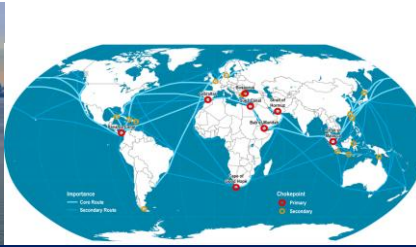




2nd Oct 26



Mumbai-India

Global Maritime Trade & Transport

3 Ships, Crude Oil Tanker & LNG Tanker, Struck In Strait Of Hormuz



The British Maritime Agency, the United Kingdom Maritime Trade Operations Centre (UKMTO), said that three vessels, including a crude oil tanker, an LNG tanker, and another vessel, were targeted by projectiles in the Strait of Hormuz on Tuesday. According to sources, the vessels had been sailing with their transponders switched off when the incident occurred.

It comes as the US-Iran war continues without a proposed plan in sight to end the hostilities in the region permanently, which have caused global oil shortages, price rises, and energy insecurity, especially in Asian countries, most of which depend on Middle East Suppliers in the Gulf.

The issue has been compounded by the presence of Houthis in the [Red Sea](#), though Saudi Arabia has started Red Sea cargo loadings again, and there are signs of improvement.

Though there is no continuous fighting between the U.S. and Iran in the region, the latter has targeted several cargo vessels in the strategic waterway after its proposal to end the war was rejected by U.S. President Donald Trump, who reportedly did not agree to some of the conditions put forward by Tehran.

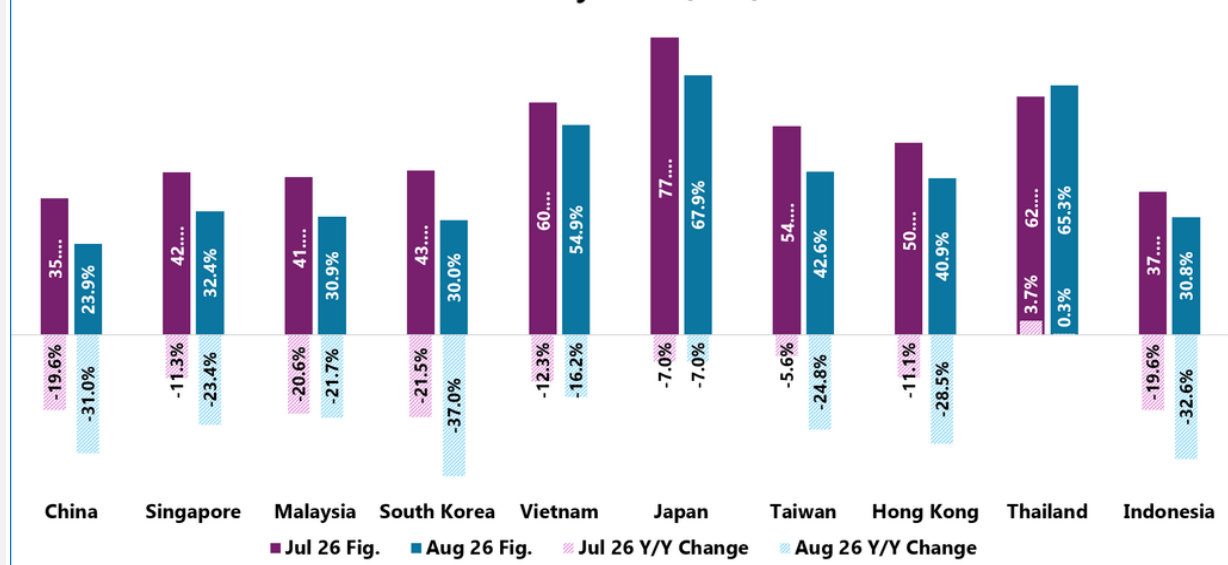
Officials aware of the matter said that Iran confirmed receiving another peace document from Washington on Tuesday, which placed emphasis on reopening Hormuz immediately.

