



2026年 第12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

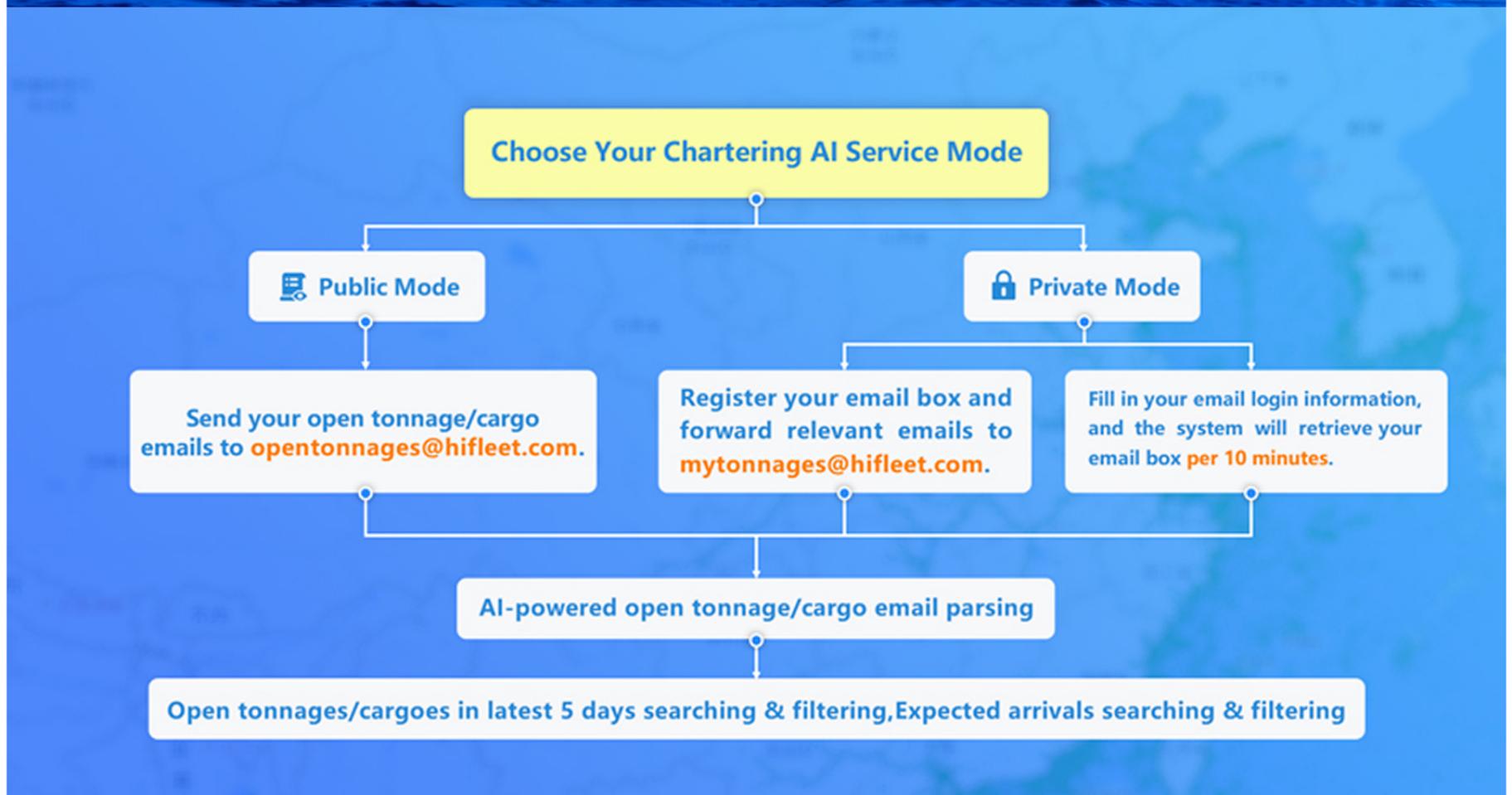


Basic authenticity screening for tonnage offers

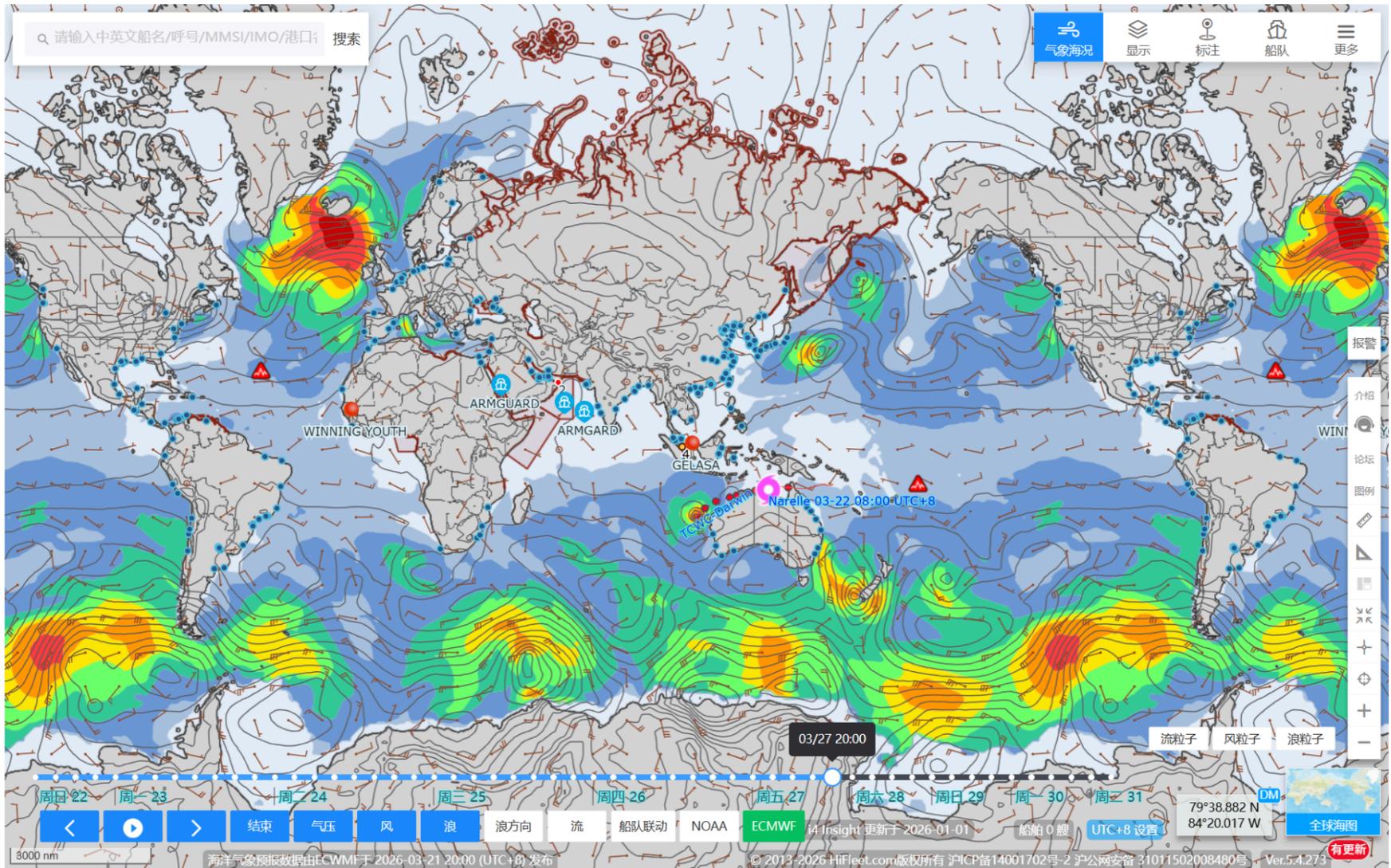
Sanctions-risk alerts for tonnage offers

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1576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 1576 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3-4级，轻浪；黄海风力3-4级，轻浪；东海风力3-4级，有中浪；台湾海峡3-6级风，后半周有中浪；南海大部海域风力3-5级，有中浪。The coming week the wind in Bohai Sea is gentle with slight sea. Yellow Sea the wind is gentle with slight sea. And China East Sea is moderate with moderate sea. The wind in the Taiwan Strait becomes strong with moderate sea in the second half. In most of the South China Sea the wind becomes gentle with moderate sea.

海盗事件 Piracy

2026年3月17日，新加坡海峡，一艘散货船上的值班船员发现有一名未经授权的人员从船的右舷一侧登船。警报响起，船员们集合起来。看到船员们的警惕性，有四名未经授权的人员逃走。该事件已上报给西岸事故调查局，并且新加坡警方海岸警卫队登上了该船进行检查。17.03.2026: 1740 UTC: Posn: 01:04.0N - 103:36.3E, Singapore Straits. Duty crew onboard a bulk carrier underway identified one unauthorised person boarding via the starboard quarter. Alarm raised and crew mustered. Seeing the crew alertness, four unauthorised persons were seen escaping. Incident reported to VTIS West and Singapore Police Coast Guard boarded the vessel for inspection.

海上事件 Marine Incidents

2026年3月20日，据劳工工会官员称，因未支付苏伊士运河通行费而被困在俄罗斯油轮上长达六个月的船员们，有望在保险公司的介入并支付他们回国费用后不久就得以返回家乡。一场纠纷迫使"Dignity"号（载重 159500 吨，建造于 2004 年）上的 9 名船员自去年9月份就开始滞留在船上，每天船舶的供电时间被限制在两小时，而且食品也因保存不当而开始腐烂。On March 20, 2026, according to labor union officials, the crew members who had been stranded on a Russian oil tanker for six months due to unpaid Suez Canal tolls are expected to be able to return to their hometowns shortly after the intervention of an insurance company and the payment of their return expenses. A dispute forced nine crew members on the "Dignity" (with a load of 159,500 tons, built in 2004) to remain on board since September last year. The power supply time of the ship was limited to two hours each day, and the food began to rot due to improper storage.

