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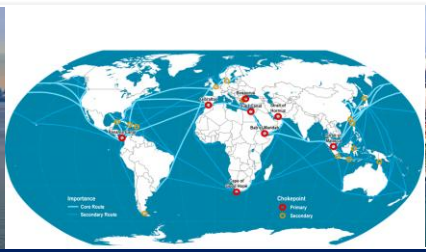


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Global Maritime Trade & Transport

Evergreen ship suffers a container collapse off Brazil

An Evergreen-operated container vessel, *Ever Feat*, has called at Montevideo, Uruguay after sustaining serious cargo damage caused by intense winter weather conditions off the coast of southern Brazil.

The incident, which occurred late on 28 July while the ship was voyaging south from Navegantes, saw **30 to 40 containers** crushed, dislodged, or left dangerously overhanging the deck. Reports from port authorities and maritime observers indicate the vessel encountered **severe winds** and **high waves** near Rio Grande do Sul.

The resulting forces triggered a **collapse** across at least **two container bays**, with images showing **two 40-foot units** precariously **suspended over the vessel's port side** and a tangled pile of damaged boxes behind them.

Investigations so far suggest **no crew** members were **injured** during the event.

Upon arrival in Montevideo on 29 July, local officials – including Uruguay's National Port Administration and coast guard – established an exclusion zone around the ship to facilitate **safe handling** and **removal** of compromised **cargo**.

Initial assessments have revealed that some of the affected containers carried **fertiliser**, raising **concerns** about **hazardous material management** and potential **environmental consequences**.

Salvage operations are being led by Montecon in collaboration with firefighters, surveyors, and port stakeholders. Classification society representatives have boarded the ship to inspect hull integrity, lashing equipment, and investigate the cause of the collapse.

Evergreen Marine Corp confirmed, "We're cooperating fully with all relevant maritime authorities and classification bodies".

While it remains unclear whether any containers fell overboard, insurance claims have been initiated, and a full damage review is ongoing. Experts attribute the incident to **possible internal stress** from vessel rolling and pitching in **rough weather**, exceeding the designed stability limits for deck cargo.

The *Ever Feat* is a modern, **12,100 TEU** vessel built in 2021 and part of Evergreen's new generation of F-class containerships.

In connection with Evergreen's recent challenges, Maersk previously reached an out-of-court settlement with Evergreen and Shoei Kisen Kaisha – the owner and operator of the *Ever Given* – regarding the six-day blockage of the Suez Canal in March 2021. The legal action, which sought compensation for disruptions to the supply chain caused by the incident, was concluded with the terms of the settlement remaining confidential.

(Source: Port Technology)

Panama will not allow tankers and bulk carriers older than 15 years

In its most firm action to date to counter dark fleet registrations, the Panamanian Ship Registry, the world's second-largest flag, will no longer accept tankers or bulk carriers aged more than 15 years old.

"By prioritizing quality over quantity and implementing more rigorous oversight mechanisms, it ensures that the Panamanian fleet complies with the most demanding international regulations, thus contributing to a safer and more sustainable industry," the registry stated in a release.

Panama has come in for criticism over the large number of shadow fleet tankers on its books, subsequently acting to deregister many vessels.

The number of vessels hit by sanctions worldwide surpassed 1,000 by the end of last year with data from S&P Global Market Intelligence showing that more 800 of these ships do not have confirmed insurance. Moreover, the average age of sanctioned ships – 21 years – is some eight years older than the global average, adding to growing concern that the sprawling so-called shadow fleet could lead to multiple costly environmental catastrophes.

Malaysia cracks down on illegal ship-to-ship transfers

Malaysia has introduced new regulations to combat illegal ship-to-ship (STS) oil transfers in its territorial waters, a move that could disrupt operations of the so-called shadow tanker fleet moving sanctioned oil to China.

Under the new rules, vessels caught conducting unauthorised STS operations will face immediate detention, with the release process expected to take weeks. The Malaysian Maritime Enforcement Agency (MMEA) has been tasked with stricter monitoring across the country’s territorial waters and Exclusive Economic Zone (EEZ).

As part of the crackdown, Malaysia has closed the anchorage and lay-up area at Tompok Utara, located near the eastern entrance of the Singapore Strait. The anchorage, also referred to as the East Outer Port Limits (EOPL), has long been known as a hotspot for offshore STS activity.

In an advisory on yesterday, the Singapore Shipping Association (SSA) confirmed the closure, warning operators that anchoring at Tompok Utara without Malaysian Marine Department (MMD) approval will no longer be permitted.