The U.S. conditions have not been revealed, and Iranian authorities have not said anything either. Iran also targeted a U.S. vessel with Marines on September 14, 2026, when an anti-ship cruise missile launched from an Iranian base struck the ship with 8 Marines, who belonged to a battalion landing team.

The personnel inhaled smoke and suffered from head injuries and also breathing difficulties. They were taken to a hospital, after which they returned to their duties, indicating the wounds were not severe.

Asia vessel reliability falls as port congestion bites

Fig. 1: Container Vessel Schedule Reliability Breakdown on a Country Level (Asia)



Severe port congestion across Asia pushed container vessel schedule reliability down to 32.3 per cent in August 2026, with late vessels arriving an average of 7.28 days behind schedule.

The decline was widespread across the region, with almost every country recording lower schedule reliability than in July.

Vietnam recorded the smallest month-on-month decline at 5.9 percentage points, while South Korea experienced the largest drop at 13.1 percentage points.

The data indicates that congestion is affecting ports across multiple Asian markets rather than being concentrated in individual locations.

Thailand was the only country to record an improvement, with schedule reliability increasing by 3.0 percentage points month-on-month in August.

China experienced the sharpest deterioration among the markets measured, with vessel schedule reliability falling to 23.9 per cent.

The country's two largest container ports were particularly affected. Schedule reliability at Shanghai fell to 12.2 per cent, while Ningbo recorded a reliability rate of 16.9 per cent.

The figures highlight the continuing impact of port congestion on vessel schedules across major Asian shipping hubs, with lower reliability adding to delays for carriers, terminals and cargo owners.



Asian Maritime Industry

Hontiveros brings port congestion, logistics issues to Senate table



Senator Risa Hontiveros delivers a privilege speech on September 29, 2026 on the country's problems on port congestion and other logistics hurdles, and calls for industry-wide solutions. Screenshot from the Senate's online stream

- *Senator Risa Hontiveros called the logistics industry's recurring delays a national economic concern and urged lasting solutions*
- *In a September 29 privilege speech, she pointed to port congestion and the long-running problem of empty container returns*
- *Hontiveros called for a clear plan, proper coordination, and solutions with set timelines*
- *She also urged including the logistics sector in the country's industrial policy to help ease inflation and support economic growth*
- *Senate President Sherwin Gatchalian said discussions can begin once the speech is referred to the appropriate committee*

Senator Risa Hontiveros raised persistent delays and other issues faced by the logistics industry as a national economic concern, seeking solutions to address problems that she noted have happened before.

In a [privilege speech](#) on September 29, delivered mostly in Filipino, Hontiveros pointed to port congestion and the long-running problem of empty container returns, among other issues.

Hontiveros said that while the Philippine Ports Authority (PPA) maintains that cargo is moving out of the ports without interruption, truckers report waiting one to three weeks to return empty containers to yards.

She explained that even after the cargo has been delivered to its owner, truckers cannot take on new jobs because the empty container is still loaded on their truck, waiting to be returned to the container yard.

She added that some importers choose to leave their cargo at the terminals because paying port storage charges costs less than running their own warehouse.

She also cited a call by truckers and customs brokers, made at a September 23 public consultation, for a transport strike over worsening port congestion, delays in returning empty containers, and other concerns.

The strike, first set for September 28, was moved to October 5 to give the industry time to plan, adjust operations, and decide what to do with incoming shipments at Manila ports.

(Source: Portcalls/Philippines)

Mongla Port Plans Two New Container Jetties

Mongla Port in Bangladesh is set to develop two new container jetties as part of efforts to expand cargo-handling capacity and modernise its port infrastructure. The proposed jetties are expected to strengthen the port's ability to handle containerised cargo and improve operational efficiency. The development will support growing trade demand and enhance Mongla Port's role in Bangladesh's maritime logistics network.