其它 Others

没有 Nil

备注 Remark

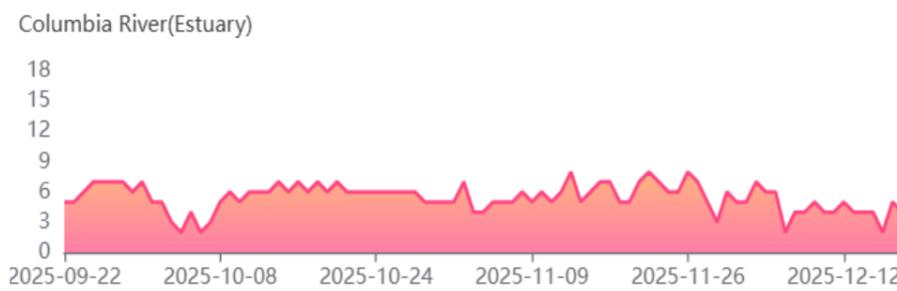
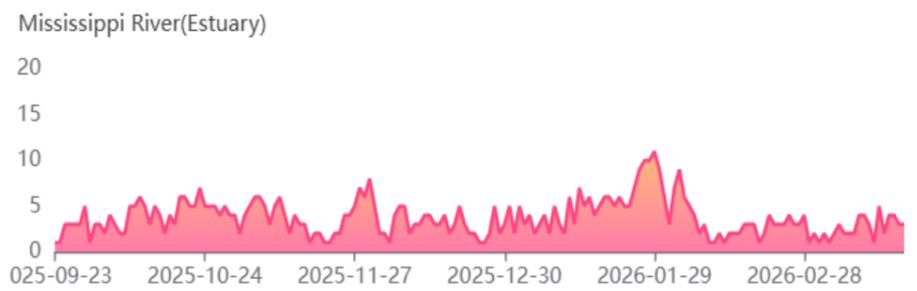
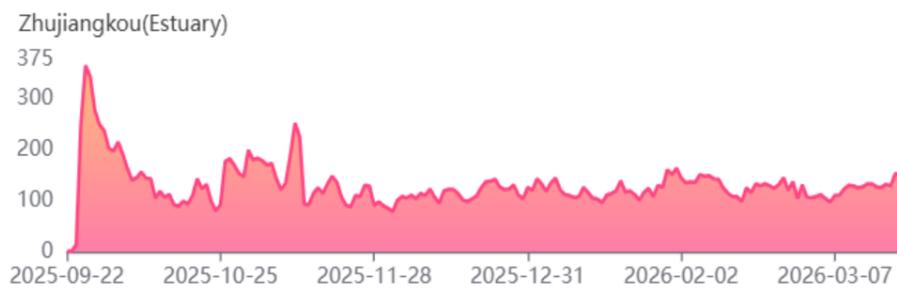
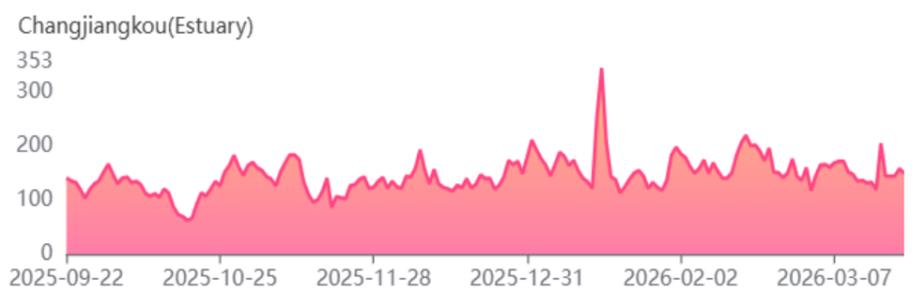
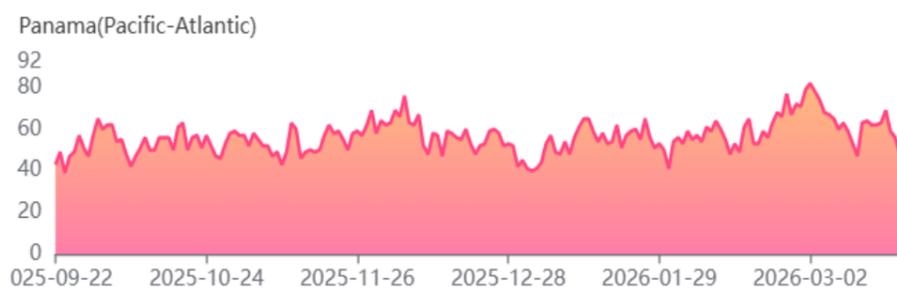
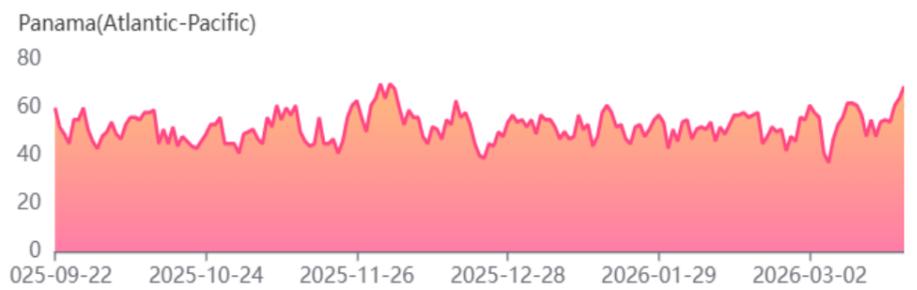
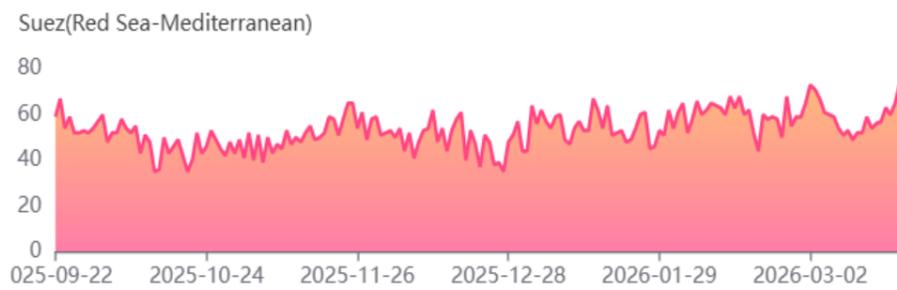
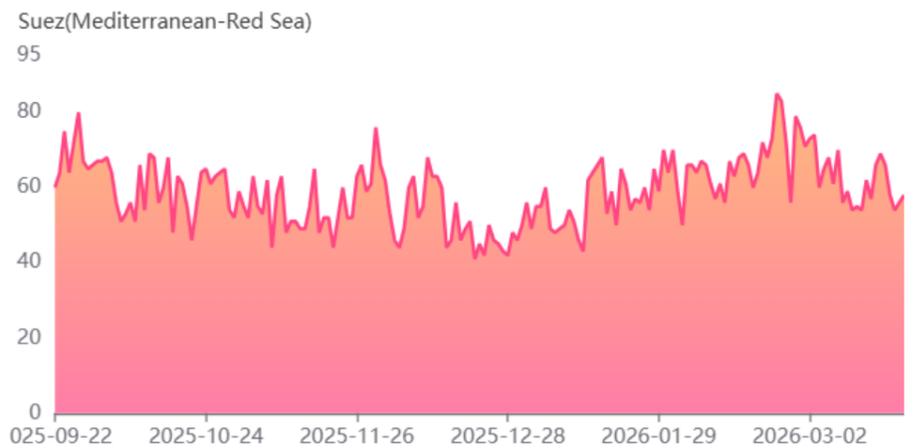
本报告数据截止时间为2026年3月22日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on March 22nd of 2026; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

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	66	1729	71	27
Miss.Riv.	3	74	3	-57
CJK	149	4356	19	-414
Pa.Atlan.	69	1559	6	49
Colum.Riv.	6	176	-12	8
Suez.Med.	58	1890	17	49
Pa.Pac.	49	1874	-3	256
ZJK	109	3575	48	-233

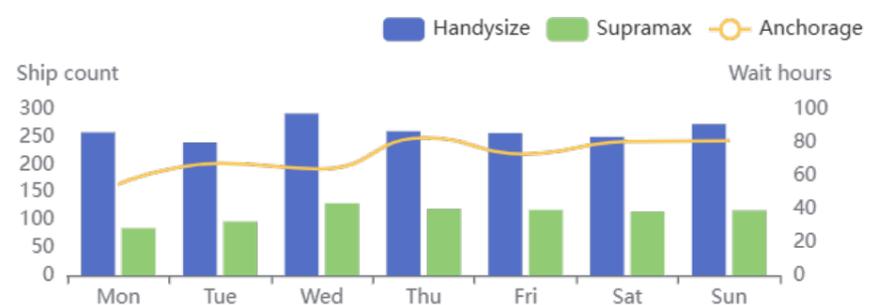


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

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

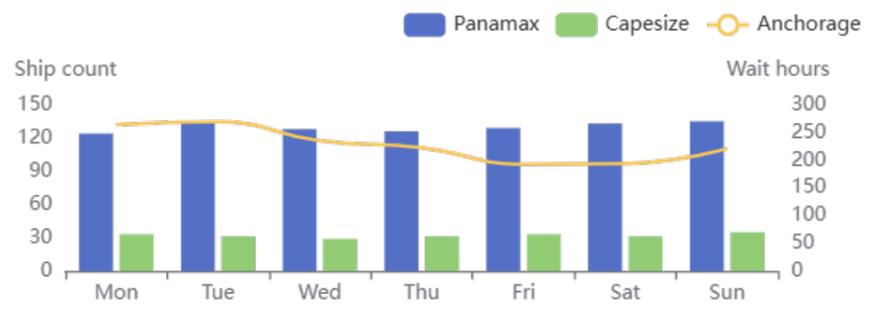
Type	M	T	W	Th	F	Sat	Sun
HDY	258	240	292	260	257	250	273
SMX	85	97	130	120	118	115	117
WT.h.	54.9	67.4	64.1	82.8	73.1	80.6	81



