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Indian Maritime News Express

Date:29th Oct 26 **Mumbai-India**

International Maritime Trade & Transport

Captain Investigated After Hitting 2 Container Ships in Bremerhaven

German police are investigating the captain of TUI Cruises' Mein Schiff 3 after the cruise ship hit two container ships while leaving Bremerhaven on October 25.

The collision caused damage estimated at several million euros and led to the cancellation of a 20-night cruise to the Canary Islands. No one was injured.

The cruise ship was leaving the German port with help from tugboats when a strong gust of wind pushed it into the two container ships, police said. The vessel returned to the terminal, where checks showed that it needed repairs at a shipyard.

Police have opened proceedings over a possible administrative offence to determine whether the captain failed to meet his duty of care. The investigation is still ongoing.

Police said Mein Schiff 3 first hit a smaller container ship, causing minor damage. It then struck a larger vessel.

Bremen's ports department said the second collision left a tear about 10 metres long in the larger ship's hull. The damage was several metres above the waterline. None of the three ships took on water, police said.

The cruise ship also suffered damage to its outer hull, lifeboats and lifeboat cranes. The full extent of the damage is still being assessed. Police estimate the total cost at several million euros.

The collision happened as storm Manja crossed northern Germany. Strong winds affected the area, while the storm also caused a surge on the island of Norderney. Water levels there rose about 1.75 metres above normal high tide.

German media reported that the weather service had issued a storm warning for the area. Gusts of up to 55 km/h were forecast, with the warning in effect from 1 p.m. until 1 a.m. local time on October 25-26.

Mein Schiff 3 began leaving the terminal at about 5.30 p.m., while the warning was active. Tugboats were assisting the vessel when the gust pushed it towards the container ships.

Police have not said whether the departure should have been delayed. Investigators are examining whether the captain met his legal duty of care. German media reported that a breach could lead to a fine, but no findings have been announced.

TUI Cruises said 2,428 passengers and 922 crew members were aboard Mein Schiff 3 at the time of the collision. Nobody was injured.

The ship returned to the terminal with tugboat assistance. Passengers were initially allowed to stay on board while the damage was checked and arrangements were made.

The company later cancelled the 20-night round trip to the Canary Islands, which was scheduled to run from October 25 to November 14. Passengers left the ship on Monday, with buses and taxis taking them to their cars or the railway station.

Some passengers told German broadcaster buten un binnen that they were unhappy that the cancellation was officially announced only on Monday morning. The broadcaster said TUI Cruises had not answered its questions about how it informed passengers.

The cruise was due to visit ports in Portugal, the Canary Islands, Morocco and Spain before returning to Bremerhaven. TUI Cruises said the damage would require repairs at a shipyard at short notice. The company has not named the shipyard or given a date for the ship's return to service.

Germany's maritime safety authority also barred Mein Schiff 3 and the two container ships from sailing until they are cleared to resume operations, according to media reports.

The collision did not initially disrupt other traffic in the port, according to German media reports. TUI Cruises said passenger and crew safety was its priority and described cancelling the cruise as the responsible decision. The company is still assessing whether the damage will affect later sailings.

Cruise industry publications an Bord and Kreuzfahrt Terminal reported that passengers would receive a full refund and a 10% discount on a new booking made by December 31, 2026.(**Source: Marine Insight)**

Indian Shipping Industry

SAGARMALA

India needs to build up shipping capacity to cash in on cheap crude, IOC

GOA, India, Oct 27 - India needs to build up its shipping fleet to help refiners benefit from discounted crude oil, the chairman of Indian Oil Corp, A S Sahney, told an industry event on Tuesday.

"We have been neglecting shipping... we have to build our capabilities in shipping. Today we are getting crude at discount but freight is eating that up. Freight is a killing factor," Sahney said on a panel at the Energy Technology and Innovation Meet in Goa, referring to a lack of tankers to carry crude.

Freight rates for Russian oil exports from its western ports to India hit record highs in early October, driven by heightened risks in the Black Sea and a global rally in tanker fees.

