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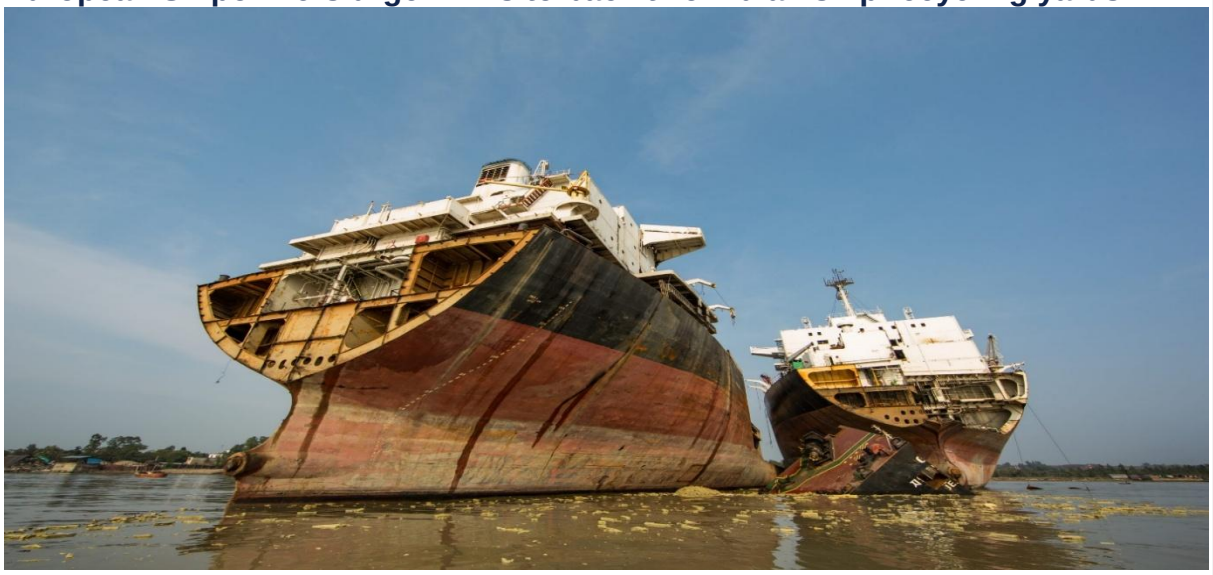
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International Maritime Trade & Transport





European Shipowners urge MEPs to back two Indian ship recycling yards



European Community Shipowners' Associations (ECSA) said the Environment Committee of the European Parliament votes on November 4 on a motion for resolution objecting to the Commission's proposal to add two Indian ship recycling yards to the European List of Ship Recycling Facilities.

ECSA now calls on members of the European Parliament to reject the motion and to support the inclusion of the two Indian yards in the EU List.

In July 2026, ECSA welcomed the Commission's proposal. The global shipping industry came together in September to back the proposal through a joint industry statement and issued an open letter to EU ministers urging them to adopt the list.

"The inclusion of the two Indian yards in the EU list is a long-awaited and very welcome step, which rewards investments made to meet EU standards," said Sotiris Raptis, secretary general of European Shipowners | ECSA. "Objecting to the inclusion of facilities that comply with the stringent EU safety and environmental standards would undermine the credibility of the EU's own legislation."

European Shipowners has called on members of the European Parliament to support the proposal of the Commission to include the two Indian yards in the EU ship recycling list.

ECSA said the two Indian yards have been thoroughly evaluated during an extensive inspection period and were found compliant with the requirements of the EU Regulation.

A recent report of shipping association BIMCO found that roughly 16,000 ships will need recycling over the next decade. Another BIMCO report also highlighted that European facilities are dedicated mainly to local and offshore markets, by number and by size.

Much of the new investment in Europe is going into offshore decommissioning, which is potentially far more profitable than ship recycling, so that capacity is not fully directed at larger merchant tonnage.

Absorbing large, ocean-going vessels at that scale would require space and workflows that European yards do not currently have, resulting in significant waiting times.

According to ECSA, yards outside the EU that meet the safety and environmental requirements of the EU Ship Recycling Regulation (EU SRR) can and should be recognised.