Malaysian authorities are now requiring vessels to obtain prior approval from the MMD for any operations within national waters. The new enforcement measures include: AIS transponders must remain on and active at all times; vessels must anchor only in officially designated areas within port limits; agents must secure formal approvals from Malaysian port authorities before STS or anchoring activities.

Failure to comply will trigger immediate enforcement, with the MMEA stressing it will act strictly against violators.

Malaysia has, in recent years, emerged as one of the key hubs for clandestine oil transfers, particularly for sanctioned Iranian and Russian crude bound for China.

“If effectively executed, this would positively impact the tanker market by making the non-compliant trade of Iranian oil more difficult, potentially necessitating compliant replacement barrels from other sources,” suggested a shipping markets update from Swedish bank SEB.

MOL, Mitsui & CO. Jointly Acquire Port Service, Steel Process

TOKYO-Mitsui O.S.K. Lines, Ltd. (MOL; President & CEO: Takeshi Hashimoto) today announced that the company teamed up with Mitsui & Co., Ltd. (President: Kenichi Hori; Headquarters: Chiyoda-ku, Tokyo) to acquire the terminal/port business related to the U.K. port of Nigg, owned by GEG (Holdings) Limited (Headquarters: Scotland, U.K., [Note 1]). The deal also includes steel processing and machinery and equipment manufacturing businesses serving the energy industry, centering on offshore wind power, oil, and gas; and the companies have concluded a share purchase agreement. Following the acquisition, the business will be operated by Global Energy Service Holding Limited (GESH; Headquarters: Scotland, U.K., [Note 2]) with Mitsui & Co. holding a 51% stake and MOL holding a 49% share.

GEG accepted a 25.5% investment from Mitsui & Co. in April 2012 and has been developing its business in parallel with the energy transition in the U.K. This business is in line with MOL's business strategy to expand the use of clean energy, which led the company to collaborate with Mitsui & Co. In the U.K., stable supplies of oil and gas and accelerated introduction of renewable energy, mainly offshore wind power, are expected to improve the nation's energy self-sufficiency and achieve net zero greenhouse gas (GHG) emissions by 2050.

The world's largest development area for offshore wind power is in the North Sea region of Scotland, which is close to Nigg Port. The port is expected to become increasingly important as a hub for not only bottom-fixed offshore wind power but also floating offshore wind power in the future. MOL considers Port of Nigg the most important base for offshore wind power generation and marine development in Europe, and the company believes it will continue to be a port with strong prospects and steady demand.

Through this acquisition, MOL aims to strengthen the terminal port, steel processing and manufacturing businesses, and the supply chain centered on these businesses by combining MOL's vessel and port assets as a shipping company with Mitsui & Co.'s extensive industrial network as a general trading company.

MOL views the offshore wind power business as a key domain in the group management plan, "BLUE ACTION 2035." Through this acquisition, the MOL Group will pursue the advancement of port logistics and marine transport services for offshore wind power generation, contributing to the spread of renewable energy and the realization of a decarbonized society.

MSC introduces new direct Asia-West Africa service

MSC Mediterranean Shipping Company (MSC), a global container shipping company, has announced a new standalone service called Iroko, connecting China and Singapore with the Republic of the Congo, Nigeria, Benin and Angola beginning on 10 September.

The Iroko service will provide weekly direct connections between Asia and West Africa. Ports of call include Ningbo, Nansha, Singapore, Pointe-Noire, Cotonou, Lagos, Onne, Lobito and Xiamen. MSC states that significant improved transit times will be delivered to Angola, the Democratic Republic of the Congo and Namibia via the call at Pointe-Noire, direct calls to Lagos and Onne support growth in the Nigerian market, the link to Cotonou reinforces its presence in Benin, and the Lobito service dedicated for export cargo to China. MSC has previously deployed ultra-large container vessels (approx. 24,000 TEU) into West Africa via its Africa Express services, making MSC the first carrier to do so and reflecting growing trade between Asia and West Africa.

Chattogram Port face problem of empty containers in yard

Chattogram Port is facing operational disruptions due to an unusual rise in the number of empty containers stored in its yard, prompting the authorities to consider a rent increase to curb the problem.

According to a notification issued by the Chattogram Port Authority on Wednesday, the number of empty containers has surpassed the yard's storage capacity several times over. This overflow is causing delays in key operations, particularly in the delivery of imported FCL (full container load) goods and in stacking and storing newly unloaded containers, it noted.