Sahney said India also needs to invest in building crude and liquefied petroleum gas storage that will give the country a few more days of cushionSahney said India also needs to invest in building crude and liquefied petroleum gas storage that will give the country a few more days of cushion.(.(Source: Reuters)

India invites South Korean firms to invest in India's shipyard

According to the statement, the minister cited the principle of common but differentiated responsibilities and respective capabilities.Sonowal called IMO conventions an "operational lighthouse" for shipping at a time of geopolitical instability, piracy and disruption in the Red Sea, protecting seafarers, trade and supply chains.

NEW DELHI, Oct 26 : Shipping Minister Sarbananda Sonowal on Monday urged South Korean firms to invest in India's shipbuilding ecosystem, saying India seeks universally applicable global maritime rules, according to an official statement.
Sonowal is on a four-day visit to South Korea.

India's starting point is that international standards should stay ambitious and universal, while implementation recognises differences in national circumstances, development, technology and access to finance, he said.

The best way to narrow gaps, he said, is practical partnership, joint working groups that pair countries that have implemented a convention with countries still building the capacity, training surveyors and inspectors, helping draft laws and setting time-bound plans. Sonowal said the aim is to leave behind permanent national capability rather than creating continuing dependence.

The minister said India has done its own groundwork."Five maritime laws enacted in 2025 took effect in March 2026, India's Maritime Single Window covers 69 ports and terminals, and the Alang-Sosiya yard has 115 ship recycling facilities that comply with the Hong Kong Convention (HKC) within the IMO framework," he said.

The same theme ran through Sonowal's meeting with the Korea Marine Equipment Association, known as KOMEA, a group founded in 1980 that represents 304 equipment makers, design firms, shipbuilders and repairers.

Its members include HD Hyundai, Hanwha Ocean and Samsung Heavy Industries.
KOMEA will open its first India office in Mumbai on October 30, a step the two governments welcomed in April under VOYAGES, their framework for cooperation in shipbuilding, shipping and maritime logistics.

In February 2025, the association offered to work with Indian yards on design, modernisation, technology transfer, joint education programmes and the local manufacture of marine equipment and spare parts. KOMEA Chairman Ho-il Kang said members have begun preparing to enter the Indian market within the next two years.
KOMEA members, including SB Sunbo, Daeyang, KASEMEC, JO Engineering and others, discussed plans for possible investment in India's maritime sector. (**Source:PTI)**

Indian Port Sector

Strong agitation against Wadhawan Port Project on 30 Oct at Palghar

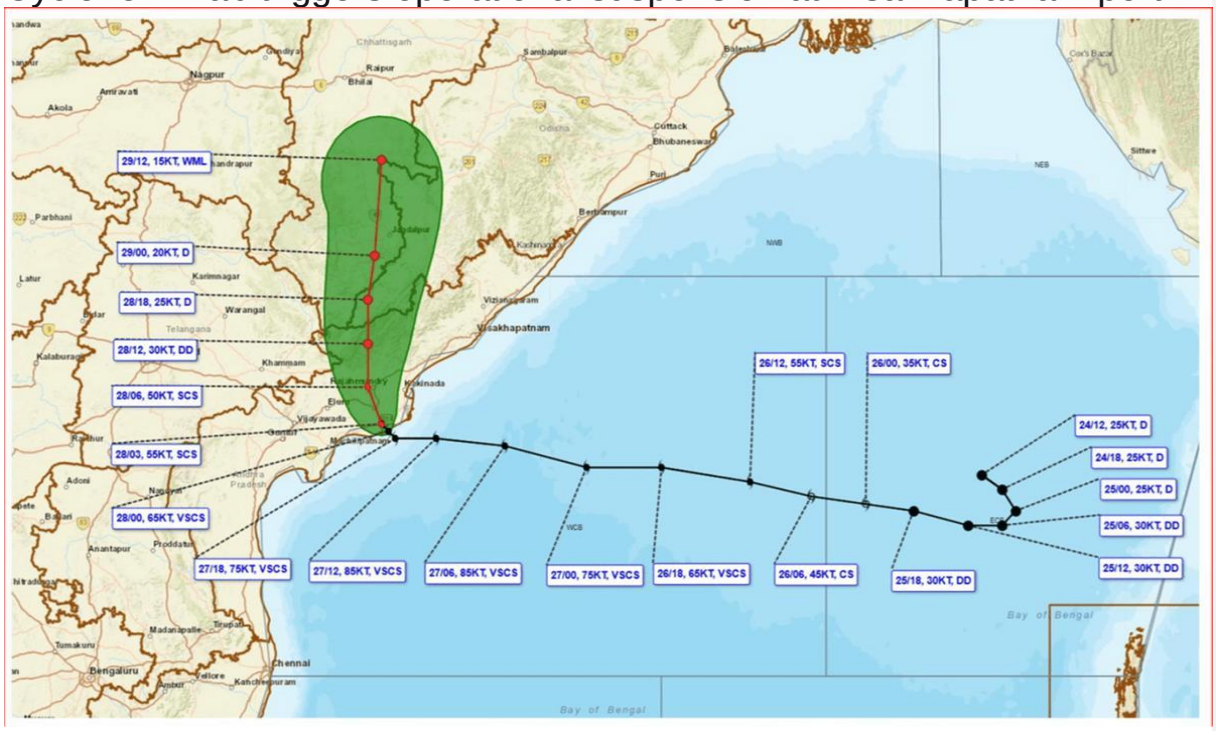
The Palghar Zilla Destroyable Project Opposition Struggle Committee has organized a mega agitation of local people on 30 Oct 26 at Palghar. Total 52 small and medium organizations have come to gather against this project.

