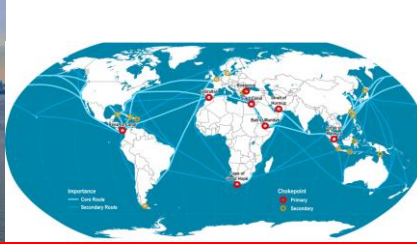


Indian Maritime News Express

Date:12nd Feb 26

Mumbai-India

International Maritime Trade & Transport



PSA Halifax expands global reach with launch of CMA CGM INDAMEX



The terminal has five super post-Panamax gantry cranes, includes a state-of-the-art truck marshalling yard and is a security-access-controlled facility.

PSA Halifax welcomed the CMA CGM Cypress on its maiden call to the PSA Halifax Atlantic Hub as part of the newly added INDAMEX service. This milestone further expands the Port of Halifax's global trade network and strengthens direct trade connectivity between the Indian **Subcontinent and Canada**.

The INDAMEX service connects the Indian Subcontinent with the Canadian East Coast, providing comprehensive coverage of key South Asian and Middle Eastern ports, including **Nhava Sheva, Mundra, Colombo, Port Qasim, and Jeddah**. The service offers competitive transit times and reliable schedules, the direct connection offers Canadian shippers efficient access to key growth markets across South Asia and the Middle East.

"India remains one of the world's fastest-growing major economies, with growth forecasts exceeding seven per cent and bilateral trade with Canada reaching approximately US\$8.6 billion," said Duncan Glass, Managing Director.

"At PSA Halifax, our focus is on delivering the operational performance required to support this growth. Through close collaboration with our ILA workforce and intermodal partner CN, shippers using the INDAMEX service benefit from efficient vessel operations and unparalleled inland rail connectivity, enabling cargo to reach key inland markets such as Montreal, Toronto and US Midwest with speed and precision."

"I am pleased to welcome the launch of the INDAMEX service in partnership with CMA CGM," said Paul MacIsaac, Senior Vice President at the Halifax Port Authority.

"This direct container service connecting Canada and India reinforces Halifax's position as a strategic global gateway in Eastern North America.

The INDAMEX service will create new opportunities for Canadian businesses to diversify markets with South Asia and strengthen supply chain connectivity. Congratulations to CMA CGM, and to all our port partners for this important addition to services at the Port of Halifax."

With the Cypress featuring a capacity of 8,586 TEUs, and vessels of up to 10,000 TEUs deployed on the service, the arrival of INDAMEX highlights Halifax's capabilities as a deep water port equipped with mega-class cranes and advanced infrastructure.

The addition of INDAMEX marks another step forward in PSA Halifax's ongoing collaboration with carriers, port partners, and the broader supply chain community. Together, we remain focused on delivering sustainable growth, operational excellence, and expanded opportunities for Canadian trade.

The PSA Halifax Atlantic Hub (South End Container Terminal), comprising Piers B & C, contains 76.5 acres of land and 8,000 feet of on-dock, double-stack rail. (Source: AJOT)

Safaga Port plans international tender for Red Sea logistics zone

The Red Sea Ports Authority, affiliated with the Ministry of Transport, plans to issue an international tender in the first half of 2026 to develop an integrated logistics zone near Safaga Port, a member of the authority's board told *Al Manassa*.

The project will cover about 100 feddans and involve investments of up to 3 billion Egyptian pounds (about \$64 million). It aims to transform Safaga into a larger cargo transit hub by establishing a logistics zone functioning as a "dry port," linked to Egypt's high-speed rail network to facilitate the movement of goods between ports.

The board member, who requested anonymity, said the authority initially considered implementing the project itself, but decided instead to offer it to international and local consortia to handle construction, management, and operations, in a bid to maximize cargo volumes and operational efficiency.

Under the plan, the project will be developed through a 30-year usufruct agreement, similar to arrangements used in other logistics and dry port projects such as those in 6th of October City and 10th of Ramadan City, the source said.

Implementation of the project's infrastructure and superstructure is expected to take about one year after the winning bidder completes technical and environmental studies. The authority will coordinate with the Transport Ministry to evaluate bids and select the preferred offer over a period of six to eight months, ahead of the start of construction in 2026.