(Source: Shipping Telegraph)

Oman rescues 25 from burning ship as Iran Guards halt 4 tankers

Oman said on Friday it had rescued 25 crew members from a merchant ship that was targeted and set ablaze, as Iran reported four oil tankers were halted while crossing Strait of Hormuz.

Muscat's navy "carried out an evacuation operation for 25 crew members of the merchant ship, flying the Panamanian flag, after it was targeted, which led to a fire on board," Oman's Maritime Security Centre said in a statement.

The crew members were provided with medical care, the Omani statement said, without giving details. The Marine Traffic ship-tracking website described the ship as a crude oil tanker.

Iran's conflict with the United States and its regional allies showed fresh signs of escalation on Friday, with the Islamic Revolutionary Guard Corps (IRGC) claiming that four oil tankers had caught fire and exploded in the strategically important Strait of Hormuz while attempting to navigate what Tehran described as "unauthorised routes."

According to Iranian media, the IRGC Navy said Friday the tankers were attempting to use shipping routes that Iran considers unauthorised.

It claimed that one of the vessels, the fourth oil tanker, carrying more than two million barrels of crude oil, struck a naval mine, triggering an explosion and fire while navigating the "unauthorised southern route through the Strait of Hormuz."

"This evening, the fourth oil tanker, a supertanker, suffered a severe explosion and is burning, after hitting a mine, regardless of the warnings of the IRGC Navy not to transit through the unauthorized southern route of the Strait of Hormuz. The offending tanker also tried to leave the unauthorized southern route of Hormuz with more than two million barrels of crude oil, regardless of the IRGC's warnings.

"This is the fourth oil tanker that has been burning in the Strait of Hormuz since the early hours of today," it added.(**Source: Shipping Telegraph)**







SAGARMALA

Indian court allows renewed compensation talks to MSC Elsa 3 loss



The listing container vessel MSC Elsa 3 off the coast of Kerala, India. The ship sank on May 25, 2025, causing some of her cargo of plastic pellets to wash ashore with some reaching as far as Sri Lanka.Indian Coast Guard

The High Court of India's Kerala State has allowed a committee appointed by the state and comprising government officers to resume compensation negotiations with Swiss shipping company MSC over the May 25, 2025, sinking of the containership *MSC Elsa 3*.

The court recalled a restriction it had placed on the committee's talks on June 19, 2025. The Kerala State Government did not object.

The committee's remit covers environmental damage, restoration costs and economic losses, including those suffered by the local fishing community. It cannot reach a definitive settlement or enter into a binding agreement, however, and any terms must be submitted to the court for scrutiny.

Additional Solicitor General P. Sreekumar told the court that C Track Surveys had been selected to carry out a multi-beam survey of the wreck at the cost and responsibility of the vessel interests. MSC's counsel said the company would initially bear the cost.

The Director General of Shipping will monitor the survey. Stakeholders, including the Kerala State Pollution Control Board, have one week to submit suggestions on its scope.

In August, the national government told the court that the wreck held hazardous cargo and might require complete removal under the Nairobi Convention on the Removal of Wrecks. The owners said about 437 tonnes of fuel-and-water mixture had already been pumped out. They opposed removal on the grounds that lifting waterlogged containers could rupture them and release further contamination.

MSC's counsel asked that the company's argument for limiting its wreck removal liability be kept open, citing its application to constitute a limitation fund under the Merchant Shipping Act.

The state has filed an admiralty claim of INR95.31 billion (US$1 billion). MSC is seeking to limit its liability to about US$14.8 million, has described the state's claims as excessive, and has posted a bond of about US$133 million at the court's direction.

The Liberian-flagged *MSC Elsa 3* sank on May 25, 2025, while sailing from Vizhinjam to Kochi. All 24 crew were rescued.The ship's cargo at the time included calcium carbide, chemicals used in rubber products, and plastic nurdles. The wreck lies about 14.6 nautical miles offshore at a depth of 51 metres. *(Source:BAIRD News)*

Bulk carrier runs aground on Kakinada coast en route to Singapore



Sigma Pearl had sailed from Visakhapatnam for Singapore before winds drove her ashore near Antarvedi. Cargo operations and berthing were halted at several east coast ports.

A cargo ship ran aground near Antarvedi off the Kakinada coast in India's Andhra Pradesh state on Wednesday, October 28, after reportedly suffering a loss of propulsion during Cyclone Arnab.

