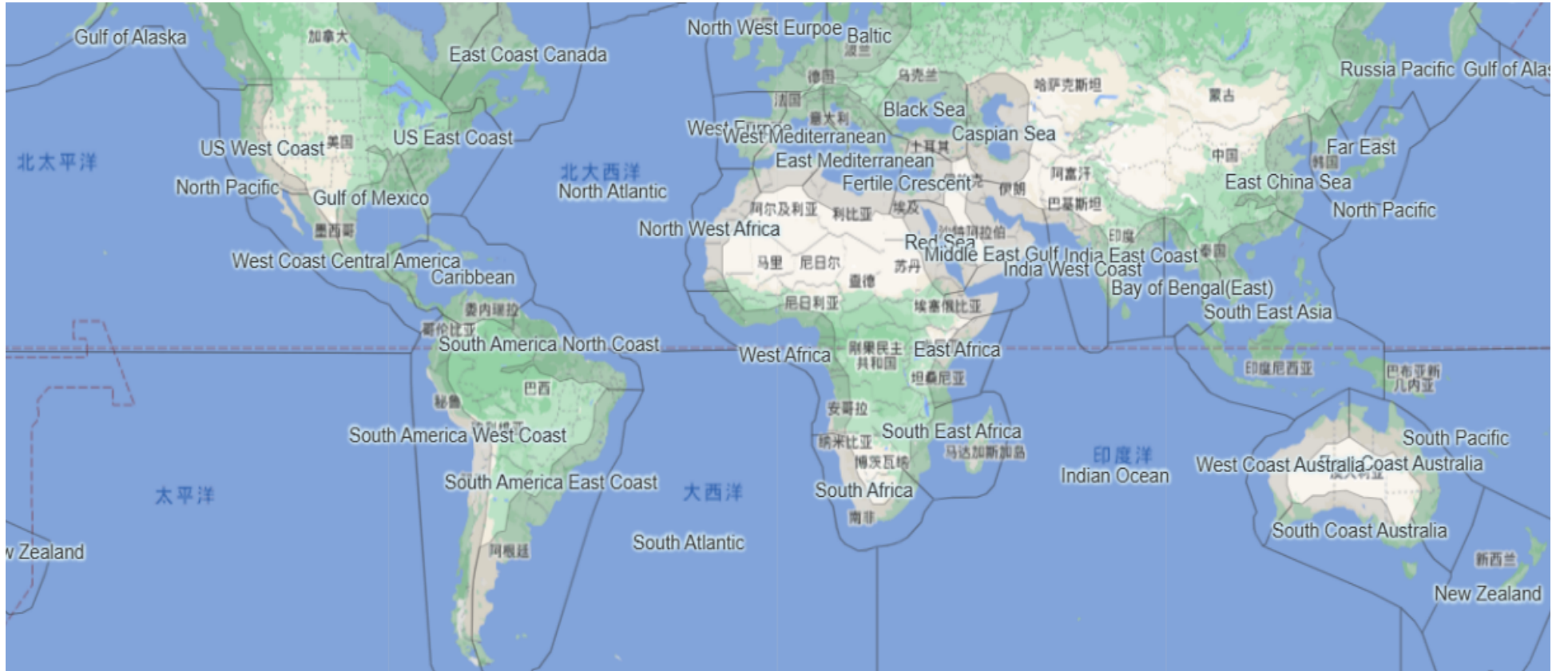


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1914	-178.0	-8.51	-7.45	87.28
BCTI	1298	-9.0	-0.69	-13.7	92.01
BLNG	8810	-383.0	-4.17	-12.6	76.45
BLPG	12573	-787.0	-5.89	-31.15	94.15



## 第四部分 运力分布 SUPPLY DISTRIBUTION

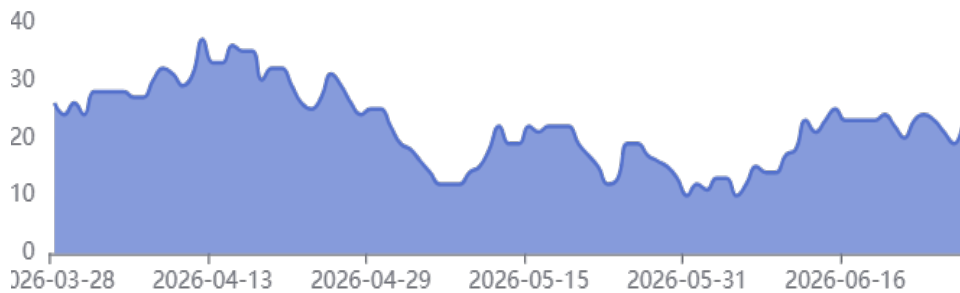


### 好望角型散货船 Capesize

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.

