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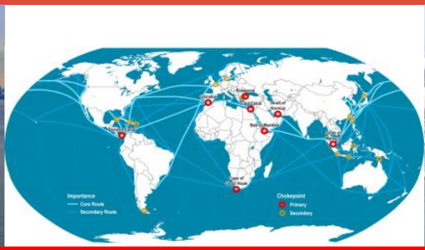


Shipping must not targets of geopolitical tensions: India at UN

India has urged respect for international law and navigational rights amid disruptions in the Strait of Hormuz and Red Sea. At the UN, Permanent Representative P Harish said commercial maritime traffic must not become targets of geopolitical tensions.

ndia, whose shipping and nationals have suffered collateral damage in the Strait of Hormuz conflict, has reiterated its call for respecting international law and said commercial maritime traffic "must not become targets of geopolitical tensions".

"Navigational rights must not be subject to coercion, threats, unlawful restrictions or arbitrary interference", India's Permanent Representative P Harish told the Security Council on Thursday.

India is a major maritime nation, and we strongly support a free, open, secure and rules-based maritime domain", he said.

Harish spoke at an informal Council meeting convened by Bahrain to discuss the maritime security environment under the Arria-Formula, named for Venezuelan diplomat Diego Arria, who initiated such gatherings while presiding over the body in 1992.

India has also suffered economically from the blocking of the Strait of Hormuz, which disrupted the supply of oil and gas, as well as the steep rise in global petroleum prices.

The disruption in the Gulf and West Asia "has implications across regions of the globe, particularly in terms of energy and food security", Harish said.

He did not name the incidents or the parties involved in the attacks where India suffered collateral damage in the confrontation in the Strait of Hormuz between Iran and the US along with other Gulf countries.(**Source: Telangana Today)**

Russia Kills Captain Of Tanzanian-Flagged Ship In Black Sea

A cargo ship sailing under the flag of Tanzania was attacked by a Russian drone while it was heading to a port in Ukraine. Due to the impact, the captain was killed, and three other crew members were severely injured, the Infrastructure Ministry of Ukraine said.

However, it did not reveal which Ukrainian facility the ship was sailing towards, and more details are awaited.

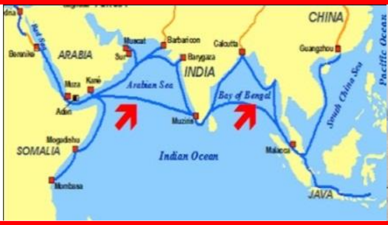
This is the latest Russian attack among several which have targeted Ukrainian ports, coastal cities, commercial vessels carrying grain, and other civilian infrastructure.

Ukraine has urged the international community to give a coordinated response to Moscow and protect shipping in the Black Sea, where Russia continues to attack ships. However, Ukraine has also launched many attacks against Russian port infrastructure and energy plants.

Ukraine had begun Operation Molochka in July to track the shadow fleet of vessels used by Russia to carry its sanctioned oil and energy products. The operation covered the Sea of Azov and the Black Sea, along with Crimea, which is illegally occupied by Moscow.

Turkiye has urged both Kyiv and Moscow to halt attacks on ships in the Black Sea after many Turkish-flagged vessels came under attack in the region.

Although Kyiv has expressed willingness to accept the request, Russia does not want to de-escalate the situation.(Source: Baird News)



India extends gap finance to continue ferry service to Sri Lanka

Colombo– India has extended financial assistance of Rs. 300 million for the passenger ferry service between Nagapattinam and Kankesanthurai for another year, its High Commission in Colombo said on Friday.

The latest assistance marks the third consecutive year of financial support from India for the ferry service, which resumed in August 2024.

"The financial support is being extended under the Viability Gap Funding mechanism, amounting to nearly LKR 300 million annually," the High Commission said in a statement.

"The assistance is aimed at ensuring the affordability and operational sustainability of the service by covering key logistical and operational costs, on terms similar to the previous year."