The new facilities are also expected to improve vessel-handling capabilities and streamline the movement of containers between ships and inland transport networks. Better infrastructure could help reduce congestion and improve turnaround times for cargo operations. Mongla Port is an important gateway for Bangladesh's international trade and has been undergoing infrastructure improvements to increase capacity and attract additional cargo.

Ports Move Into Empty Container Depot Business as Empty Box Surge

Mumbai-Container port operators, both state-owned and private, are increasingly entering the empty container depot business, seeking to streamline empty-box handling, reduce terminal congestion and capture revenue that has traditionally gone to private depot operators backed by shipping lines.

Dubai-based RSA Global is set to operationalise the first phase of a 62-acre empty container yard at Jawaharlal Nehru Port (JN Port), following a 30-year licence from the Jawaharlal Nehru Port Authority (JNPA). The ₹2,580-crore project, billed as India's largest empty container yard, will initially utilise 20 acres and is planned to reach a capacity of 25,000 TEUs within two years and 1 lakh TEUs within five years. JN Port handles around 1.6 million TEUs of empty EXIM containers annually, accounting for nearly 18% of its total throughput of about 8.2 million TEUs.



Two separate vessel collisions occur on same day off Chittagong



The port authority described minor contact between two bulk carriers, while the owner of a third vessel alleged extensive damage. A separate collision was reported at Chittagong Port's outer anchorage later that morning.

The bulk carriers *HG Sydney* and *APJ Shirin* collided near Bangladesh's Kutubdia anchorage on Tuesday, September 29; the owner of lighter vessel *Sani-5* reported extensive damage and requested a joint survey and compensation.

The Chittagong Port Authority (CPA) described the collision as minor contact. Its vessel traffic management information system (VTMIS) recorded the incident at about 08:30 local time as *HG Sydney* manoeuvred towards Kutubdia Alpha Anchorage in the Bay of Bengal.

Both bulk carriers notified VTMIS of the collision and then moved to secure positions, CPA Secretary Syed Refayet Hamim said.

An initial check of damage to *HG Sydney*'s port side hull was conducted, and the relevant ship agents have been informed. There were no reports of casualties or marine pollution.

In a letter to Litmond Shipping reported by [the Business Standard](#), *Sani-5* owner Jamal Hossain alleged that *HG Sydney* hit the lighter hard at its forward section, damaging its superstructure between the lower section and the upper deck.

Hossain Enterprise described the lighter as having suffered "total damage" and requested a joint survey to assess how extensive the damage was. It also asked for action regarding compensation, with copies of the letter sent to QNS Shipping Logistics and other concerned parties.

Hossain said *Sani-5* had only recently completed docking and was on its first trip after being loaded with coal belonging to QNS Shipping Logistics for transport from Kutubdia to Payra. His account placed the collision at about 09:00.

Chittagong Port Harbour Master Captain Zahirul Islam told the *Business Standard* that the VTMIS report concerned a collision between two mother vessels. He said the port had no information that a lighter vessel had been damaged.

(Source: Daily Star)

Only 12% of container ships berthed on time at Shanghai in August



According to analysts Sea-Intelligence with Asian ports are suffering from severe congestion and container vessel on time arrivals have dropped to just 32.2% in August this year with the average delay for late vessel arrivals rising to 7.28 days.

The largest effect was seen in China where major ports have been impacted by multiple typhoons. For Chinese container ports schedule reliability dropped to 23.9% in August from 35.8% in the previous month.

"[Shanghai](#) and [Ningbo](#), which are the two largest ports in the country, saw their schedule reliability plummet to 12.2% and 16.9%, respectively," said Alan Murphy CEO of Sea-Intelligence. Shanghai and Ningbo-Zhoushan were also the world's two largest container ports in the first half of the year with Ningbo have overtaken [Singapore](#) in the first six months of 2026 in terms of throughput.