The notice attributed the growing congestion to a slowdown in the timely removal or transfer of empty containers to off-docks. "As a result, providing timely services in import and export operations is becoming increasingly difficult," the notification stated.

Phu Quoc upgrades port infrastructure for APEC 2027

Phu Quoc's evolving port system is more than just an infrastructure project — it is the engine driving a new era of regional connectivity and national integration.

An Giang (VNS/VNA) - As Phu Quoc island gears up for APEC Economic Leaders Week 2027 and international maritime connectivity, An Giang province accelerates efforts to modernise key ports and terminals.

Phu Quoc, some 100km off the mainland, is now a special zone of An Giang province following recent regional restructuring, is being positioned as a strategic maritime hub within Vietnam's long-term national development plans.

With a vision to transform into a world-class special economic zone, the island is placing strong emphasis on expanding and upgrading its seaport infrastructure.

This direction reflects both immediate development priorities and long-term goals to assert Vietnam's maritime sovereignty and boost regional integration through enhanced connectivity.

Guided by the national master plan on seaport development, under Prime Ministerial Decisions issued in September 2021 and May 2024, Phu Quoc has been identified as part of Seaport Group 5, with ports capable of accommodating international cruise vessels up to 225,000 GT and cargo ships up to 30,000 tonnes.

The seaport planning encompasses not only passenger and freight capacity but also includes specialised functions such as handling liquid cargo, ferries and marine tourism, with considerable investment and regulatory coordination involved.

A major component of this transformation is the International Passenger Port with a total investment of over 1.6 trillion VND (approximately 65 million USD), which was put into service in February 2024 after nine years of construction.

However, international shipping companies are still awaiting updated digital nautical charts from the United Kingdom Hydrographic Office (UKHO), an essential step to bring the port into full alignment with global standards.

Meanwhile, An Giang province is assuming increasing responsibility for maritime assets. An Thoi Port, a vital gateway on the island's southern end, was formally transferred to provincial management in January 2025.

Following years of disuse, the port has deteriorated, and the absence of channel buoys has limited navigability. Local authorities are now actively drafting new operational plans to revitalise this key asset in line with national objectives and expected increases in maritime traffic.

Adapting to global demand

The island's construction sector is experiencing strong momentum, especially in preparation for APEC Year 2027.

According to Dao Huy Hiep, Deputy Director of the An Giang Department of Construction, Phu Quoc currently hosts 321 investment projects within zoned areas, of which 268 are under implementation or awaiting construction.

The annual demand for construction materials is projected to reach 7.5 million tonnes, including approximately 5 million tonnes dedicated to APEC-related projects, with an estimated 4.8 million cubic metres of stone needed.

With limited local sources, the transport of construction materials from the mainland is vital. Inland waterway and marine transport play a pivotal role in bridging this gap, offering lower costs and reducing price disparities between the island and the mainland. As a result, temporary ports have gained growing importance.

Bai Vong area currently operates five such ports under provisional licences, servicing building material supply and ferry traffic. While not part of the formal port system, these facilities are considered essential for maintaining momentum in local construction and logistics.

Meeting strategic goals

Despite notable progress, several bottlenecks remain. Vinh Dam Port, envisioned as a multi-purpose terminal, has completed only its initial construction phase. Dredging, embankment works, and land clearance have yet to be approved or completed.

This port is critical for both passenger traffic and bulk construction material handling, with facilities designed to process between one and 1.5 million tonnes annually. However, incomplete infrastructure continues to limit its potential.

Similarly, the planned terminal at Mui Dat Do, originally designed for general cargo, passengers, and luxury yachts, has been removed from port development planning due to its reallocation for facilities serving APEC 2027.

This re-prioritisation underscores the delicate balance between hosting major international events and advancing long-term infrastructure goals.

In response, An Giang has petitioned the Ministry of Construction to revise the national seaport development master plan to officially incorporate the temporary ports in Bai Vong, proposing an upgrade in capacity and functionality to meet increasing socio-economic demands.

Deputy Minister of Construction Nguyen Xuan Sang, during a recent field visit, emphasised the urgency of activating the full potential of the International Passenger Port in An Thoi.