最近一周巴西区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

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

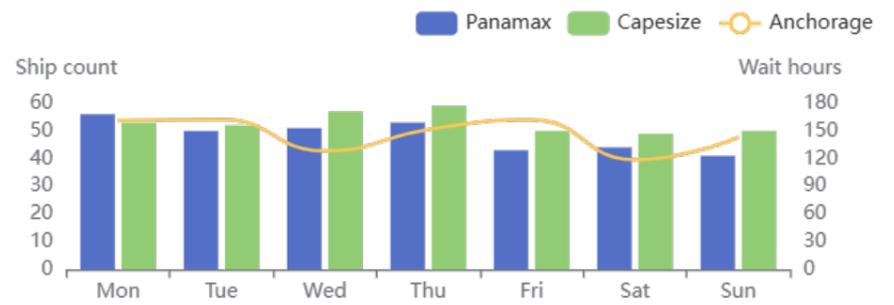
Type	M	T	W	Th	F	Sat	Sun
Pan.	124	135	128	126	129	133	135
Cap	33	31	29	31	33	31	35
WT.h.	264.2	269.2	235.2	222.5	192.9	193.9	221



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

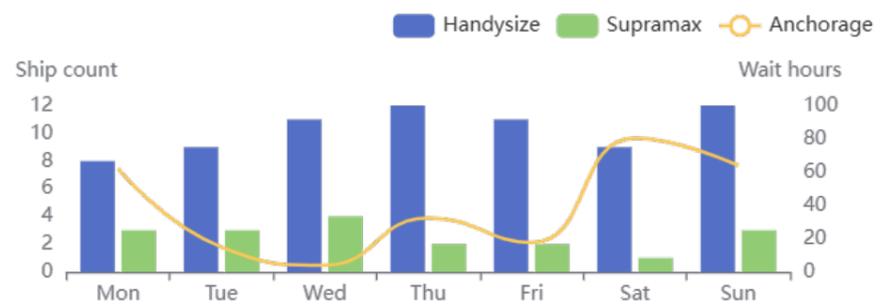
Type	M	T	W	Th	F	Sat	Sun
Pan.	56	50	51	53	43	44	41
Cap	53	52	57	59	50	49	50
WT.h.	161.2	162.5	128.4	151.5	162.1	118.7	143



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

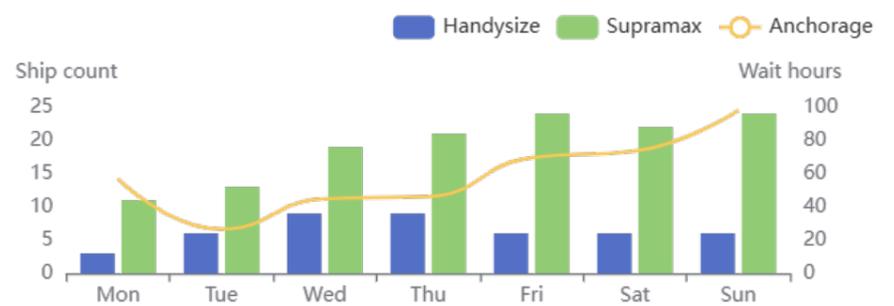
Type	M	T	W	Th	F	Sat	Sun
HDY	8	9	11	12	11	9	12
SMX	3	3	4	2	2	1	3
WT.h.	62.2	14.9	4	32.45	17.6	80.45	64



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

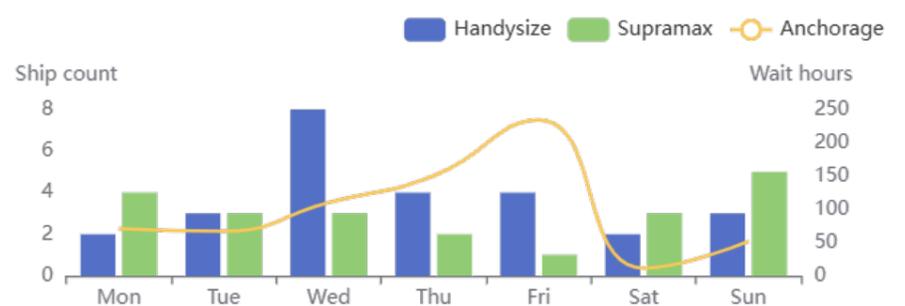
Type	M	T	W	Th	F	Sat	Sun
HDY	3	6	9	9	6	6	6
SMX	11	13	19	21	24	22	24
WT.h.	56.9	26.6	44.9	46.2	69.6	73.6	98



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

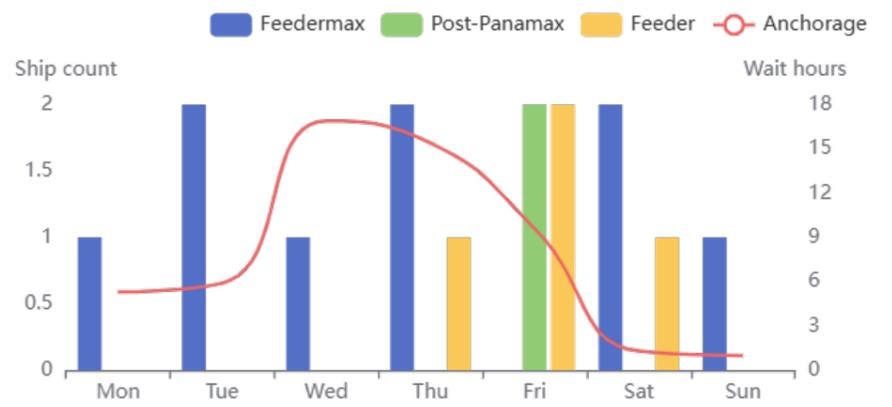
Type	M	T	W	Th	F	Sat	Sun
HDY	2	3	8	4	4	2	3
SMX	4	3	3	2	1	3	5
WT.h.	70.9	66.95	110.3	150.45	234.3	11.5	52



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

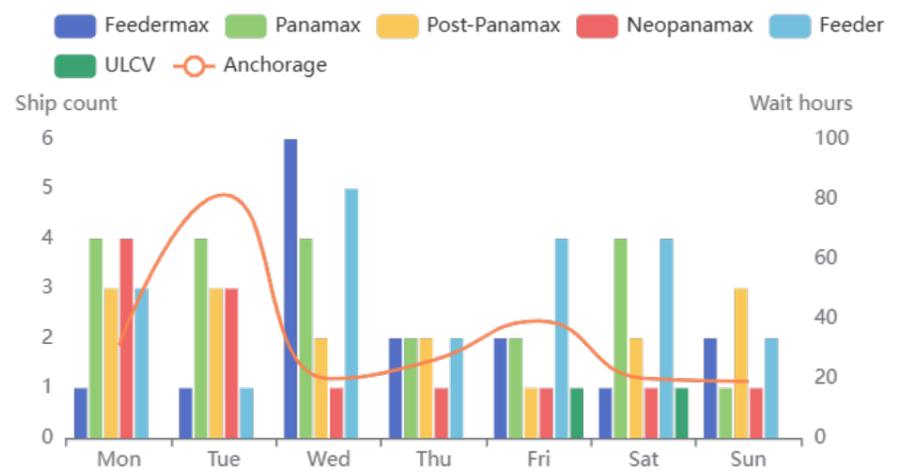
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	2	1	2	0	2	1
Pan.	0	0	0	0	0	0	0
PPx	0	0	0	0	2	0	0
NPx	0	0	0	0	0	0	0
Fd	0	0	0	1	2	1	0
WT.h.	5.3	5.9	16.9	15.4	9.6	1.3	1
UlcV	0	0	0	0	0	0	0



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

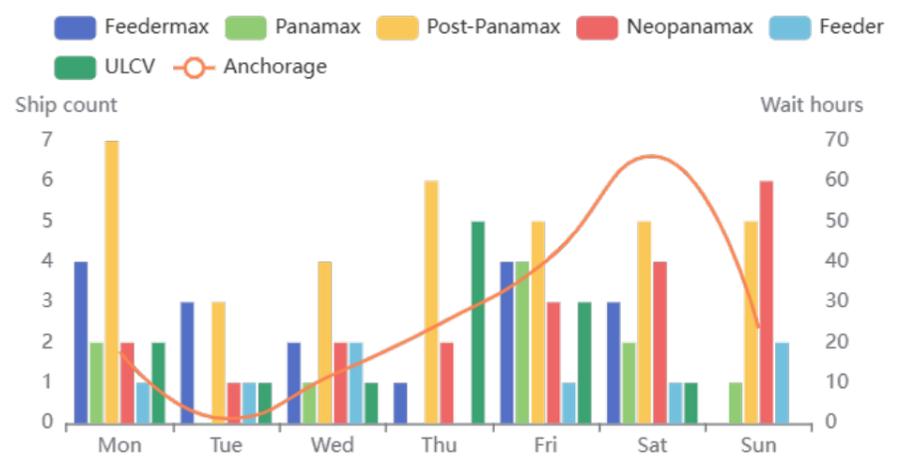
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	1	6	2	2	1	2
Pan.	4	4	4	2	2	4	1
PPx	3	3	2	2	1	2	3
NPx	4	3	1	1	1	1	1
Fd	3	1	5	2	4	4	2
UlcV	0	0	0	0	1	1	0
WT.h.	31	81.45	19.9	26.1	39.2	20	19