The congestion at major Chinese ports is not expected to clear quickly. Dimerco said in their October freight report, "Shanghai is expected to remain heavily congested into mid-to-late October, with berthing waits above five days and on-time performance falling sharply." Dimerco also highlighted that Yantian was facing container availability pressure as intake restrictions limit empty releases.

Worsening congestion is being seen at container ports across Asia according to Sea-Intelligence with only Thailand not recording a month-on-month decline and up 3 percentage points at 63.5% schedule reliability. The world's largest container transshipment hub of Singapore saw its schedule reliability drop to 32.4% in August from 42.6% in the previous month. (Source: Sea Trade Maritime News)



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Adani Ports invests \$750 million to double Colombo West International Terminal capacity



Adani Ports and Special Economic Zone Ltd (APSEZ) has completed the Phase II expansion of its Colombo West International Terminal (CWIT) in Sri Lanka, doubling the facility's total container handling capacity to 3.2 million TEUs from the previous 1.6 million TEUs. Total investment for the project reaches \$750 million, involving a 35-year Build-Operate-Transfer (BOT) concession.

The terminal, located in the Port of Colombo, reached a major milestone by handling 2 million TEUs within its first 18 months of operation. With Phase II now complete, the terminal can accommodate three ultra-large vessels simultaneously.

The deepwater Colombo West International Terminal, located next to a facility run by China Merchants Port Holdings, underscores Sri Lanka's geopolitical significance in the contest for Indian Ocean influence between New Delhi and Beijing. Adani Ports and Special Economic Zone holds a 51% stake in the terminal, John Keells Holdings owns 34%, and the Sri Lanka Ports Authority holds the remainder.

The expansion is significant for APSEZ's strategy to strengthen its position on East-West trade routes, with the company targeting a 25% share of Colombo Port's total traffic by 2028. The largest chunk of business flowing through the terminal originates in India.

The doubled capacity comes after Adani withdrew its funding request for the project from the US International Development Finance Corporation (DFC) in December, opting instead to finance the expansion through internal accruals and a capital management plan. The DFC had earlier committed \$553 million in private-sector loans for the terminal in November 2023, before Adani chose to proceed without that financing.

Brokerage CLSA recently highlighted the Colombo container terminal as a key growth driver for APSEZ, noting that the facility reached full utilisation within a year and is expected to double its capacity, supporting the company's broader push to scale international operations and its marine business while maintaining disciplined capital allocation. **(Source: Maritime Gateway)**



Thailand and Maersk explore investment in the Laem Chabang port

Officials from the Thai Ministry of Transport met on Thursday with executives with the Singapore arm of the logistics giant AP Moller-Maersk to discuss expanding investments at Laem Chabang Port and enhancing cooperation in regional logistics systems.

The discussion provided a valuable opportunity to exchange views with the Maersk Group, Deputy Transport Minister Sanphet Bunyamanee said following the meeting with René Piil Pedersen, managing director of AP Moller Singapore and regional representative of the group.

Maersk currently co-manages terminals B1 and A0 at Laem Chabang Port and operates the Lat Krabang Inland Container Depot in Bangkok, a key facility driving Thailand's trade and exports.

During the meeting, Maersk presented strategies to promote green logistics through technology and clean energy, such as using vessels powered by green methanol and deploying electric trucks for container transport.

The company also highlighted the use of digital technologies to manage rail connectivity between the Lat Krabang depot and Laem Chabang Port.

The Ministry of Transport aims to develop the country's ports into regional logistics hubs while promoting environmentally friendly waterborne transport as part of a broader plan to build a smart and green logistics corridor, according to Mr Sanphet. **(Source: Bangkok Post)**

Singapore and Brunei Deepen Maritime, Port Cooperation

Singapore and Brunei have strengthened bilateral cooperation in the maritime and port sectors with the signing of a new Memorandum of Understanding (MoU) between their maritime authorities.