Since resuming in August 2024, the ferry service has facilitated the movement of around 52,000 passengers, significantly contributing to cultural, economic and social exchanges between India and Sri Lanka.

The service represents an important milestone in revitalizing maritime connectivity between the two countries, the High Commission said.

The continuation of financial support for the ferry service also aligns with the shared vision for enhanced maritime connectivity, as reaffirmed during the visit of the President of Sri Lanka to India in December 2024 and the visit of the Prime Minister of India to Sri Lanka in April 2025, it said.

"Future plans include rehabilitation of Kankesanthurai Harbour under overall Indian grant assistance of USD 65 million, as well as exploration of additional routes and services that could further expand maritime connectivity and deepen economic and people-to-people linkages between India and Sri Lanka." (**Source:ECONOMYNEXT)**

TS Lines Boosts CWX2 Service Between China and West India

Intra-Asia container carrier **TS Lines** has expanded its Indian Subcontinent network with the launch of the **China-West India Express 2 (CWX2)** service. The new weekly shipping route is designed to strengthen trade between **China and West India** by providing faster, more reliable, and efficient container transportation.

The **CWX2 service** operates on a **42-day round-trip rotation,** covering the following ports:**Shanghai → Ningbo → Shekou → Port Klang (West) → Nhava Sheva → Hazira → Mundra → Port Klang (West) → Shanghai**

The direct shipping route is expected to facilitate the movement of:

- Automotive components
- Industrial machinery
- Chemicals
- Consumer goods
- Electronics

By reducing transshipment requirements, the service offers greater schedule reliability and lower logistics costs for exporters and importers

A major highlight of the CWX2 launch is **TS Lines' first scheduled call at Hazira Port.**With the addition of Hazira, the company now connects India's three major western container gateways under a single service:

- **Nhava Sheva (Jawaharlal Nehru Port)**
- **Hazira Port**
- **Mundra Port**

The expanded network improves access to key industrial and manufacturing hubs across **Gujarat, Maharashtra, and northern India,** enabling smoother cargo movement and stronger regional connectivity.(Source: CargoNet)

Vessel stranded since two months allowed to enter Paradip Port

MV Tan Binh 259 was stranded at the anchorage after a dispute over the loss of its anchor and chain and the demand by the Paradip Port After an e-bank guarantee of Rs 6.28 crore towards the loss and other charges.

PARADIP: A Vietnam-owned vessel waiting in the anchorage area with 25,391 tonnes of stainless steel coils since July 22 has been allowed to enter Paradip Port and unload its cargo following the intervention of the Orissa High Court on Thursday.

MV Tan Binh 259 was stranded at the anchorage after a dispute over the loss of its anchor and chain and the demand by the Paradip Port Authority (PPA) for an e-bank guarantee of Rs 6.28 crore towards the loss and other charges.

According to reports, the vessel arrived at Paradip Port anchorage on July 22 to unload the steel coils for Jindal Stainless Ltd. When the vessel sought permission to enter the port, the PPA raised questions regarding the reported loss of its anchor and chain. The vessel owner initially informed the PPA that the vessel had its anchor and chain which were subsequently lost. The PPA then sought the intervention of the Directorate General of Shipping following which surveyors were deployed to ascertain the facts.

Later, the vessel owner clarified that the missing anchor and chain had been located off Paradip coast. On August 14, the deputy conservator of the PPA directed the company and owner of MV Tan Binh 259 to furnish an e-bank guarantee of `6.28 crore towards the loss of the anchor and chain, and other related charges.

Challenging the PPA's direction, the vessel owner filed a writ petition before the Orissa High Court against the PPA and Jindal Stainless Ltd on August 24. The petitioner contended that the demand for the bank guarantee was unsupported by the provisions of the Indian Ports Act, 2025 and the applicable rules. It also sought permission for the vessel to berth at Paradip and unload its cargo.(**Source:The New Indian Express)**

Kollam to be developed as Vizhinjam's satellite port

Labour Minister Bindhu Krishna visiting Kollam Port on Saturday

The State government views the development of Kollam Port with utmost priority and has finalized plans to develop it as a satellite port of Vizhinjam, Minister for Women and Child Development, Animal Husbandry and Labour, Bindu Krishna said here on Saturday. She was speaking to the media after inspecting the port facilities.

