ASSOCIATION FOR GLOBAL ECONOMIC DEVELOPMENT

104, Janki Niwas, 1st Floor, Dr.Moose Road
Opp. Gadkari Rangayatan, Talavpali,
Thane (West)-400 602, Mumbai, India.
Email- afged2019@gmail.com

Indian Maritime News Express

Date:6th Nov 26 **Mumbai-India**

International Maritime Trade & Transport






Iran removes restrictions on Indian ships through Strait of Hormuz



The Iranian government today reiterated that Indian vessels are exempt from restrictions imposed on shipping through the strategically important Strait of Hormuz. Iranian lawmaker Ahmad Hayat-Moghaddam, Vice Chairman of the Parliament's National Security and Foreign Policy Committee said India, China, Iraq and Qatar have been granted exemptions and can navigate the waterway without restrictions.

Speaking at a meeting reviewing the country's economic and security situation, Hayat-Moghaddam said the exemption for India was intended to facilitate the import of essential medicines, while China's exemption was linked to broader political and economic interests.

Meanwhile, senior Iranian political leaders are reportedly urging the country's military leadership to consider a diplomatic proposal brokered by Qatar, amid growing fears of a renewed military confrontation with the United States.

The report further states that Qatari envoys recently visited Tehran with a specific mandate to obtain Iran's official response to the proposed framework, rather than engage in prolonged negotiations.
The developments come amid heightened regional tensions, with the Strait of Hormuz remaining a critical flashpoint for global shipping, energy supplies and international trade.
(**Source: All India Radio)**

US sanctions Indian couple behind fake flag empire of Iran's shadow fleet



Seizure of *Majestic X*, a tanker carrying Iranian oil –Photo New Yark Times

Washington has sanctioned an India-based husband-and-wife operation accused of running a sprawling network of fake ship registries supplying flags and certificates to tankers moving Iranian oil.

The US Treasury named Suniel Kumar Sharma and Jaspreet Preeti Shahid, based in Chandigarh, alongside 11 associated individuals and entities in the latest stage of Operation Economic Outcast, its campaign against Tehran's shadow fleet.

According to Treasury, the pair have been impersonating flag administrations since at least 2014, when they attempted to pose as Dominica's maritime authority. Their network subsequently established websites claiming to register ships for jurisdictions including Guyana, Aruba, Mali, Mozambique, Malawi, Sint Maarten and Timor-Leste.

Sharma also established Singapore-based Eswatini Maritime Affairs and International Ship Registry in 2023. The company has continued providing flagging services to Iranian oil carriers despite Eswatini's authorities publicly disowning it. The sanctioned Ping Shun is among the vessels linked to the operation.

Washington also cited the April seizure of *Majestic X*, a tanker carrying Iranian oil while falsely claiming Guyanese registration. Other vessels linked to the network include *Lattafa*, *Binary Star* and *Vera*.

OFAC has issued a fresh industry alert warning of the sanctions risks associated with falsely flagged vessels. Treasury says ships operating under fraudulent registrations lack valid protection and indemnity insurance, potentially exposing coastal states to enormous liabilities.

The move follows Washington's October sanctions on shipping agents in Singapore and Dubai and a Greek-Panamanian law firm accused of facilitating Iranian trades. The fake registry problem has grown rapidly. As Splash reported in August, maritime intelligence firm Windward identified 580 falsely flagged vessels in the IMO database, up 23.4% from the end of 2025, with 22 fraudulent registries identified worldwide.

(Source: Splash24x7.com/ Al jazeera)

Indian Shipping Industry





SAGARMALA

Indian Seafarer Killed In Drone Strike Near Oman, 13 Crew Rescued



The vessel was travelling to Gujarat's Porbandar from Al Hamriya port in the UAE during the attack. The MEA said that the Indian Embassy is monitoring the situation. They are working with the Oman authorities to ensure the smooth return of the survivors along with the mortal remains of the deceased sailor.

Indian seafarers have been among the frequent casualties of attacks on merchant ships. India's Directorate General of Shipping urged that India stop deploying seafarers on vessels transiting the strait until further orders, noting escalating security risks.