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

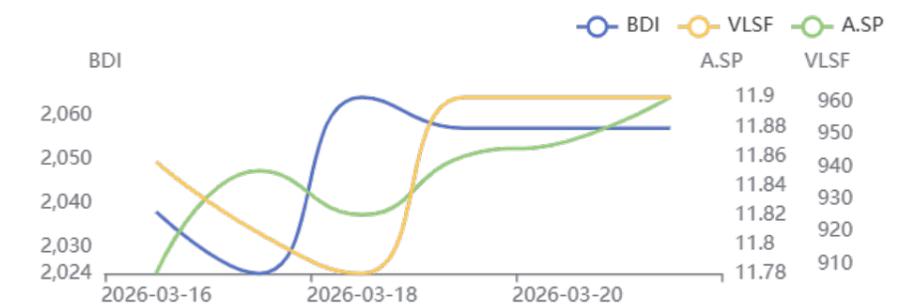
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	3	2	1	4	3	0
Pan.	2	0	1	0	4	2	1
PPx	7	3	4	6	5	5	5
NPx	2	1	2	2	3	4	6
Fd	1	1	2	0	1	1	2
UlcV	2	1	1	5	3	1	0
WT.h.	17.9	1.2	12.05	24.6	40.2	66.25	23.5



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

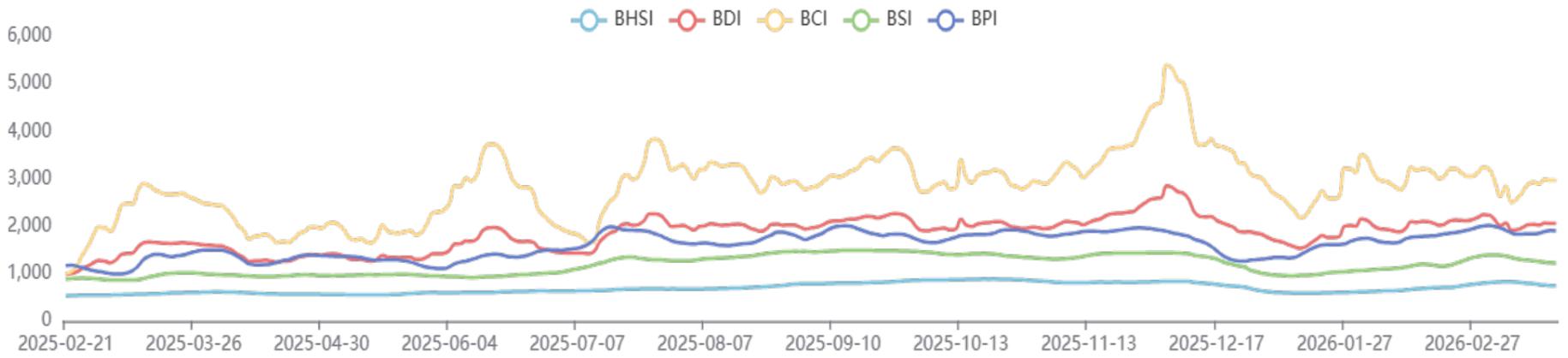
Type	M	T	W	Th	F	Sat	Sun
BDI	1836	1853	1891	1909	1909	1909	1909
VLSF	941.50	919.50	907.00	961.50	961.50	961.50	961.50
A.SP	11.78	11.85	11.82	11.86	11.87	11.9	



第三部分 航运市场 SHIPPING MARKET

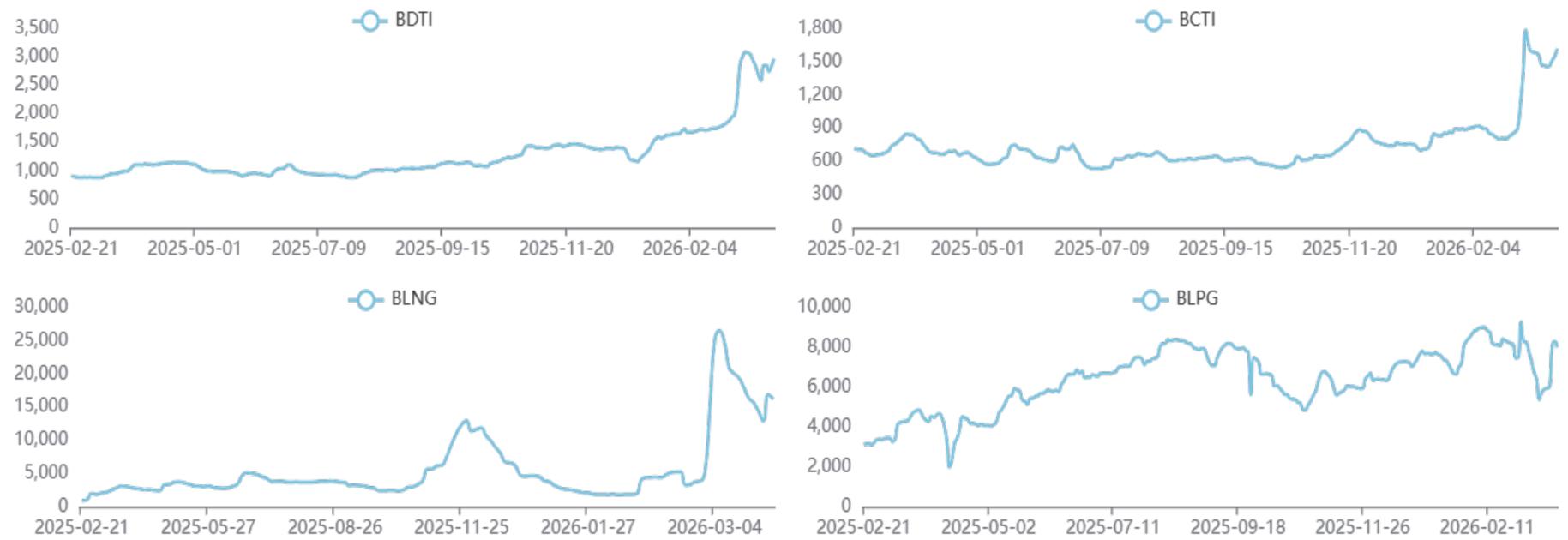
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	2056	28.0	1.38	0.64	25.75
BCI	2971	91.0	3.16	-2.62	11.27
BPI	1904	66.0	3.59	3.59	40.31
BSI	1224	-59.0	-4.6	5.61	21.19
BHSI	744	-52.0	-6.53	4.94	25.46

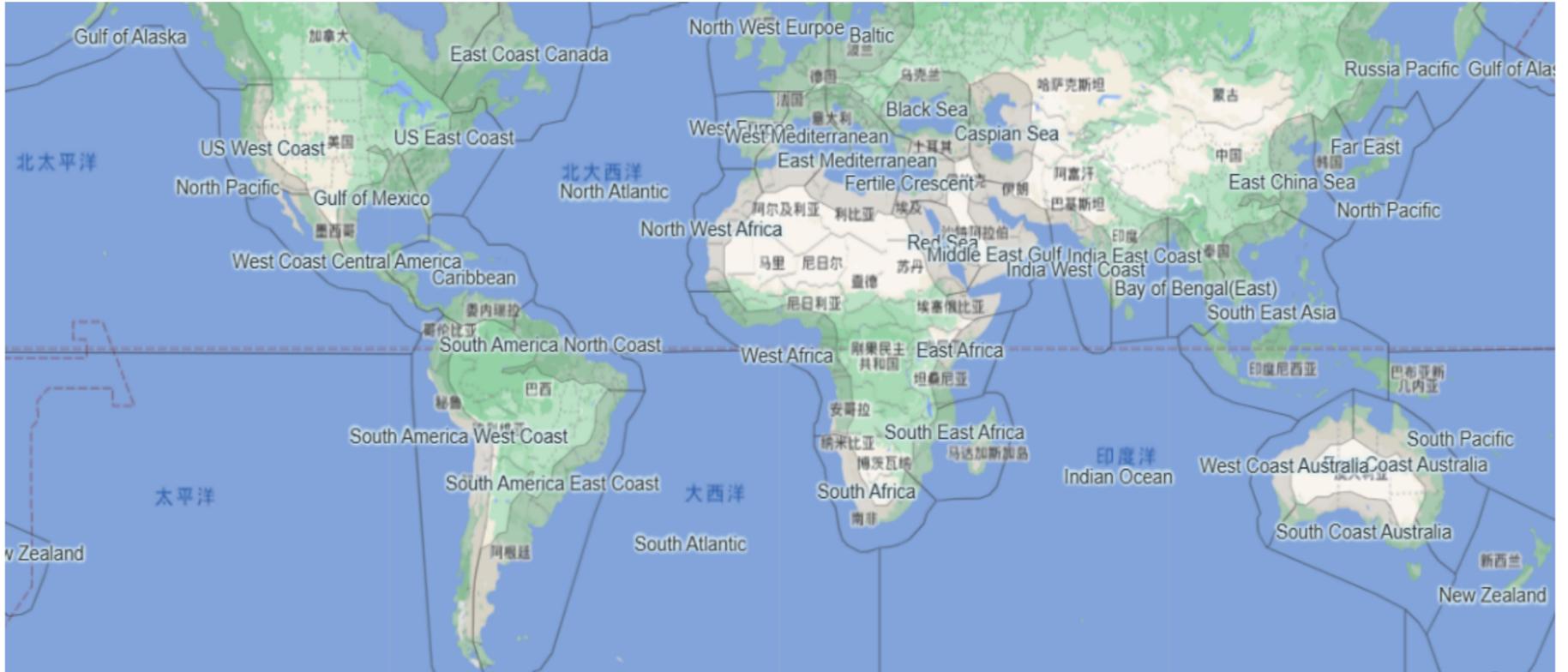


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	2962	376.0	14.54	65.75	202.55
BCTI	1616	153.0	10.46	100.75	93.07
BLNG	16200	-133.0	-0.81	208.87	425.46
BLPG	7979	2088.0	35.44	-4.01	69.23