Sources within the Visakhapatnam Port Authority told the *Deccan Herald* that the Marshall Islands-flagged bulk carrier *Sigma Pearl* lost propulsion after departing Visakhapatnam for Singapore, having discharged a cargo of sulphur there.

Strong winds associated with the cyclone then pushed the ship, which was unable to manoeuvre, off course and towards the coast near the Ravva oil field. The reported engine failure is subject to an inspection of the vessel.

The crew were reported safe, and efforts were underway to bring them ashore. The number of people on board and the extent of any damage were still being assessed on Wednesday.

The Mercantile Marine Department, port authorities, and other maritime agencies are monitoring the incident in coordination with the Konaseema district administration. Department officials said an inspection will determine the vessel's condition and the next course of action. Authorities intend to survey the bulker and begin salvage planning once the storm has abated.

Cargo operations and berthing were suspended at multiple coastal ports due to large swells and gale-force winds. Visakhapatnam, Kakinada and Gangavaram warned of the storm, instructed anchored ships to secure and suspended freight operations, with the aim of restoring operations on Thursday, October 29.(**Source: Baird News)**



Indian Port Sector



Vizhinjam port receives first import container, marks new milestone



Vizhinjam International Seaport has received its first import container, marking a significant operational milestone. The container was shipped from Ningbo, China, and will support the construction sector.
Import processes will now occur directly at the seaport, improving efficiency for local businesses. This new system is expected to enhance revenue retention and create job opportunities in related sectors. Overall, this marks the expansion of Vizhinjam's role as a direct service port.

The Vizhinjam International Seaport on Saturday received its first import container, marking a significant step towards emerging as a direct gateway for imports into Kerala, port authorities said. The container, booked from Ningbo in China, arrived aboard the vessel MSC Sabrina III.

The container was booked by Thiruvananthapuram-based startup BSG Logistics and Ship Chandlers Pvt Ltd on behalf of the city's Altair Group. It carries engineered building boards used in the construction sector as an alternative to conventional plywood.

With the commencement of import operations, goods can now be directly unloaded at Vizhinjam, undergo customs clearance and be transported to markets across Kerala.

The new facility will also help retain revenue generated from cargo handling and logistics-related activities within the state, instead of such business flowing to other ports.

The commencement of direct import services marks an important expansion of Vizhinjam's role beyond transshipment operations, positioning it as a port catering directly to the import requirements of businesses in Kerala, the authorities added.(Economics Times)



Govt will position Keralam as major maritime hub: CM V D S



The CM said the initiative could generate lakhs of jobs by 2031. Keralam, which has four international airports, would also be developed as a major aviation hub.

THIRUVANANTHAPURAM: Pitching an ambitious economic transformation agenda for the next five years, Chief Minister V D Satheesan has identified the maritime economy, emerging technologies, education and healthcare as the key drivers of a new-age Keralam, setting a target of generating lakhs of jobs through the Mission Samudra initiative by 2031.

In his message on the state's 70th formation day on November 1, Satheesan said the government would move beyond traditional development models to position Keralam as a major maritime, aviation, education and healthcare hub.

Mission Samudra envisages an integrated maritime economy linking the Vizhinjam International Seaport and minor ports with road, rail and inland waterway networks, logistics parks, maritime clusters and port-linked cities.

"The target is to shift at least 50% of goods transportation from road to sea. Cruise shipping and river-linked tourism will feature in subsequent phases," the chief minister said.

Satheesan said the initiative could generate lakhs of jobs by 2031. Keralam, which has four international airports, would also be developed as a major aviation hub.

The government plans to attract investments in artificial intelligence, quantum computing, machine learning and robotics, besides establishing data centres, semiconductor facilities and Global Capability Centres. These initiatives would create new employment opportunities for young people, he said.

The state would also seek to attract students from outside Keralam by developing international-standard educational institutions, introducing contemporary courses and providing specialised training. Satheesan said the state should emerge as a destination for quality healthcare as well.(**Source: Indian Express)**



Fishermen's agitation against the Vadhavan Port project in Palghar




Palghar villagers stage protest against Vadhavan port

Palghar-30 Oct-Thousands of Villagers staged an agitation in Varor in Palghar district of Maharashtra as part of a series of protests against the Vadhavan port being developed near Dahanu.

