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Mumbai-India

Global Maritime Trade & Transport

Asia Pacific Maritime returns to Singapore, focusing on 'Future of Vessels, Solutions for Tomorrow'



Asia Pacific Maritime (APM), Asia's premier exhibition and conference for Shipbuilding & Marine, Workboat, Offshore, and Electric & Hybrid Marine, will return for its 19th edition with its largest presence yet at Marina Bay Sands, Singapore from 25-27 March 2026. Anchored by the theme 'Future of Vessels, Solutions for Tomorrow', APM 2026 is set to convene the global leaders to examine how the next energy technologies and innovation are driving the future of maritime.

Driven by this momentum, APM 2026, opening with a welcome address from Guest-of-Honour Ang Wee Keong, Chief Executive, Maritime and Port Authority of Singapore (MPA), will present a sold-out exhibition featuring over 700 exhibitors, featuring 18 pavilions across six exhibition halls. The exhibition spotlights solutions tied to the use of alternative fuels, electric and hybrid technologies, wind assisted propulsion and solutions influencing decarbonisation.

Weichai, one of the world's largest industrial equipment manufacturers, commented: "APM is the largest meeting place in Asia and has played a pivotal role in accelerating our growth across the region, since establishing our presence in Singapore. Returning for our tenth

appearance at APM in 2026, we look forward to presenting our largest and most ambitious showcase yet.

“Earlier this month, we celebrated the successful completion of a 1,000-hour sea trial of Pinnacle Marine’s (Singapore) President 100. The vessel, operated by Prestige Ocean Pte Ltd, is the first of its kind vessel powered entirely by 100% biodiesel made from renewable feedstock and by B100 engines manufactured by Weichai. This milestone will be commemorated during a testing certification ceremony alongside partners NTU’s Maritime Energy & Sustainable Development Centre of Excellence (MESD) and the China Classification Society Singapore at APM, and we are excited to feature our B100 product series at our booth.”

“Battery electrification will help ship owners and operators to immediately improve vessel efficiency and reduce fuel consumption and GHG emissions, said Jan-Erik Räsänen, Chief Technology Officer at Foreship, part of RINA. “The vessel’s power plant needs to be flexible and adaptable, so that it can still use traditional combustion engines to support the demand but also draw on batteries, which support the power plant to improve overall efficiency. As such, future-proof design should already be included at the new-build phase,”

To support shipowners and operators more closely, APM 2026 introduces a new feature – the Electric & Hybrid Consultation Lounge. The lounge brings together experts from key industry stakeholders, including the Maritime Battery forum, CharIN, the International Electric Maritime Association (IEMA) and the Zero Emissions Ship Technology Association (ZESTAs), to provide practical guidance in achieving more efficient operations. Discussions will focus on four critical areas shaping adoption: high-power charging in e-mobility, maritime battery systems, next-generation electric marine technologies and zero-emission shipping.

In the renewables aspect, wind propulsion is re-emerging as a viable decarbonisation pathway for deep-sea shipping, and APM will present cutting-edge equipment in wind propulsion. It was reported by Clarksons that there were 89 vessels adorned with a wind-propulsion system in December 2025, and the International Windship Association (IWSA) commented in the same month that there are indications of up to 130 of these vessels under construction, scheduled for delivery by 2028.

In response, APM 2026 spotlights wind-enabled solutions that can propel future fleets, with exhibitors including Chantiers de l’Atlantique (CDL), CWS Morel, Dealfeng New Energy Technology, Econowind BV and Norsepower Oy Ltd. (Ship Management International)



Asian Maritime Industry

\$

85% of Global Ship Tonnage is Scrapped at 3 South Asian Beaches



Alang Shipbreaking yard –Bhavnagar, India

The NGO Shipbreaking Platform's annual report reveals alarming trends in the global shipbreaking industry for 2025. A staggering 85% of the world's scrapped vessels were dismantled on three beaches in South Asia—Bangladesh, India, and Pakistan—despite severe concerns regarding worker safety and environmental degradation. Out of 321 vessels dismantled globally, 214 were processed in these South Asian countries, which remain favored due to lax regulations and lower operational costs.

Tragically, eleven fatalities were reported among workers in South Asia during shipbreaking activities in 2025, and an additional sixty-two workers sustained injuries linked to unsafe practices. Notably, a catastrophic incident at Ziri Subedar yard in Chattogram saw an oil tank explosion injuring eight workers involved in the dismantling of the Banglar Jyoti, owned by the Government of Bangladesh.

While Bangladesh has approved seventeen shipbreaking yards under the International Maritime Organisation's Hong Kong Convention (HKC), accidents still occur, raising concerns about the rigorousness of compliance and transparency in incident reporting. India, on the other hand, operates over 100 shipbreaking yards in Alang-Sosiya that hold private Statements of Compliance with HKC, though none are officially recognized under its stipulations.

