



2025年 第50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

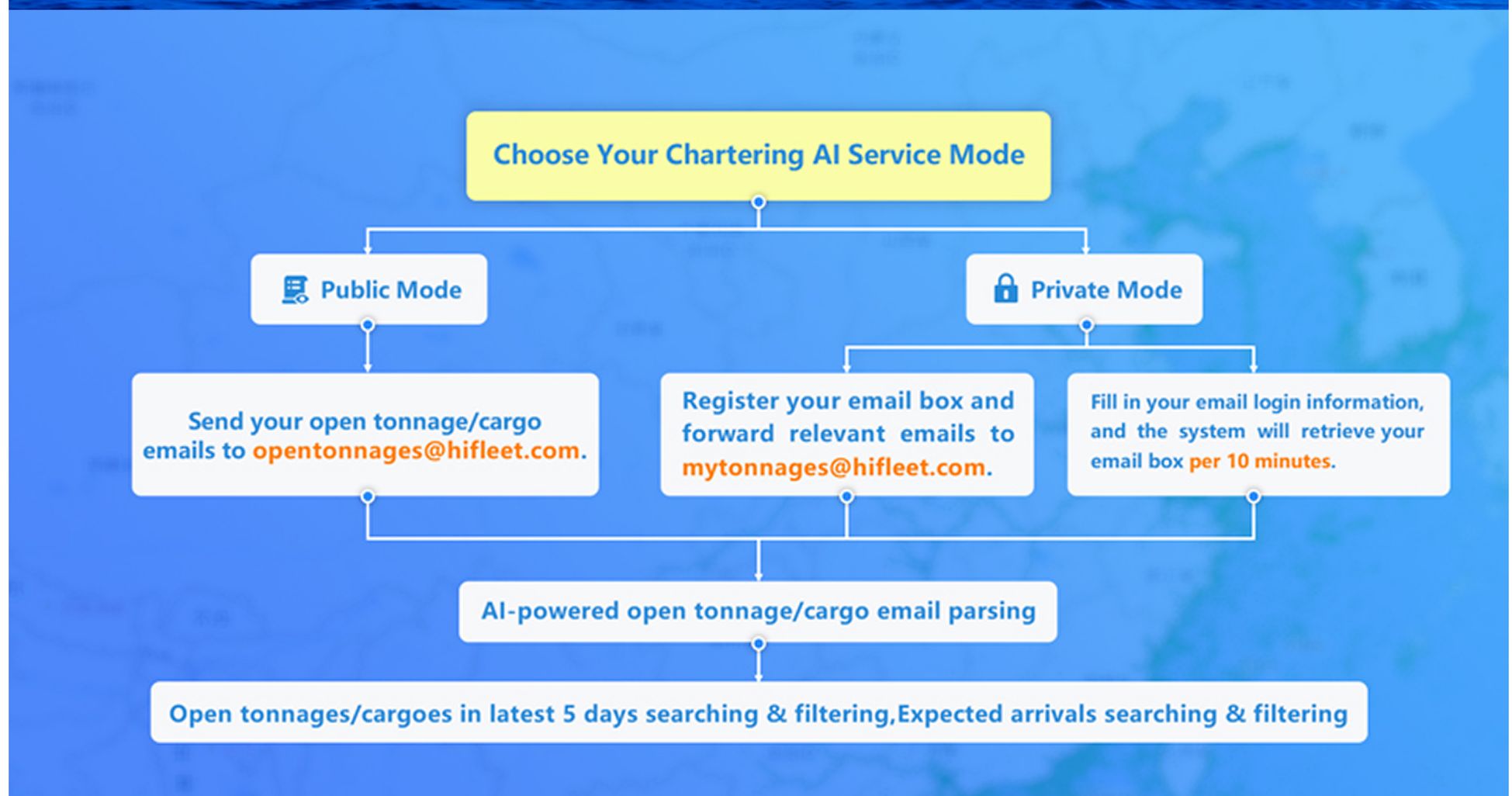


Basic authenticity screening for tonnage offers

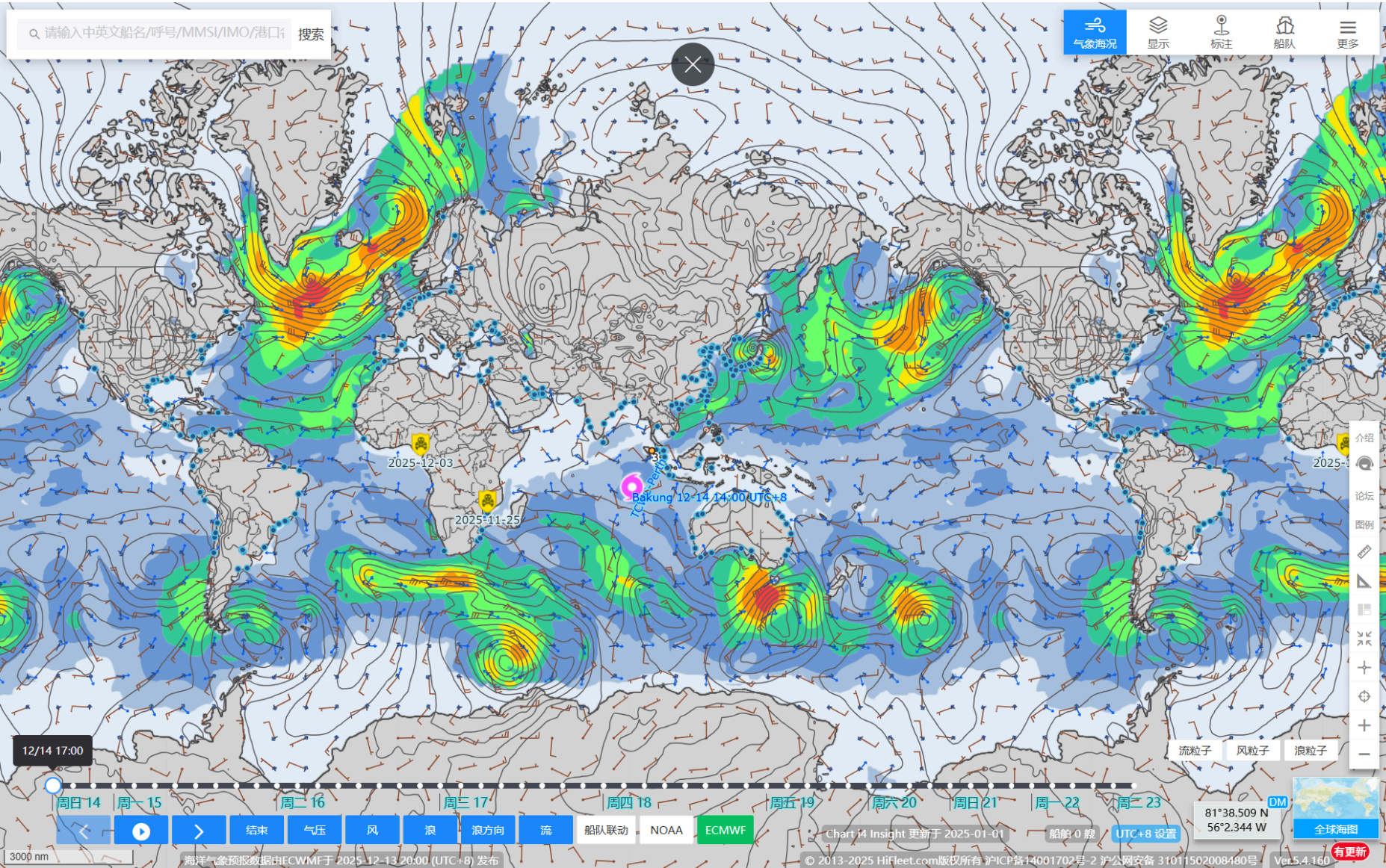
Sanctions-risk alerts for tonnage offers

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1373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 1373 navigational warnings in effect around the ocean on hiFleet with the Far East 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4-6级，中浪；黄海风力4-6级，中浪；东海风力4-6级，有大浪；台湾海峡4-7级风，前半周有大浪；中国南海风力5-7级，有巨浪。The coming week the wind in Bohai Sea is fresh with moderate sea. Wind in Yellow Sea is fresh with moderate sea. And wind in China East Sea is strong with rough sea. The wind in the Taiwan Strait will become weak with rough sea in the early of the next week. In the South China Sea the wind is near gale with very rough sea occasionally.

海盗事件 Piracy

12月3日，在赤道几内亚巴塔以西约 52 公里处，有海盗在航行中登上了一艘液化石油气运输船。他们劫持了船员，并绑架了其中九名船员后逃离。在事件中有一名船员受伤，已在船上接受了治疗，其余船员成功驾驶该船驶向了一个安全的港口。该事件已上报给相关当局。03.12.2025: 0411 UTC: Posn: 01:43.00N – 008:54.12E, Around 52nm West of Bata, Equatorial Guinea. Pirates boarded an LPG tanker while underway. They seized the crew and kidnapped nine crew before fleeing. One crew member was injured during the incident and received treatment on board. The remaining crew successfully navigated the tanker to a secure port. The incident has been reported to the relevant authorities.

