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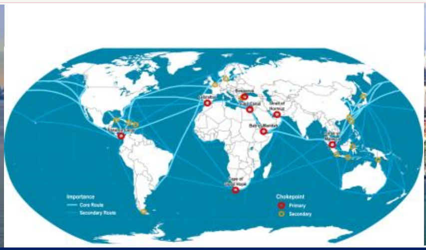
Asian Maritime News Express



23 Sept 25 Mumbai-India

Global Maritime Trade & Transport

# Port of Long Beach salvage effort recovers 54 containers

Unified Command has reported ongoing progress in recovery efforts following the *Mississippi* container incident at the Port of Long Beach on 9 September.

The Container Recovery Group, in coordination with salvage crews and International Longshore and Warehouse Union (ILWU) members, has retrieved **54 containers** from pier and water—up from 32 on 14 September.

Shoreside and waterside operations continue to prioritise **safe recovery** of remaining containers. Michael Goldschmidt, Port Incident Commander, stated: "Safety continues to be the highest priority as the Port of Long Beach collaborates with the U.S. Coast Guard, vessel operators, salvage teams and ILWU workers through the next phases of recovery."

Unaffected containers aboard the *Mississippi* are being offloaded to allow access to a **damaged emissions control barge**.

Once cleared, efforts will shift to removal of compromised containers. Coast Guard safety officers remain on-site to oversee operations. As of 17 September, **55 commercial**

**vessels** have transited safely through the **500-yard exclusion zone** imposed around the *Mississippi*.

The safety zone remains in effect and is enforced by the Coast Guard, Port Harbor Patrol and Long Beach Police Department. Investigations into the cause are ongoing, led jointly by the U.S. Coast Guard and National Transportation Safety Board. On 15 September, 32 containers were successfully recovered from the waters surrounding the *Mississippi*.

(Source: Port Technology)

## SHIPPING LINES REDUCING DEPLOYMENT OF CHINESE-BUILT VESSELS


Global shipping lines are reducing their use of Chinese-built vessels on Transpacific routes in anticipation of new U.S. Trade Representative (USTR) fees scheduled to take effect on October 14, 2025.

The upcoming regulation will impose tariffs on Chinese-built ships calling at U.S. ports, unless they meet specific exemptions—such as voyages under 2,000 nautical miles or vessels smaller than 4,000 TEU. Chinese carriers like COSCO and OOCL will be subject to the fees regardless of where their ships were constructed.

"On the Transpacific, there are early signs of a reduction in the deployment of Chinese-built vessels," Sea-Intelligence said in a new analysis.

"The share of Chinese-built vessels operating on the Asia–North America West Coast route has declined in recent months, dropping from 25–30% in early 2025 to around 20–25%, with a milder decrease observed on the East Coast trade," it added.
The Danish shipping consultancy company analysed vessel deployment data on the Transpacific and Transatlantic trades to see if shipping lines are reducing their use of Chinese-built vessels, ahead of new fees set to take effect on next month.

"Our analysis shows that a shift is beginning to materialize on Transpacific, but no such effect is yet seen on the Transatlantic," commented Alan Murphy, CEO, Sea-Intelligence.

To measure any potential changes, Sea-Intelligence tracked the vessels deployed on two trades on a weekly basis throughout 2025 and mapped each vessel to its shipyard of origin. It then calculated the share of Chinese-built vessels over a 3-week rolling average to reduce volatility and identify any underlying trends, closer to the implementation date for the new fees.

On the Transpacific, there are already signs of a reduction. Sea-Intelligence said a similar, "though less pronounced trend" is visible on the Asia-North America East Coast trade.

"In contrast, on the Transatlantic trade, there does not yet seem to be any such development," Sea-Intelligence said. The data for liner services, from both North Europe and the Mediterranean to North America, does not currently support the notion that a widespread removal of Chinese-built vessels is underway on the Transatlantic.

"While individual vessel redeployments are occurring, they have not yet reached a level that creates a material statistical impact on this trade lane," Murphy said.( Asia Cargo News)

## X-Press Feeders pauses payments to Sri Lanka

X-Press Feeders is pausing pay-outs for Sri Lanka's worst environmental disaster on record. The former operator of the container ship *X-Press Pearl,* together with its insurer, said it has considered the July ruling of the Supreme Court of Sri Lanka, which mandates an initial payment of $250m today, as part of an interim $1bn order.