The district administration, led by District Collector Dr. Indu Rani Jakhar, called for an official review and dialogue meeting on October 28 to address the issues. However, all 52 participating anti-project organizations completely boycotted the meeting, leaving the administration to prepare via social media tracking. Only government officials like JNPA, Wadhavan port, Maharashtra Maritime Board. District police and others were present at this meeting. The local MLA was also absent from the meeting.

At last Palghar district administration has **imposed prohibitory orders under Section 163 of the Bharatiya Nagarik Suraksha Sanhita (BNSS), 2023** (formerly Section 144 of the CrPC). The orders restrict gatherings of five or more people within a 500-meter radius of government and administrative work sites.

The local population and committee are protesting against what they describe as destructive, forced mega-projects in the region. These include the **Vadhvan Port project, the Fourth Mumbai initiative, chemical zones, oil refineries, and large-scale highway/industrial land acquisitions** that villagers state threaten their local ecology, farmland, and coastal livelihoods (Source: Indian Maritime News Express)

Cyclone Arnab triggers operational suspension at Visakhapatnam port



Port authorities at Visakhapatnam, India, have suspended all inward vessel movements and cargo operations due to adverse weather caused by Cyclone Arnab. Vessels in the outer harbour have been shifted to anchorage, a source said.

The very severe cyclonic storm made landfall along the Andhra Pradesh coast, between Kakinada and Yanam in Puducherry, early Wednesday, bringing destructive winds and heavy rainfall to coastal areas. The storm later weakened into a severe cyclonic storm after crossing the Andhra Pradesh and Yanam coasts, the India Meteorological Dept said.

Delays to vessel berthing are expected to affect both cargo and bunkering operations at ports along India's east coast, the source added.

In Bangladesh, the Meteorological Department (BMD) warned that deep convective clouds associated with Cyclone Arnab could bring gusty or squally weather to maritime ports, the northern Bay of Bengal and adjoining coastal areas.

The ports of Chattogram, Cox's Bazar, Mongla and Payra have been advised to continue displaying cautionary signals, according to local media reports.

Logistics MANAGEMENT

Russa: Building a trans-Arctic corridor from Mumbai to the Polar Sea

As instability disrupts traditional shipping routes, Moscow is investing in railways, ports and *logistics corridors to turn the Arctic Route into a strategic alternative linking Europe, Asia and the Indian Ocean.*

The Arctic Route is central to Russia's maritime policy. Yet the road to making it fully operational still appears to be a long one. The passage north of Siberia raises major issues around coastal port **development** and **seasonality**. Moreover, it remains unclear to what extent year-round navigability can truly be expected, given that such a prospect is closely tied to global warming.

That said, the issue is undoubtedly fascinating for anyone involved in transport and logistics, and Moscow is indeed trying to build a long-term strategy around the Arctic Route. Several details of this strategy emerged during the **Eurasian Forum** organized by the **Conoscere Eurasia Association**, which concluded yesterday in Istanbul.

Connectivity

As **Vadim Mikhailov, First Deputy Director General of Russian Railways (RZD)**, explains, the key objective is to strengthen infrastructure networks in order to connect Arctic ports not only with the heart of Russia, but also with India and China.

