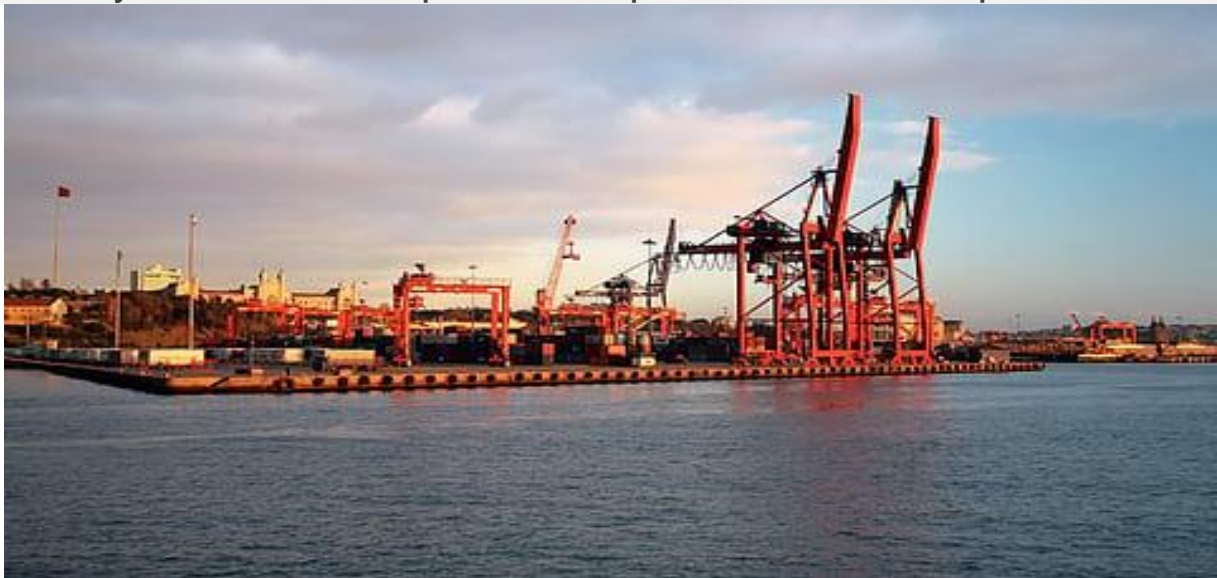


30th August 25

Mumbai-India

Global Maritime Trade & Transport

Turkey bars Israeli ships from its ports, restricts airspace



Turkish port authorities had also started informally requiring shipping agents to provide letters declaring that vessels are not linked to Israel and not carrying military or hazardous cargo bound for the country.

A source had also said that Turkish-flagged ships would be prohibited from calling at Israeli ports.

"We have totally cut our trade with Israel, we have closed off our ports to Israeli ships and we are not allowing Turkish vessels to go to Israel's ports," Fidan told an extraordinary parliamentary session on Israel's attacks on Gaza.

"We are not allowing container ships carrying weapons and ammunition to Israel to enter our ports, and airplanes to go into our airspace," he added, without giving details.

ANKARA, Aug 29 (Reuters) - Turkey has decided to bar Israeli vessels from using its ports, forbid Turkish ships from using Israeli ports and impose restrictions on some planes entering Turkish airspace, Foreign Minister Hakan Fidan said on Friday.

He provided few details in comments to parliament which appeared to summarise steps that Turkey has already taken against Israel over the [war in Gaza](#) or has started to implement.

The Reuters Daily Briefing newsletter provides all the news you need to start your day. Sign up [here](#). Turkey has fiercely criticised Israel's offensive in Gaza and accuses it of committing genocide in the Palestinian enclave, a charge that Israel denies. Ankara has halted all trade with Israel, called for [international measures](#) against it and [urged world powers](#) to stop supporting Israel.

[Sources told Reuters](#) last week that Turkish port authorities had also started informally requiring shipping agents to provide letters declaring that vessels are not linked to Israel and not carrying military or hazardous cargo bound for the country.

A source had also said that Turkish-flagged ships would be prohibited from calling at Israeli ports. "We have totally cut our trade with Israel, we have closed off our ports to Israeli ships and we are not allowing Turkish vessels to go to Israel's ports," Fidan told an extraordinary parliamentary session on Israel's attacks on Gaza.

"We are not allowing container ships carrying weapons and ammunition to Israel to enter our ports, and airplanes to go into our airspace," he added, without giving details. **(Sources: Reuters)**

CMA CGM lines up mega boxship order in China

France's CMA CGM is lining up another round of ultra-large containerships as part of its fleet expansion push, with industry sources pointing to a fresh deal in China.