An Indian seafarer died, with 13 rescued, after a cargo ship came under attack off the coast of Oman.

An unknown aerial object struck the vessel near the coast of Oman on November 2, 2026, the Indian Union Minister Sarbananda Sonowal confirmed. The cargo vessel, identified as MSV Al Jusufi, had 14 Indian nationals aboard. An Indian sailor from Gujarat was killed, with 13 others safely evacuated and rescued by the Omani Coast Guard. Sonowal took to X to express his condolences following the sailor's death.

India called for an immediate de-escalation and for ongoing negotiations to conclude with a diplomatic solution in West Asia following the recent casualty, The Tribune reports. The attack renewed India's demand for a cessation of commercial ship According to the government brief released in October 2026, at least 22 Indian people, including 14 sailors, have been killed since the West Asian conflict began in February. With this death, the number of Indians killed in the conflict has risen to 23, including 15 seafarers.

Nigeria's $1.3bn cold chain market needs a stage.
This is it.
BOOK YOUR STAND
WEST AFRICA WAREHOUSING & LOGISTICS EXPO
6 - 8 April 2027
Landmark Centre, Lagos, Nigeria



Indian Port Sector



New Mangalore Port offers 50% rebate on vessel-related charges for mainline container ships

The revised concessions cover berth hire, port dues and pilotage, as the port seeks to strengthen connectivity and retain container traffic

New Mangalore Port Authority (NMPA) has announced 35 per cent and 50 per cent discounts on vessel-related charges for feeder and mainline container vessels, respectively.

These charges apply to vessels berthed between November 3, 2026, and March 31, 2027, for handling containers and do not apply to other ancillary activities such as flag change of the vessel, bunkering, etc.

NMPA offers concessions to boost container traffic

In its trade notice dated November 2, NMPA said it has approved a discount on vessel-related charges for both feeder and mainline vessels to facilitate growth in container traffic and remain competitive with neighbouring ports.

According to the latest trade notice, feeder line container vessels will receive a 35 per cent rebate on berth hire, port dues and pilotage charges. The trade notice dated November 25, 2025 -- which was valid up to December 31, 2026 -- had extended a 25 per cent concession on port dues and berth hire for feeder vessels.

Mainline vessels get 50 per cent rebate

The new trade notice has extended a 50 per cent rebate on berth hire, port dues and pilotage charges for mainline container vessels. Earlier, mainline vessels were eligible for a 40 per cent concession across port dues, berth hire and pilotage.

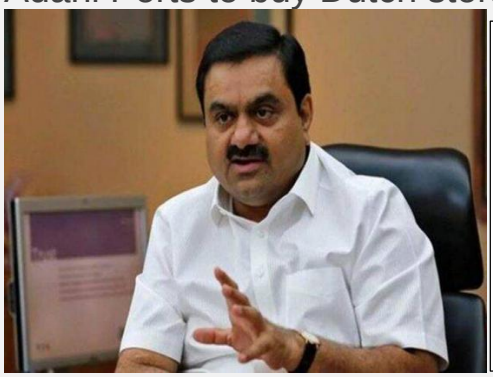
Port users seek cost parity and better connectivity

While seeking concessions in vessel-related charges for container vessels, port users said a strategic tariff discount would provide crucial cost parity, enabling carriers to absorb rising operational overheads, introduce additional calls, maintain stable ocean freight levels, and prevent the diversion of Karnataka's hinterland volumes to competing regional terminals.

Users said an enhanced discount for feeder vessels is vital for New Mangalore Port, as robust connectivity to neighbouring transhipment hubs ensures seamless movement for (Source: Hindu Business Line)



Adani Ports to buy Dutch storage operator Evos valued at $2.88 billion



Evos is Europe's second-largest independent liquid storage operator with eight strategically located port-based terminals across the Netherlands, Germany, Spain, Belgium and Malta, Adani said.

The Dutch firm's terminals are positioned in Europe's most important energy and industrial hubs.