Ingild Jenssen, Executive Director of the NGO Shipbreaking Platform, argues that without a serious overhaul of the HKC, including measures to eliminate the dangerous beaching method, the industry will continue to endanger lives and ecosystems. Jenssen emphasizes the need for strengthened enforcement of international regulations, particularly the Basel Convention's restrictions on hazardous waste trade.

The current market conditions are masking a growing backlog of aging vessels, which are expected to line up for scrapping as operating rates begin to decline. Notably, many of these vessels belong to the so-called “dark fleet,” often traded illicitly to evade sanctions and safety regulations, utilizing methods like cash and cryptocurrency transactions.

The report also highlights the complicity of several nations, with China topping the list by selling 21 vessels to South Asian breakers, although it has the capacity to recycle ships domestically. South Korea and the UAE follow closely as significant contributors to unsafe shipbreaking practices. Despite the introduction of new UAE regulations prohibiting the export of vessels for beaching, many continue to bypass these laws.

A focus on corporate accountability emerges, spotlighting Greek shipping magnate Vangelis Marinakis as the “Worst Corporate Dumper” for allegedly profiting from selling toxic ships to vulnerable communities in Bangladesh. Investigations expose a systemic pattern of evading EU regulations and externalizing the environmental costs of dismantling ships.

Notable shipping companies, including Norwegian Green Reefers and Cypriot Louis PLC, also bear responsibility for sending their end-of-life vessels to South Asia, contributing to a toxic legacy that affects both workers and the environment. New recommendations from the International Association of Oil & Gas Producers urge its members to reject beaching and intermediaries like cash buyers.

The intricate dynamics of the shipbreaking sector highlight widespread regulatory loopholes, with flags of convenience and layered ownership structures complicating enforcement. The end-of-life phase for vessels is risky for environmental violations, making it crucial for authorities to tighten regulations and ensure safe recycling practices.

Turkey is emerging as a notable destination for end-of-life vessels, albeit facing scrutiny for regulatory failures. Calls for the EU to reassess and potentially revoke the approvals of Turkish yards are gaining momentum after accidents and illegal waste dumps were uncovered in the region. **(Source: Maritime Fairtrade)**

Fire Breaks Out On MSC Ship Following Explosion In Neva Bay

An explosion and subsequent fire disabled the MSC-operated container ship MSC Giada III as it was approaching St Petersburg in Russia’s Neva Bay, forcing emergency services to respond and the vessel to be towed to port.

The Liberia-flagged feeder ship, with a capacity of 2,732 teu, was sailing from Antwerp, Belgium, to St Petersburg when the explosion occurred on 4 February.

The blast started in the engine room and caused a fire that spread to the deck superstructure and accommodation area, according to vessel tracking data and regional response activity.

There were 22 crew members on board at the time of the incident. Initial reports indicated that no injuries were reported, and all crew were confirmed safe.



Thai Navy Rescues All 16 Crew After Cargo Ship Sinks Off Phuket



The Royal Thai Navy has rescued all 16 crew members from a Panamanian-flagged cargo ship that sank off the coast of Phuket on Saturday, February 7. All crew members were brought ashore safely and no injuries were reported.

The cargo ship, Sealloyd Arc, sent a distress alert at around 3:18 pm local time, reporting that it was taking on water and had developed a leak. Thai naval authorities said the vessel was at risk of sinking near Koh Kaew Noi, about 10 nautical miles from the shore, while sailing from Port Klang, Malaysia, to Chattogram, Bangladesh.

Following the alert, the Royal Thai Navy Region 3 Operations Centre launched naval vessels, patrol boats and aircraft were sent to the area, and a multi-agency coordination centre was set up to manage the response and monitor any environmental risks.

All 16 Bangladeshi crew members were evacuated from the ship.



Per reports, eight crew members were first rescued by a local fishing boat, while the remaining eight, including the captain, were picked up by a patrol boat from the Phuket Provincial Administration. Started immediate rescue operation. The crew was later transferred safely to shore.

Despite rescue efforts, the 115-metre-long cargo ship, built in 2005 and registered in Panama, continued taking on water and sank at around 9:00 pm local time, about three miles off Phuket's southern coast. (**Source: Marine Insight**)

Docking of the giant Chinese ship loaded with bitumen in the port of Sirt



Sirte – The bitumen tanker JIN ZHOU WAN docked at the Sirte Free Zone Port basin today. This event took place on Friday. It marks an operational first for the port. The vessel is the largest in size and length to dock there to date.

The ship measures 145.9 meters in length. Its draft depth reaches 8.0 meters. This reflects the port basin's evolving capacity. It also shows its operational capabilities.