Shipbrokers said the Marseille-headquartered carrier has signed a letter of intent with Dalian Shipbuilding Industry Co (DSIC), part of China State Shipbuilding Corp, covering six firm plus four optional LNG dual-fuel 22,000 teu vessels.

No official pricing has been divulged, but recent orders for similar dual-fuel units of around \$220m apiece suggest CMA CGM's deal will total in the region of \$2.1bn.

CMA CGM already operates more than 680 ships with around 4m teu capacity, which will be boosted by an additional 1.5m teu in the coming years, consisting of over 100 low-carbon newbuilds.

If confirmed, the DSIC deal would mark CMA CGM's third major newbuilding commitment this year. Earlier in 2025, the Rodolphe Saad-led line ordered a dozen 18,000 teu LNG dual-fuel ships at CSSC Jiangnan Shipyard for around \$2.5bn, alongside another \$2.6bn order for 12 similar-sized ships at HD Hyundai Heavy Industries.

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Asian Maritime Industry

CMA CGM Group eyes investment in southern Vietnam



Standing Vice Chairman Nguyen Van Tho on Monday received Amelie Manon Humphreys, general manager of CMA CGM Vietnam, the municipal People's Committee's news portal reported.

At the meeting, Humphreys emphasized that [CMA CGM](#) considers Vietnam, particularly HCMC, a strategic hub. She said the company is seeking detailed information on the city's sea transport and seaport planning to shape its investment plans.

CMA CGM expressed interest in several projects, including Thu Duc port, Long Binh port, Cai Mep-Thi Vai port, and Can Gio port. The company also wanted to know about the progress of planning implementation, site clearance, legal procedures, and administrative reforms related to port infrastructure investment.

Representatives from the city's Department of Construction briefed the group on the seaport development plan through 2030, with a vision until 2050. The plan will focus on creating a unified port cluster to support coordinated growth. By 2025, the city expects to finalize the master plan and call for investors in the Can Gio and Cai Mep-Thi Vai international transit port projects.

The city's Vice Chairman praised CMA CGM for its contribution to the city's economy and commitment to sustainable development.

He said HCMC is focusing on procedural reforms, establishment of a free trade zone, and attraction of private investment in modern logistics and multimodal transport, with an aim to turn the city into an international logistics center and a key Southeast Asian maritime gateway.

He affirmed that the city will continue to streamline administrative procedures, improve the investment environment, and provide favorable conditions for CMA CGM and other investors to develop its modern seaport and logistics system.

Headquartered in France, CMA CGM Group is a global leader in container shipping, seaports, and logistics, with a network spanning more than 65 container terminals worldwide. In 2024, the company's transport volume grew 7.8%, driving revenue up 18% to \$55.48 billion. (Source: The Investor-Vietnam)

Wan Hai fire-hit boxship towed toward Middle East after 11 weeks



The fire-damaged *Wan Hai 503* is being towed across the Arabian Sea toward the Middle East after spending nearly 11 weeks stranded without a port of refuge, following rejections from both Sri Lanka and India.

The 4,333 teu containership (built 2005) caught fire on June 9 off Kerala, southwest India, after an under-deck explosion. Four of the 22 crew were killed and six injured in the accident. The ship, en route from Colombo to Nhava Sheva, was around 50 nautical miles off the Indian coast at the time.

Despite salvage teams stabilising the vessel and cooling the smouldering cargo holds, authorities in India ordered the vessel out of its exclusive economic zone by late June, while Sri Lanka subsequently refused permission for the boxship to call. The ship spent more than two months in limbo on the high seas while operators sought a safe harbour.

Wan Hai confirmed on August 25 that the *Wan Hai 503* is now under tow, with its structural integrity, stability, and draft assessed as safe for the voyage. The company said weather-routing software had been used to map a course across the Arabian Sea. The final port of refuge has not yet been disclosed, though Jebel Ali and Khorfakkan are understood to be under consideration.

"The towage and monitoring will continue under close supervision to ensure a safe and smooth arrival," the Taiwanese liner said.

The ordeal has drawn comparisons with the *Maersk Frankfurt*, which in 2023 was also forced to steam across the Arabian Sea to Khorfakkan following a fire off India. Unlike the *Wan Hai 503*, that vessel remained under its own power.



