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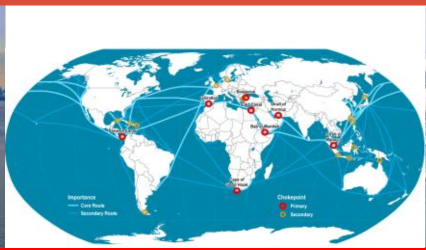


CMA CGM to acquire a 20% stake in EUROGATE Terminal- Hamburg

The CMA CGM Group, a global player in sea, land, air and logistics solutions, has signed a term sheet to acquire a 20% stake in EUROGATE Container Terminal Hamburg (CTH). The transaction is expected to be completed in the first half of 2026, subject to regulatory approvals.

As a leading player in Northern Europe's container shipping, CMA CGM already calls at the EUROGATE Container Terminal Hamburg (CTH), notably through its iconic FAL service connecting Asia and Northern Europe with 23,000 TEU LNG-powered vessels.

This strategic investment is fully aligned with the CMA CGM Group's strategy to expand its infrastructure portfolio in support of its global shipping network and more specifically in Europe. As an international port operator with interests in 64 terminals worldwide, the Group reinforces its presence in Hamburg, one of Northern Europe's key maritime hubs, further enhancing the performance of its maritime and logistics services while contributing to more resilient and low-carbon supply chains across the region. This is also supported by EUROGATE's direct rail connection to EUROKOMBI, Germany's largest intermodal terminal.

The partnership also supports EUROGATE's Western Extension project at the Hamburg terminal, which will expand the facility by approximately 38 hectares and add around 1,050 meters of new quay wall. The expansion is designed to accommodate next-generation

container vessels and increase the terminal's capacity from around 4 million TEUs to nearly 6 million TEUs, whilst modernizing and improving operational efficiency and intermodal connectivity of existing areas. By becoming a shareholder, the CMA CGM Group actively contributes to this long-term development, strengthening Hamburg's position as a leading North European maritime hub.

CMA CGM has a long-standing and growing presence in Germany, where the Group first established offices in Hamburg and Bremen in 1991. Today, Germany serves as a key hub within CMA CGM's regional cluster covering five countries — Germany, Switzerland, Austria, Slovakia, and the Czech Republic — supported by nine offices and 23 weekly vessel calls across three major ports: Hamburg, Bremerhaven, and Wilhelmshaven.

With integrated logistics and intermodal solutions provided through CEVA Logistics, which operates over 500,000 sqm of warehousing space and employs around 5,200 people in Germany, as well as through CMA CGM Inland Services and the Duisburg Trimodal Terminal (D3T), the Group offers seamless end-to-end transport solutions. CMA CGM remains fully committed to supporting Germany's pivotal role in European and global trade, while advancing the decarbonization and efficiency of supply chains.

(**Source: American Journal of Transport)**

DP World takes control of Syria's Tartus port in $800m deal

Syria has formally handed over operations of Tartus port, the second largest port in the country, to the UAE-based logistics company DP World.

DP World officially commenced operations on Wednesday, months after signing a 30-year concession agreement worth $800m with Syria's General Authority for Land and Sea Ports.

The deal has been described as one of the largest global investments in Syria's logistics sector in years, and aims to turn the port into an efficient trading hub.

"We are committed to applying DP World's global expertise to build a modern and digitally enabled port that will grow trade, create opportunities and firmly position Tartus as a key trade hub in the Eastern Mediterranean," said Fahad al-Banna, the newly appointed chief executive of DP World Tartus.

DP World said in a statement that it would upgrade the port's infrastructure, expand its handling and storage capacity and invest in bulk handling systems. In June, Syria's government annulled a 2019 agreement between Bashar al-Assad's administration and the Russian company Stroytransgaz to manage Tartus.

Damascus said the deal was terminated due to the Russian company breaching its contract, including by failing to invest a promised $500m in modernising that port's infrastructure. (Source: Middle East Eye)

Sri Lanka focuses to prevent illegal fishing from India

Colombo-– Sri Lanka's top officials held discussions to enhance inter-agency coordination and implement technological solutions to ensure real-time monitoring of fishing vessels with an aim to curb illegal fishing by local and foreign vessels as well as to prevent drug trafficking, the government said.

The move comes as the government has started a campaign to eradicate drug menace with large amount of drugs being trafficked through fishing vessels amid continuous poaching by Indian fishing vessels in the island nation's Northern sea.

The high-level meeting held at the Parliament on Tuesday aimed at reviewing strategies for curbing illegal fishing and poaching activities within Sri Lanka's waters.

"The importance of enforcing strict legal actions against violators to protect national fisheries resources and the livelihoods of legitimate fishermen was also underscored," the Defence \Ministry said in a statement.

"The discussion focused on preventive measures, law enforcement actions, and inter-agency cooperation to effectively counter these emerging challenges."

"Several key issues, including poaching by local and foreign fishing vessels in local waters, expediting court cases related to arrested fishing boats, the use of unauthorized radio frequencies, and non-fishing activities such as smuggling carried out under the guise of fishing were taken up for delibration at the meeting."