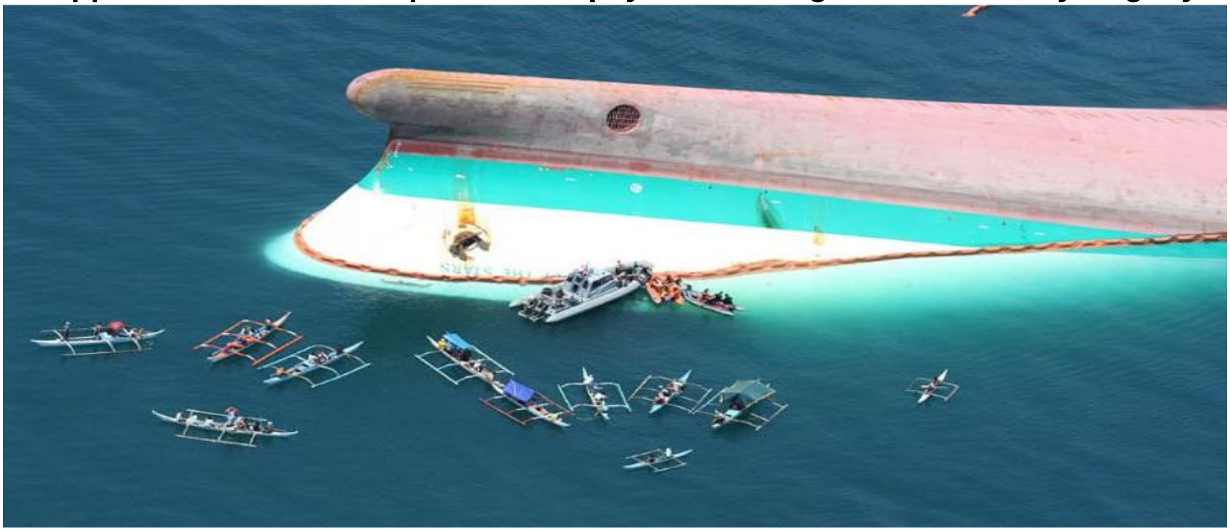
He called on provincial agencies and port authorities to coordinate closely in managing infrastructure safety, streamlining logistics, and ensuring that both passenger and cargo flows meet international expectations.

For An Giang province, Phu Quoc's evolving port system is more than just an infrastructure project—it is the engine driving a new era of regional connectivity and national integration.

The planned improvements are expected to not only meet the island's growing internal demands but also to position Phu Quoc as a maritime gateway for the Mekong Delta and a strategic location in Vietnam's coastal economic development.

As the island looks towards the APEC Economic Leaders Week 2027 and beyond, its upgraded port system promises to be a cornerstone of its transformation into a modern, resilient and globally connected urban maritime centre.(Source: Vietnam Plus)

Philippine court orders shipowners to pay $2m damages for 2008 ferry tragedy



The Philippine Court of Appeals (CA) has ordered the owners of a local shipping company to pay damages amounting to approximately PHP136.3 million (US$2.36 million) to the families of the victims of a maritime disaster that left more than 800 dead nearly 20 years prior.

The CA upheld its earlier ruling that found the owners of Philippine Span Asia Carrier Corporation (PSACC), then operating under the name Sulpicio Lines (SLI), guilty of gross negligence resulting in the capsizing and sinking of the Ro-Pax ferry *Princess of the Stars* in bad weather off Romblon province on June 21, 2008.

Philippine authorities said the death toll from the tragedy reached 814. At least another 50 individuals have not yet been found even after the search and recovery effort extended into the middle of 2010.

The CA had charged PSACC's owners Enrique Go, Eusebio Go, Carlos Go, Victoriano Go, Dominador Go, Ricardo Go, Edward Go and Edgar Go with reckless imprudence resulting in multiple homicide, damage to property, and serious physical injury.

The charges were filed after authorities found evidence suggesting that the ferry was allowed to depart Manila at the height of Typhoon Fengshen, which both local and foreign weather agencies forecast as having 10-minute sustained wind speeds of up to 89 knots.

Ctg port congestion turns acute

Chattogram port has been experiencing severe berth congestion and high container yard density for weeks, leaving vessels stranded at the outer anchorage for up to 11 days and yard occupancy crossing well above the optimal level.

Shipping agents blame a series of disruptions for the current crisis, including the 10-day Eid-ul-Azha holidays, a nationwide shutdown by revenue officials, weeks of customs server disruption, and repeated work abstention by prime mover operators.

They also pointed to operational issues such as frequent breakdowns of gantry cranes, a shortage of trailers, and limited yard space, all of which are reducing vessel productivity and delaying turnaround times.

However, the Chittagong Port Authority (CPA) points the finger at a higher number of container vessels allowed to call at the port compared with earlier in the year. The CPA is now considering a reduction in that number.