The agreement was signed on September 28, 2026, by Ang Wee Keong, Chief Executive of Singapore's Maritime and Port Authority (MPA), and Captain (Ret.) Zil Husam bin Haji Abdul Rahman, Chief Executive of the Maritime and Port Authority of Brunei Darussalam (MPABD).

The signing took place on the sidelines of the 12th Singapore-Brunei Young Leaders' Programme. Under the MoU, the two authorities will expand cooperation and knowledge exchange across several areas of maritime operations. These include maritime digitalisation, safety, port State control inspections, incident investigation and training.



Asian Logistics Sector

Logistics **SUPPLYCHAIN**
MANAGEMENT MANAGEMENT REVIEW

Suez return speeds up Savannah India service by 10-14 days



The return of container services to the Suez Canal is accelerating cargo flows from India to the Port of Savannah.

The return of selected container services to the Suez Canal is accelerating cargo flows from India to the Port of Savannah by 10 to 14 days, giving importers faster inventory replenishment and potentially lowering inventory-carrying costs, Georgia Ports Authority officials said.

Maersk (OTC: [AMKBY](#)) has shifted its MECL service from the longer Cape of Good Hope route back through the Suez Canal, reducing transit time from Nhava Sheva, India, to Savannah to 28 days, according to the carrier's service information. The Maersk Denver became the carrier's first new westbound sailing through the canal when it called Savannah on Aug. 9.

The Copenhagen-based carrier also added an eastbound call at Jeddah, Saudi Arabia, to the MECL service as it resumed Red Sea transits.

CMA CGM is likewise returning its Indamex service to the Suez Canal. The French carrier's shift is expected to trim five days from the Nhava Sheva-to-Savannah transit and allow the service to maintain weekly frequency with two fewer vessels.

"Georgia Ports welcomes the transit time improvements as several major carriers return to Suez routings linking Georgia to world markets," Georgia Ports President Kevin Price said.

The routing changes reflect a broader, gradual return by carriers to the Red Sea and Suez Canal after many services had diverted around Africa because of security risks in the region. The Cape of Good Hope diversion added substantial distance, time and vessel capacity requirements to Asia-Europe, India-U.S. East Coast and other trade lanes.

Mediterranean Shipping Co. has announced plans to restore Suez Canal routings in both directions on four Asia-Europe and Mediterranean services — Tiger, Albatross, Himalaya Express and Jade. MSC said removing the Africa detour would allow each service to operate with two fewer vessels, increasing global container ship capacity available to the market.

For cargo owners sourcing from India, South Asia and Southeast Asia, the shorter voyages could improve forecast accuracy and reduce the amount of inventory required to protect against longer and less predictable ocean lead times. Port officials said the gains are particularly relevant for companies that have invested in diversifying production away from China and into India and other manufacturing locations across the Indian subcontinent and Southeast Asia.

"We are glad to see ocean carriers resuming Red Sea transits using the Suez Canal, the fastest and most economical way to link Asia, South and Southeast Asia and the Middle East to the U.S. market," said Flavio Batista, chief commercial officer at Georgia Ports Authority. "Cargo owners have made significant investments to diversify manufacturing to countries in Southeast Asia and the Indian subcontinent. Now they will be able to enjoy the full benefit of that manufacturing shift with shorter lead times and a more predictable supply chain."

The Port of Savannah has 40 weekly vessel calls, 42 weekly [double-stack](#) rail departures and nearly 15,000 daily truck moves. (Source: Freight Wave.com)

Iran's Chabahar Rail Link Nears Operational Launch

Iran's Chabahar rail link is nearing operational launch, a development expected to strengthen freight connectivity between the Iranian port and markets in Central Asia. The rail project is part of efforts to improve the movement of cargo through Chabahar Port and develop an alternative trade corridor linking the Indian Ocean with landlocked Central Asian markets.