"While we respect the judicial process, the ruling leaves open the possibility of additional and potentially unlimited compensation. Any payment towards the judgment could set a dangerous precedent for how maritime incidents will be resolved in the future," said Shmuel Yoskovitz, CEO of X-Press Feeders. "It is vital that any compensation is substantiated, proportionate and consistent with international conventions."

The *X-Press Pearl* — a brand new 2,700 teu feeder vessel — sank off Colombo in June 2021 after a fire broke out in a container carrying leaking nitric acid. The incident caused Sri Lanka's worst-ever marine pollution disaster, spilling hundreds of tonnes of plastic pellets onto the country's beaches.

To date, X-Press Feeders said more than $170m has been paid towards wreck removal, environmental remediation and compensation claims.

The company reiterated its concern over both the vessel's master and its agents in Sri Lanka. The master has been prevented from returning home for more than four years due to a court-ordered travel ban, while the company's local agents have continued to face repeated investigations, arrests and court proceedings for an incident which they had no decision-making role in.

"We are open to direct dialogue with the relevant Sri Lankan authorities and have been actively seeking to engage with their representatives. We hope to achieve an outcome that is evidence-based, fair, proportionate and consistent with international practice," X-Press Feeders stated. (**Source: Splash)**

# ONE Innovation Sets New Container Loading Record in Singapore

Ocean Network Express (ONE) has achieved a new milestone in container shipping as its vessel *ONE Innovation* set a new world record by loading 22,233 TEU — the highest loading ever recorded on any containership to date.

The vessel, one of six 24,000 TEU-class mega vessels in the ONE fleet, departed from Singapore and is currently en route to Felixstowe via the FE4 shipping route.

*ONE Innovation*, delivered in 2023 as the company's first-ever 24,000-TEU class "Megamax" vessel, was built by Japan Marine United Corporation's Kure Shipyard. The 400-meter-long ship features a capacity of up to 24,136 TEU, making it the largest vessel in ONE's fleet.

This achievement surpasses ONE's previous record set in December 2023, when the same vessel loaded 22,000 TEU during a port call in Singapore. Prior to that, the *ONE Integrity* had set a record with 21,954 laden TEUs in November 2023.

*ONE Innovation* serves on the Asia to Europe (FE3) service under the Premier Alliance, formerly known as THE Alliance. The vessel is the first of six new Megamax ships joining ONE's fleet.

Ocean Network Express, formed in 2017 through the integration of the liner businesses of "K" LINE, MOL, and NYK, currently ranks as the world's sixth-largest container carrier with a fleet of over 260 ships representing approximately 2 million TEU.(Source:gcaptain)

# India to develop new deep-sea port at Bahuda in Odisha

India is set to expand its maritime infrastructure with a new greenfield deep-sea port at Bahuda in Odisha, aimed at boosting trade and industrial growth in eastern India.

tripartite agreement has been signed between the Odisha Maritime Board (OMB), Paradip Port Authority (PPA), and Sagarmala Finance Corporation (SFC) to facilitate the development of the port. The Visakhapatnam Port Authority is expected to join the project at a later stage. Once completed, Bahuda will emerge as India's 14th major port, developed as a satellite port of Paradip, aligning with the government's Maritime India Vision 2030 and the PM Gati Shakti National Master Plan.

The proposed port is designed with a capacity of approximately 150 million tonnes per annum (MMTPA). It will be equipped to handle dry bulk ships ranging from 40,000 to 150,000 DWT and container vessels of up to 6,000 TEUs. Infrastructure plans include four docks, areas designated for port-led industrialization, and robust connectivity through both road and rail networks.

The project will be executed through a Special Purpose Vehicle (SPV), with PPA serving as the lead partner. OMB will provide state-level support, while SFC will extend financial and quasi-equity support to facilitate modernization and infrastructure development.

Officials highlight that the Bahuda port is expected to be a game-changer for trade in eastern India, complementing existing ports such as Paradip, Dhamra, and Gopalpur.

By enhancing port capacity in the region, the project aims to significantly reduce logistics costs for exporters and importers and drive industrial and economic growth in southern Odisha, north coastal Andhra Pradesh, and parts of Chhattisgarh.

Working in tandem with Paradip, the Bahuda port is expected to play a pivotal role in shaping the future of India's eastern maritime corridor.