Port Authority of Thailand reforms approved for a Global Competitiveness



Thai ports remove restrictions and move to boost global competitiveness

The Port Authority of Thailand (PAT) is set for a major transformation after the House of Representatives overwhelmingly approved a new Port Authority Bill, paving the way for sweeping structural reforms designed to enhance competitiveness in global logistics. Manaporn Charoensri, Deputy Transport Minister, said on Friday that the legislation, endorsed with 377 votes in favour and none against in parliament on Tuesday, provides the PAT with modern management tools to improve operational flexibility and efficiency.

The key provisions of the new bill will lift several previous restrictions, giving the PAT more modern and flexible management tools, she said, adding that the PAT may establish limited companies or public companies, both domestically and abroad, to conduct related businesses and make agile use of its resources.

With the bill, the PAT is permitted to invest in or enter into ventures with other parties, including holding shares, in order to diversify income streams and foster transparent commercial collaboration with the private sector.

It may also issue bonds and other financial instruments to directly raise capital for development projects, and may develop real estate to maximise the commercial use of port areas efficiently and to their full potential.

"The bill will enable us to invest faster and more strategically, as it provides financial tools and new business models that ensure essential projects move forward without delay," Ms Manaporn said.

"This will ease logistics bottlenecks and enhance transport efficiency, building confidence among Thai operators and foreign investors alike. Furthermore, property development will boost economic centres around ports, create jobs, and improve public spaces alongside commercial areas, ensuring Thailand can truly compete on the global stage."

The bill now moves to the Senate, which has 60 days to deliberate, she said. If approved, it will be submitted to the Prime Minister before royal endorsement and publication in the Royal Gazette.

"The reforms will position PAT as a world-class player in logistics and trade, helping Thailand compete more effectively on the global stage." (Source: The Bangkok Post)

India Pitches \$1 Trillion Maritime "Roadmap" to Foreign Envoys

India's shipping ministry is shooting for the moon with its ambitions for the nation's maritime future. At a meeting for foreign ambassadors ahead of India Maritime Week, Union minister for shipping Sarbananda Sonowal pitched a \$1 trillion "roadmap" for public and private investment in the nation's critical infrastructure.

Speaking to representatives from 28 nations, Sonowal said that India is working to transform and modernize its ports, logistics and shipping systems. "These opportunities open up a \$1 trillion maritime investment roadmap, with strong potential for joint ventures in developing ports and cargo terminal operations, multi-modal terminals, maritime services, shipbuilding, ship recycling and ship repairs, green hydrogen hubs, and sustainable shipping solutions," he said.

To get ready, India's government has been overhauling the nation's maritime legal structure to bring it up to date and align it with international standards, making the country more accessible for foreign shipping investors. Five newly-passed legislative acts - the Bills of Lading Act, Carriage of Goods by Sea Act, Merchant Shipping Act, Coastal Shipping Act, and Indian Ports Act - are all part of a plan to update laws that date back to the era of British governance.

The investment pitch delved into specifics of opportunities for foreign partners. Port investors could spend on projects like Vadhavan Port, a gigantic transshipment-focused container port in Maharashtra with a proposed nameplate capacity of 23 million TEU at full buildout - enough to double India's entire container-handling capacity.

Other opportunities include Galathea Bay Transshipment Port, a large-scale container facility planned in the Andaman and Nicobar Islands; and Tuna Tekra Terminal, a two million TEU container port on India's west coast, operated by DP World. The government is also looking to attract investors for LNG bunkering hubs, industrial parks and green fuel infrastructure.

"India stands ready to collaborate and lead towards a maritime future that is prosperous, sustainable and inclusive," Sonowal said.

India's ASEAN ties boost cruise ship arrivals

On June 30, 2025, the Ministry of Ports, Shipping & Waterways (MoPSW), Government of India, hosted the first-ever ASEAN-India Cruise Dialogue in Chennai. All member countries of ASEAN, namely, Brunei, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand, and Vietnam, as well as Timor-Leste, attended the meeting. One of the themes of the meet was to enhance India's cruise connectivity with a focus on heritage-led cruise tourism. The ASEAN-India Cruise Dialogue was very significant.

ASEAN countries have over 25 major seaports and a combined coastline of over 1,00,000 km, according to the fact book published by the US' Central Intelligence Agency. In addition to a 7,500 km-long coastline, India has its own inland waterways. A collaborative approach with ASEAN countries will open up new opportunities in cruise tourism for India.

Filipino fisherman rescued after three days adrift in South China Sea



The Philippine Coast Guard has successfully rescued a local fisherman who had been adrift for three days in the South China Sea off Zambales province.