第四部分 运力分布 SUPPLY DISTRIBUTION

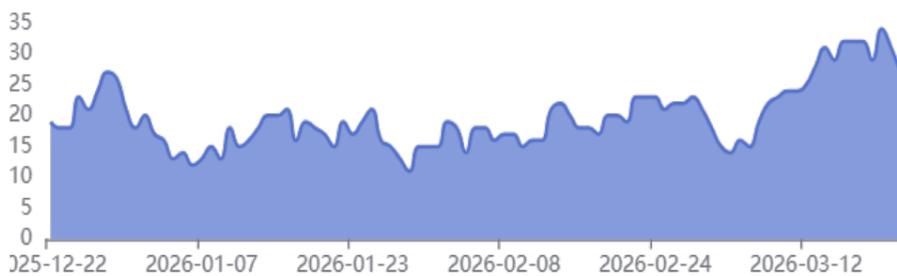


好望角型散货船 Capesize

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.

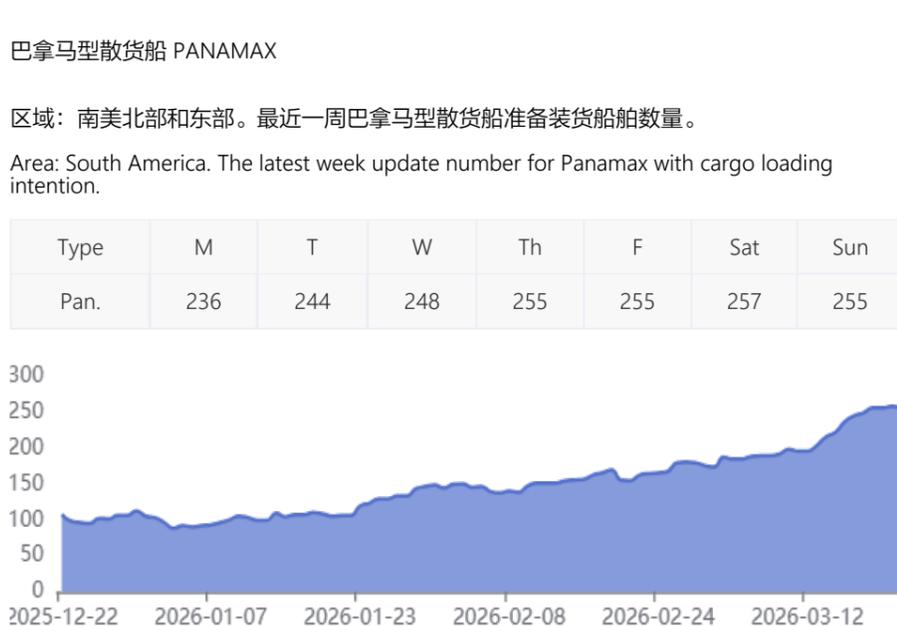
Type	M	T	W	Th	F	Sat	Sun
Cape	32	32	32	29	34	31	27



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	32	33	38	36	36	38	39

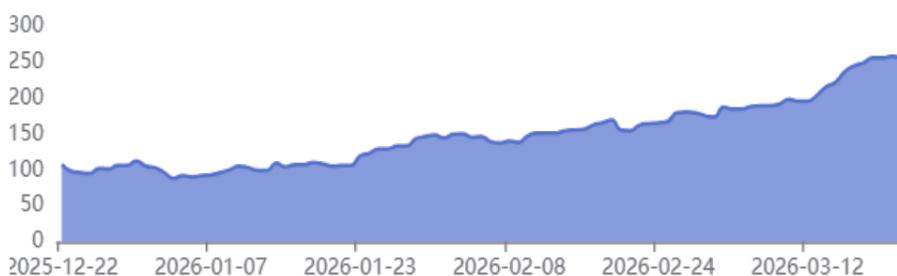


巴拿马型散货船 PANAMAX

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.

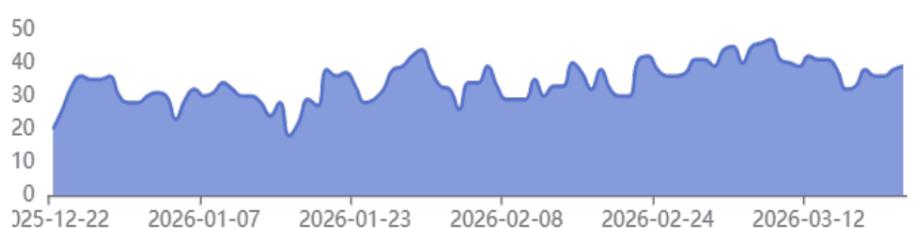
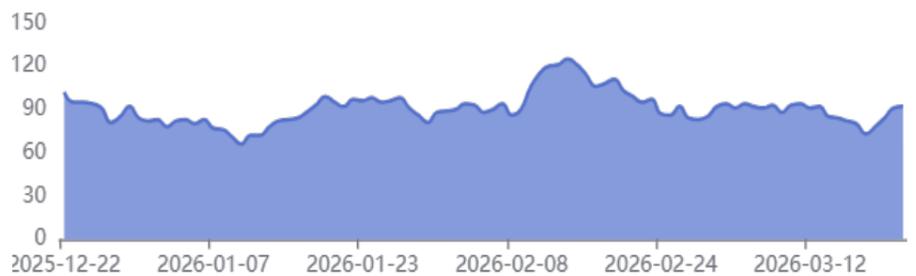
Type	M	T	W	Th	F	Sat	Sun
Pan.	236	244	248	255	255	257	255



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.

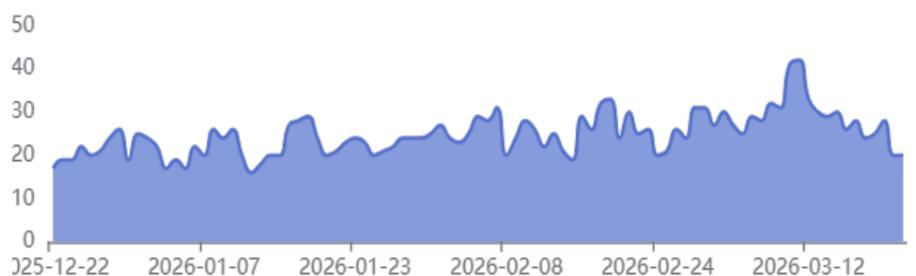
Type	M	T	W	Th	F	Sat	Sun
Cape	82	80	73	78	84	91	92



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.

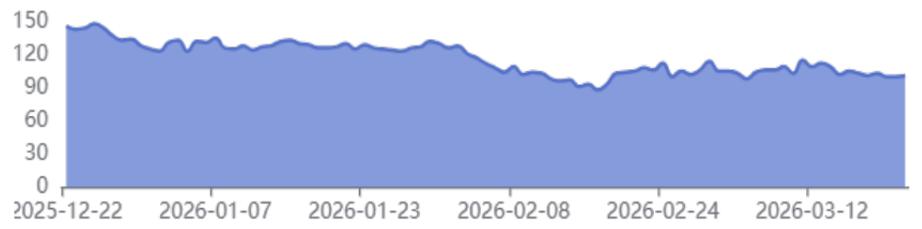
Type	M	T	W	Th	F	Sat	Sun
Pan.	14	14	11	15	16	13	15



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

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

Type	M	T	W	Th	F	Sat	Sun
Pan.	105	103	101	103	100	100	101

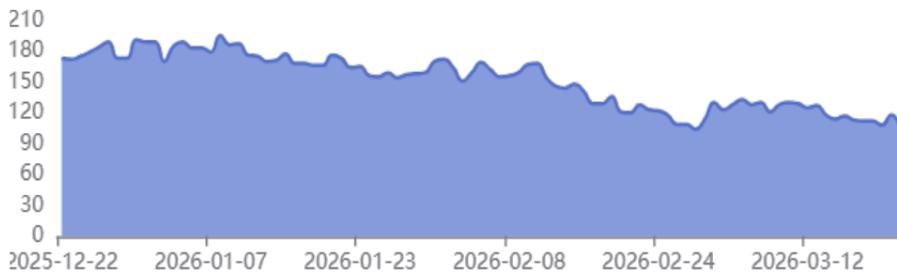


超大灵便型散货 SUPRAMAX

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.

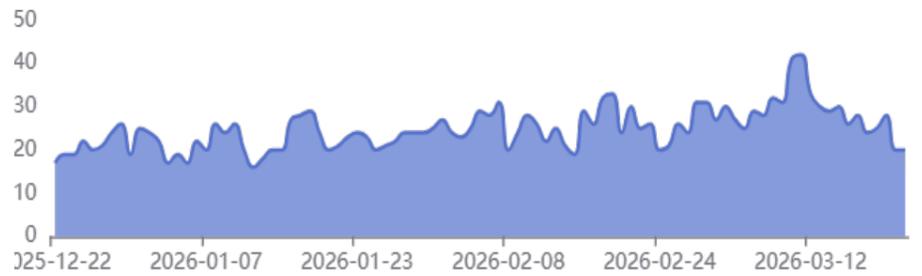
Type	M	T	W	Th	F	Sat	Sun
SMX	117	113	112	112	108	118	105



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.