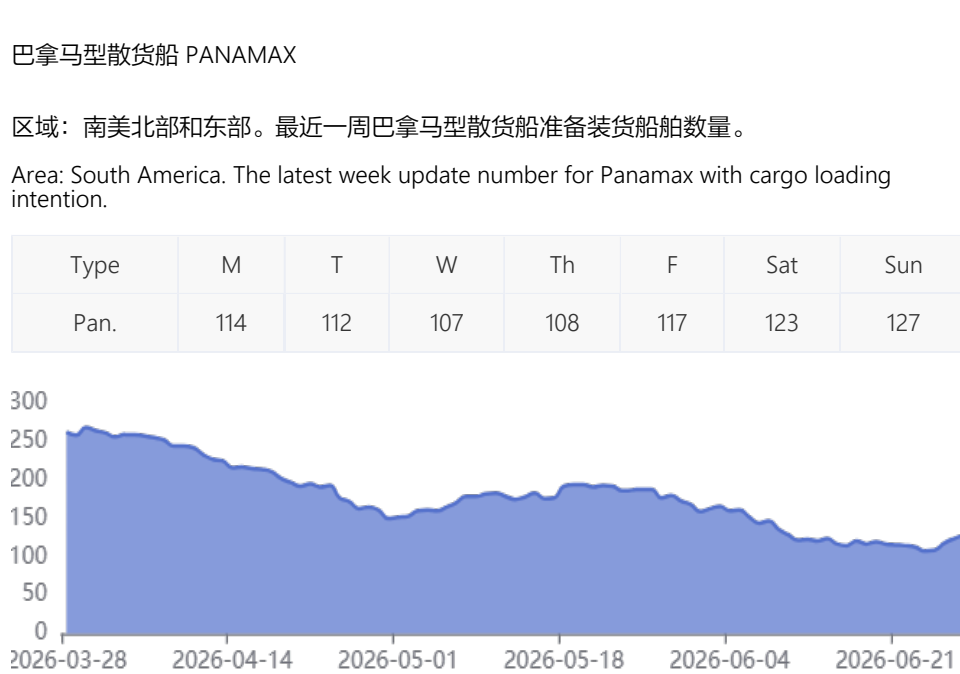
Type	M	T	W	Th	F	Sat	Sun
Cape	20	23	24	23	21	19	23



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	19	19	21	28	25	28	29

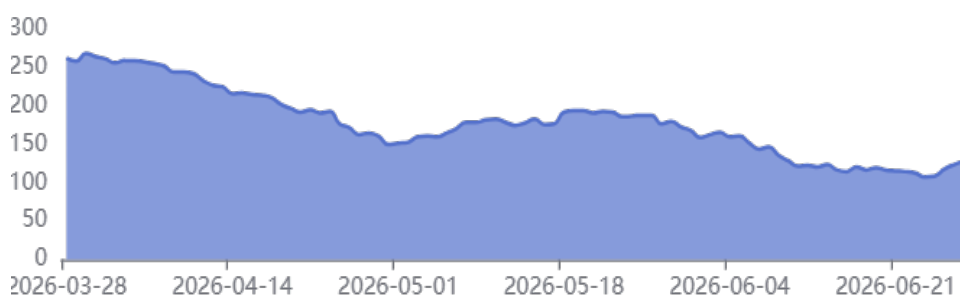


### 巴拿马型散货船 PANAMAX

区域：南美北部和东部，最近一周巴拿马型散货船准备装货船舶数量。

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

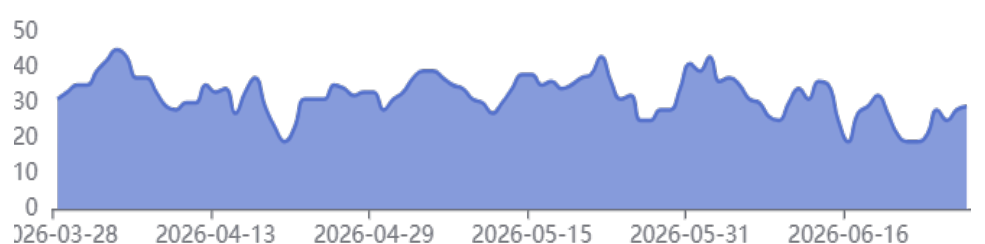
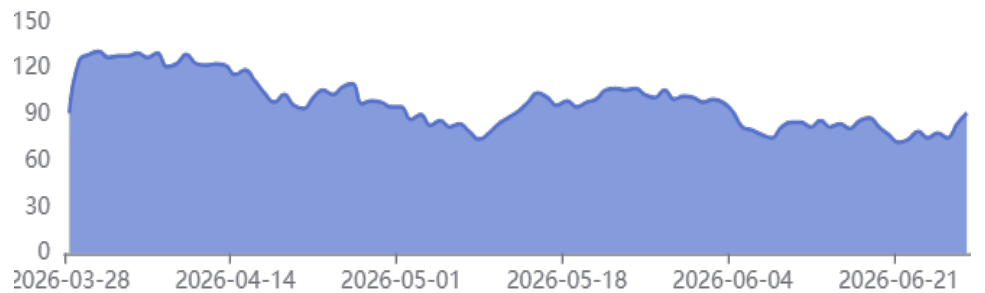
Type	M	T	W	Th	F	Sat	Sun
Pan.	114	112	107	108	117	123	127



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.

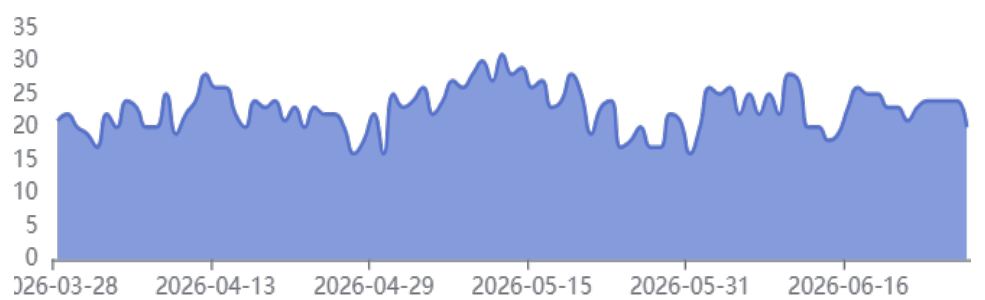
Type	M	T	W	Th	F	Sat	Sun
Cape	74	79	75	78	75	84	91



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.