Evos B.V., Europe's 2nd largest independent liquid storage operator,

BENGALURU, Nov 5 - India's Adani Ports and Special Economic Zone (APSE.NS), opens new tab said on Thursday it would acquire Netherlands-based liquid storage operator Evos B.V. for an enterprise value of €2.56 billion ($2.88 billion).

The acquisition will give India's largest private port operator a sizeable European foothold as it seeks to build a globally diversified integrated transport platform.

The deal will help Adani Ports scale and diversify its liquids portfolio and gain exposure to the long-term shift toward new-age fuels such as sustainable aviation fuel and biofuels, the firm said in a statement.

Adani Ports shares fell sharply after the announcement and closed 1.3% lower at 1,884.6 rupees. The company will fund the deal, which has an equity value of €1.18 billion, via debt, and it is subject to regulatory and other approvals.

Adani Ports has been expanding its international footprint and transshipment capabilities, including at Vizhinjam in southern India and Colombo in Sri Lanka, as it seeks to capture a larger share of global container traffic.(**Source: Reuters)**

Cyprus lines up 25 firms for tie up with Indian shipping companies.

Cyprus is preparing to take **around 25 maritime companies to India next month**, hoping to turn its growing ties with the Asian shipping industry into new contracts, investment and business partnerships.

The plans were discussed in Busan, South Korea, where Shipping Deputy Minister **Marina Hadjimanolis** met India's Minister of Ports, Shipping and Waterways, **Sarbananda Sonowal**, as part of a wider round of meetings aimed at bringing the two countries' maritime industries closer together.

At the centre of their talks was the **Cyprus–India Maritime Business Forum**, which will take place in Mumbai on **November 23, 2026**, during Hadjimanolis' visit to India.

Sonowal confirmed that India was ready to welcome the Cypriot delegation and support the forum, with both sides keen to see businesses make the most of the opportunity.

According to the Indian government, around **25 leading Cypriot companies** are expected to take part, looking for potential partners in shipping, ship management, maritime technology and related services.

The ministers also examined opportunities in shipbuilding, maritime investment and seafarer welfare. Sonowal made clear that India wanted the relationship to deliver more

than diplomatic goodwill, saying he looked forward to working with Cyprus to "translate our Strategic Partnership into concrete and mutually beneficial maritime outcomes".

There was another development of particular interest to shipowners. **Cyprus backed India's efforts to secure European Union recognition for eligible Indian ship-recycling yards**, a move that could eventually give Cyprus-flagged vessels more options when they reach the end of their working lives.



Under EU rules, large vessels flying the flag of a member state can only be dismantled at facilities included on the European Commission's approved list. Those yards must meet strict environmental and worker-safety standards, regardless of where they are located.

For shipowners, the choice of recycling facilities can make a considerable difference to costs and the arrangements involved in disposing of older vessels. If Indian yards meet the requirements and secure approval, Cyprus-flagged ships could gain access to another major ship-recycling market.

The November business mission is being organised by the **Cyprus Chamber of Commerce and Industry (Keve)** in cooperation with the Shipping Deputy Ministry. Hadjimanolis will travel to India from **November 21 to 26**, accompanied by Keve president **Stavros Stavrou** and representatives of the participating companies.

The programme is intended to bring Cypriot businesses face to face with potential Indian partners, particularly those working in shipping, maritime services, transport and logistics.

It also takes in opportunities arising from the proposed **India–Middle East–Europe Economic Corridor (IMEC)**, a project in which Cyprus is seeking a greater role as a transport and logistics link between Asia and Europe.

The groundwork for the visit was laid in Limassol last month, when Cyprus and India held their first joint maritime committee meeting on September 29 under their 2017 merchant shipping agreement.

Officials examined everything from maritime education and training to shipping finance, vessel repairs, recycling and greener shipping technologies. The Indian delegation went on to meet the Cyprus Shipping Chamber, local shipping companies and port operators, with the employment and welfare of Indian seafarers another area of interest.