海上事件 Marine Incidents

12 月 11日，委内瑞拉政府称美国在该国海岸附近扣押一艘超大型油轮的行为是公然的盗窃行为，也是国际上的海盗行为。该国的内政部长迪奥西多·卡贝洛甚至称美国是“凶手、盗贼、海盗”。On December 11th, the Venezuelan government stated that the US's act of seizing a very large oil tanker near the country's coast was a blatant act of theft and also an act of piracy in the international community. The country's interior minister, Diosdado Cabello, even called the US "murderers, thieves and pirates".

其它 Others

没有 Nil

备注 Remark

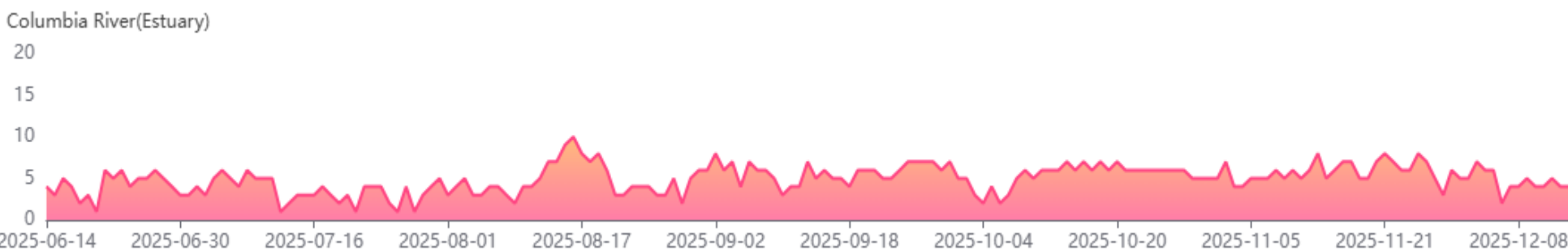
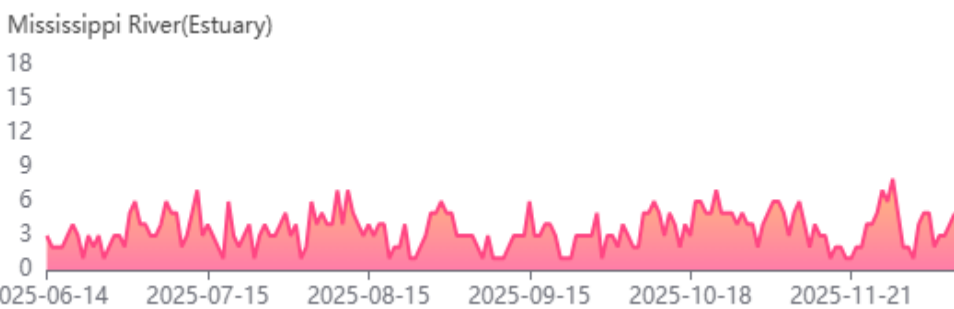
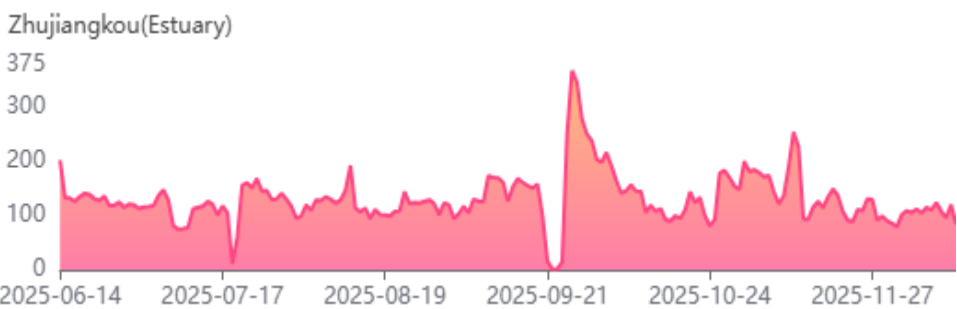
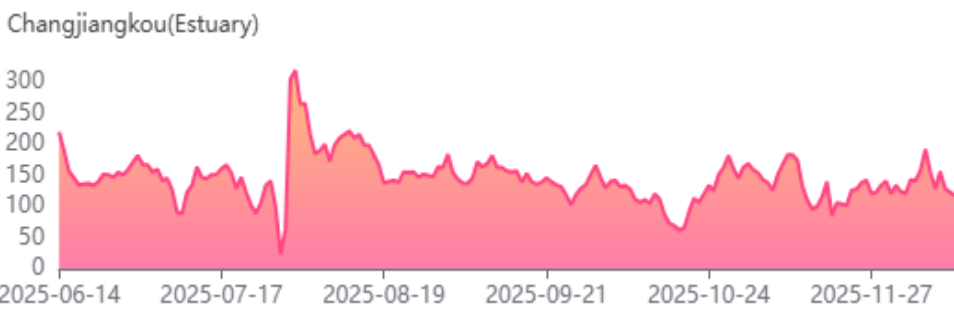
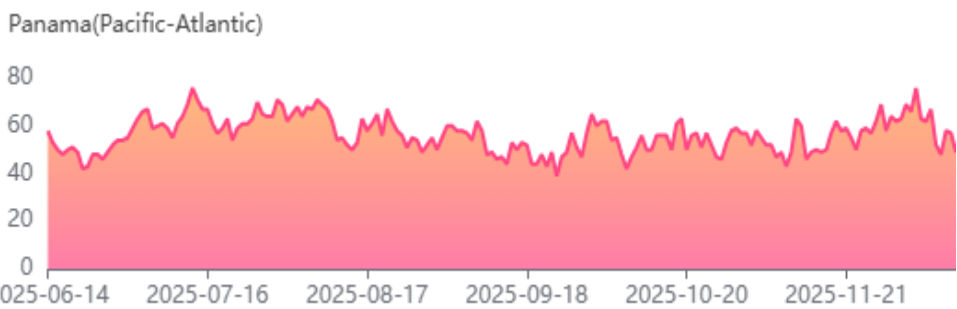
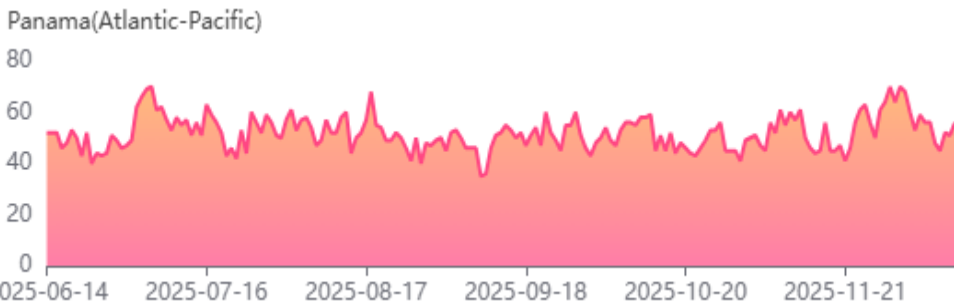
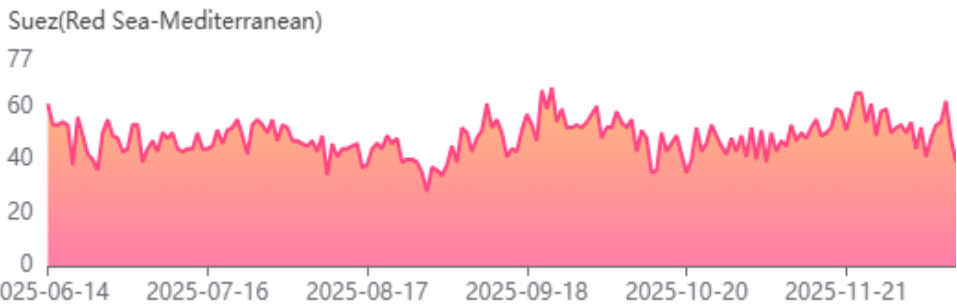
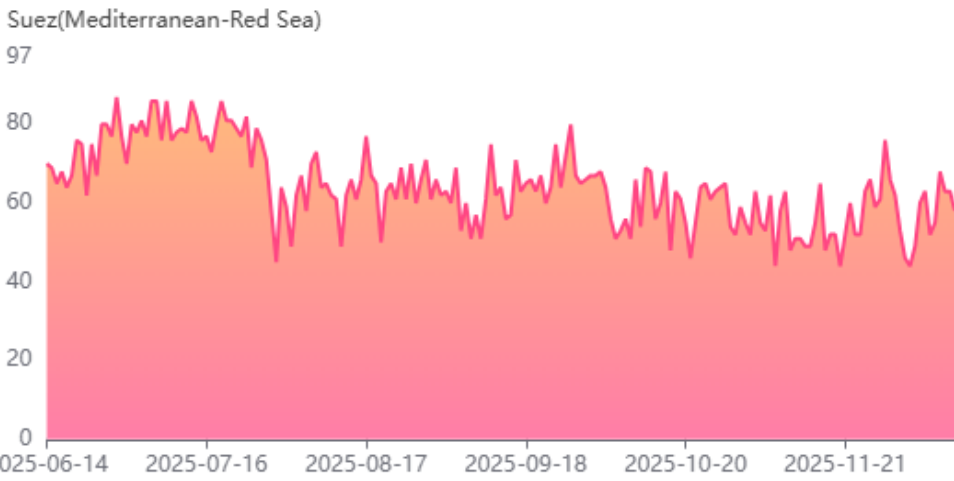
本报告数据截止时间为2025年12月14日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Dec 14th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	39	1488	-17	139
Miss.Riv.	5	83	-10	-39
CJK	118	3651	76	-374
Pa.Atlan.	56	1544	-85	101
Colum.Riv.	4	152	-7	-13
Suez.Med.	58	1604	26	-33
Pa.Pac.	49	1659	-65	122
ZJK	84	3018	73	-1277