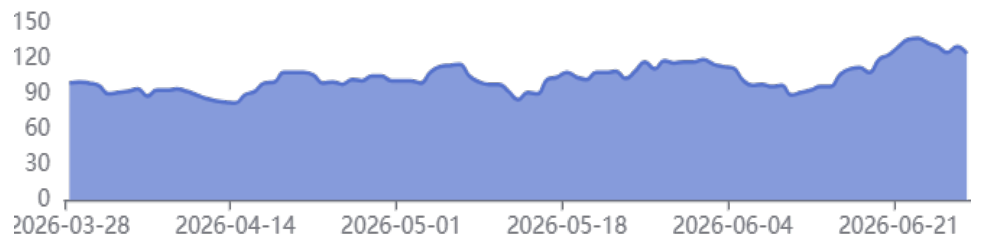
Type	M	T	W	Th	F	Sat	Sun
Pan.	8	9	10	7	9	10	9



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.	136	137	133	130	125	130	124

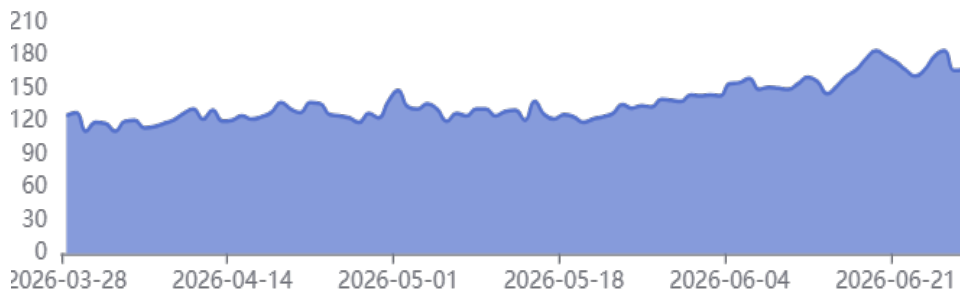


#### 超大灵便型散货 SUPRAMAX

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.

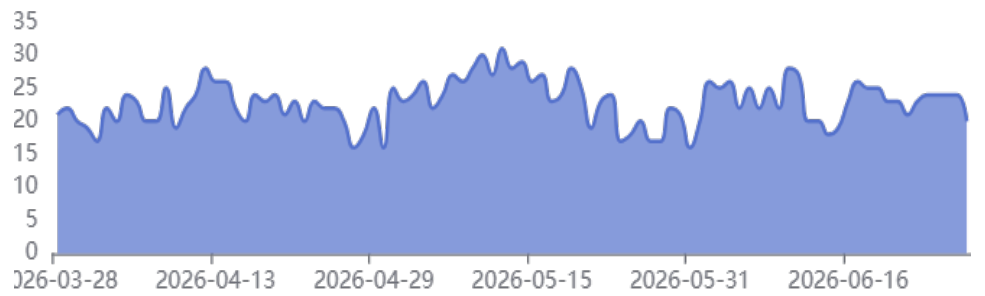
Type	M	T	W	Th	F	Sat	Sun
SMX	167	161	167	179	184	166	167



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.

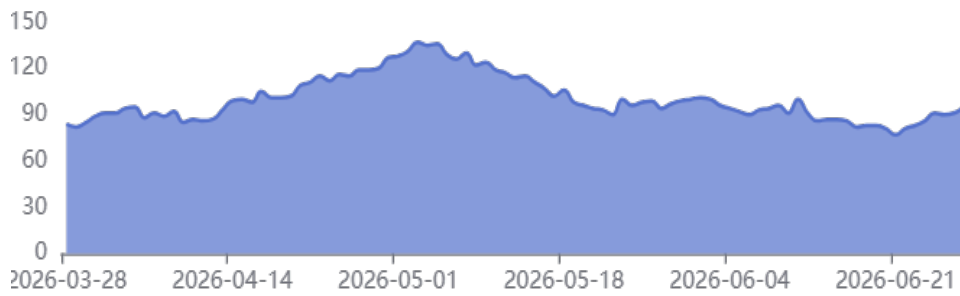
Type	M	T	W	Th	F	Sat	Sun
SMX	21	23	24	24	24	24	20



区域：美湾。最近一周超大灵便型散货船准备装货船舶数量。

Area: US Gulf. The latest week update number for Supramax with cargo loading intention.

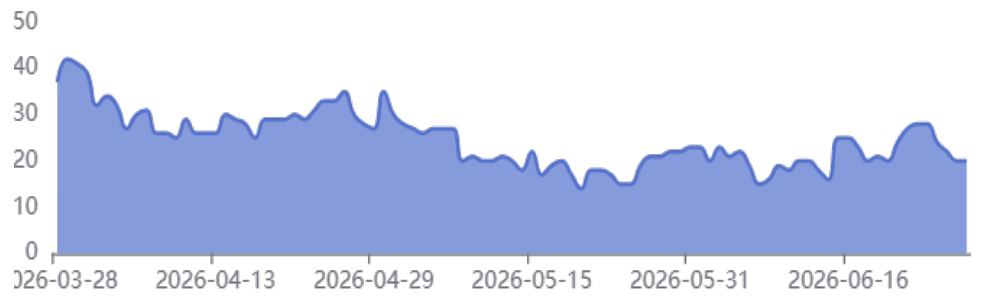
Type	M	T	W	Th	F	Sat	Sun
SMX	27	28	28	24	22	20	20



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.