Top officials of Ministries of Defence, Fisheries, Aquatic and Ocean Resources, Navy, police, Coast Guard, and Telecommunications Regulatory Commission were among the participants.

The meeting also paid particular attention to the practice of local fishing vessels deliberately disabling their Vessel Monitoring System (VMS) to engage in unlawful fishing and illicit activities within prohibited areas.(Source:ECONOMYNEXT)

Old Livestock Carrier Stranded Off Turkey With Nearly 3,000 Cattles

The livestock carrier *Spiridon II* remains quarantined off Band?rma, Turkey, 54 days after departing Uruguay, with approximately 2,853 cattle and 20 crew members trapped aboard the aging vessel in what animal welfare advocates are calling a humanitarian and animal welfare crisis.

The 52-year-old vessel, a former Russian general cargo ship converted to livestock transport in 2011, departed Montevideo on September 19 with 2,900 heifers—some potentially pregnant—bound for Turkey. Turkish veterinary authorities have apparently refused to allow the animals to disembark due to a dispute over ear tags that verify the animals' origin and health monitoring.

Reports say least 48 cattle have already died during the extended voyage, with footage from Animal Welfare Foundation and Animal Save Movement Turkey showing what appear to be carcasses stored in large bags on deck. Additional feed was loaded onto the upper deck on November 9, after which the vessel was moved away from port to continue waiting offshore.

The vessel flies the flag of Togo, which appears on the black list maintained by the Paris Memorandum of Understanding on Port State Control, and is managed by a Honduras-based company.

Welfare groups have pointed to *Spiridon II*'s troubled history, having been detained nine times since 2009. Port state inspections since 2019 have identified more than 150 deficiencies relating to working conditions, pollution prevention, life-saving equipment, fire safety, navigation safety and structural condition. The most recent inspections revealed 10 deficiencies in Piraeus, Greece in August 2024, and additional deficiencies in Beirut, Lebanon in October 2024 and July 2025.(Source: gCaptain)

Indian Port Sector

Adani-John Keells automated box terminal sails off to 'spectacular'

ECONOMYNEXT – Colombo West International Terminal, backed by India's Adani Ports and Sri Lanka's John Keells Holdings is off to a 'spectacular' start with volumes growing faster than new terminals can usually expect, Chief Executive Munish Kanwar said.

The first two berths of the three-berth terminal is now in operation with eight ship-to-shore (STS) cranes which can take in two large big container vessels or one big and two smaller vessels.

Fast Growth

"We declared that we started a commercial operation in April this year and within a span of four months – which probably is a global record – we have reached to a throughput of more than 100,000 TEUs," Kanwar says.

"So, the growth has been spectacular. So has been the growth in productivity and efficiencies. "Within a span of six, seven months, we have been able to reach 22, 23 moves per hour. And by the end of this financial year, the target is to exceed that 25 number."

"With our kind of expertise, with the kind of automation we have, we target to end up somewhere around 28 to 30 moves an hour when we fully mature."

CWIT has been able to attract some of the most schedule conscious services, including Gemini Corporation, a collaboration between Hapag-Lloyd and Maersk.

Fly-By-Wire

At the CWIT there are no lonely operators in a cramped cabin on top of the cranes as in the past. They are in spacious air-conditioned control room in front of visual displays, deftly plucking containers off ships, using joy ticks in practiced moves, as one might pick up an object with a tweezer.

About 20 percent of the youthful operational staff are women and there are plans to increase the share. The Adani port in Vizhinjam, was the first automated container terminal in South Asia.

“Since there are no potential candidates with experience in automated terminals in Sri Lanka, at CWIT we partnered with universities to profile and recruit freshers, and gave them exposure and training at Adani terminals,” says Dhashma Karunaratne, Chief Commercial Officer at CWIT, who has taken a personal interest in increasing the female workforce.

“Even as I speak, ladies who were trained on yard cranes are now being upgraded to operate Ship-to-Shore cranes. “We have ladies from diverse backgrounds, some are continuing the legacy of a parent who had served POC others are from varied disciplines, such as IT, Business and Logistics and transportation.”

In the 200 strong worforce of the terminal, there only five Indian nationals.

Indian Driver

In three years the 3.2 million capacity of CWIT will be filled, Kanwar predicts, driven by transshipment. Both India and Bangladesh are growing their external trade.

“India is growing at 6 to 7 percent annually, both in terms of the GDP and also in terms of the container throughput,” Kanwar says. “Port of Colombo is ranked probably 9th right now in terms of connectivity, which makes it a proper hub and spoke model for a shipping line.

“Such proximity to the world trade corridor – connectivity with both the Eastern part and the Western part – and then the proximity to India makes it a very viable transshipment location.”

Though new terminals are coming up in India, they will not match the growth to 6 to 7 percent compound growth of Indian business. Last year alone India had done 25 million TEUs. “Despite so many projects being alive, that annual capacity addition is not happening,” Kanwar says.