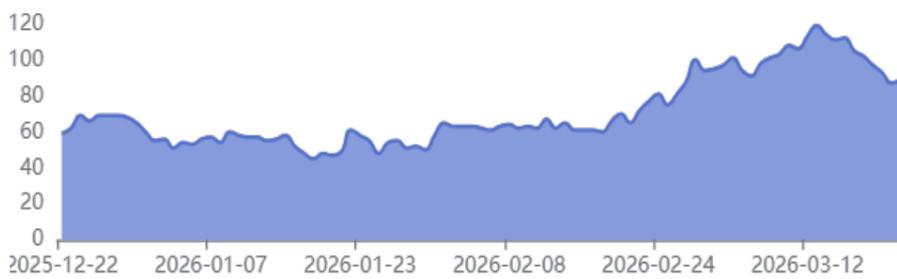
Type	M	T	W	Th	F	Sat	Sun
SMX	26	28	24	25	28	20	20



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.

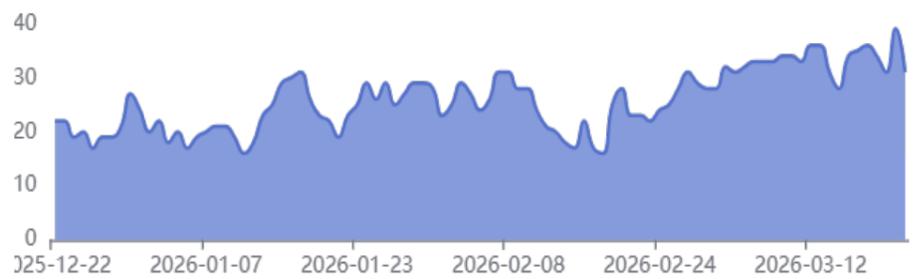
Type	M	T	W	Th	F	Sat	Sun
SMX	34	35	36	34	31	39	31



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.

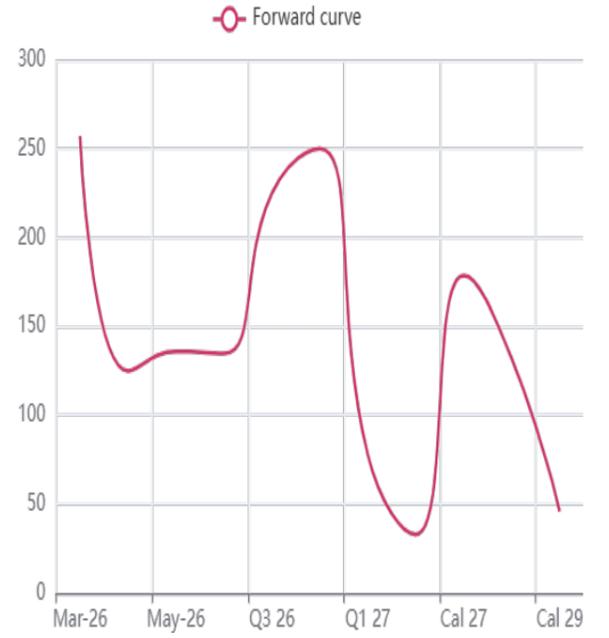
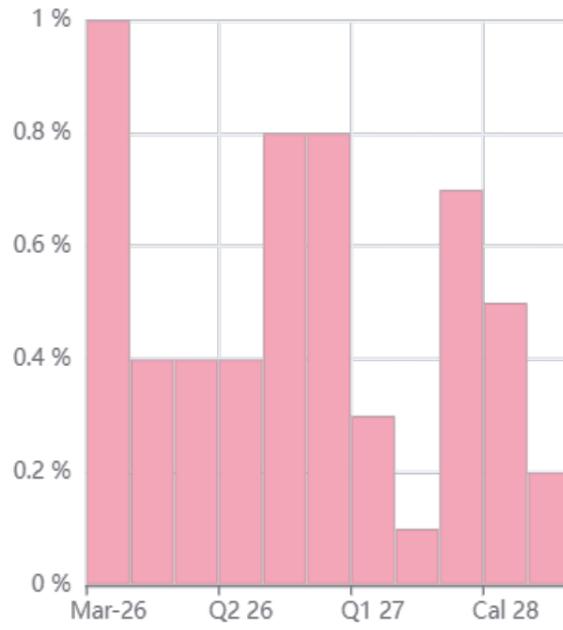
Type	M	T	W	Th	F	Sat	Sun
SMX	112	105	102	97	93	87	89



第五部分 远期运价协议 FFA

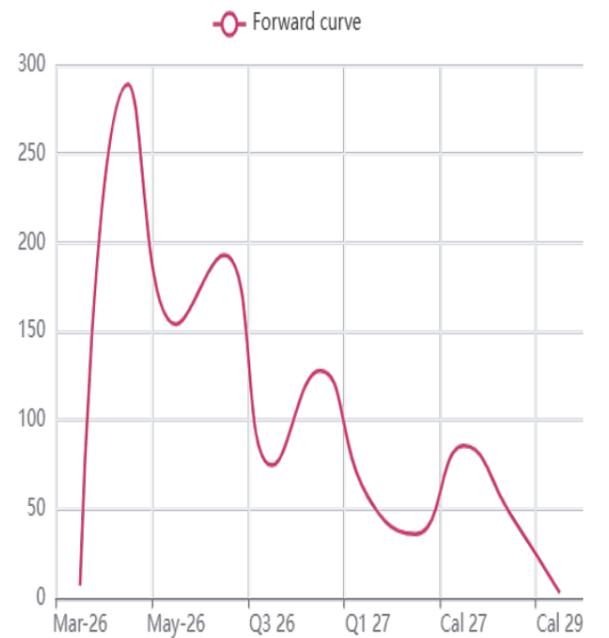
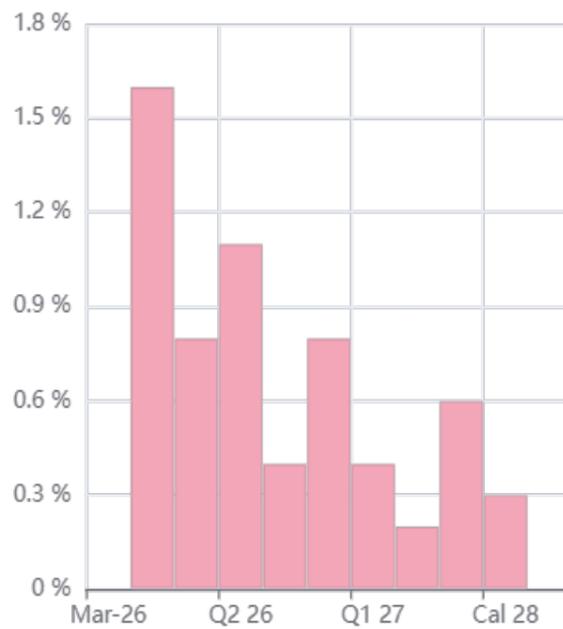
好望角型散货船Capesize

5TC	\$/day	WoW	
Mar-26	26,410.00	257.0	1.0 %
Apr-26	29,703.00	125.0	0.4 %
May-26	30,671.00	136.0	0.4 %
Q2 26	30,346.00	134.67	0.4 %
Q3 26	29,568.33	225.0	0.8 %
Q4 26	29,885.00	250.0	0.8 %
Q1 27	22,642.00	78.0	0.3 %
Q2 27	27,132.00	33.0	0.1 %
Cal 27	27,264.00	178.75	0.7 %
Cal 28	25,717.00	132.0	0.5 %
Cal 29	24,828.00	46.0	0.2 %



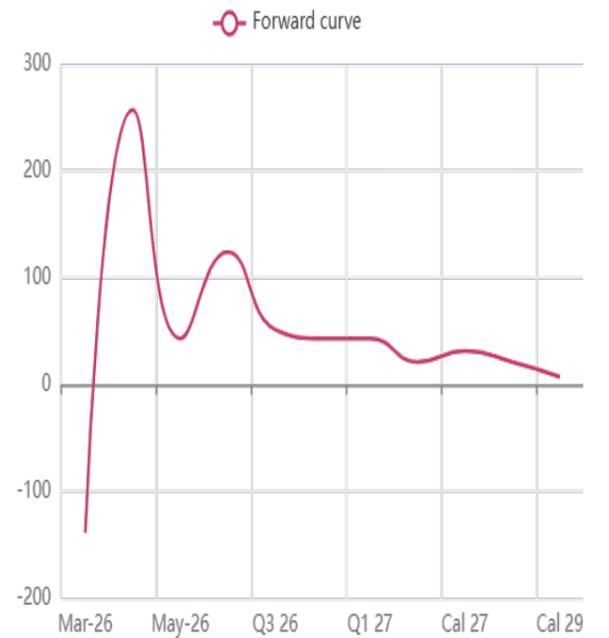
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Mar-26	17,196.00	7.0	0.0 %
Apr-26	18,282.00	289.0	1.6 %
May-26	18,650.00	154.0	0.8 %
Q2 26	18,437.00	193.0	1.1 %
Q3 26	17,462.00	74.67	0.4 %
Q4 26	16,207.00	128.0	0.8 %
Q1 27	13,332.00	57.0	0.4 %
Q2 27	14,568.00	36.0	0.2 %
Cal 27	14,057.00	85.75	0.6 %
Cal 28	13,521.00	46.0	0.3 %
Cal 29	13,457.00	3.0	0.0 %



超大灵便型散货船Supramax

10TC	\$/day	WoW	
Mar-26	16,020.00	-139.0	-0.9 %
Apr-26	15,784.00	257.0	1.7 %
May-26	16,523.00	43.0	0.3 %
Q2 26	16,336.33	124.0	0.8 %
Q3 26	17,091.33	51.33	0.3 %
Q4 26	16,320.00	43.0	0.3 %
Q1 27	13,459.00	43.0	0.3 %
Q2 27	15,280.00	21.0	0.1 %
Cal 27	14,254.75	31.5	0.2 %
Cal 28	13,873.00	21.0	0.2 %
Cal 29	13,859.00	7.0	0.1 %