The Sirte Free Zone Media Office confirmed details. The ship flies the flag of the People's Republic of China. It carries a cargo of approximately 11,719 metric tons of bitumen. This delivery is part of ongoing supply operations.

The docking of this giant vessel is an important indicator. It shows the improved readiness of the Sirte Free Zone Port. It also highlights its ability to receive large ships. This contributes to supporting commercial traffic. It enhances the port's role as a strategic logistics hub. This hub is located on the Libyan coast.

Indian Coast Guard detains suspected "shadow fleet" tankers for oil smuggling

The Indian Coast Guard has detained three tankers that are reportedly linked to an international syndicate involved in oil smuggling.

"The syndicate exploited mid-sea transfers in international waters to move cheap oil from conflict ridden regions to motor tankers, evading duties owed to coastal states," the coast guard said in a social media post on Saturday, February 7.

Acting on surveillance and data-pattern analysis, the coast guard intercepted the three suspect vessels in the Arabian Sea approximately 100 nautical miles west of Mumbai on Friday, February 6. (Source: Baird Maritime News)



Asian Logistics Sector

Global logistics execs using AI, cost controls in 'new normal'



- **Logistics executives around the world expect continued volatility in geopolitics, trade, and the global economy this year, according to the 2026 Agility Emerging Markets Index**
- **They are managing this volatile "new normal" with the adoption of AI applications, cost controls, and reconfiguring supply chains**
- **The index ranks countries for overall competitiveness based on domestic and international logistics strengths, business climates and digital readiness**
- **The top 10 of the 2026 index are: China, India, UAE, Saudi Arabia, Malaysia, Indonesia, Qatar, Mexico, Thailand and Brazil.**
- **Countries advancing the most are Ukraine and Tunisia**
- **Countries falling sharply are Cambodia, Pakistan, and Bolivia**
- **Philippines was ranked 21st, and 7th within Asia**

Logistics executives around the world expect continued volatility in geopolitics, trade, and the global economy this year, an environment that they must now manage as the "new normal," according to the [2026 Agility Emerging Markets Index](#).

The survey, undertaken in partnership with Ti Insights, indicates that logistics industry leaders are gearing up for the uncertainties through the adoption of artificial intelligence (AI) applications, closer review and control of costs, and reconfiguring supply chains.

Of the 503 industry professionals surveyed, 86% said they expect increased volatility in 2026 or view trade, political and economic turbulence as the "new normal."

Part of dealing with this new normal is using AI in certain aspects of the supply chain or operations for improved efficiency.

"The survey shows near-universal logistics industry adoption of AI. 98% of respondents say their companies are using artificial intelligence to manage a piece of their supply chain or operations," Ti Insights said in a [brief](#) on the report.

Agility Global chairman Tarek Sultan said industry leaders as well as those in government “realize there is no comfort zone, no time to rest. They’re searching for durable paths to growth at a time of extraordinary uncertainty.”

“They see AI as both a contributor to volatility and a tool to manage it. They’re facing new trade barriers in real time. They’re pushing the energy transition, and they’re navigating conflict between economic partners,” he said.

The survey also suggests that shifts in global production and sourcing – which was first prompted by COVID, then the United States-China friction, and last year by a wave of tariff increases – are continuing as companies restructure and fine tune their supply chains.

“One phrase which came up time and again throughout our research was ‘structural uncertainty’, caused by geopolitical fragmentation, trade policy volatility and uneven economic momentum. However, this year’s index has confirmed that supply chain companies aren’t retreating from this uncertainty but instead are engineering around it,” said John Manners-Bell, chief executive of Ti.

This year’s Agility Emerging Markets Index is the 17th edition of industry sentiment and ranking of the world’s 50 leading emerging markets.

The index ranks countries for overall competitiveness based on domestic and international logistics strengths, business climates and digital readiness – factors that make them attractive to logistics providers, freight forwarders, air and ocean carriers, distributors and investors.

The top 10 of the 2026 index are: China, India, UAE, Saudi Arabia, Malaysia, Indonesia, Qatar, Mexico, Thailand and Brazil.

Countries advancing the most are: Ukraine, which moved up seven spots to No. 31, and Tunisia, up four spots to 32nd.

On the other hand, those falling sharply were: Cambodia, down seven spots to 37; Pakistan, dropping five spots to 38; and Bolivia, down five to 49.

In international logistics opportunities, China, India, Mexico, UAE and Saudi Arabia rank highest.

For domestic logistics, the leaders are China, India, Indonesia, Qatar and Saudi Arabia.