The 53-year-old male had become separated from his 12 companions on board the fishing boat *Saider* after strong winds and large waves brought by Tropical Cyclone Kajiki swept through the area. The coast guard deployed the multi-role response vessel (MRRV) BRP *Cape San Agustin* to the area to escort the fishing boat back to Subic Bay. After the 12 other fishermen were brought ashore, the MRRV returned to the area where the missing individual was last sighted.

On Monday, August 25, the crew of another fishing boat informed the coast guard that they had found the missing fisherman alive and adrift near Scarborough Shoal approximately 124 nautical miles off Zambales.

The individual was subsequently brought aboard the MRRV and was provided with food and medical assistance before transporting him to Subic. (Source: Baird News)

SLPA signs terminal services agreement with Maersk for operations

The Sri Lanka Ports Authority (SLPA) today signed a landmark Terminal Services Agreement (TSA) with Maersk, one of the world's leading shipping and logistics companies, aiming to enhance operational efficiency and increase throughput at the Port of Colombo. The agreement underscores SLPA's commitment to delivering world-class services and strengthening its position as a key maritime hub in the region.

On behalf of SLPA, Admiral Sirimewan Ranasinghe (Rtd), Chairman, Eng. Herath M. P. Jayawardhana, Vice Chairman, Eng. Ganaka Hemachandra, Managing Director, and other senior officials attended the signing ceremony, welcoming the Maersk delegation. The event facilitated high-level discussions between SLPA and Maersk, reinforcing strategic collaboration and operational synergies.

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Asian Logistics Sector

Kabal Wins Contract with Phu Quoc Company to Optimize Offshore Logistics in Vietnam

Kabal, a provider of logistics software for the energy industry, announced a new contract with Phu Quoc Petroleum Operating Company (PQPOC) to optimize its offshore logistics in Vietnam. This partnership marks a step in Kabal's expansion in Southeast Asia.

PQPOC, the operator of the major Vietnam Block B gas project, will deploy Kabal's logistics management platform to digitize its upcoming drilling operations. By implementing Kabal's solution, PQPOC aims to enhance overall operational efficiency, improve safety, and reduce its environmental impact by streamlining the movement of personnel, cargo, and vessels.

"We're excited to team up with Phu Quoc Petroleum Operating Company," said Kabal CEO Jan Inge Pedersen. "This is an important milestone for us as we continue to grow our presence in Southeast Asia. Our platform will help PQPOC move people and equipment more efficiently, reduce costs, and enhance safety."

US tariffs to trim India's container growth by 100–150 bps in FY26:

CareEdge highlighted that Gujarat's ports saw cargo volumes decline 6% in May 2025 due to India–Pakistan tensions, underscoring the sector's vulnerability to geopolitical shocks.

Container cargo growth in India is expected to moderate by 100–150 basis points this fiscal due to the impact of fresh US tariffs on key export-oriented sectors such as home textiles, gems and jewellery, shrimp, engineering components, and speciality chemicals, CareEdge Ratings said in a report.

The ratings agency projects container volumes to expand by around 8% in FY26 to nearly 380 million metric tonnes (MMT), supported by capacity additions, higher transshipment activity, and the commissioning of the Western Dedicated Freight Corridor. However, it cautioned that rising insurance premiums, volatile shipping rates linked to the Shanghai Freight Rate Index (SCFI), and extended transit times continue to weigh on growth prospects.

"The Indian ports sector is navigating a complex global landscape marked by geopolitical conflicts and tariff-driven disruptions. While the US accounts for about 20% of India's overall exports, its share in sea-based trade (excluding electronics) is only around 5%, which limits the direct impact on port volumes," said the report.

The slowdown projection comes against the backdrop of Washington's decision to impose a 25% tariff on Indian goods from August 7, 2025, followed by an additional 25% penalty tariff for trades linked to Russia, effective August 28. The measures raise the effective tariff to 50% on several Indian products, potentially eroding their competitiveness against Asian peers.

CareEdge highlighted that Gujarat's ports saw cargo volumes decline 6% in May 2025 due to India–Pakistan tensions, underscoring the sector's vulnerability to geopolitical shocks.

Despite these headwinds, India's container trade posted a robust 11% growth in FY25, handling 351 MMT—well above earlier projections. Over the last three years, the sector has maintained a healthy CAGR of 8%, supported by buoyant demand, inventory rebuilding, and greater cargo containerisation, even amid disruptions in the Panama Canal and Red Sea routes.