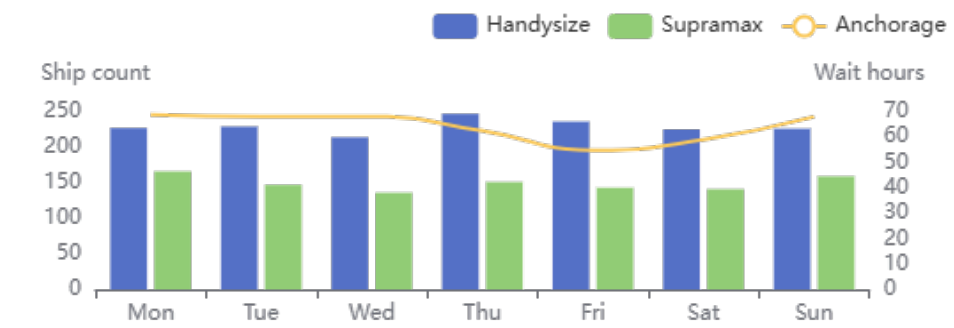


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

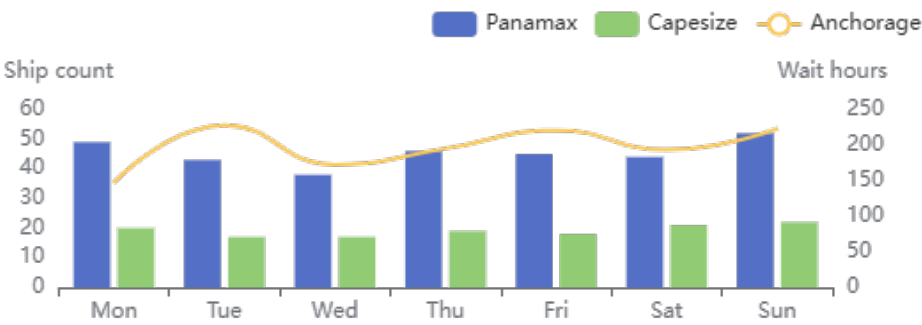
Type	M	T	W	Th	F	Sat	Sun
HDY	227	229	214	247	236	225	226
SMX	166	147	136	151	143	141	159
WT.h.	68.8	68	68.1	62.4	54.8	59	68



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

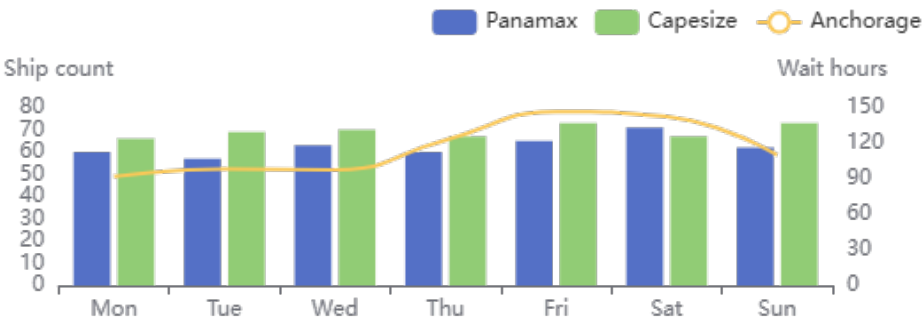
Type	M	T	W	Th	F	Sat	Sun
Pan.	49	43	38	46	45	44	52
Cap	20	17	17	19	18	21	22
WT.h.	147.1	227.9	172.8	195.3	220.8	193.5	223



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

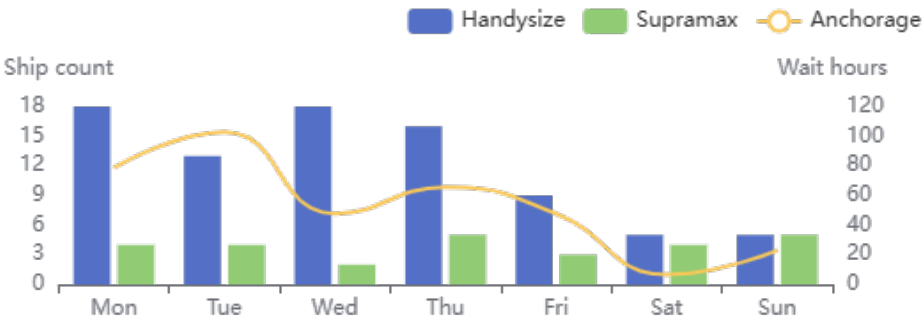
Type	M	T	W	Th	F	Sat	Sun
Pan.	60	57	63	60	65	71	62
Cap	66	69	70	67	73	67	73
WT.h.	91.8	98.3	97.4	122.6	146.6	142.4	110



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

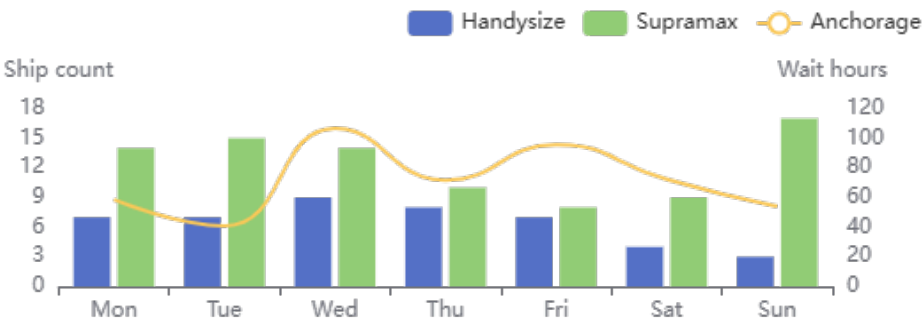
Type	M	T	W	Th	F	Sat	Sun
HDY	18	13	18	16	9	5	5
SMX	4	4	2	5	3	4	5
WT.h.	78.8	102.8	47.8	65.6	47.7	6.7	23



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

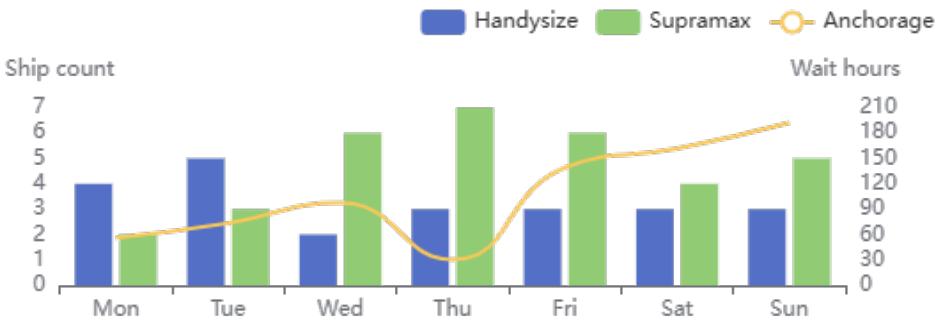
Type	M	T	W	Th	F	Sat	Sun
HDY	7	7	9	8	7	4	3
SMX	14	15	14	10	8	9	17
WT.h.	58.7	40.9	106.7	71.7	95.7	72.2	54



最近一周拉普拉特河区域超大型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of Plate River