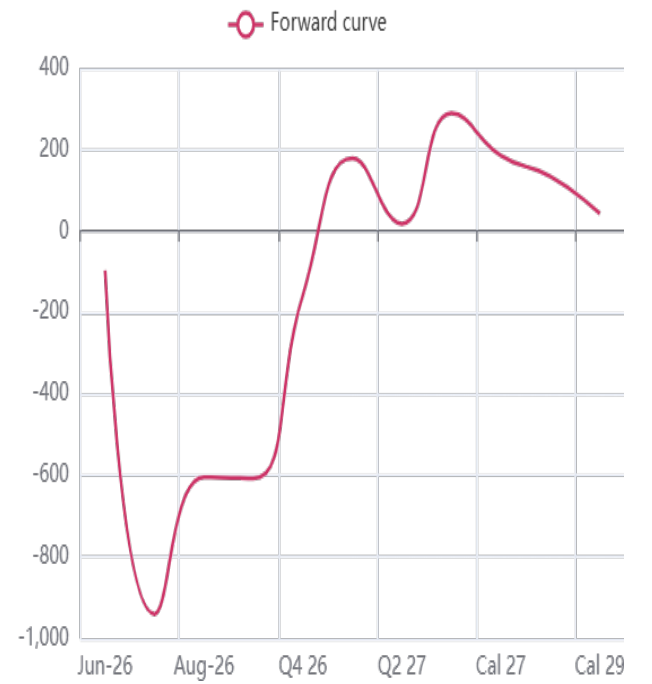
Type	M	T	W	Th	F	Sat	Sun
SMX	81	83	86	91	90	91	95



# 第五部分 远期运价协议 FFA

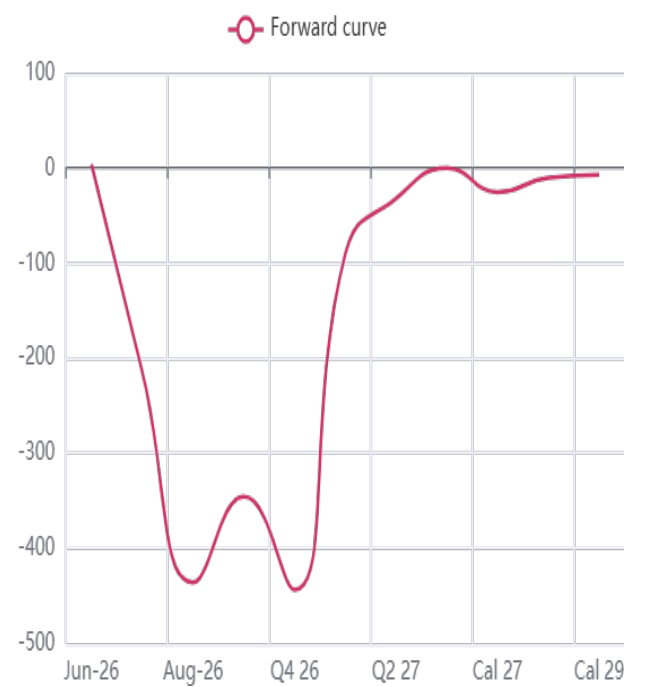
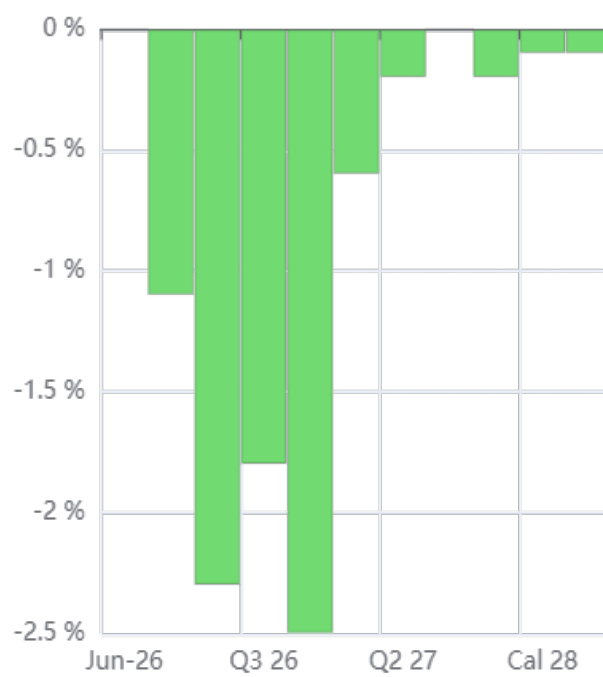
## 好望角型散货船Capesize

5TC	\$/day	WoW	
Jun-26	38,867.00	-97.0	-0.2 %
Jul-26	30,117.00	-940.0	-3.0 %
Aug-26	32,285.00	-604.0	-1.8 %
Q3 26	32,569.67	-607.33	-1.8 %
Q4 26	35,296.00	-156.67	-0.4 %
Q1 27	26,546.00	179.0	0.7 %
Q2 27	32,739.00	18.0	0.1 %
Q3 27	31,203.00	289.0	0.9 %
Cal 27	30,417.50	185.0	0.6 %
Cal 28	27,046.00	134.0	0.5 %
Cal 29	25,389.00	43.0	0.2 %