"Regional fragmentation," Mikhailov notes, "is creating **ever-greater obstacles** to southbound navigation."

The disruption of shipping through Hormuz and the Houthi threat in the Red Sea, he argues, "are increasing a factor that transport systems tolerate poorly, namely **uncertainty**. This affects delivery schedules as well as freight rates, which have reached record levels. What we can offer instead is an inland transit route."

"Our railway network," Mikhailov continues, "is a consolidated system that already handles **529 million tonnes of cargo** and nearly **five million TEUs**. Eighty-three percent of goods moving through Russia are transported by rail. Since 2023, rail freight traffic

between **China and Europe** via Russia has increased by **20%**. Rail shortens distances and is capable of meeting the United Nations' sustainability objectives."

"Our problem today," the executive concludes, "is that the capacity of existing infrastructure remains limited compared with its potential. There is also a need to bring together all the countries operating along these corridors. That is why I believe it is necessary to establish **specialized logistics companies** capable of managing all transport modes along these trade corridors."

Vadim Mikhailov

The Projects

*Since Russian President **Vladimir Putin** adopted a strategy in 2020 to transform the **Arctic Route** into a national transport artery, the Russian Federation has expanded its ambitions through a broader constellation of initiatives known as the **Trans-Arctic Corridor**.*

The overall plan is valued at around **$400 billion**, although funding sources remain unclear. Beyond the east-west projects running along the Siberian axis, which compete with initiatives such as Kazakhstan's Middle Corridor and U.S.-backed projects in the Caucasus, the most advanced north-south initiative is the **North-South Corridor**, a more than 7,000-kilometre route designed to connect Mumbai with Moscow.

The Russian capital is in turn linked to St. Petersburg and Murmansk through additional rail connections. The corridor runs through and alongside the Caspian Sea toward Iran and reaches India through the port of Chabahar, located outside the Persian Gulf.However, the project still lacks a crucial section: the rail link **between the Azerbaijani border and the Iranian city of Astara**.

These 167 kilometres remained on the drawing board for years, but a recent agreement between Russia and Iran is expected to lead to the start of construction next year, at an estimated cost of **$1.6 billion**.Meanwhile, in Russia's Far East, plans to improve connectivity with China are moving forward.

At the latest Eastern Economic Forum in Vladivostok, authorities announced a project linking **Mohe**, in China's far north, with **Naiba** on the Siberian coast, with an additional branch line to **Magadan**, on the Sea of Okhotsk in the Russian Far East.

The project, which would require the construction or upgrading of about **3,000 kilometres of railway**, aims to **eliminate roughly one-sixth of the Arctic Route's maritime leg**, an area roughly the size of France.

Turkey's Specialization

"On a map," comments **Nurettin Paksu, General Manager of Tersan Shipyards**, one of Turkey's leading shipbuilding groups, "these projects look straightforward. In practice, they are much more complicated."

"In the maritime sector, we have seen how rerouting traffic around the Cape of Good Hope has led not only to a tenfold increase in freight rates and much longer transit times, but also to significantly higher insurance premiums, not to mention fuel costs."

"And this is without taking into account the additional costs imposed by the energy transition. All of this shows that transnational shipping routes can no longer be taken for granted. At the same time," the manager adds, "**instability also affects the search for**

alternative overland routes, as demonstrated by the challenges facing the Silk Road. From our perspective, the Arctic Route is above all an engineering challenge."

"We," Paksu concludes, "are capable of providing solutions in this respect. We have built fishing vessels designed to operate in that region, in **ice-covered waters** such as those off Yamal and Kamchatka, as well as many of our **river vessels**, which navigate the Volga and cross the Caspian Sea. Also we have also built icebreakers, using technologies that have even been copied, and we will continue to invest in intelligent automation."

As evidence of Tersan's shipbuilding expertise, Paksu notes that the group is currently building, in Norway at the **Havyard shipyard** (until recently the only Turkish-controlled shipbuilding facility in Europe), **four autonomous electric ferries** that will be used for navigation in the Norwegian fjords.(Source: Blue Economy)

India approves ₹10,000-cr marine container manufacturing scheme

The Cabinet's approval comes as global conflicts disrupt maritime routes, increase shipping detours and put pressure on container availability.