Those contacts have now been followed by the ministerial meeting in Busan, while the Mumbai forum will give companies themselves the chance to explore what business can be done.

Signed in Nicosia on December 2, 2008, and in force since July 10, 2009, the agreement dates back to a rather different shipping industry. Nearly 18 years later, shipowners are dealing with alternative fuels, increasingly complex environmental rules and technologies that are changing how vessels are built, managed and operated.

An updated agreement could give the two countries a more useful basis for working together on these issues, while creating room for practical cooperation between their shipping industries.

The talks came during a busy week in Busan, where shipping ministers, regulators and industry representatives had gathered for the **World Maritime Day Parallel Event** on October 26 and 27.

Hadjimanolis joined a high-level roundtable alongside representatives from South Korea, India and Norway, as well as International Maritime Organisation (IMO) Secretary-General

Arsenio Dominguez, to examine how international shipping regulations can be put into practice.

The distinction matters for shipowners. Agreeing on international rules is one thing, but ensuring that governments have the legislation, expertise, infrastructure and resources to enforce them is quite another.

For Cyprus, which operates one of Europe's major shipping registers and has a substantial shipmanagement industry, the practical application of such rules carries considerable commercial weight.

That was also reflected in Hadjimanolis' meeting with Norway's maritime minister, **Marianne Sivertsen Næss**, on the sidelines of the gathering.

The two exchanged views on developments affecting international shipping and the negotiations under way at EU and IMO level, stressing the need for cooperation and for regulations that recognise the different circumstances facing maritime nations.

The question of cleaner shipping is especially important as owners weigh the cost of replacing older vessels and investing in new technologies, often without knowing precisely how future fuel rules will develop.

For Cyprus, those decisions are already beginning to show up in its shipping register.

Earlier in her Asian tour, Hadjimanolis travelled to **Zhoushan, China**, for the naming ceremony of **M/V Kypros Island**, the latest addition to the fleet of Safe Bulkers, in the presence of the company's chief executive, **Polys Hadjioannou**, and senior executives.

Built by Japan's Tsuneishi Shipbuilding at its Chinese yard, the **81,200-deadweight-tonne Kamsarmax bulk carrier** is the first methanol dual-fuel bulk carrier to join the Cyprus register.

The vessel can operate on either methanol or conventional marine fuel, giving its owner greater flexibility as the industry works towards cleaner operations.

It is also the first ship of its kind delivered to Safe Bulkers, which has invested in a wider fleet renewal programme. A second methanol-capable Kamsarmax is expected to follow in January 2027.

As detailed in the Kypros Island delivery, the vessel's design includes improvements to hull efficiency and aerodynamic features intended to reduce fuel consumption.

Methanol is increasingly attracting interest as an alternative marine fuel, although the environmental gains depend heavily on how it is produced. For shipowners, the investment decision is therefore not simply about choosing a different fuel, but also about preparing vessels for an uncertain regulatory future.

Hadjimanolis thanked Hadjioannou for his longstanding confidence in the Cyprus flag, recognising Safe Bulkers' continued investment in the country's shipping register.

The delivery comes at a time when Cyprus is trying to attract more modern vessels and strengthen its appeal to international shipowners. (**Source: Cyprus Mail)**



Logistics MANAGEMENT

Hind Terminals starts Gold Star LineTrain from Dhirpur to Mundra Port



Hind Terminals Private Limited has successfully flagged off the Gold Star Line Block Train operated by Three Line Pvt. Ltd. from its Dhirpur terminal in Kurukshetra to Mundra Port, marking another significant milestone in strengthening rail-based logistics connectivity.

The successful flag-off highlights the growing role of dedicated rail services in facilitating efficient, reliable and seamless cargo transportation between inland logistics hubs and major maritime gateways. The initiative further reinforces Hind Terminals' commitment to strengthening its rail logistics operations and providing integrated multimodal transportation solutions to support India's evolving EXIM trade and supply chain requirements.