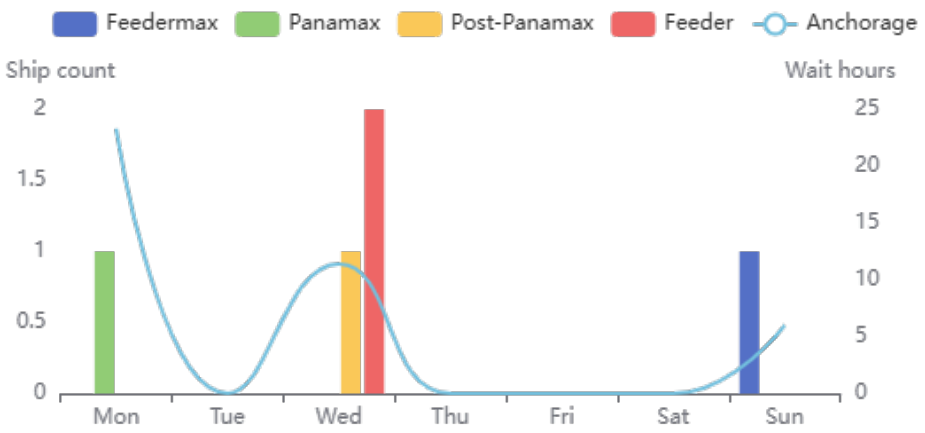
Type	M	T	W	Th	F	Sat	Sun
HDY	4	5	2	3	3	3	3
SMX	2	3	6	7	6	4	5
WT.h.	56.3	73.7	97.7	30.25	139.1	161.8	192



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

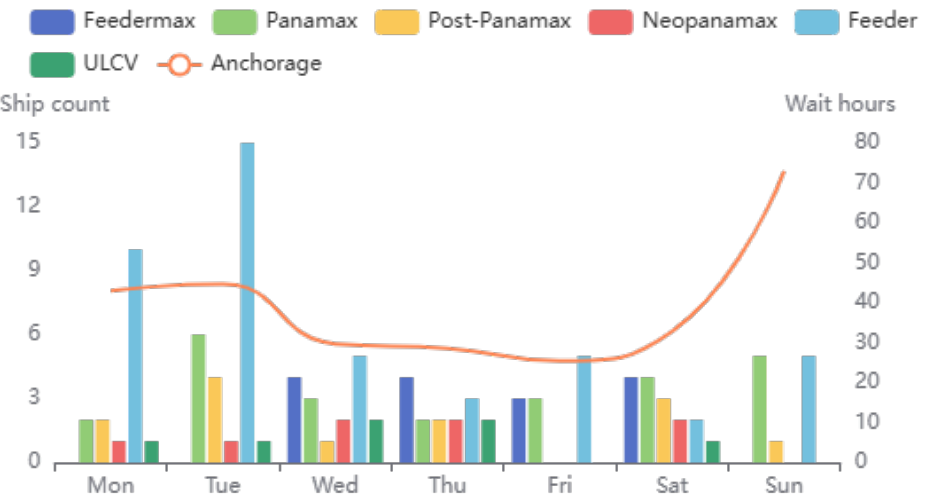
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	0	0	0	0	1
Pan.	1	0	0	0	0	0	0
PPx	0	0	1	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	0	0	2	0	0	0	0
WT.h.	23.3	0.0	11.4	0.0	0.0	0.0	6
Ulcw	0	0	0	0	0	0	0



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

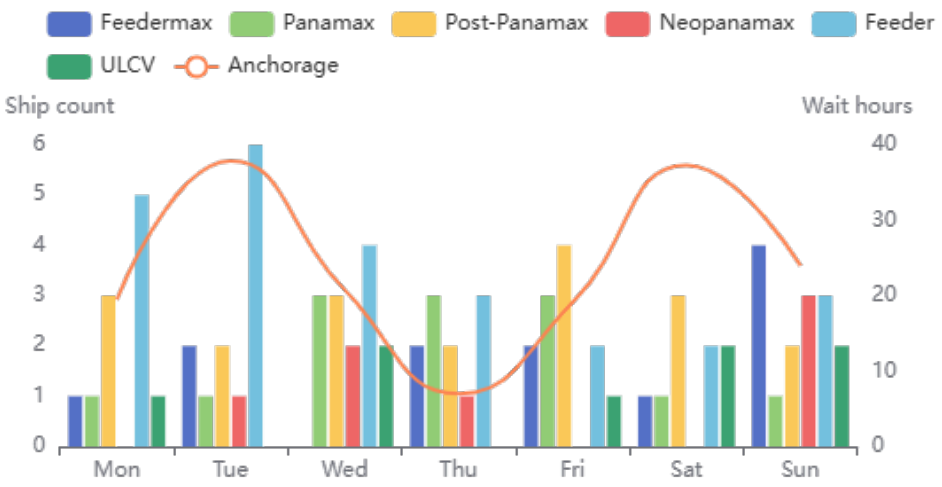
Type	M	T	W	Th	F	Sat	Sun
F.ma.	0	0	4	4	3	4	0
Pan.	2	6	3	2	3	4	5
PPx	2	4	1	2	0	3	1
NPx	1	1	2	2	0	2	0
Fd	10	15	5	3	5	2	5
Ulcw	1	1	2	2	0	1	0
WT.h.	43	44.7	29.7	28.6	25.4	32.8	73



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

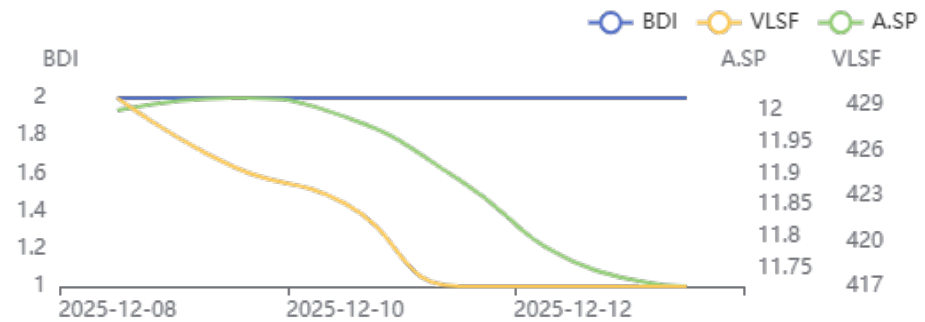
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	2	0	2	2	1	4
Pan.	1	1	3	3	3	1	1
PPx	3	2	3	2	4	3	2
NPx	0	1	2	1	0	0	3
Fd	5	6	4	3	2	2	3
Ulcw	1	0	2	0	1	2	2
WT.h.	19.5	37.9	20.8	7	19.1	37.3	24



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

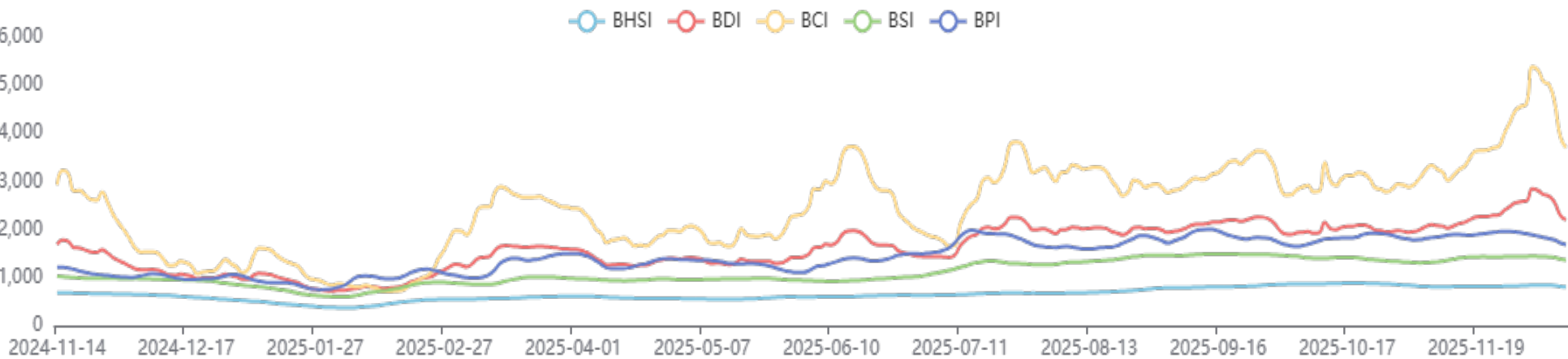
Type	M	T	W	Th	F	Sat	Sun
BDI	1813	1786	1764	1724	1724	1724	1724
VLSF	429.50	425.00	422.50	417.00	417.00	417.00	417.00
A.SP	12.0	12.02	11.99	11.89	11.76	11.72	