CHONGQING–SHENZHEN–HONG KONG RAIL-SEA SERVICE POSTS STRONG FREIGHT GROWTH

The Chongqing–Shenzhen–Hong Kong Scheduled rail-sea service marked its first anniversary this week with sharp gains in freight volume and faster transit times, underscoring its growing role in connecting inland China to global markets.

Since its launch in August 2024, the service has seen freight volumes surge nearly ninefold last year and grow 1.6 times year-to-date, according to Hutchison Ports YANTIAN.

The corridor now moves cargo from Chongqing to YANTIAN in just two days—down from five—and reaches Hong Kong's Kwai Tsing Port within three days, offering shippers a faster alternative amid tariff volatility and rising demand for time-sensitive logistics.

"This scheduled rail-sea service was named one of 12 outstanding container rail-sea services by the Ministry of Transport, the National Railway Administration, and China State Railway Group," said Lawrence Shum, Managing Director of YANTIAN. "The results have been remarkable."

The service, jointly operated by YANTIAN, Hongkong International Terminals (HIT), and Shenzhen Port Group, has completed 168 runs to date.

It links the Chengdu-Chongqing Economic Circle with the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), offering direct access to ocean-going vessels at YANTIAN and Kwai Tsing, which connect to over 200 countries and regions.

"Since its launch, the service has operated with speed, stability and efficiency thanks to strong collaboration across the three regions," said Li Zhong, Secretary of the CPC Yantian District Committee. "It has become a strategic logistics corridor connecting the Chengdu-Chongqing Economic Circle and the GBA."

Officials from Chongqing, Shenzhen, and Hong Kong gathered at YANTIAN Port to mark the milestone and discuss future cooperation. Yaxi Zhang, Deputy Director of the Hong Kong and Macao Affairs Office of Chongqing Municipal Government, called the service "a vital backbone of Chongqing's multimodal transport network," and expressed confidence that it would evolve into "a golden corridor of smooth connectivity and growing prosperity."

Amy Chan, Deputy Secretary for Transport and Logistics of the HKSAR Government, highlighted the synergy between YANTIAN and Kwai Tsing ports. "YANTIAN is the only container port in Shenzhen with direct rail access," she said. "Together, the two ports enable truly global reach."

Looking ahead, the China Railway Guangzhou Group plans to increase train frequency and expand multimodal networks. "We will continue to deepen cooperation with YANTIAN and our Hong Kong partners," said Haitao Song, Director of the Railway Freight Department. "This will deliver more robust support for export-led economic growth."

The service also supports China's carbon neutrality goals by offering a lower-emission alternative to traditional trucking routes. Hutchison Ports YANTIAN said it will continue working with government and industry partners to enhance connectivity, drive innovation, and strengthen the GBA's position in global trade. **(Source: Asian Cargo News)**

Intra Asia Trade

Thailand SJWD and China Ruiyun form durian joint venture

SCGJWD Logistics Public Company Limited (SJWD) has entered into a joint venture with Ruiyun (HK) International Supply Chain Limited of China and Golden Line Services Company Limited of Thailand to establish "Ruiyun International Supply Chain (Thailand) Company Limited." The venture targets the cross-border transport of temperature-controlled and general cargo between Thailand, China, and ASEAN countries.

The joint venture has a registered capital of 140 million baht (US\$3.9 million), with Ruiyun holding 49 per cent, SJWD 40 per cent, and Golden Line 11 per cent. Initial operations include transporting durian from Thailand to China and electronic parts from China to Thailand. The company aims to reach revenues of more than 120 million baht (US\$3.3 million) in the final five months of 2025, and between 560–830 million baht (US\$15.6–23 million) annually from 2026 to 2029.

The partners will combine expertise in cold storage warehousing, logistics platforms, temperature-controlled transport, and distribution networks. SJWD operates nine cold storage facilities in six provinces in Thailand with a total capacity exceeding 100,000 tons and plans to expand in Surat Thani and Khon Kaen. Ruiyun operates 33 primary and 50 secondary distribution centers across China, serving more than 220 cities and 1,600 counties with its "Lengyunbao" logistics platform. Golden Line, a subsidiary of Speed Inter Transport, specializes in refrigerated transport with over 20 years of experience, operating a fleet of more than 700 vehicles and 300 containers.

Cross-border trade of temperature-controlled goods, particularly durian, is expanding. Exports of Thai durian to China rose from US\$1.1 billion in 2018 to US\$4 billion in 2024, with growth of more than 8 per cent projected in 2025. The joint venture intends to further develop services for food and beverage customers in China, increase cold storage utilization, and expand logistics routes to other ASEAN markets. Source: [Kaohoon International](#)

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