ASSOCIATION FOR GLOBAL ECONOMIC DEVELOPMENT

Asian Maritime News Express

31st Oct 26 Mumbai-India

Global Maritime Trade & Transport

Tanker catches fire in Hormuz after explosives attached to hull

Attack on tanker in Hormuz marks a new modus operandi by Iran against commercial shipping as multiple incidents reported The UKMTO said that in an incident 25nm Northeast of Khasab, Oman on 29 October a tanker was approached on the port side by a small boat which attached two explosive devices to the hull above the waterline.

"The subsequent blasts resulted in a fire in the engine room which temporarily disabled the vessel. The fire is now reported as extinguished and vessel is continuing to its next port of call," UKMTO said in an alert.

According to maritime security firm Vanguard Tech the tanker involved was the Panama-flagged *Louise 1.* The 159,092 dwt tanker is owned by Panama-based Aquarius Maritime Ventures based on data from Pole Star Global.

The incident was reported to have taken place at 22:12 hrs UTC on 29 October.The attack marks a change in modus operandi of Iranian attacks in the Strait of Hormuz which up till now have either involved the targeting of vessels with drones and missiles or firing at the ship from small craft. However, in this case explosives were attached directly to the vessel's hull from the small craft.

It was the second attack reported in the space of a few hours with UKMTO saying it was informed by a Company Security Officer that a vessel was struck by an unknown projectile

while completing an outbound transit of the Strait of Hormuz at 16:00 hrs UTC on 29 October. A graphic with the report shows the incident to be southern corridor close to Oman.

Meanwhile an earlier incident reported by UKMTO and Vanguard Tech where a tanker was reported to be on fire a submerged was clarified as involving a regional trading dhow.

(Source: Sea Trade Maritime News)

Norway Detains Sanctioned Chinese Ship Linked To Russia's Project

Norway has detained a Chinese-owned heavy-lift ship that previously transported equipment for Russia's sanctioned Arctic LNG 2 project after inspectors found that it did not have valid flag registration or the required certificates.

The vessel, Ya Qing Hai Yang, was inspected on October 13 after seeking shelter from bad weather in Andfjorden, off Norway's Vesterålen Islands. It was detained the following day and will remain in custody until its registration and certification problems are resolved.

Norwegian authorities also inspected another Chinese cargo ship, Jian Yang Cheng He, and found five deficiencies. The vessel is not under sanctions and has no known links to Russian energy projects. It can leave after correcting the problems.

The detention comes as Western countries continue to monitor ships involved in transporting equipment and supplies for Russia's sanctioned energy projects.

The Norwegian Maritime Authority found during its inspection that Ya Qing Hai Yang did not have valid registration with a flag state or the necessary certificates.

Dag Inge Aarhus, the authority's communications director, told High North News that the ship would remain detained until the issues were resolved.

The vessel, which has the IMO number 1021570, was previously named Ocean 28. It was sailing under the Guatemalan flag, according to reports by The Insider.

Guatemala does not have a publicly accessible ship register. The Insider cited Lloyd's List in describing the flag as potentially false.

Aarhus said he could not immediately confirm whether this was Norway's first detention involving a vessel sailing under a false flag. The authority would need to check its records. However, no earlier case of Norway detaining a vessel over fraudulent flag registration has been identified in public reports.

Ya Qing Hai Yang was involved in transporting equipment for Russia's Arctic LNG 2 project in October 2024, when it was operating under the name Ocean 28.(**Marine Insight)**

Asian Maritime Industry

58 rescued from listing ferry off Quezon Province, Philippines

Starhorse Shipping Lines' Virgen de Peñafrancia II listed to starboard 10 metres from Quezon's Real Port with 14 rolling cargoes aboard. Booms are being deployed and the operator has been told to seek an emergency salvage permit.

The Philippine Coast Guard rescued 58 people from a Ro-Pax ferry that listed heavily to starboard just off Real Port in the Philippines' Quezon Province early (local time) on Friday, October 30.

Virgen de Peñafrancia II tilted to its right side approximately 10 metres from the port in Barangay Ungos, Real, at around 00:44. The vessel, operated by Starhorse Shipping Lines, was sailing from Polillo Port to Real Port with 40 passengers, 18 crew, and 14 rolling cargoes on board.

All 58 occupants, including two infants, were evacuated by around 03:30. The Municipal Disaster Risk Reduction and Management Office of Real later assessed the evacuees and confirmed that all were in good physical condition.

The crew told authorities that the vessel had 1,300 litres of marine diesel oil in its service tank. Coast guard personnel are inspecting the remaining fuel and oil inventory.

Indian Coast Guard Launches Rescue Operation For 6 Crew On Stranded Bulk Carrier

The Indian Coast Guard launched a rescue operation on Thursday, October 29, for six crew members aboard Sigma Pearl, a Marshall Islands-flagged bulk carrier stranded near the Ravva oilfield off Kakinada, Andhra Pradesh, after an engine failure reportedly linked to Cyclone Arnab.