The Port of Colombo is “ideally placed, ideally located” to capture part of the business, he says, making a strong case for Adani to even invest more in Colombo.

Kanwar believes that CWIT joint venture partner John Keells, which invested in the first private terminal in Colombo has long term interest of the country going beyond short-term profits.

“They have invested here earlier also,” Kanwar says. “And the vision which we have is that we would want to support the overall master plan for Port of Colombo which may be 15 years from now, 20 years from now, would see capacity expansions in the ballpark of maybe Singapore.

“So they have a big expansion plan. We would definitely want to be associated with Port of Colombo and see the success story continues beyond WCT 1.”

In Sri Lanka exporters are now complaining of congestion and some ships by-passing Colombo amid berthing and internal delays. Kanwar says authorities are making efforts to solve the problem.

“With de-bottlenecking on the marine side, improving inter terminal transfers, the Port of Colombo is ideally placed to do justice with the additional capacity which is coming.

Govt launches ₹1,500 cr projects to modernize New Mangalore Port

Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal said that the Central Government is committed to modernising and developing all the ports in the country.

He was speaking after launching 20 development projects worth 1,500 crore rupees as part of the Golden Jubilee celebrations of the New Mangalore Port Authority in Mangaluru today.

Sonowal said that the capacity of all major ports has been enhanced through digitalisation and modernisation initiatives. He added that the New Mangalore Port, which once handled only 90,000 tonnes of cargo, now handles 46 million tonnes.

VOC Port Makes New Record By Handling 103 Windmill Blades From A Single Ship

VOC Port in Tamil Nadu, the southernmost state of India, has achieved a new milestone by handling 103 windmill blades on November 11, 2025.

This is the first time that such a massive number of blades have been handled at the facility. The port's earlier record stood at 101 blades, which were exported on August 22, 2025.

Up to October 2025, the port handled 2300 windmill blades, a 61% rise over the 1425 blades handled in the corresponding period of 2024.

The blades arrived on board the ship MV GHT MARINAS from the Chinese port of Qinzhou.

The shipment is being dealt with at the additional berth-II with the help of 2 mobile cranes, ensuring safe and efficient handling.

Blades of 89.5 m and 76.8 m length need specialised handling and dedicated storage arrangements. The port has a storage area spanning 1,00,000 square metres within the customs area to accommodate such massive cargo. The port also boasts congestion-free road connectivity and a highly skilled workforce.

India’s Foreign Trade

Bangladeshi onion importers await government nod to resume”

India's onion exports remain critical to international trade, but exporters continue to face challenges from unpredictable weather and restrictive trade policies, says Kiran Gandurde, Co-founder of Matoshree Fresh Foods. "The current red onion season started much later than usual.
Normally, we would see new crop arrivals by October, but prolonged rains pushed that back by 20 to 35 days. This delay means the first shipments of red onions from Nashik to Vietnam and Indonesia are just being arranged."

Gangurde highlights, "The red onion season will start in full swing by late November or early December and last until late February. We still do have 30 to 40% of the older Garwa crop with farmers of Nashik and Madhya Pradesh, which should last until the end of the year."

India imposes anti-dumping duty on Vietnam steel imports for 5 yrs

India has imposed a five-year anti-dumping duty on hot-rolled flat products of alloy or non-alloy steel from Vietnam to protect domestic producers from unfairly priced imports.

The decision, notified by the Finance Ministry on Thursday, follows the final findings of the Directorate General of Trade Remedies (DGTR) on August 13 which concluded that Vietnamese exports were being dumped in India at prices below normal value, causing injury to the domestic steel industry.

“There is also a threat of further aggravated injury to the domestic industry, if anti-dumping duty is not imposed on import of subject goods from the subject country,” the notification said.

According to the notification, Hoa Phat Dung Quat Steel JSC has been exempted from the levy. All other Vietnamese producers and exporters will face an anti-dumping duty of $121.55 per metric tonne on specified products. The same rate applies to goods exported from Vietnam by non-Vietnamese producers.

The duty covers hot-rolled flat products of alloy or non-alloy steel, not clad, plated, or coated, with a thickness of up to 25 millimetres and a width of up to 2,100 millimetres. These are classified under tariff headings 7208, 7211, 7225, and 7226. The notification specifies that the measure does not apply to stainless steel hot rolled flat products.

“The imposition of an anti-dumping duty on imports of hot-rolled steel coils from Vietnam is a timely and much-needed step for the domestic steel industry,” said Naveen Jindal, President, Indian Steel Association.

“With huge investments underway to advance the Government of India’s vision of strengthening manufacturing and achieving self-reliance under the Aatmanirbhar Bharat initiative, this measure will curb unfair trade practices,” he said.

“It will also safeguard national capacity and reinforce a competitive and resilient steel sector,” Jindal added. The anti-dumping duty will remain in effect for five years from the date of publication, unless revoked, superseded, or amended earlier.

It will be payable in Indian currency at the applicable exchange rate on the date of the bill of entry presentation.(Source: Business Standard)

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

Director

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