灵便型散货船Handysize

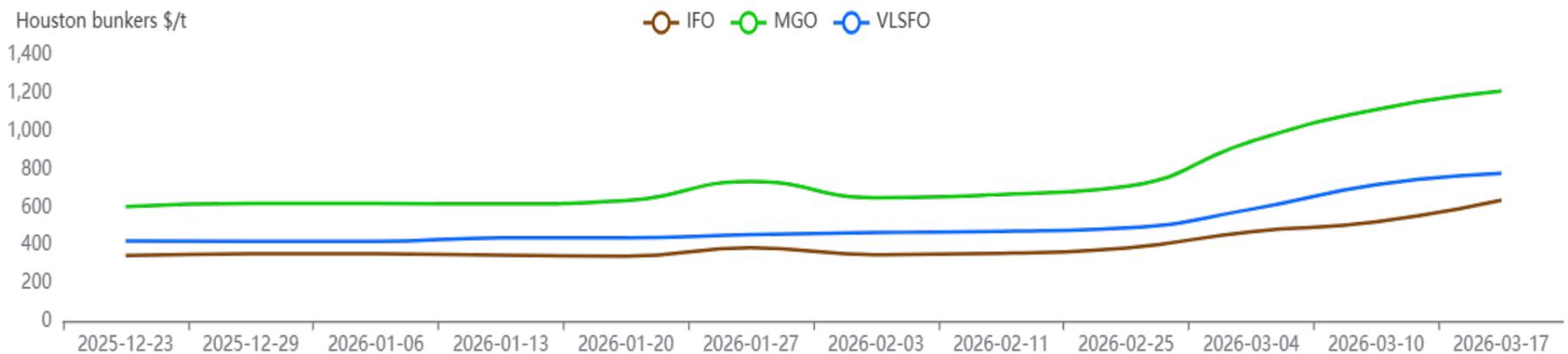
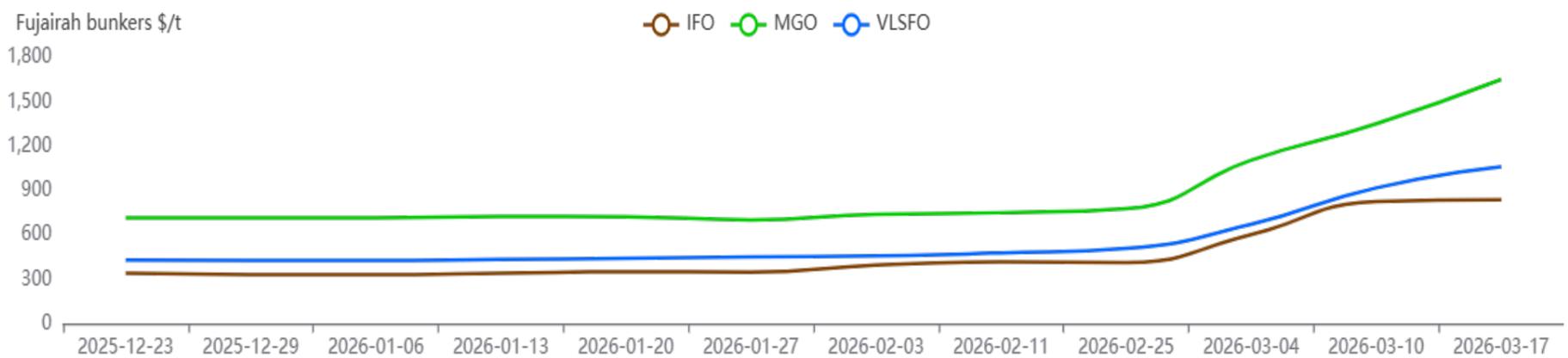
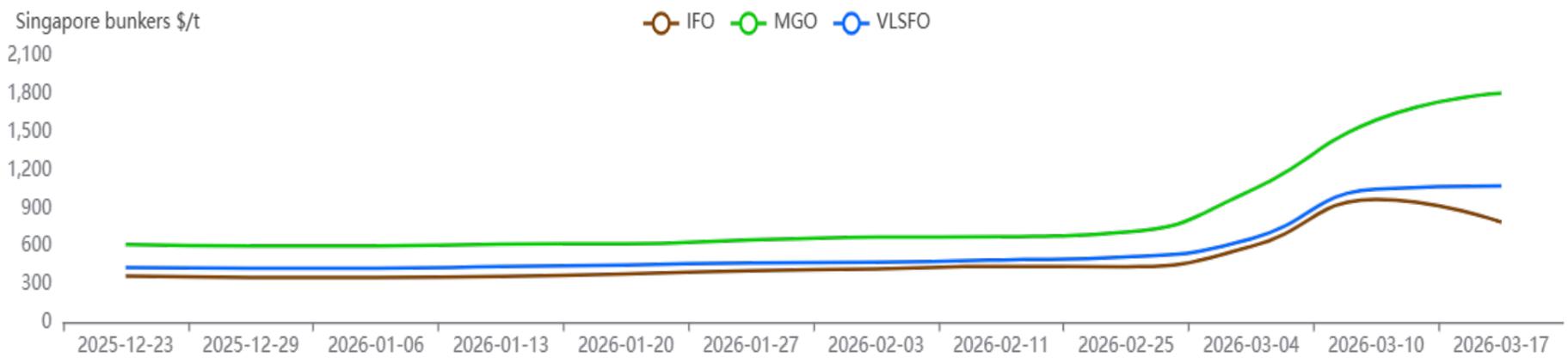
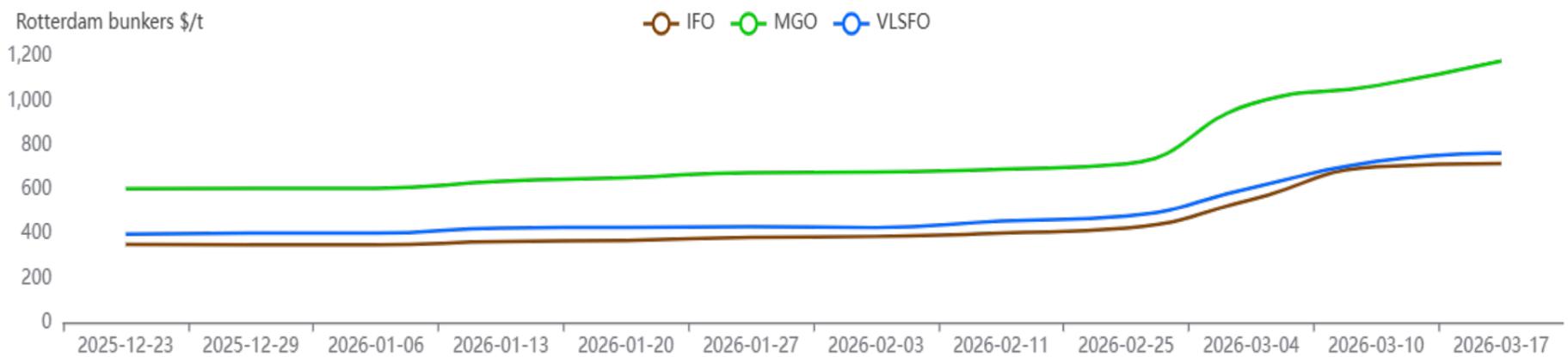
7TC	\$/day	WoW	
Mar-26	14,150.00	-40.0	-0.3 %
Apr-26	12,730.00	-140.0	-1.1 %
May-26	13,440.00	-30.0	-0.2 %
Q2 26	13,263.33	-78.33	-0.6 %
Q3 26	13,640.00	0.0	0.0 %
Q4 26	12,960.00	10.0	0.1 %
Q1 27	11,405.00	-30.0	-30.0
Q2 27	12,190.00	-10.0	-0.1 %
Cal 27	11,870.25	-40.0	-0.3 %
Cal 28	11,490.00	-30.0	-0.3 %
Cal 29	11,525.00	-10.0	-0.1 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	1088.0	872.0	1590.5	216.0	184.0	575.0	N/A
Singapore	1076.5	789.0	1807.0	287.5	205.5	250.61	N/A
Rotterdam	764.0	717.5	1179.0	46.5	22.5	93.75	N/A
Fujairah	1060.5	838.5	1651.5	222.0	128.5	137.43	N/A
Houston	778.0	636.5	1212.0	141.5	-54.5	-27.81	N/A

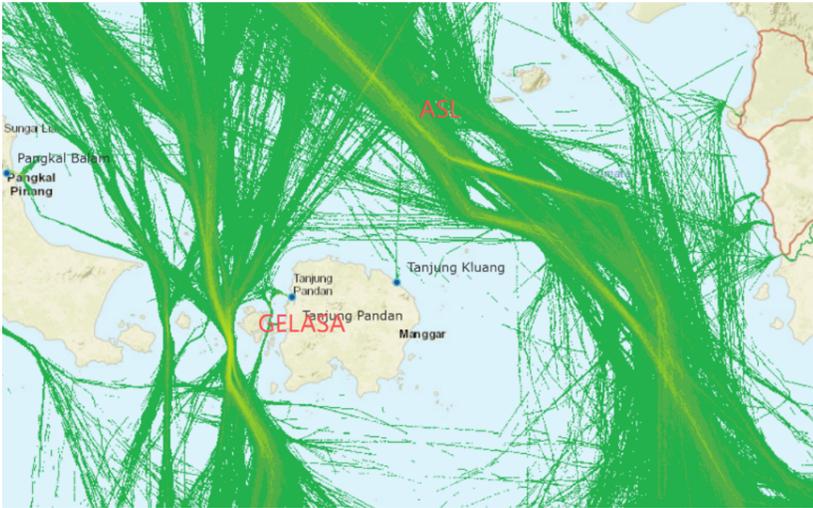
(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy High Sulphur Fuel Oil; MO-MGO; SP-Spread;)