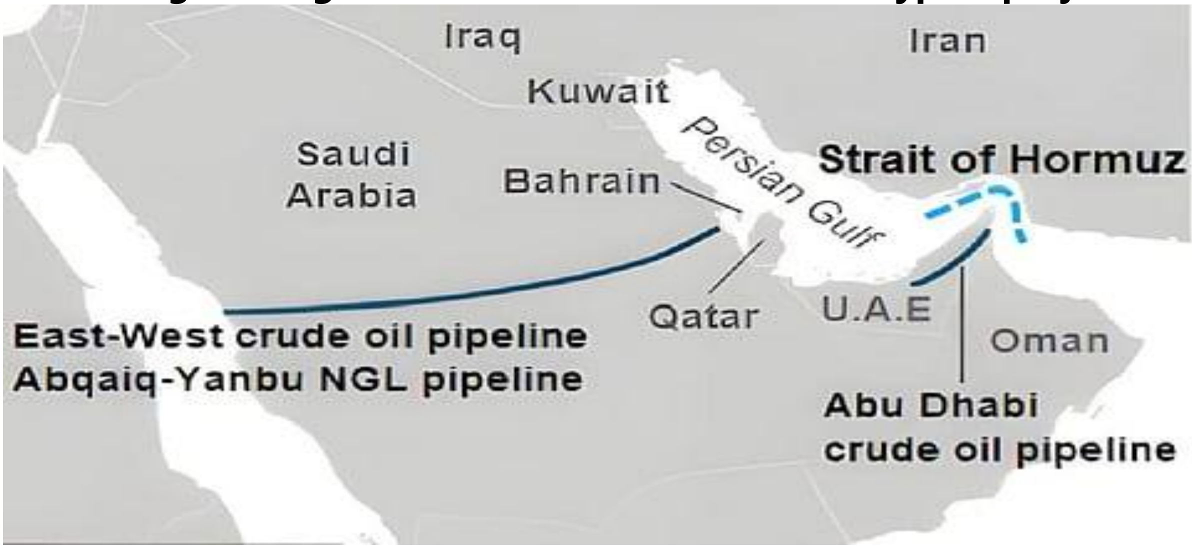
The State government views the development of Kollam Port with utmost priority and has finalized plans to develop it as a satellite port of Vizhinjam, Minister for Women and Child Development, Animal Husbandry and Labour, Bindu Krishna said here on Saturday. She was speaking to the media after inspecting the port facilities.

Pointing out that several developmental projects were successfully implemented at the port during the 2011–2016 period, the Minister said that progress had since stagnated. "Kollam Port had received virtually no attention over the past decade, but the current government places high importance on developing the State's two international ports alongside 18 feeder ports," she said.(**Source: The Hindu)**

Indian Logistics Sector

Logistics Management SupplyChain Management Review

Indian engineering firm sees boost from Hormuz bypass projects



Map of existing Middle East pipelines that bypass Strait of Hormuz-Source US Energy Information Administration

Engineers India on Friday said it expects to benefit from major Middle Eastern clients' plans to invest in infrastructure to bypass the Strait of Hormuz, the vital energy waterway that has been largely shut since the start of the Iran war.

The state-run engineering and consultancy company is in talks with the United Arab Emirates and Saudi Arabia, which are planning to build oil facilities including pipelines, oil terminals and marine infrastructure to bypass the strait, said Chairman Atul Gupta after the company's annual shareholder meeting.

"There has been a slowdown in order inflows from the region...Definitely the conflict has opened more opportunities for us," said Gupta. He said the company's current order book of INR170 billion ($1.77 billion) will expand as the situation in the Middle East improves.