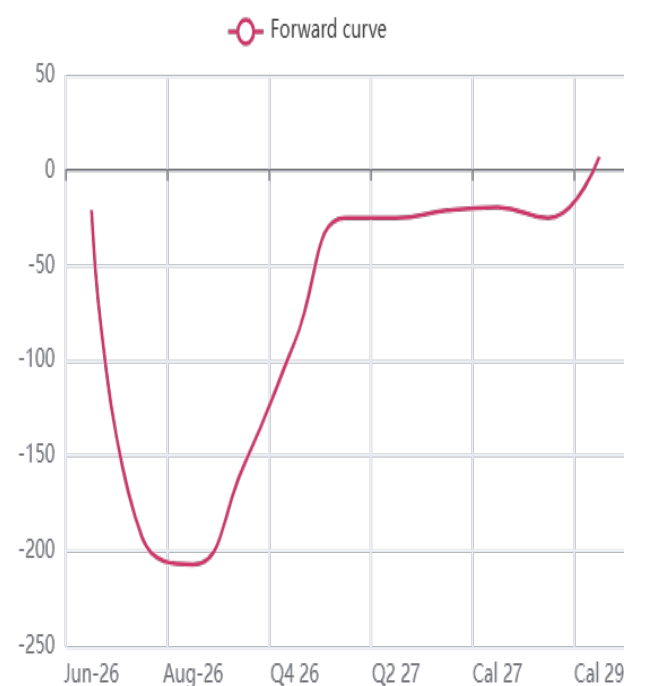
## 巴拿马型散货船Panamax

4TC	\$/day	WoW	
Jun-26	19,629.00	4.0	0.0 %
Jul-26	18,532.00	-214.0	-1.1 %
Aug-26	18,300.00	-436.0	-2.3 %
Q3 26	18,396.33	-345.33	-1.8 %
Q4 26	17,641.67	-443.67	-2.5 %
Q1 27	14,989.00	-90.0	-0.6 %
Q2 27	16,229.00	-32.0	-0.2 %
Q3 27	15,521.00	0.0	0.0 %
Cal 27	15,475.75	-25.25	-0.2 %
Cal 28	14,404.00	-10.0	-0.1 %
Cal 29	13,789.00	-7.0	-0.1 %



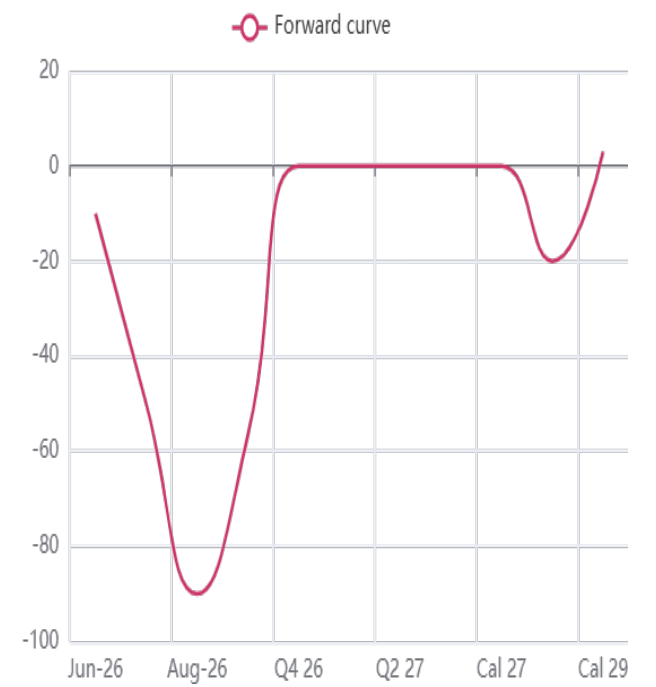
## 超大灵便型散货船Supramax

10TC	\$/day	WoW	
Jun-26	20,852.00	-21.0	-0.1 %
Jul-26	19,705.00	-193.0	-1.0 %
Aug-26	19,345.00	-207.0	-1.1 %
Q3 26	19,426.67	-155.0	-0.8 %
Q4 26	18,724.67	-90.33	-0.5 %
Q1 27	14,891.00	-25.0	-0.2 %
Q2 27	16,413.00	-25.0	-0.2 %
Q3 27	15,459.00	-21.0	-0.1 %
15,534.00	Cal 27	-19.5	-0.1 %
Cal 28	14,427.00	-25.0	-0.2 %
Cal 29	14,202.00	7.0	0.0 %