第三部分 航运市场 SHIPPING MARKET

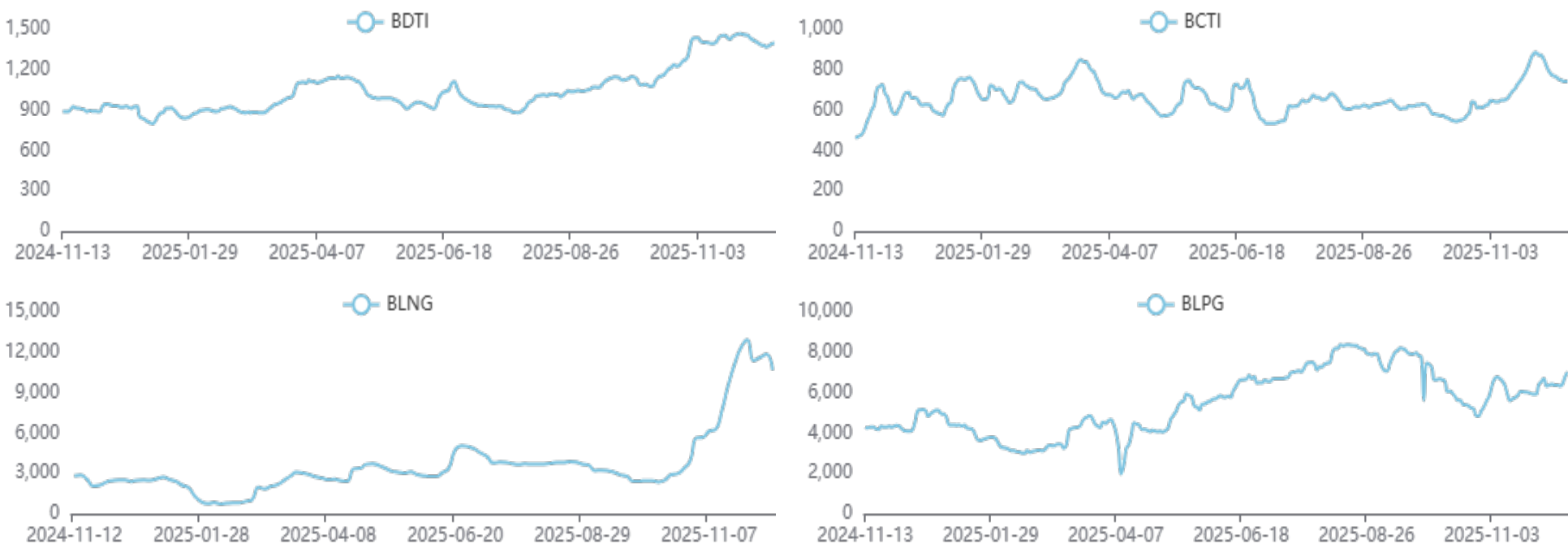
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2205	-522.0	-19.14	3.76	109.0
BCI	3706	-1377.0	-27.09	13.96	196.01
BPI	1688	-149.0	-8.11	-11.02	65.33
BSI	1371	-65.0	-4.53	-2.63	42.66
BHSI	805	-36.0	-4.28	-1.71	28.59

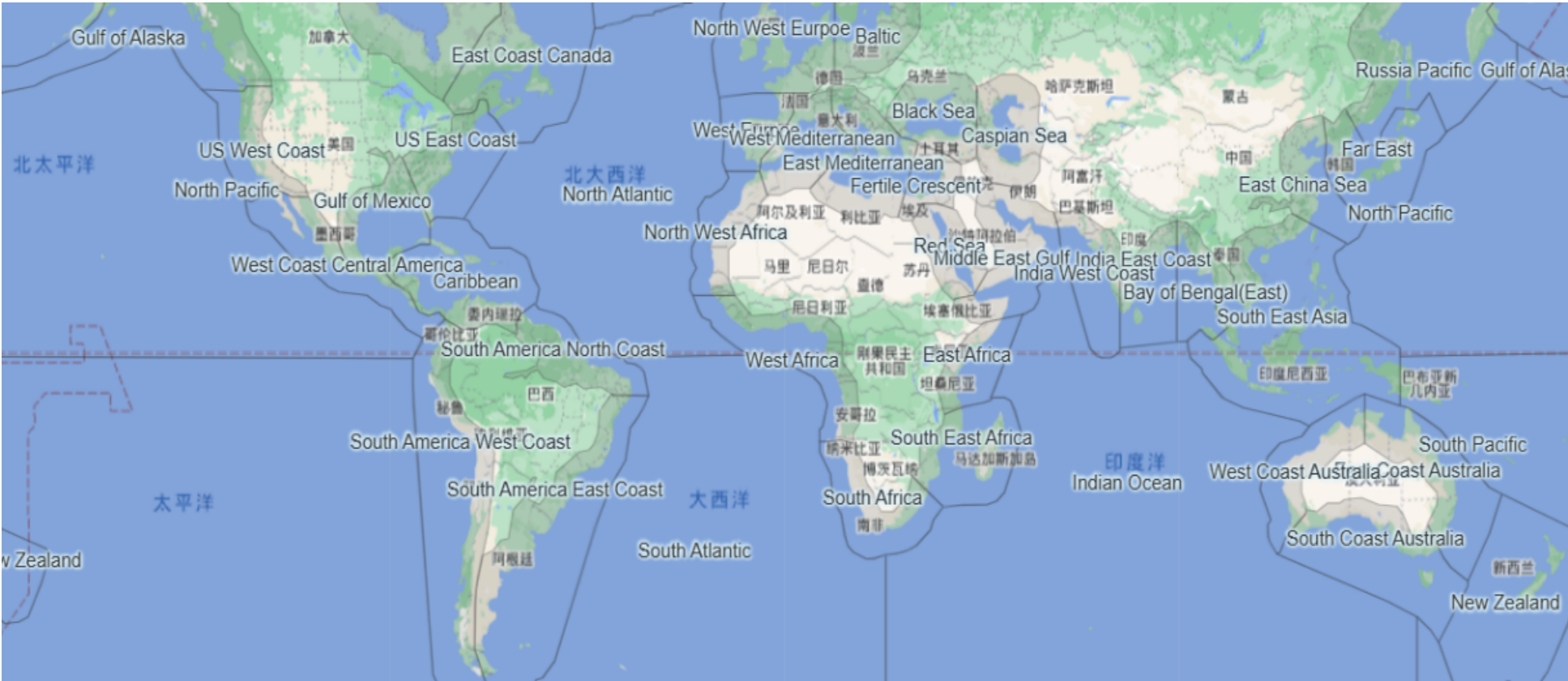


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1396	12.0	0.87	-3.92	50.27
BCTI	741	-28.0	-3.64	5.56	12.1
BLNG	10667	-946.0	-8.15	39.46	344.46
BLPG	7013	641.0	10.06	21.67	36.33



第四部分 运力分布 SUPPLY DISTRIBUTION

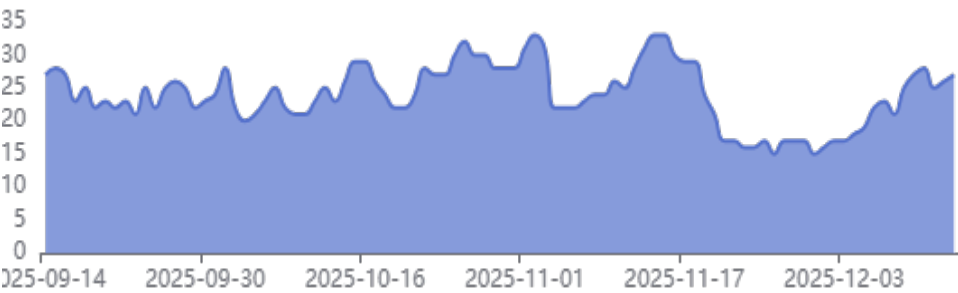


好望角型散货船 Capesize

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	21	25	27	28	25	26	27



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.

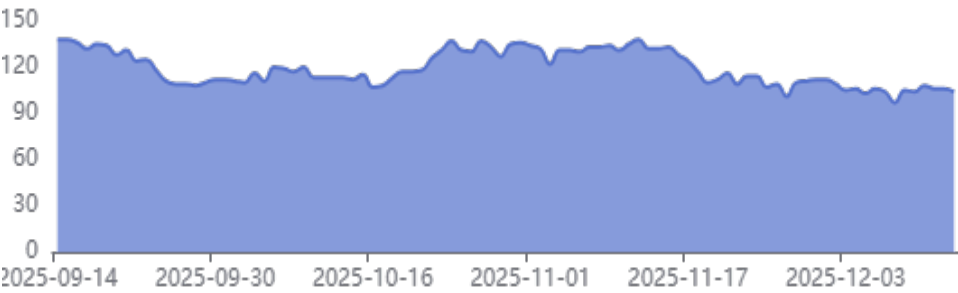
Type	M	T	W	Th	F	Sat	Sun
Cape	33	29	25	27	28	37	35

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.

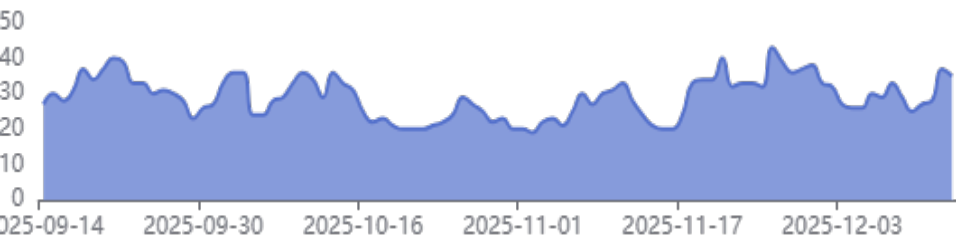
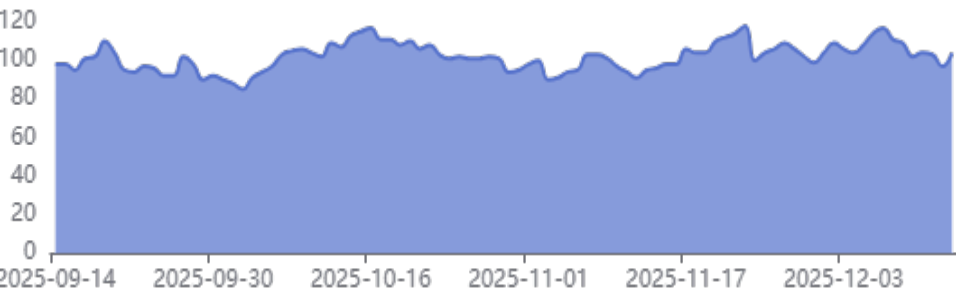
Type	M	T	W	Th	F	Sat	Sun
Pan.	97	105	104	108	106	106	104



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.