Organized jointly by the *Vadhavan Bandar Virodhi Sangharsh Samiti* and the *Palghar Jilla Vinashkari Prakalp Virodhi Sangharsh Samiti*, the rally was backed by over 52 local organizations.

The deep-sea port is being built as an artificial offshore island, but tribals, farmers and the fishing community say it will destroy local marine biodiversity, traditional fishing



Maharashtra Congress president Harshwardhan Sapkal on Friday said the agitation against the proposed Vadhavan port in Palghar district would continue until the project is scrapped to save livelihoods and coastal ecology.

Leadership from the opposition Maha Vikas Aghadi (MVA) coalition heavily supported the protest. High-profile political figures attended the rally to show solidarity, including Maharashtra Congress President Harshwardhan Sapkal, Shiv Sena (UBT) MLA Ambadas Danve, and former MLA Hitendra Thakur. Sapkal publicly declared that the agitation will continue relentlessly until the "destructive project" is fully scrapped

(Source: Indian Maritime News Express)

India's Foreign Trade

India extends cotton duty exemption until Dec 31



- *India has extended the cotton import duty exemption until December 31, 2026, amid a projected supply shortage.*
- *SIMA welcomed the move, saying it would help textile manufacturers secure raw materials and meet export commitments.*
- *The association urged the government to extend the exemption until 2030 to ensure supply and price stability.*

India has extended the exemption from customs duty on cotton imports by two months until December 31, 2026, as the textile industry faces a projected domestic supply shortage.

The Ministry of Finance issued Notification No. 35/2026-Customs on October 30, amending the earlier Notification No. 19/2026-Customs dated May 30. The amendment replaces the previous exemption deadline of October 31 with December 31, 2026. The government said the change was made in the public interest under the Customs Act, 1962, read with the Finance Act, 2021.

SIMA Chairman Durai Palanisamy said the industry had imported around 72 lakh bales of cotton during the 2025-26 cotton season under temporary duty exemptions, helping mitigate shortages, prevent job losses and meet export commitments.

India's cotton production is expected to reach around 280 lakh bales in the 2026-27 season, against estimated industry demand of about 360 lakh bales, according to SIMA. The association projected a shortage of around 100 lakh bales, taking into account exports of 12–15 lakh bales of organic and Better Cotton Initiative (BCI) cotton.

The association said the industry would require 475–500 lakh bales annually to support the government's textile-sector vision of increasing trade from around $172 billion to $350 billion, exports from $36 billion to $100 billion, attracting $100 billion in new investment and creating 20 million jobs. The textile industry currently provides employment to more than 45 million people, with women accounting for around half of the workforce, SIMA added.

DRI seizes around 55,000 e-cigarettes worth more than Rs. 13.5 crore in two operations at Port in Kolkata



The Directorate of Revenue Intelligence (DRI) continues its sustained crackdown on illicit trade and seized over 55,000 smuggled e-cigarettes at Port, Kolkata, on 24th Oct 2026.

DRI officers intercepted two containers Nepal-bound transshipment consignment suspected to contain e-cigarettes. The goods had been mis-declared as "water glass" and "ceramic mugs" in another. A detailed examination of the first container led to the recovery of 40,000 pieces of e-cigarettes of brand IGET in various flavours, hidden among the declared cargo. Whereas, detailed examination of second container led to the recovery of around 15,000 pieces of e-cigarettes of various brands, including VTV, VOKO, Bang and Ejoy, hidden among the declared cargo.

In total around 55,000 e-cigarettes valued at Rs 13.50 crore were seized along with the cover cargo under relevant sections of Customs Act.

Electronic cigarettes and all Electronic Nicotine Delivery Systems (ENDS) are prohibited in India under the Prohibition of Electronic Cigarettes (Production, Manufacture, Import, Export, Transport, Sale, Distribution, Storage and Advertisement) Act, 2019, enacted in the interest of public health and to protect people from harm.

In the current FY 2026-27, DRI have already made seizure of around 3,00,000 e-cigarettes worth more than Rs. 120 crore in across various ports, airports, and ICDs in Maharashtra, Gujarat, Delhi and West Bengal

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