Country rankings by region are as follows:

- Middle East and North Africa – UAE (3); Saudi Arabia (4); Qatar (7); Turkey (12); Oman (14); Bahrain (15); Jordan (18); Kuwait (19); Morocco (24); Egypt (28); Tunisia (32); Algeria (35); Iran (36); Lebanon (44); Libya (46)
- Sub-Saharan Africa – South Africa (20); Kenya (25); Ghana (30); Tanzania (39); Uganda (40); Nigeria (41); Cote d’Ivoire (42); Ethiopia (45); Angola (48); Mozambique (50)
- Asia – China (1); India (2); Malaysia (5); Indonesia (6); Thailand (9); Vietnam (11); Philippines (21); Kazakhstan (22); Sri Lanka (27); Cambodia (37); Pakistan (38); Bangladesh (43); Myanmar (47)
- Latin America – Mexico (8); Brazil (10); Chile (13); Uruguay (17); Colombia (23); Peru (26); Argentina (29); Paraguay (33); Ecuador (34); Bolivia (49)
- Europe – Russia (16); Ukraine (31)



Intra-Asia Trade

South Korean strawberry exports expand in Indonesia

South Korea's Nonsan strawberries expanded their presence in the Indonesian market following an overseas food exhibition in Jakarta, where demand and distribution interest increased.

According to Nonsan City, the "2026 Nonsan Agricultural and Food Overseas Expo" took place in Jakarta from February 6 to 8. Including pre-event activities, the exhibition attracted a cumulative total of around 450,000 visitors, comprising consumers, importers, and industry representatives.

During the event, approximately 25 tons of Nonsan strawberries allocated for on-site sales were fully sold. City officials said the response supported plans to scale up regular supply channels in Indonesia. After the exhibition, strawberries are scheduled to be distributed through major retail outlets and online platforms. About 41 tons are expected to move under advance contracts, with more than 16 tons entering the broader Indonesian market through additional sales channels.

Alongside strawberries, the exhibition also introduced Nonsan-grown pears, grapes, and other agricultural products. Tasting and experiential programs recorded steady foot traffic throughout the event. Indonesian media outlets provided coverage of the exhibition, contributing to wider consumer awareness.

As part of follow-up activities, Nonsan City is preparing for continued exports while monitoring distribution performance and logistics. Discussions with Indonesian partners focused on supply stability, cold chain handling, and expansion of product lines. City representatives also visited local distribution facilities to review storage and freshness management processes.

The exhibition was positioned by the city as a preparatory step ahead of the planned 2027 Nonsan World Strawberry Industry Expo. Officials said the Jakarta event offered a practical test of overseas market response and distribution capacity.

Baek Seong-hyun, mayor of Nonsan, said the exhibition allowed the city to assess overseas market conditions. "We will continue expanding our global distribution networks and focus on generating sustainable export results," he said. He also noted ongoing work on quality management and branding, adding, "Our goal is to make Nonsan strawberries a benchmark in the global premium fruit market."



The advertisement features a dark blue background with a circular inset image of a port terminal at night. On the left, the text reads: "Container Terminal Automation Conference Europe" with a red circular logo containing a white anchor. Below this, it says "21 - 22 April 2026 | Las Arenas Balneario Resort Valencia". In the center, the text reads "Europe's Terminal Technology Hub" above a red button that says "SAVE THE DATE".

Vietnamese farm exports to China rise 66% in January

Vietnam recorded strong growth in agricultural, forestry, and fishery exports to China in January, with shipments increasing 66% year on year to US\$1.5 billion. China was the largest single market for these product groups, accounting for 23% of Vietnam's total export value of US\$6.5 billion, which represented a 29.5% increase compared with the same period last year.

Trade data show that fresh fruit remained central to export flows to China. The main products shipped included durian, banana, dragon fruit, and jackfruit, with combined exports valued at around US\$480 million. Beyond fruit, China continued to dominate purchases of several bulk commodities. It absorbed 92.6% of Vietnam's cassava exports, and around 50% of exported cashews.



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According to figures from the Ministry of Agriculture and Environment, fruits and vegetables posted the fastest expansion among all product categories. Export values for this segment doubled year on year to approximately US\$750 million. While China remained the primary outlet, shipments of fruits and vegetables to the United States and Malaysia also increased during the month, contributing to overall sector growth.

Cashew exports recorded the second-highest rate of expansion, rising 70% to reach US\$434 million. Pepper exports also increased, with values climbing 53% year on year to US\$133 million. These results reflect broader gains across several high-volume agricultural categories rather than reliance on a single commodity.



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In aggregate, the January figures underline China's role as a key market for Vietnamese agricultural supply, particularly for fruit, root crops, and selected industrial commodities. At the same time, the data point to a wider export base, with growth also evident in shipments to other Asian markets and to the United States. (Source: [Retail News Asia](#))

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



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