## 灵便型散货船Handysize

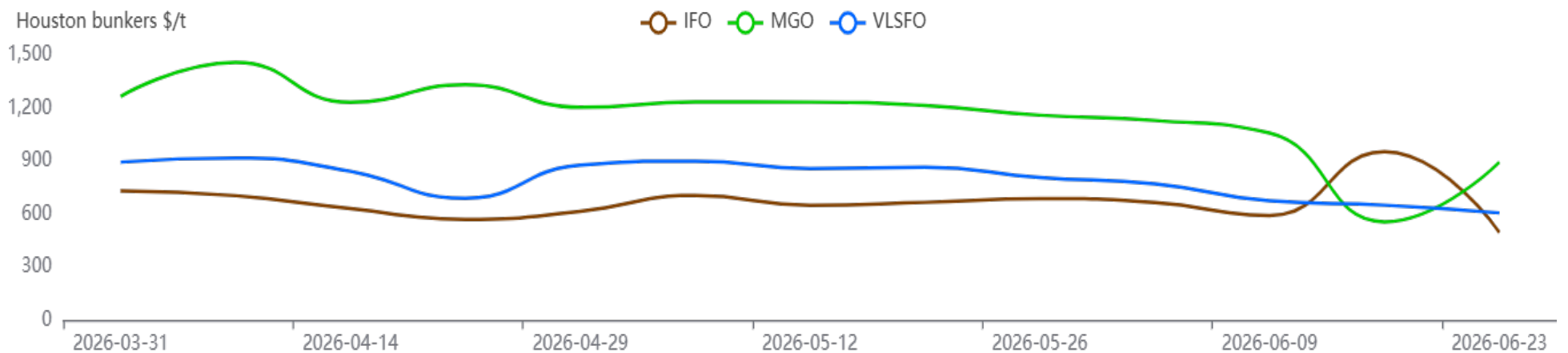
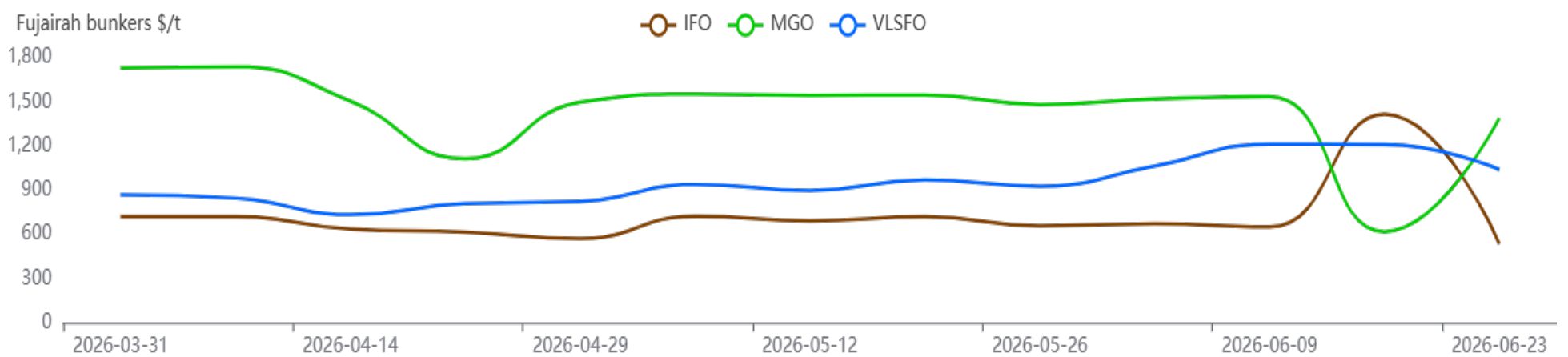
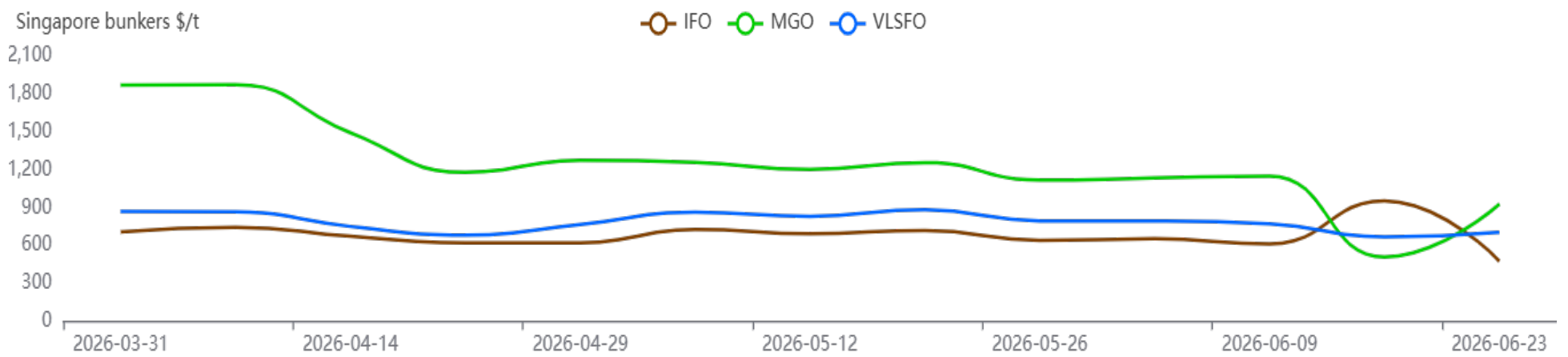
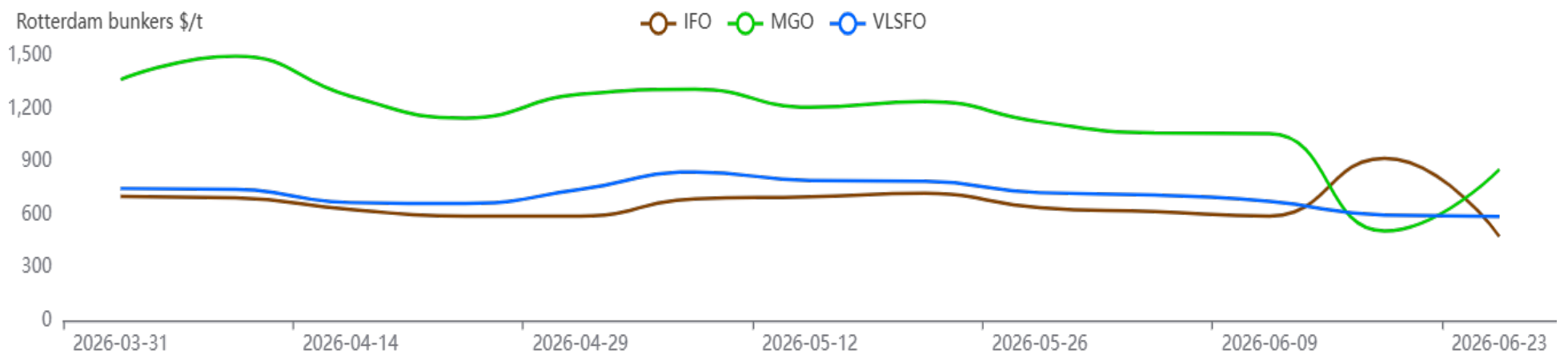
7TC	\$/day	WoW	
Jun-26	16,050.00	-10.0	-0.1 %
Jul-26	16,060.00	-50.0	-0.3 %
Aug-26	15,760.00	-90.0	-0.6 %
Q3 26	15,780.00	-56.67	-0.4 %
Q4 26	14,913.33	0.0	0.0 %
Q1 27	11,810.00	0.0	0.0 %
Q2 27	13,480.00	0.0	0.0
Q3 27	12,945.00	0.0	0.0 %
Cal 27	12,676.25	0.0	0.0 %
Cal 28	11,780.00	-20.0	-0.2 %
Cal 29	11,570.00	3.0	0.0 %