The Coast Guard deployed a helicopter and vessels to reach the ship. Its Offshore Patrol Vessel 'Sujay' was also sent towards the stranded carrier.

The ship was returning to Singapore after unloading cargo at Visakhapatnam port. Rescue personnel were operating from a helipad at Mogalthur village in West Godavari district, with local authorities helping the Coast Guard.

Sigma Pearl, carrying six crew members aboard, lost engine power while navigating the Ravva oilfield in the Krishna-Godavari (KG) Basin. The failure was suspected to have occurred under the impact of Cyclone Arnab in the Bay of Bengal.

The vessel left Visakhapatnam port at around 12.17 am on October 27, after unloading its cargo. It was heading back to Singapore as the cyclone approached Yanam, before making landfall along the Andhra Pradesh coast early on October 28.

MarineTraffic, a vessel-tracking platform, showed the ship's status as "Vessel is out of range" two days before the rescue operation. Its last recorded movement was along its planned route. Very severe cyclonic storm Arnab crossed the Andhra Pradesh coast in the early hours of October 28, bringing sustained winds of 125–135 kmph and gusts of up to 150 kmph.

6 Indian seafarers stranded at Karachi port are safe: Govt source

All six Indian seafarers stranded at Karachi port aboard a general cargo ship are safe, and formalities have been initiated for the embarkation of the six relief crew members onto the ship, a senior government officer said on Thursday.

According to reports, six Indian seafarers, including Vineet Kishor Mishra, aboard ship 'KEVER', have been stranded in Karachi following a dispute between the ship owners and the port authorities. Specific details could not be immediately ascertained.

The official told *PTI* that the vessel is safely alongside at Berth No. 21, West Wharf, Karachi Port. They said the vessel owners are awaiting formal embarkation clearance from the port authorities.

"The manning agency has submitted the requisite request for the embarkation of six relief seafarers, who are fully processed and ready to board upon receipt of clearance."The relievers are already in the hotel in Pakistan," he said.

The official also said that round-the-clock coordination is being maintained with the vessel owners and crew members. "The matter is being closely monitored, and further updates will be provided immediately upon receipt of any progress from the authorities," he said.

The official said the letters were already written to all stakeholders, including the Indian High Commission in Pakistan, with a copy to the PAI division of MEA.

"The seafarer is safe, and the embarkation of the six relief crew members is pending formal clearance from the Port Authorities," he said.(**Source: Rediff.com**)

Wan Hai CI8 Service to Connect Vietnam and South China/ West India

Wan Hai Lines plans to introduce its CI8 container service in late November 2026, linking Haiphong and South China with Mundra and Nhava Sheva through Malaysia. The loop will deploy 2,800–3,000 TEU vessels, adding another direct shipping option between Asian manufacturing centres and west coast of India.

The Wan Hai CI8 service will connect Vietnam, South China, Malaysia and West India as the carrier expands its regional network for intra Asia.

Named China India Service CI8, the loop will operate on a 35-day round-trip cycle. The announced port rotation is:
Haiphong → Qinzhou → Nansha → Shekou → Port Klang Northport → Mundra → Nhava Sheva → Port Klang Northport → Haiphong.

Port Klang Northport appears on both legs, while Mundra precedes Nhava Sheva in the Indian sequence. The launch remains scheduled for late November; the announcement does not mean sailings have already begun.

16th Asian Logistics, Maritime Conference takes place on 16/17 Nov.

The 16th Asian Logistics, Maritime and Aviation Conference , organised by the **Hong Kong Special Administrative Region (HKSAR) Government** and the **Hong Kong Trade Development Council (HKTDC)**, will take place at the Hong Kong Convention and Exhibition Centre on 16 and 17 November. Under the theme **"Driving Inclusive Growth through Innovation and Sustainability"**, this year's **ALMAC** will bring together government and business leaders from the logistics, shipping, aviation, supply chain management and related services sectors to discuss supply chain resilience, green energy and digital transformation, as well as the latest opportunities and pathways for high-quality development.

The conference topics will align with the National 15th Five-Year Plan, the HKSAR Government's first "Five-Year Plan for Hong Kong" and the latest Policy Address, with a view to enhancing Hong Kong's competitiveness and supporting sustained economic development, while reinforcing Hong Kong's position as international trade and maritime centres and an aviation hub.

Jacky Chung, Associate Executive Director of the HKTDC, said: "This year's ALMAC will bring together around 80 distinguished speakers and is expected to attract more than 2,300 participants from over 40 countries and regions. The National 15th Five-Year Plan, Hong Kong's first Five-Year Plan and the Policy Address support Hong Kong's position as international trade and maritime centres and an international aviation hub to strengthen the 'four centres and one hub'.