The rail connection is expected to improve the movement of containers and other freight from Chabahar to inland destinations in Iran and onward to Central Asia. By providing a rail option, the project could help reduce dependence on road transport and improve the efficiency of long-distance cargo movement.





Intra- Asia Trade

Indian apple growers seek intervention before New Zealand FTA

The All India Kisan Sabha (AIKS) has called for market intervention by India's Union Government and the governments of Jammu and Kashmir, Himachal Pradesh, and Uttarakhand, citing falling apple prices during the harvest season and concerns over import competition.

According to AIKS, 15–16 kg apple cartons in Kashmir are selling for around US\$7.87–11.25, compared with US\$12.37–19.12 several weeks ago. Kashmir harvests around 2.1 million tons of apples annually, accounting for more than 70% of India's apple crop, according to the organisation. Controlled-atmosphere storage capacity is around 2.92 lakh tons against an estimated requirement of about 6 lakh tons.

AIKS has called for an All India Apple Growers' Protest Day on October 19, one day before the India-New Zealand Free Trade Agreement enters into force. The agreement will reduce the tariff on New Zealand apples from 50% to 25% within a 32,500-ton quota, increasing to 45,000 tons annually. Imports under the quota are scheduled between April and August. The FTA's October 20 entry into force has been confirmed by the Indian and New Zealand governments.

AIKS also raised concerns over the India-EU FTA, under which EU apples are set to receive a 20% tariff within a 50,000-ton quota, eventually increasing to 1 lakh tons. The Indian government has confirmed that apples are among the products covered by tariff-rate quotas under the agreement.

The organisation is seeking the introduction of a Market Intervention Scheme with minimum prices for A, B, and C grade apples, payment of outstanding MIS dues, and additional controlled-atmosphere storage capacity. It has also called for apples to be excluded from the India-New Zealand, India-EU, and India-U.S. trade agreements and for higher apple import duties.

AIKS said demonstrations are planned at district and block headquarters on October 19, with memoranda to be submitted to the Prime Minister.



Port of Nansha Leads South China Growth as Shippers Prioritize Lower-Risk Gateways

India's Palm Oil Imports from Malaysia Surge 40%

India's palm oil imports from Malaysia have increased by 40%, highlighting stronger trade flows between the two countries and continued demand for palm oil in the Indian market. Malaysia remains one of the major suppliers of palm oil to India, which is the world's largest importer of edible oils.

The rise in Malaysian shipments comes as Indian refiners and traders respond to domestic consumption requirements and changing global edible oil prices. The increase in imports also reflects Malaysia's growing role in meeting India's palm oil demand. Competitive pricing, availability and established shipping links have supported trade between the two markets. India's edible oil industry closely tracks international palm oil prices and supplies from major producing countries, including Malaysia and Indonesia.

Vostochny Port Sees Record Coal Shipments to China

Coal shipments from Russia's Vostochny Port to China have reached record levels, highlighting the growing role of the Russian Far East in supplying China's energy market. Vostochny is one of Russia's key coal-export gateways on the Pacific coast and provides direct maritime access to Asian markets.

Higher volumes to China reflect the importance of the port in supporting cross-border energy trade between the two countries. China is the world's largest coal consumer and remains a major market for Russian coal. Shipments from Russia's Far Eastern ports can offer relatively direct access to northern Chinese and other Asian markets, depending on prevailing freight rates and demand. The increase in coal flows also comes amid continued adjustments in global energy trade patterns.

Chinese kiwi berries gain popularity in Singapore

Singapore-based importer Kwek Global Pte Ltd started importing Chinese kiwi Berries in mid-September this season. The Chinese kiwi berry season typically runs from late August to late October.

"We have imported Chinese kiwi berries over the past few seasons, initially in limited pallet quantities to test market response," commented Hong Chew Kwek, Managing Director at Kwek Global. "For this season, we are scaling up to a full 20ft container, reflecting the improved and more consistent fruit quality, with a cleaner appearance and better pack-out."

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

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2nd Oct 2026