## 第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	671.0	497.0	947.5	174.0	481.0	-156.68	32.82
Singapore	701.5	473.5	926.0	228.0	513.5	-179.86	47.1
Rotterdam	591.0	477.0	857.0	114.0	436.0	-135.4	33.33
Fujairah	1039.5	534.5	1388.0	505.0	710.5	-345.74	87.38
Houston	607.0	497.5	895.0	109.5	412.5	-136.14	-7.98

(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	1.0	0.49	-2.83	2.49
Maize		218.0	-3.0	-1.36	-5.63	2.35
Soybeans		221.0	0.0	0.0	-3.91	5.24
Rice		175.0	2.0	1.16	3.55	2.34
Barley		238.0	-1.0	-0.42	-4.03	7.69
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	72.56	-3.66	-4.8	-17.27	9.56
Brent	USD/Bbl	76.42	-2.7	-3.41	-16.42	10.69
Natural Gas	USD/MMBtu	3.14	-0.11	-3.38	-5.14	-13.74
Gasoline	USD/Gal	2.93	0.04	1.38	-4.56	35.65
Heating Oil	USD/Gal	3.14	-0.06	-1.88	-11.05	37.72
Ethanol	USD/Gal	1.82	-0.01	-0.55	-9.9	11.66
Naphtha	USD/T	685.56	-4.03	-0.58	-6.75	20.92
Propane	USD/Gal	0.72	-0.03	-4.0	-17.24	-7.69
Uranium	USD/Lbs	85.75	-0.05	-0.06	0.65	10.57
Methanol	CNY/T	2633.0	-297.0	-10.14	-12.79	8.67
TTF Gas	EUR/MWh	41.68	-0.31	-0.74	-11.64	14.41
UK Gas	GBP/thm	100.29	0.5	0.5	-12.17	17.84
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	6.12	-0.37	-5.7	-3.77	25.41
Coal	USD/T	143.95	-1.05	-0.72	4.69	34.22
Steel	CNY/T	3079.0	-42.0	-1.35	-3.08	4.34
Iron Ore	USD/T	100.53	-1.13	-1.11	-7.8	6.1
Aluminum	USD/T	3258.2	-135.65	-4.0	-10.92	32.88
Lithium	CNY/T	157500.0	-11500.0	-6.8	-11.27	162.94
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4075.23	-265.6	-6.12	-9.97	22.77
Silver	USD/t.oz	61.56	-8.71	-12.4	-18.38	70.72
Platium	null	1641.3	-173.3	-9.55	-14.58	25.98
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.14	-0.02	-1.72	-1.72	-1.72
USD/CNY		6.81	0.03	0.44	0.59	-5.02

## 第八部分 本周话题 WEEKLY TOPIC



### 巴拿马运河通行情况

HIFLEET航运大数据显示，受之前霍尔木兹海峡航运受阻带来连锁影响，巴拿马运河这一全球航运关键要道在2026年4月初和5月下旬出现持续压力的拥堵现象，有些船舶或将被迫绕行更远航线，航运扰动酝酿了近2个月时间，今年5月初和6月中旬，船舶锚泊等待平均时间甚至到5天时间。多重因素叠加，运河开展维护工程、厄尔尼诺气候现象或将再度来袭，都会进一步拉长船舶等候时长，倒逼航运企业更换路线。

在6月18号美伊签订谅解备忘录之前，中东局势打乱霍尔木兹海峡能源运输通道，亚洲市场对美国油气资源需求激增，市场目光随之聚焦巴拿马运河。自中东冲突爆发后，美国能源出口规模大幅上涨，运河通行量持续饱满。根据HIFLEET航运大数据显示，中东冲突爆发前半年，运河日均锚泊数量 55 艘船舶左右；今年 3 月起日均锚泊数量升至近 100 艘，平均锚泊等待时间大幅度延长40%。2026年5 月某单艘船舶运河通航优先名额拍卖成交价突破 400 万美元，刷新行业纪录。