The UAE is planning to build more underground oil storage facilities at Fujairah, Gupta said. Engineers India opened an office in Saudi Arabia in February and already has a branch in the UAE. (Source: Reuters-Baird News)

India's Foreign Trade

Merchandise Exports Rise 26.1% in August 26, Trade Deficit Narrow

India's merchandise exports rose 26.1% year-on-year (YoY) to Rs. 4.13 lakh crore (US$ 43.8 billion) in August 2026, accelerating from 19.6% growth in July, while slower import growth helped narrow the merchandise trade deficit to Rs. 2.53 lakh crore (US$ 26.9 billion) from Rs. 3.02 lakh crore (US$ 32 billion) in July. Core exports, excluding oil and gems and jewellery, increased 22.7% in August compared with 14.9% in July.

Gems and jewellery exports returned to growth at 0.7%, while oil exports increased 63.3%. Shipments to the US rose 21.8% YoY, while exports to Malaysia, Singapore and Japan also gained momentum. However, exports to the UAE and Saudi Arabia declined 26.1% and 17.5%, respectively, amid disruptions in West Asia. Agricultural exports also gained momentum, supported by higher shipments of rice and marine products, while meat, dairy and poultry exports continued to record double-digit growth.

Imports increased 14.1% YoY to Rs. 6.67 lakh crore (US$ 70.7 billion) in August, compared with 17.5% growth in July. The moderation was mainly driven by a 34.8% decline in gems and jewellery imports, including a 57.7% fall in gold imports, while core import growth eased to 18.9%. Oil imports, however, grew 25.8%.

The merchandise trade deficit narrowed to Rs. 2.53 lakh crore (US$ 26.9 billion) in August from Rs. 3.02 lakh crore (US$ 32 billion) in July and Rs. 2.56 lakh crore (US$ 27.2 billion) a year earlier. Services trade continued to provide support, with the preliminary services surplus estimated at Rs. 1.65 lakh crore (US$ 17.5 billion) in August, compared with Rs. 1.66 lakh crore (US$ 17.6 billion) in July and Rs. 1.47 lakh crore (US$ 15.6 billion) a year earlier. (**Source:IBEF**

India considers cutting vegetable oil import duty as prices climb

NEW DELHI/MUMBAI, Sept 16 - India, the world's biggest vegetable oils importer, is considering lowering import taxes on the commodities to try to curb food inflation, two government and two industry sources said on Wednesday, as the peak demand festival season gets under way.
Prices of vegetable oils in India have climbed by nearly 20% over the last year and a measure that would lower their prices is likely to increase consumption as households mark festivals from September to November with sweets, snacks and fried treats.

Internationally, increased Indian demand would support benchmark Malaysian palm oil and U.S. soyoil futures , analysts say.

India meets nearly two-thirds of its vegetable oil demand through imports, mainly palm oil, soyoil and sunflower oil from Malaysia, Indonesia, Argentina, Russia and Ukraine.

Prices have risen because of disruption linked to Russia's war on Ukraine and extreme weather linked to El Nino and global warming.

One of the government sources said the government was seeking to shield consumers, while protecting farmers' interests.A government spokesperson did not immediately respond to a request from Reuters for comment.

India's annual retail inflation accelerated further in August, driven by higher food prices.

Instead of making a deep cut in import duties, the government could lower the basic import duty by 5%, which would keep local soybean prices above government-set support levels and support oilseed farmers, a senior industry official said.

Noting the risk that prices in exporting countries could rise as a consequence of India reducing import duties and spurring domestic demand, the industry official said cutting import duties was not an effective way to manage prices.

In May 2025, India halved the basic import tax on crude edible oils to 10%. That effectively lowered the total import duty on crude palm oil, crude soyoil and crude sunflower oil to 16.5%, as those oils are also subject to the Agriculture Infrastructure and Development Cess and Social Welfare Surcharge.(**Source:Reuters)**

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