Amid continued geopolitical tensions, increasingly frequent extreme weather, and accelerating transition to sustainable development, the HKTDC will continue to align with the policies of the country and the HKSAR Government. We are committed to promoting high-value-added supply chain services and green energy development in Hong Kong, while leveraging the city's strengths in financial, technology, arbitration and mediation and other professional services.

We will also seize the opportunities arising from the Belt and Road Initiative and support Mainland enterprises in going global and exploring new business opportunities.

Hong Kong's port is upgrading from a 'traditional major port' to a 'value-added port', accelerating its digital, green and smart development. We will also strengthen cooperation with ports in the Greater Bay Area and strive to become a key maritime hub connecting South China with South America. This development direction is highly aligned with the positioning of ALMAC, which will help the industry move beyond 'moving goods faster' towards 'moving goods more reliably, more sustainably and with greater value'(C.S.News)

www.afged.com

Compiled by Dr.Sham Choughule through various sources for private circulation

Dr. Sham Choughule.

Shamc2001@yahoo.co.in

Director (International Business, Tourism, and Maritime Transport)

Association for Global Economic Development-India

Corporate Office: A/111, Mittal court, Nariman Point, Mumbai - 400 021.

31st Oct 2026

Jakarta port capacity expands as new cranes arrive from China

Jakarta's port infrastructure is undergoing further capacity expansion, with new container-handling equipment having arrived in the Indonesian capital in October.This follows the start of trial operations at Tanjung Priok's new Container Terminal 2 in August.

Indonesian state-owned port operator PT Pelabuhan Indonesia (Pelindo) launched trial operations at Terminal 2 Container in August 2026 as part of efforts to increase container-handling capacity and improve logistics efficiency at Tanjung Priok Port.

The terminal has a 517.5-metre quay, of which 200 metres was operational at the time of the August launch, alongside a 98,700-square-metre container yard capable of storing up to 8,425 TEUs.At the start of trial operations, the terminal was equipped with one quay container crane, four rubber-tyred gantry (RTG) cranes, one reach stacker and five head trucks with chassis.

Pelindo also planned to introduce two additional quay container cranes during the fourth quarter of 2026.The capacity expansion continued into October, when Jakarta received five RTGs and two quay cranes from Zhuhai, China.

John He, general manager at Shanghai Hamel Supply Chain Technology, told Breakbulk that the purpose of the project was to transport the seven cranes to Jakarta "to ease pressure on the Port of Jakarta and strengthen its loading capacity."

The project was initially planned around the five RTGs, with components for the quay cranes added later.The October delivery therefore adds to a broader period of container-handling investment in Jakarta, coming two months after Terminal 2 began trial operations.

Pelindo's plans for the facility envisage strengthening Indonesia's hub-and-spoke shipping network, increasing port utilisation and supporting the development of seven shipping corridors during the initial phase by the end of 2026.**Source:** Breakbulk, Indo Shipping Gazett

India bets on Korean shipbuilding ties for top-five push by 2047??

India is turning to South Korean investment and technology to help build one of the world's top five shipbuilding industries by 2047, Indian Minister Sarbananda Sonowal said. The initiative followed talks between Indian Prime Minister Narendra Modi and South Korean President Lee Jae Myung during Lee's state visit to New Delhi on April 20.

During a four-day visit to South Korea, Sonowal told The Korea Herald that partners developing a proposed shipyard in Thoothukudi aim to agree on a joint venture structure and complete a detailed project report within six months. The project in the southern Indian state of Tamil Nadu involves HD Korea Shipbuilding & Offshore Engineering, HD Hyundai's shipbuilding holding companyInvestment terms remain under negotiation, and construction and first-delivery dates have yet to be agreed.

"We expect our engagements with leading Korean shipbuilders to result in concrete investment proposals," Sonowal said.India also wants Samsung Heavy Industries and Hanwha Ocean to invest in new shipyards or help expand existing yards.Both companies are providing technical support to Indian shipyards and participating through Indian partners in government vessel tenders, according to the minister.

India is offering Korean companies opportunities to purchases of more than 400 vessels worth about $23 billion, alongside financial support for ship construction and new shipyards, he said. Those planned purchases offer potential business but do not yet represent confirmed orders. HD Hyundai said Thursday it planned to use its shipbuilding technology and shipyard management experience to help India strengthen its industry and develop a network of shipyards and suppliers.
HD Korea Shipbuilding & Offshore Engineering, National Shipbuilding & Heavy Industries Park Tamil Nadu and Sagarmala Finance signed an agreement on April 20 to develop, finance, build and operate the Thoothukudi shipyard, Sonowal said.

A feasibility study is complete, and the project has preliminary approval under India's National Shipbuilding Mission. The partners aim to agree on how to structure the joint venture and complete a detailed project report within six months, he said.The minister did not specify period would begin. The report would cover the types of ships to be built, capacity, facilities, costs and the construction schedule.(**Source:.koreaherald.com)**