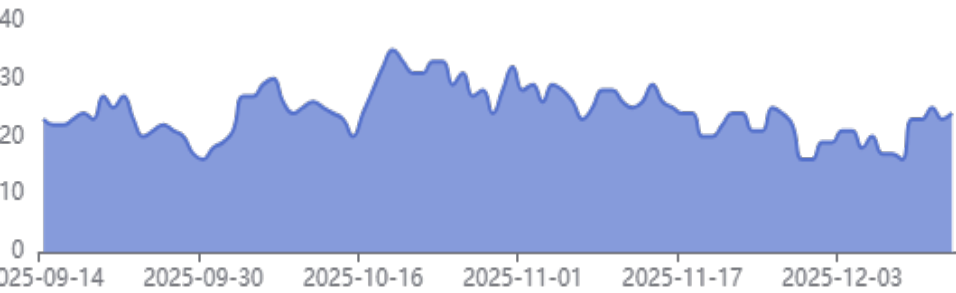
Type	M	T	W	Th	F	Sat	Sun
Cape	111	109	102	104	103	97	104



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.

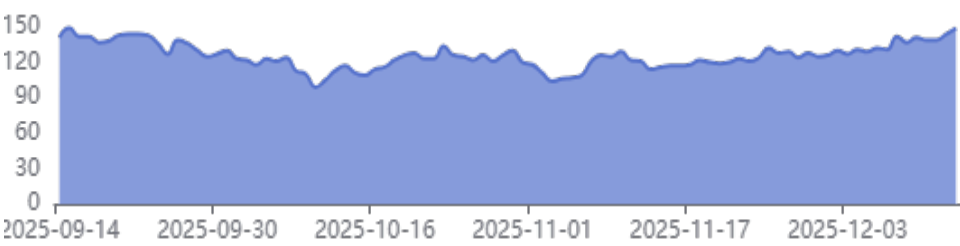
Type	M	T	W	Th	F	Sat	Sun
Pan.	13	10	14	14	16	14	14



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.	142	137	141	139	139	144	149

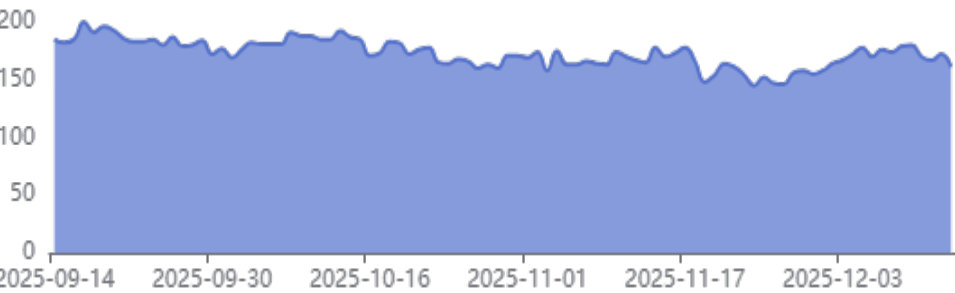


超大灵便型散货 SUPRAMAX

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.

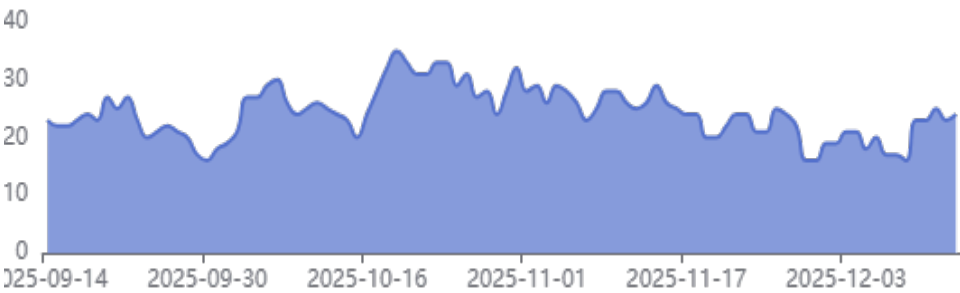
Type	M	T	W	Th	F	Sat	Sun
SMX	174	179	180	170	167	172	161



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.

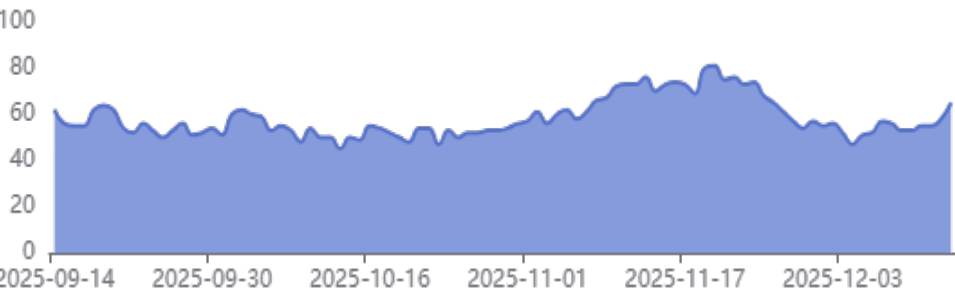
Type	M	T	W	Th	F	Sat	Sun
SMX	17	16	23	23	25	23	24



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.

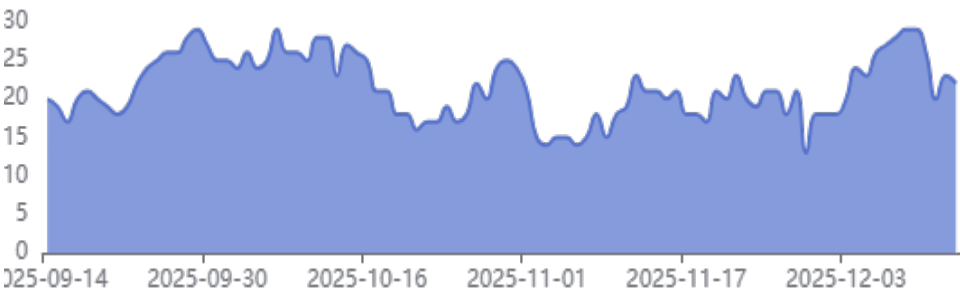
Type	M	T	W	Th	F	Sat	Sun
SMX	28	29	29	26	20	23	22



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.

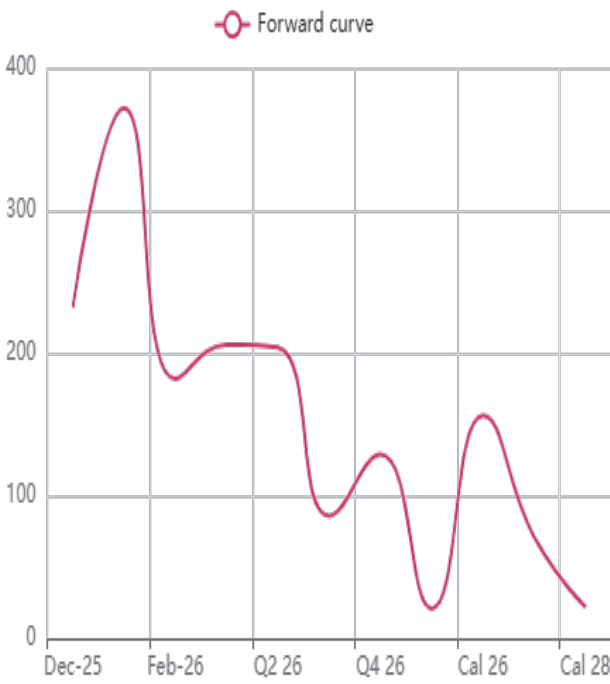
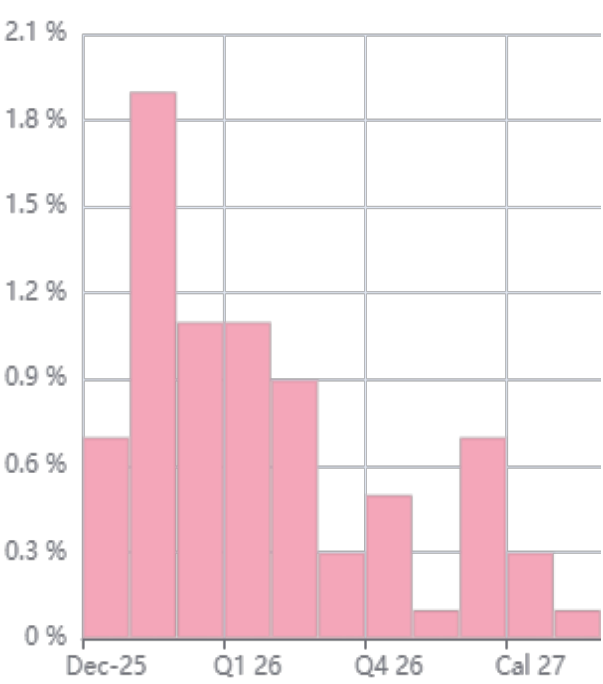
Type	M	T	W	Th	F	Sat	Sun
SMX	56	53	53	55	55	58	65