# China's Sea Legend launches Arctic express box service to Europe

Niche Chinese liner Sea Legend Shipping launched a direct container service between China and northern Europe via the Northern Sea Route (NSR) over the weekend, dispatching the 4,890 teu *Istanbul Bridge* on a voyage that is scheduled to take just 18 days to reach Europe.

The voyage, calling at **Qingdao, Shanghai, Ningbo, Felixstowe, Rotterdam, Hamburg and Gdansk,** is something the line is looking to make a regular service during warmer months. The vessel previously ran as the *Flying Fish 1* and undertook an Arctic voyage in 2023.

Sea Legend is a Chinese-controlled carrier that emerged during the Red Sea crisis with Chinese-flagged, security-hardened ships operating under PLA Navy escort.

The company has targeted premium cargo for its new Arctic service with high time sensitivity, such as electronics and fashion, hoping to capitalise on faster delivery cycles and inventory efficiencies.Another Chinese shipping line, New New Shipping, began a liner service on the NSR in 2023. (Source:Splash)

## Ctg Port's tariff hike deferred for one month amid business outcry

- *Govt delays Ctg Port tariff hike for one month after business pushback*
- *First major fee increase in nearly 40 years, averaging 40-45%*
- *Business leaders demand six-month deferral and joint taskforce*

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**The government has postponed the recently announced tariff hike on various services at Chattogram port for one month, following strong appeals from the business community.**

"The temporary suspension is intended to ease pressure on exporters," Shipping Adviser Brigadier General (retd) Sakhawat Hossain said at a workshop in the port auditorium today (20 September).

He explained that the port had planned the tariff increase to offset rising operating costs and fund ongoing projects, including the Bay Terminal.

Welcoming the postponement, Khairul Alam Sujan, director of the Shipping Agent Association and vice president of the Freight Forwarders Association, said currency-driven escalations had already pushed tariffs higher, even before the new hike.

If the government wants to increase tariffs, it should be logical. We urged the shipping adviser to form a joint taskforce, including representatives from shipping agents and freight forwarders, to design a rational tariff structure," he added.

The new tariff structure, covering a range of port and private inland container depot (ICD) services, increases rates by an average of 40%–45%. The Chattogram Port Authority (CPA) defended its decision, arguing that rates had remained unchanged for nearly four decades.

Traders, however, pointed out that they were already paying inflated charges before the hike. Their main concern is that CPA sets most tariffs in US dollars. In 2020, when the exchange rate was Tk85 per dollar, handling one TEU container at $43 cost Tk3,655. By 2024, with the dollar at Tk124, the same charge had risen to Tk5,332 – a jump of Tk1,677 in just four years.

**Businesses urge six-month deferral**

Business leaders at the workshop urged the government to defer the hike for at least six months and to cut some charges to remain competitive amid fresh trade challenges, including higher US tariffs.

# Vietnam’s seaport system a vital link in global supply chains

A Vietnam Seaports Association (VPA) congress held on Thursday set priorities for the development of modern and sustainable seaports driven by technology and digital transformation to strengthen competitiveness and contribute to national economic growth.

The 10th Congress of the VPA for the 2025-2030 tenure in Hai Phong city emphasized the building of logistics hubs, smart and green ports, multimodal connectivity, as well as free trade zones and innovation centres.

According to the association, over the past decade, Vietnam’s seaport system has made remarkable progress, establishing itself as a critical link in global supply chains. The country is now home to 34 port zones with 320 terminals, with a designed capacity of around 950 million tons per year.

Modern deep-water ports such as Cai Mep-Thi Vai and Lach Huyen are capable of handling container vessels of over 200,000 DWT, and directly connected with trans-Pacific routes and those to European markets. Cargo throughput has steadily increased by an average of 8-9% annually, becoming a major driver of export-import activities. In 2024, Vietnam’s seaports handled over 865 million tons of cargo, including nearly 29.92 million TEUs of containers.

The sector has also become increasingly attractive to investors, with major projects like Cai Mep-Thi Vai, Lien Chieu, Lach Huyen, and other regions grabbing strong interest from both domestic and foreign investors, underscoring the seaport system's appeal.

Today, Vietnam ranks among the world’s top 10 countries in container throughput and is highly valued by global shipping lines for its regional transshipment potential.