The proposal has met with opposition from shipping agents, who argue that cutting the current number of permitted vessels, 118, by at least 15 would hurt the country's foreign trade.

As of yesterday, 21 vessels were waiting at the outer anchorage, most of them idling between 4 and 11 days. Earlier this year, the average wait was just 1 to 2 days, with no more than 8 vessels waiting at a time.

As of yesterday morning, some 41,128 TEUs (twenty-foot equivalent units) of containers were occupying around 77 percent of the port's total storage capacity of 53,518 TEUs, according to the CPA traffic department.

Of this, 33,966 TEUs were import boxes clogging the yards designated for imports, occupying over 77 percent of their capacity.

This level of yard congestion is extending vessels' stay at jetties and creating long queues at the anchorage.

Berth operators say yard occupancy should be kept below 60 percent for efficient container handling and smooth port operations.

On July 20, the CPA met with leaders of the Bangladesh Shipping Agents Association (BSAA) and decided to cut the number of permitted vessels by at least 15. It asked the association to submit a list of those vessels by July 27 to a six-member committee overseeing the matter.

After the association failed to comply, the CPA sent a letter to the BSAA chairman on Tuesday, requesting that the list be submitted within 24 hours.

Speaking on condition of anonymity, a senior CPA official said 96 vessels were authorised earlier this year, when waiting times were minimal and queues were short.

"But later, more vessels were approved on an ad-hoc basis for various reasons, raising the number to 118," the official said, adding that the increase has worsened the backlog and prolonged anchorage delays.

In a recent letter to the CPA chairman, BSAA Chairman Syed Mohammed Arif called for a one-month observation period before the vessel restriction is imposed.

"An immediate restriction could adversely affect import-export trade, eventually impacting end-users," he mentioned in the letter.

He urged the port authority to arrange pre-stacking facilities at the Chittagong Container Terminal and the New Mooring Container Terminal for export containers, which he believes would improve loading productivity and help avoid delayed or cancelled sailings.

Indian Adani Group eyes $10 billion investment in Vietnam

Party General Secretary To Lam met with Gautam Adani, chairman of India' Adani Group, on the afternoon of July 30. During the meeting, the Party chief expressed satisfaction with the growing Vietnam-India Comprehensive Strategic Partnership. He said, "We need to strengthen cooperation across all areas, especially the economy, trade, and investment, to fully unlock the potential of both countries."

He also highlighted Vietnam's ongoing efforts to implement strategic breakthroughs, with priority given to science and technology, innovation, digital transformation, and the development of the private sector. "In this spirit, Vietnam welcomed and created favourable conditions for foreign investors, including Indian businesses, to expand their presence in Vietnam," the Party leader noted.(**Source: *India Seatrade News)***

Asian Logistics Sector

Indian envoy reviews trilateral highway project in Myanmar

In a significant step towards enhancing regional connectivity, India's Ambassador to Myanmar Abhay Thakur, along with the officials of the National Highways Authority of India (NHAI), visited Kalemyo region in the Southeast Asian nation to assess the Kalewa-Yagyi road project, a part of the India-Myanmar-Thailand trilateral highway. "Nudging forward the Kalewa-Yagyi road project, part of India-Myanmar-Thailand trilateral highway.

Ambassador Abhay Thakur, accompanied by NHAI representatives, visited Kalemyo yesterday to interact with project construction teams and also met the local community at adjoining IMT segment," the Embassy of India in Myanmar posted on X on Thursday. "In addition to the local community, the Ambassador also met the diaspora at the Kalemyo Durga Mandir," the post added.(Source:*India Seatrade News)*

Intra Asia Trade

India imports big quantity of water soluble fertilisers from China

India imports a significant quantity of water soluble fertilisers from China as well as alternative suppliers like Belgium, Egypt, Germany, Morocco and the USA, Parliament was informed on Friday. The country's annual consumption of water soluble fertilisers was at around 3.35 lakh tonnes during 2023-24 fiscal. Against this domestic demand, Minister of State for Chemicals and Fertilisers Anupriya Patel said:

"... a significant quantity is imported from China as well as alternative suppliers like Belgium, Egypt, Germany, Morocco and the USA." However, fertiliser companies are free to import phosphatic and potassium fertilisers as per their business dynamic, she said in a written reply to the Lok Sabha. The minister was responding to a query on whether China has halted export of certain speciality fertilisers to India which is likely to adversely affect Indian farmers.

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