第五部分 远期运价协议 FFA

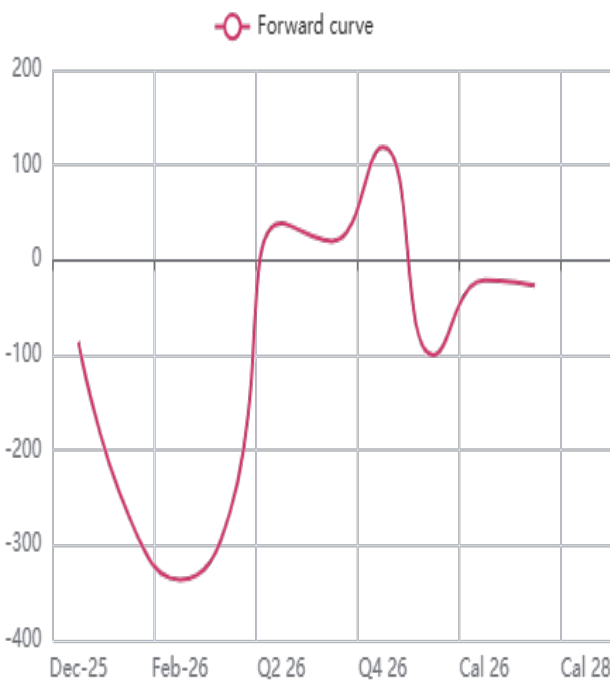
好望角型散货船Capesize

5TC	\$/day	WoW	
Dec-25	33,271.00	232.0	0.7 %
Jan-26	20,111.00	372.0	1.9 %
Feb-26	16,121.00	182.0	1.1 %
Q1 26	18,801.00	206.0	1.1 %
Q2 26	24,038.33	204.0	0.9 %
Q3 26	25,632.00	86.0	0.3 %
Q4 26	26,186.00	129.0	0.5 %
Q1 27	16,850.00	21.0	0.1 %
Cal 26	23,664.33	156.25	0.7 %
Cal 27	22,675.25	71.25	0.3 %
Cal 28	21,204.00	22.0	0.1 %



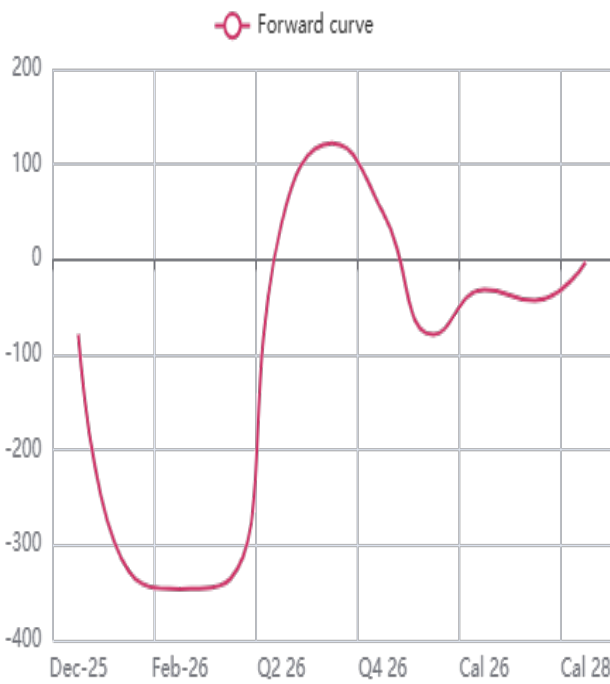
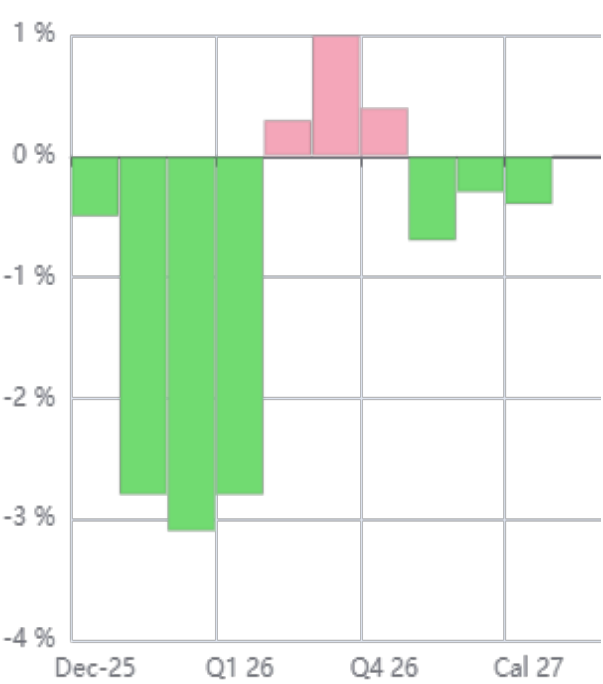
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Dec-25	14,316.00	-86.0	-0.6 %
Jan-26	11,248.00	-270.0	-2.3 %
Feb-26	11,002.00	-336.0	-3.0 %
Q1 26	11,649.33	-263.0	-2.2 %
Q2 26	13,614.00	39.0	0.3 %
Q3 26	12,745.00	20.0	0.2 %
Q4 26	12,473.00	119.0	1.0 %
Q1 27	11,102.00	-100.0	-0.9 %
Cal 26	12,620.33	-21.25	-0.2 %
Cal 27	11,846.75	-26.5	-0.2 %
Cal 28	-	-	-



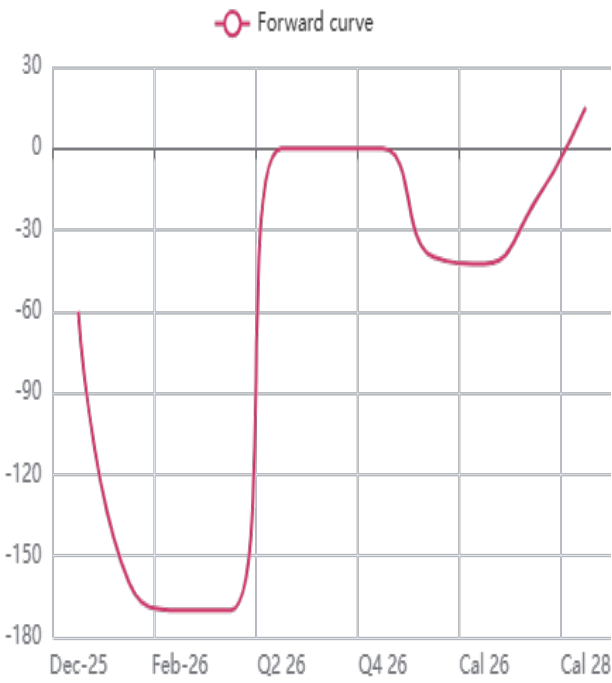
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Dec-25	15,200.00	-79.0	-0.5 %
Jan-26	11,193.00	-328.0	-2.8 %
Feb-26	10,850.00	-346.0	-3.1 %
Q1 26	11,478.67	-335.33	-2.8 %
Q2 26	13,360.67	37.0	0.3 %
Q3 26	12,868.00	122.0	1.0 %
Q4 26	12,496.00	50.0	0.4 %
Q1 27	11,064.00	-79.0	-0.7 %
12,550.83	Cal 26	-31.58	-0.3 %
Cal 27	11,864.25	-43.0	-0.4 %
Cal 28	11,911.00	-3.0	0.0 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Dec-25	14,365.00	-60.0	-0.4 %
Jan-26	11,190.00	-160.0	-1.4 %
Feb-26	10,430.00	-170.0	-1.6 %
Q1 26	11,156.67	-170.0	-1.5 %
Q2 26	12,126.67	0.0	0.0 %
Q3 26	11,570.00	0.0	0.0 %
Q4 26	11,310.00	0.0	0.0
Q1 27	10,670.00	-40.0	-0.4 %
Cal 26	11,540.83	-42.5	-0.4 %
Cal 27	11,555.00	-19.75	-0.2 %
Cal 28	11,190.00	15.0	0.1 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	449.5	377.5	683.0	72.0	-4.0	-5.26	-0.69
Singapore	437.0	355.5	666.5	81.5	-4.0	-4.68	-3.55
Rotterdam	403.5	350.0	638.5	53.5	12.0	28.92	27.38
Fujairah	431.5	358.0	634.0	73.5	-29.0	-28.29	-34.38
Houston	427.5	324.5	719.5	103.0	27.0	35.53	126.37