The milestone was celebrated by the Rail Operations Team, with members expressing pride in contributing to the successful execution of the operation. (Source: Hind Terminal)



India's Foreign Trade



RBI Eases Export Declaration, Import Rules for Small Traders

New Delhi, Nov 4 The Reserve Bank of India (RBI) has eased reporting requirements for small service exporters and importers, including simplifying export declaration procedures and raising the threshold for reporting service imports.

The central bank has amended the Foreign Exchange Management (Export and Import of Goods and Services) Regulations to reduce compliance requirements for specified transactions.
Under the revised norms, service exporters will be deemed to have submitted the Export Declaration Form (EDF) when they provide the required payment receipt information to an authorised dealer bank for crediting their accounts, PTI reported.

For exporters other than resident individuals, the exemption will apply to inward remittances of up to Rs 10 lakh, or its equivalent in foreign currency, per service.
The RBI has also relaxed reporting requirements under the Import Data Processing and Monitoring System (IDPMS).
Authorised dealer banks will be required to report service import details within five working days of receiving the information only when the importer is not a resident individual and the invoice or contract value exceeds Rs 10 lakh, or its foreign currency equivalent.
The revised norms have come into effect retrospectively from October 1, 2026, and are expected to reduce reporting-related compliance burdens for eligible service exporters and importers. ***(Source: KNN Bureau)***

India highlights export potential to BRICS community

New Delhi, Nov 4 India reportedly has 1,782 products with export opportunities within the BRICS community, but holds only an 8.4 percent share of that market.

A study by the Export-Import Bank in association with the Federation of Indian Chambers of Commerce and Industry (FICCI) indicates significant untapped potential for this nation's companies to expand their presence within the group.

The research, reported by ANI, highlighted that India has the second-highest number of products with export potential among BRICS members, only trailing China.

The news agency noted that its relatively low export share underscores a gap between the country's export competitiveness and its actual presence in the bloc's markets. The report identified pharmaceuticals, petroleum products, automobiles and components, and engineering goods as some of India's primary export strengths, categorizing them as having "established, high potential."

It further noted that opportunities to expand trade among BRICS members extend across several sectors, including manufacturing, technology, energy, and industrial products.

(Source: Prensa Latina)

India will not allow GM products or non-vegetarian dairy imports.

India has sent a clear message that genetically modified, or GM, products will not be allowed into the country, and neither will dairy items made using calf meat. Commerce and Industry Minister Piyush Goyal made this statement at a time when India and the United States are discussing a trade deal. The US has been asking for easier access to the Indian market for its GM products and dairy goods, but the Indian government has said that these concerns cannot come before the country's food standards, farmers, and religious beliefs.



The minister explained that India has always been very careful about opening its dairy sector. He said the country has never allowed GM products to enter India and will not allow them in the future as well. This position is important because dairy is not just another business area in India. It is closely linked to millions of small farmers, cattle rearers, and rural families whose livelihood depends on milk production. Any sudden entry of foreign dairy products could affect their income and the larger dairy economy.

Another major reason behind India's stand is the way some dairy products are made abroad. In many foreign countries, calf meat or rennet, which is an animal-based substance, is used during dairy production. For a large section of Indian consumers, such products are not acceptable because of religious and cultural beliefs.

Goyal said that India has never permitted such dairy imports in the past and will not do so in the future. He also stressed that any imported dairy product must be strictly certified so that people know exactly what has gone into its production.

The United States has repeatedly raised this issue in trade discussions. In its report on non-tariff barriers, the US Trade Representative said that India's dairy import rules create difficulties for American milk and dairy exports. The US has argued that India asks exporting countries to certify that dairy animals have not been fed products containing internal organs, blood meal, or tissues of ruminant or porcine origin. It has also said that high tariffs, new facility registration requirements, and health certificate rules limit access to India's large dairy market.

Compiled through various sources for private circulation

Dr. Sham Choughule.
Mobile 9969029226
(International Business, Tourism, and Maritime Transport)
Shamc2001@yahoo.co.in
Association for Global Economic Development-India
Corporate Office: A/111, Mittal Court, Nariman Point, Mumbai - 400 021.

6th Nov 2026