第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds		Index	+/-	Weekly	Monthly	YTD
Wheat		205.0	-3.0	-1.44	N/A	0.99
Maize		229.0	-2.0	-0.87	N/A	-0.87
Soybeans		221.0	-9.0	-3.91	N/A	8.33
Rice		154.0	-3.0	-1.91	N/A	-14.44
Barley		244.0	-2.0	-0.81	N/A	3.83
Energy		Index	+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	96.43	8.81	10.05	N/A	41.93
Brent	USD/Bbl	105.85	14.72	16.15	N/A	48.08
Natural Gas	USD/MMBtu	3.0	-0.06	-1.96	N/A	-25.74
Gasoline	USD/Gal	3.16	0.48	17.91	N/A	44.29
Heating Oil	USD/Gal	4.1	0.61	17.48	N/A	84.68
Ethanol	USD/Gal	1.91	0.05	2.69	N/A	8.52
Naphtha	USD/T	824.35	45.11	5.79	N/A	35.52
Propane	USD/Gal	0.77	0.0	0.0	N/A	-10.47
Uranium	USD/Lbs	86.5	0.6	0.7	N/A	35.58
Methanol	CNY/T	2926.0	426.0	17.04	N/A	11.68
TTF Gas	EUR/MWh	50.77	1.42	2.88	N/A	23.17
UK Gas	GBP/thm	129.22	2.86	2.26	N/A	28.42
Industrial		Index	+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.65	-0.25	-4.24	N/A	14.14
Coal	USD/T	134.75	-9.05	-6.29	N/A	36.46
Steel	CNY/T	3140.0	36.0	1.16	N/A	-2.39
Iron Ore	USD/T	105.77	2.87	2.79	N/A	3.37
Aluminum	USD/T	3370.0	42.5	1.28	N/A	25.26
Lithium	CNY/T	155500.0	-3000.0	-1.89	N/A	107.61
Metals		Index	+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	4900.26	-284.52	-5.49	N/A	62.69
Silver	USD/t.oz	78.13	-11.22	-12.56	N/A	130.34
Platium	null	2067.0	-174.5	-7.78	N/A	101.42
Currencies		Index	+/-	Weekly	Monthly	YTD
EUR/USD		1.15	-0.02	-1.71	N/A	5.5
USD/CNY		6.88	0.0	0.0	N/A	-4.84

第八部分 本周话题 WEEKLY TOPIC



推荐航线与船舶绕航

HIFLEET气象导航最近收到来自市场的咨询，谈到其经营的船舶经南中国海去印尼雅加达，船舶没有选择较近的GELASA海峡，而是选择按ASL推荐海道，经多次沟通未果，船舶依然坚持按ASL线走，结果多航行230海里，租家询问能否索赔。ASL（印尼群岛海道）推荐路线并非强制，但船长有权基于安全选择该航线；租家能否索赔，核心看合同约定与绕航是否合理。核心看合同约定与绕航是否合理。

ASL全称是Archipelagic Sea Lanes（群岛海道），是印尼依据《联合国海洋法公约》（UNCLOS）第53条划定、并经IMO批准的推荐性船舶通行航道。其ASL法律定位是建议性而非强制性航线。船舶享有群岛海道通过权，可选择ASL或其他习惯/地理航线（如Gelasa海峡），只要不违反航行安全与当地海事法规。船长的选择权是在安全第一原则下，船长对航线有最终决定权。若ASL更安全（如避开浅滩、恶劣天气、海盗区或军事活动区），船长可优先选择。

航次租船（如GENCON）：船东或承运人有义务按约定/习惯/地理上的航线航行，但合理绕航（如安全、救助）除外。期租合同项下（如NYPE），租家通常会发出船舶营运指令，但不得违反安全；船长对安全航行有最终决定权。

重新回到ASL推荐航线话题，若船长选择ASL是基于安全考量（如Gelasa海峡水深不足、通航密度大、有航行风险），则属于合理绕航，船东不承担违约责任。只有当船东或船长无正当理由、任意选择航线并构成不合理绕航时，租家才可索赔。

能够成功索赔前提是租约合同有明确约定，合同写明必须走经济航线，且应无安全风险。无合理安全理由，例如船长选择某航线不是为了安全、救助或避障，而是单纯为船东利益（如加油、挂靠、换班）。绕航造成了实际损失，租家因额外航程产生可量化损失（燃油费、时间损失、滞期、对下家违约赔偿等）。

中国海商法有条款明确船舶应按约定/习惯/地理航线航行，禁止不合理绕，不合理绕航构成违约，需赔偿损失。租家保证航区安全，有权发营运指令；船长应遵守，但安全优先。普通法/海牙-维斯比规则：不合理绕航是根本违约，船东丧失责任限制，需全额赔偿。

租约合同中可以明确限制船长随意绕航，仅允许安全/救助等合理绕航。加入气导条款，约定船长应遵循租家指定气导公司的最优航线建议，无正当理由不得偏离。

船舶在航次执行中需要实时跟踪船舶轨迹并帮助船长避免无端绕航，发现偏离立即书面询问船长，要求说明安全理由并保留证据。若船长无法提供合理安全依据，书面通知船东：要求立即改回约定航线，并保留索赔权利。

船舶发生绕航，一般先协商：提供证据，要求船东承担额外燃油、时间损失及滞期费。协商不成，按合同约定提交仲裁（伦敦海事仲裁LMAA或中国海事仲裁）或诉讼。

HIFLEET's weather routing service recently received inquiries from the market regarding its vessels' voyage from the South China Sea to Jakarta, Indonesia. The vessels did not choose the shorter GELASA Strait but instead followed the recommended sea route by ASL. After multiple attempts at communication, no solution was reached. The vessels still insisted on following the ASL route. As a result, they had to travel an extra 230 nautical miles. The charterer asked if they could claim compensation. The recommended route by ASL (Indonesian Archipelago Sea Route) is not mandatory, but the captain has the right to choose this route based on safety considerations. Whether the charterer can claim compensation mainly depends on whether the contract terms and the detour are reasonable.

The ASL is officially known as Archipelagic Sea Lanes. It is a recommended shipping passage route delineated by Indonesia in accordance with Article 53 of the United Nations Convention on the Law of the Sea (UNCLOS) and approved by the IMO. The legal status of the ASL is advisory rather than mandatory. Ships have the right to pass through the archipelagic sea lanes and can choose the ASL or other customary/geographical routes (such as the Gelasa Strait), as long as they do not violate navigation safety and local maritime regulations. The captain's choice is based on the principle of safety first, and the captain has the final decision-making power over the route. If the ASL is safer (such as avoiding shoals, adverse weather conditions, pirate areas, or military activity zones), the captain can prioritize its selection.

Charter voyage (such as GENCON): The shipowner or carrier is obligated to navigate along the agreed/established/geographical route, except for reasonable detours (such as for safety, rescue purposes). Under time charter contracts (such as NYPE), the charterer usually issues vessel operation instructions, but must not violate safety; the captain has the final decision on safe navigation.

Returning to the topic of the recommended ASL route, if the captain chooses the ASL based on safety considerations (such as insufficient water depth, high navigation density, and potential navigation risks in the Gelasa Strait), it is considered a reasonable detour. The shipowner will not bear any liability for breach of contract. Only when the shipowner or the captain make an arbitrary choice of the route without any valid reason and it constitutes an unreasonable detour, can the lessee make a claim.

The prerequisite for successful claim is that the lease contract has a clear stipulation. The contract states that the economic route must be taken and there should be no safety risks. Without reasonable safety grounds, such as when the captain chooses a certain route not for safety, rescue or obstacle avoidance, but merely for the benefit of the shipowner (such as refueling, berthing, crew rotation). If the detour causes actual losses, the charterer will incur quantifiable losses due to the additional voyage (fuel costs, time loss, demurrage, compensation for breach of contract to the downstream party, etc.).

The Chinese Maritime Code has provisions stating that ships must navigate along the agreed, customary or geographical routes. Unreasonable detours are prohibited, and such detours constitute a breach of contract, entitling the aggrieved party to claim compensation for losses. The charterer is responsible for ensuring the safety of the navigation area and has the authority to issue operational instructions; the captain must comply, but safety comes first. Common law / The Hague-Visby Rules: Unreasonable detours constitute a fundamental breach of contract, and the shipowner loses the limitation of liability, and must make full compensation.

The lease contract can clearly stipulate that the captain shall not be allowed to deviate from the original route at will. Only reasonable deviations such as for safety or rescue purposes are permitted. Include an air-guidance clause, stipulating that the captain should follow the optimal route suggestions provided by the designated air-guidance company by the lessor, and shall not deviate without valid reasons.

During the voyage, the vessel needs to have its trajectory tracked in real time and assist the captain in avoiding unnecessary detours. If there is a deviation, an immediate written inquiry should be made to the captain, requesting an explanation of the safety reasons and retaining the evidence. If the captain is unable to provide a reasonable safety basis, a written notice should be sent to the shipowner: requesting an immediate return to the agreed route and retaining the right to claim compensation.

If a ship undergoes a detour, the first step is usually to negotiate: provide evidence and demand that the shipowner bear the additional fuel costs, time losses and demurrage fees. If the negotiation fails, submit the matter to arbitration (either the London Maritime Arbitration Association LMAA or the China Maritime Arbitration) or litigation in accordance with the contract terms.