(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	196.0		1.0	0.51	0.51	-2.0
Maize	230.0		3.0	1.32	3.6	3.14
Soybeans	219.0		-8.0	-3.52	-3.1	6.31
Rice	159.0		4.0	2.58	5.3	-25.35
Barley	233.0		1.0	0.43	2.64	5.91
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	58.42	-1.01	-1.7	-4.15	-14.15
Brent	USD/Bbl	62.13	-0.98	-1.55	-4.5	-13.53
Natural Gas	USD/MMBtu	4.56	-0.39	-7.88	0.22	43.85
Gasoline	USD/Gal	1.79	-0.06	-3.24	-10.95	-7.73
Heating Oil	USD/Gal	2.27	-0.03	-1.3	-12.02	4.61
Ethanol	USD/Gal	1.57	-0.13	-7.65	-10.29	0.64
Naphtha	USD/T	516.56	6.22	1.22	-5.19	-14.18
Propane	USD/Gal	0.7	0.01	1.45	6.06	-9.09
Uranium	USD/Lbs	76.5	0.25	0.33	-1.99	-0.78
Methanol	CNY/T	2053.0	-27.0	-1.3	-0.82	-19.65
TTF Gas	EUR/MWh	26.89	-1.13	-4.03	-13.59	-39.74
UK Gas	GBp/thm	70.72	-2.54	-3.47	-12.9	-36.21
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.33	0.07	1.33	5.13	27.21
Coal	USD/T	110.1	1.3	1.19	2.09	-17.37
Steel	CNY/T	3079.0	-34.0	-1.09	1.22	-7.26
Iron Ore	USD/T	106.29	-1.06	-0.99	2.64	2.09
Aluminum	USD/T	2867.25	-23.55	-0.81	-0.39	10.94
Lithium	CNY/T	92700.0	-1650.0	-1.75	12.64	20.94
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4194.99	-16.78	-0.4	1.54	57.15
Silver	USD/t.oz	60.93	2.42	4.14	18.82	91.12
Platium	null	1681.8	34.7	2.11	5.72	79.78
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.17		0.0	0.0	0.86	10.38
USD/CNY	7.06		0.0	0.0	-0.84	-2.62

第八部分 本周话题 WEEKLY TOPIC



美国海军在加勒比海的行动违法

2025年12月5日，市场报道，美国海军在加勒比海地区未经正当程序便与疑似毒贩恐怖分子交火并造成船上人员伤亡，这一事件在该地区及更广泛范围内引发了警惕。这引起了公众的强烈愤慨，尤其是来自该区域的国家。更令人担忧的是，军事行为与民事执法的界限正逐渐模糊。未经正当程序便击毙疑似罪犯，绝非简单的战术误判，而是直指基于规则的国际秩序核心，同时威胁到规范美国在海上行使权力的宪法准则。问题的关键并非贩毒是否构成严重威胁，而在于谁拥有合法授权应对这一威胁？应如何应对？以及战争工具是否正被用来替代司法工具？美国海军是一支作战部队，堪称世界上最精良的作战力量。其存在的目的是投放力量、威慑对手，并在必要时施加果断且压倒性的武力。其使命并非、也从未是逮捕平民、收集证据或执行需承担司法责任的执法行动。然而，这些恰恰是加勒比海海上拦截行动所需承担的职责，这些职责必须以克制、正当程序和法律问责为前提来履行。这正是为何从宪法和法律层面而言，这些职责专属美国海岸警卫队，而非美国军队。

自美国建国初期，执法必须与军事行动严格区分。美国宪法对非战争时期的军事力量使用施加了严格限制。国会保留对公海犯罪的定义与处罚权；总统无权单方面行使这一权力。这也是为何禁止未经国会明确批准的军事警察行动，为何在所有武装部队中，唯有海岸警卫队自创立之初便被

赋予固有的执法权。

根据《美国法典》第14篇（Title 14），海岸警卫队拥有广泛、明确且获得国际认可的授权，包括拦截毒品、逮捕疑似走私者、实施搜查与扣押，以及将相关人员移交司法程序。相比之下，海军并无此类法定授权。

国际法进一步强化了这一区分。海上执法受警务法管辖，而非战争法。《联合国海洋法公约》、国际海上惯例以及加勒比地区的双边协议，均基于一个核心前提：警务职能应由受过执法训练并获授权的人员执行，而非由受过消除威胁训练的作战部队承担。

即便海军的行动在某些自卫时刻具有战术正当性，其也缺乏在执法框架下运作所具备的结构性合法性。海岸警卫队接受的训练是尽可能活捉嫌疑人、收集可采纳的证据、遵循刑事诉讼规则，并推动案件进入起诉程序，而非以武力解决。海军则不然，其训练目标是消除威胁，而非逮捕嫌疑人。这些任务并非可相互替代，当界限模糊时，生命便会毫无保障，有时是不必要的牺牲，有时则是非法剥夺。

依赖海军执行拦截任务，会造成深远的影响，影响区域信任、削弱美国的合法性、引发国际审视与法律挑战，同时破坏美国要求其他海洋大国遵守法律行为所依赖的基于规则的秩序。美国绝不能让战争工具沦为司法工具。宪法禁止此举，国际法禁止此举，道德合法性更要求美国做得更好。当站岗执勤的是海岸警卫队而非海军时，加勒比地区与美国都会更加安全。

On December 5, 2025, market reports indicated that the US Navy engaged in an unauthorized firefight with suspected drug traffickers and terrorists in the Caribbean region, resulting in casualties among the crew. This incident has raised alarm in the region and on a broader scale. It has aroused strong public outrage, especially from the countries in the region. What is more worrying is that the boundaries between military actions and civil law enforcement are gradually blurring.

Carrying out the killing of a suspected criminal without proper legal procedures is not merely a simple tactical error; it directly targets the core of the international order based on rules, and simultaneously threatens the constitutional principles that regulate the exercise of power by the United States at sea. The crux of the issue is not whether drug trafficking constitutes a serious threat, but rather who has the legal authorization to deal with this threat? How should it be dealt with? And are the war tools being used instead of judicial tools?

The United States Navy is an operational force, regarded as the most proficient combat force in the world. Its existence is to deploy forces, deter opponents, and, when necessary, exert decisive and overwhelming military power. Its mission is not, nor has it ever been, to arrest civilians, collect evidence, or carry out law enforcement actions that entail legal responsibility. However, these precisely are the duties required for maritime interception operations in the Caribbean Sea. These duties must be fulfilled on the basis of restraint, due process, and legal accountability. This is why, from the constitutional and legal perspective, these duties are exclusive to the United States Coast Guard rather than the United States Army.

Since the early days of the United States' founding, law enforcement must be strictly distinguished from military operations. The US Constitution imposes strict restrictions on the use of military forces during peacetime. Congress retains the authority to define and punish crimes on the high seas; the president has no unilateral power to exercise this authority. This is why military police operations without explicit approval from Congress are prohibited, and why only the Coast Guard, since its establishment, has been granted inherent law enforcement authority in all armed forces.

According to Title 14 of the United States Code, the Coast Guard has extensive, clear and internationally recognized authority, including intercepting drugs, arresting suspected smugglers, conducting searches and seizures, and transferring individuals to the judicial process. In contrast, the Navy does not have such legal authorization.

International law further reinforces this distinction. Maritime law enforcement is governed by police law rather than war law. The United Nations Convention on the Law of the Sea, international maritime practices, and bilateral agreements in the Caribbean region all rest on a core premise: law enforcement functions should be carried out by personnel who have received law enforcement training and are authorized to do so, rather than by combat forces that have received training in eliminating threats.

Even though the navy's actions may have tactical legitimacy in certain self-defense situations, they lack the structural legitimacy necessary for operation within a law enforcement framework. The Coast Guard is trained to capture suspects alive, collect admissible evidence, follow criminal procedure rules, and advance cases to the prosecution stage, rather than using force to resolve matters. The navy, on the other hand, is trained to eliminate threats rather than arrest suspects. These tasks are not mutually exclusive. When the boundaries are blurred, lives become unprotected, sometimes resulting in unnecessary sacrifices or illegal deprivation.

Relying on the navy to carry out interception operations would have far-reaching consequences, undermining regional trust, weakening the legitimacy of the United States, triggering international scrutiny and legal challenges, and disrupting the rule-based order on which the United States relies for other major maritime powers to abide by legal obligations.

The United States must not allow its military tools to be used as judicial tools. This is prohibited by the Constitution, forbidden by international law, and morally it demands that the United States do better. When it is the Coast Guard rather than the Navy that is on duty, the Caribbean region and the United States will be safer.