India's cabinet approved a shipping container manufacturing programme worth 100 billion rupees ($1.05 billion) on Wednesday, Information Minister Ashwini Vaishnaw said.

The programme was announced in the federal budget of 2026/27 and its approval comes at a time when conflicts around the world have disrupted maritime trade, forcing ships to take longer detours and skimping container availability.

CMPS is set to **strengthen India's maritime manufacturing capabilities**, enhance supply-chain resilience and create employment opportunities, while reducing import dependence. Aligned with broader maritime reforms, the scheme advances India's ambition to **emerge as a globally competitive maritime manufacturing and logistics hub. (Source: BIB)**

India’s Foreign Trade

India's textile industry targets $350 bn in exports by 2030:

- *India's textile industry expanded to nearly $190 billion in FY2026 and is targeting $350 billion by 2030, Rubix Data Sciences said.*
- *Textile and apparel exports fell 2.7 per cent to $35.8 billion in FY2026, while imports rose 17.1 per cent to $9.6 billion.*
- *Exports including handicrafts rose 10.3 per cent year-on-year in April-August 2026, with cotton textiles up 18.0 per cent.*

India’s textile industry expanded to nearly $190 billion in FY2026 and is targeting $350 billion by 2030, supported by rising domestic demand, manufacturing investment and export opportunities, according to Rubix Data Sciences. Textile exports, including handicrafts, grew 10.3 per cent year-on-year in rupee terms in April-August 2026 after a decline in FY2026.

The industry, described in the report as one of India’s major employment generators, is being tracked in the latest *Rubix Industry Insights: Textiles Update, October 2026*, an update to a report released in November 2025.

The report was issued as the Indian government is considering a ₹400 billion (~$4.2 billion) five-year Textile Expansion and Employment (TEEM) Scheme to modernise traditional textile clusters through machinery upgrades, advanced technology and common testing facilities, with the aim of improving productivity, global competitiveness and exports.

India’s textile and apparel exports declined by 2.7 per cent to $35.8 billion in FY2026, while imports increased by 17.1 per cent to $9.6 billion. Readymade garments retained a 44 per cent share of textile exports in FY2026, while man-made fibre (MMF) textiles increased their share from 14 per cent in FY2025 to 15 per cent, the Rubix Data Sciences report showed.(Source: Fibre To Fashion)

India's diesel exports set to surge in 27 on refining capacity boom

India's diesel exports are set to surge from 2027, giving the South Asian nation a bigger role in global markets, as state-run companies boost refining capacity, industry officials said on Tuesday.

That will bolster India's position as a swing supplier of refined products in an already tight global market buffeted by the US-Iran and Ukraine-Russia wars that have disrupted trade flows and boosted freight rates worldwide.

"We will be in a happy situation of not only refining for ourselves but for the world," said Oil Minister Hardeep Singh Puri.

India is becoming a global refining hub as it prepares to boost refining capacity to 300 million tons per year by 2030, and increasing further to 400 million tpy later.

Amid unprecedented disruption to global refining from conflict and plant closures, with operating refineries running at historic utilisation rates to ease fuel shortages, India has emerged as the second-largest exporter of seaborne diesel this year, behind only the US, ship-tracking data from Kpler shows.

In 2027, Indian state refiners will together increase their diesel production capacity by 16.5 million tons as they boost capacity of existing refineries, officials said.

"We will be exporting diesel due to refinery expansion," said A S Sahney, chairman of Indian Oil Corp, the country's largest refiner, which aims to add about 18 million tons of annual capacity, to produce about 8 million tpy of additional diesel.

Hindustan Petroleum Corp's new 9-million-tpy refinery in the western state of Rajasthan will turn out 3 million tpy of diesel next year, once the refinery stabilises, said Chairman Vikas Kaushal.

Bharat Petroleum Corp plans to produce 1.5 million tpy extra diesel from next year, its chairman, Sanjay Khanna, said.

Oil India's subsidiary Numaligarh refinery in the eastern region, which will be expanded to 9 million tpy in March next year, will add 3 million tpy of diesel production.

Some refiners, such as HPCL, buy refined products from private companies for sale by their retail outlets. The expansion will limit their purchases from other companies for local sales, and free up volumes for exports, officials said.(Source: Business Standard)

Compiled through various sources for private circulation

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29st 3h Oct 2026