能源运输船舶通行量涨幅尤为突出，2026年4 至 5 月油船运输船月均通航 300 艘，较 2025 年同期上涨 50%，大量船只负责将美国精炼油品运往亚洲、澳大利亚。受船体尺寸限制，超大型原油运输船（VLCC）无法通行运河，大多绕行好望角运输美国原油；而超大型气体运输船（VLGC）船队规模持续扩张，通航名额竞争激烈，其月通航量稳定维持在 100 艘左右。

运河拥堵延误促使大批大型液化气船选择长途绕行，也带动航运运费收益创下历史高位。美国能源出口量持续走高加重运河负荷，运河通行受阻或将对全球航运产生更深远的负面影响。

业内预判厄尔尼诺现象大概率重现，会造成运河湖区水位走低，干扰运河正常通航作业。叠加维护工程带来的运力缩减，船舶等待时间或将进一步延长，更多船舶会选择绕行长途航线。

巴拿马运河管理局（ACP）于上周发布新规，自2026年 7 月 1 日起，新巴拿马型船闸允许通行船舶的最大吃水深度，由原先 50 英尺下调至 49.5 英尺（15.09 米）。管理局表示，此次调整是依据加通湖当下及未来数周的水位监测、预测数据制定，属于运河常态化水资源调度管理举措，该调整不会改变运河每日通航船舶总数。

为应对水资源短缺风险，运河管理局自2025年 12 月起已落地系列节水管控措施，提前应对 2026 年旱季；同时预判今年下半年至 2027 年或将出现厄尔尼诺，可能持续影响湖区供水，因此提前做好水资源储备与通航管控预案。

霍尔木兹海峡近期恢复通航至正常水平的60%。中东波斯湾地区将出现超大型乙烷运输船（VLGC）运力缺口，将进一步支撑运价走高。强劲的能源运输需求将长期托举航运行情；若巴拿马因厄尔尼诺遭遇干旱，运河通行受阻还会进一步推高航运运费，带来运价上行空间。

HIFLEET Shipping Big Data shows that as a knock-on effect of previous shipping disruptions in the Strait of Hormuz, the Panama Canal, a critical global shipping artery, suffered persistent congestion in early April and late May 2026. Some vessels have been forced to take much longer alternative routes amid shipping disruptions that have lingered for nearly two months. In early May and mid-June this year, the average anchoring waiting time for vessels reached as long as five days. Multiple overlapping factors—canal maintenance projects and the likely return of the El Niño climate phenomenon—will further extend vessel waiting times and compel shipping companies to switch routes.

Prior to the signing of the Memorandum of Understanding between the United States and Iran on June 18, tensions in the Middle East disrupted energy transport through the Strait of Hormuz. Surging Asian demand for U.S. oil and gas resources shifted market focus to the Panama Canal. Following the outbreak of Middle East conflicts, U.S. energy export volumes rose sharply, keeping canal traffic at full capacity. Per HIFLEET Shipping Big Data, the average daily number of vessels anchored near the canal stood at around 55 in the six months before the Middle East tensions flared; starting in March this year, this figure jumped to nearly 100, pushing the average anchoring waiting time up by 40%. In May 2026, the winning bid for a single priority canal transit slot exceeded USD 4 million, setting a new industry record.

Tanker traffic saw an especially notable surge. Between April and May 2026, an average of 300 oil tankers transited the canal monthly, a 50% year-on-year increase compared to the same period in 2025. Most of these vessels carried refined U.S. petroleum products to Asia and Australia. Very Large Crude Carriers (VLCCs) are unable to pass through the canal due to size constraints and mostly reroute around the Cape of Good Hope to ship U.S. crude oil. Meanwhile, the fleet of Very Large Gas Carriers (VLGCs) continues to expand, sparking fierce competition for transit slots, with monthly VLGC transits holding steady at roughly 100 vessels.

Severe congestion and delays at the canal have driven numerous large liquefied gas carriers to take lengthy detours, pushing shipping freight rates to all-time highs. Sustained growth in U.S. energy exports has strained canal capacity, and restricted transit at the waterway may trigger far-reaching negative impacts on global shipping. Industry insiders predict a high probability of a renewed El Niño event, which will lower water levels in the canal's lakes and disrupt normal canal operations. Combined with reduced capacity from maintenance works, vessel waiting times are expected to lengthen further, prompting more ships to opt for longer alternative voyages.

The Panama Canal Authority (ACP) released new regulations last week: effective July 1, 2026, the maximum allowable draft for vessels transiting the New Panamax locks will be reduced from 50 feet to 49.5 feet (15.09 meters). The authority stated the adjustment was formulated based on real-time and forecasted water level monitoring data of Gatun Lake for the coming weeks, as a routine water resource management measure that will not alter the canal's total daily vessel transit volume.

To mitigate risks of water shortages, the Panama Canal Authority rolled out a series of water conservation and control measures starting December 2025 to prepare in advance for the 2026 dry season. It also forecasts that El Niño may occur from late 2026 through 2027, which could continuously strain lake water supplies, hence the authority has pre-established water storage and transit control contingency plans.

Shipping throughput at the Strait of Hormuz has recently recovered to 60% of its normal capacity. The Persian Gulf region will face a shortage of Very Large Ethane Carrier (VLEC) capacity, which will further buoy freight rates. Robust long-term energy transport demand will underpin shipping market performance. Should drought triggered by El Niño disrupt navigation at the Panama Canal, further upward pressure on shipping freight rates will emerge.