However, the VPA also faces significant challenges. Legal frameworks remain inconsistent, with overlapping provisions in the 2015 Vietnam Maritime Code and the Inland Waterway Transport Law, which require revision to create a unified and modern regulatory environment. Infrastructure bottlenecks and congestion at gateways such as Ho Chi Minh City and Hai Phong also persist.

Le Do Muoi, director of the Vietnam Maritime and Waterways Administration, said the association must play a more active role in shaping legislation by gathering business feedback to ensure legal reforms align with practical needs. He stressed the need for members to follow the national seaport master plan, avoid fragmented investment, and strengthen regional linkages. The VPA was urged to foster multimodal logistics chains by integrating seaports with road, rail, and inland waterways while pushing for the development of inland container depots and logistics hubs. A common set of standards for “green and smart ports” is also needed.

# Asian Logistics Sector

## MOL Expands Vietnam Presence with Ready-Built Factory Investment


**Mitsui O.S.K. Lines, Ltd. (MOL) has expanded its footprint in Vietnam through an investment in a Ready-Built Factory (RBF) development at Song Khoai Industrial Park in Quang Ninh, marking a significant step in its regional logistics strategy.**

The investment is being made via **MOL (Asia Oceania) Pte. Ltd.**, the group's Southeast Asia and Oceania headquarters, through the **CapitaLand SEA Logistics Fund (CSLF)**, managed by **CapitaLand Investment (CLI)** of Singapore. The groundbreaking ceremony, held on 16 September 2025, gathered representatives from partner firms and local authorities, underlining the joint commitment to industrial growth in northern Vietnam.

**Strengthening Vietnam's Industrial Infrastructure**

The Song Khoai project is positioned as the first of its kind in Vietnam, offering ready-to-use industrial facilities to international and domestic manufacturers. The development will deliver three blocks comprising eight high-specification semi-detached factory units, with a total site area of around 64,000 square meters and a net lettable area of 41,000 square meters.

With an estimated cost of SGD 31.2 million, the project will be completed in two phases. Block 3 is scheduled to open by early 2026, while Blocks 1 and 2 are expected to be operational by January 2027.

These facilities are designed as "plug-and-play" factories, helping manufacturers cut upfront investment costs and reduce the time needed to begin operations. The layout allows for flexibility, with customizable units adaptable to various production models, from light assembly to heavier industrial use.

**Quang Ninh's Growing Role**

Located in northern Vietnam, Quang Ninh has seen rising industrial and logistics activity, thanks to its proximity to the Chinese border and access to major seaports. The Song Khoai Industrial Park development is expected to increase the province's competitiveness by offering modern industrial spaces that address long-standing operational challenges, such as labor availability and supply chain reliability.

The park offers access to a cost-effective labor pool, which is expected to attract manufacturers seeking scalable recruitment opportunities. This focus on workforce development is key for companies planning long-term operations in the region.

**Part of MOL's BLUE ACTION 2035 Strategy**

This investment reflects **MOL Group's** BLUE ACTION 2035 management plan, which prioritizes stable profit growth beyond its traditional ocean shipping business. A core pillar of the plan is the expansion of logistics and industrial assets under the "Logistics Infrastructure" segment.

Under this initiative, MOL invests in facilities such as warehouses and factories that can be leased to shippers, forwarders, and manufacturers. This approach complements its forwarding services and helps balance revenue streams, especially during downturns in global shipping markets.

The Ready-Built Factory project is led by MOL's regional organization in Southeast Asia and Oceania, aligning with the company's broader strategy to shift from a Japan-centric model to a global business structure.(**Source: Break Bulk News**)

# Intra Asia Trade

## India plans strategic rare-earth stockpile as China tightens exports

India is considering establishing a strategic reserve of critical minerals and rare earths to be utilised in emergency scenarios by its defence manufacturing sector, a senior Ministry of Defence official stated.

According to a Bloomberg report, Rajesh Kumar Singh, a top defence official, mentioned at a media event in New Delhi that such a reserve would help "tide over immediate requirement'' when defence production demands surge. Beijing has imposed strict restrictions on exports of processed rare earths this year, which has prompted many countries, including India, to seek options to reduce dependence on China.

India has already started diversifying its supply chain, including tapping into rare earth mines in Myanmar in partnership with the Kachin Independence Army, as per a media report (Source:.*India Seatrade News*

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

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**23rd Sept 25**