Established in 1978, the Red Sea Ports Authority, oversees several commercial and touristic maritime sites and ports, including Suez (Port Tawfiq), [Safaga](#), Nuweiba, the Zeitiyat petroleum dock, Hurghada, and Sharm El-Sheikh, according to the [Ministry of Transport](#) website.

The logistics zone plan comes as the authority prepares to hand over a multipurpose terminal in Safaga to AD Ports Group in the coming period, after the two sides [signed](#) a 30-year concession agreement in 2023. Under the deal, the Emirati group will develop a multipurpose terminal at Safaga Port under the name "Noatum Ports, Safaga Terminal."



Indian Maritime Sector

India seizes three tankers in first action against dark fleet



India's Coast Guard has seized three tankers near Mumbai. These vessels were reportedly involved in oil smuggling. This action marks a significant step by India against the so-called dark fleet. The seized ships are known for frequently changing their identities. This move aligns with global efforts to curb illicit oil trade. Further investigations are underway.

The Indian Coast Guard seized three tankers that it said were involved in oil smuggling, the first sign of the country getting tough on the so-called dark fleet.

The three ships were taken in the waters off Mumbai on Friday by the coast guard, which said in a post on X that it had "busted an international oil-smuggling racket" and that the vessels had been known to "frequently change identity."

It's the first time New Delhi has taken such action, according to people familiar with the Indian shipping industry, and comes as the US and Europe lead an effort to get tougher on vessels moving sanctioned oil. Many dark fleet tankers have sub-standard documentation, improper or fake flag registrations and poor maintenance, posing security and maritime safety risks.

The seizures are also happening as Washington pressures New Delhi to stop taking Russian crude, as part of a deal to cut import tariffs on the South Asian nation. India said early last year that it wouldn't allow sanctioned tankers to discharge at its ports.

The coast guard didn't name the vessels it had seized, but shared photos of them in its post. The pictures matched past images of the Chiltern, Asphalt Star and Stellar Ruby that can be found on MarineTraffic, a ship-tracking intelligence platform.

Ship-intelligence platform TankerTracker.com identified the same vessels through their unique seven-digit IMO numbers. All three ships were sanctioned by Washington last year for links to the Iranian oil trade.



Photo: The Edge Singapore

Nobody responded to emails seeking comment at offices of the registered owners of the tankers as listed on the Equasis database. Calls made to the owners and manager of Chiltern and Asphalt Star were directed to voice mail. Calls made to the owner and manager of Stellar Ruby were not answered.

The so-called shadow, or dark, fleet is a group of around 1,500 tankers that carry Russian, Iranian and Venezuelan oil around the world. Malaysian authorities released two aging tankers earlier this month that it had detained for conducting a ship-to-ship transfer of oil without permission.

.Adani Gangavaram Port handles record 552 vessels

Adani Gangavaram Port has announced a new operational record in FY 2025-26 having handed 554 cargo vessels. This record surpasses its previous high of **552 vessels** recorded in FY 2023-2024.

Adani Gangavaram Port's focus on efficient vessel turnaround, coordinated operations, and integrated transport solutions has contributed to reaching this milestone. Speaking on the occasion Adani Gangavaram Port Limited management said: "This record-breaking achievement is a testament to the dedication and hard work of our entire team.

"We are committed to **developing talent, investing in technology**, and strengthening its **customer-focused service ecosystem** to support regional and national maritime growth."

An advertisement for the Container Terminal Automation Conference Europe 2026. The background is dark blue with a circular inset image showing a port terminal at night with lights and cranes. The text is white and red. On the left, it says "Container Terminal Automation Conference Europe". In the center, it says "Europe's Terminal Technology Hub". Below that, it says "21 - 22 April 2026 | Las Arenas Balneario Resort Valencia". At the bottom, there is a red button that says "SAVE THE DATE".

Indian Port Sector

IRFC Signs MoU For Outer Harbour Development At Tuticorin

10 Feb 2026

Indian Railway Finance Corporation (IRFC) has signed a memorandum of understanding to support outer harbour development at Tuticorin Port. The agreement is intended to facilitate coordinated planning and.. financing for the expansion of port infrastructure to handle increased maritime traffic. IRFC will work with port stakeholders to align rail connectivity and logistics support. The arrangement will seek to prioritise coordinated scheduling of freight corridors and optimisation of hinterland links...

The memorandum outlines collaboration on project studies, financing structures and phased implementation with an emphasis on improving multimodal links. The parties will evaluate options for enhancing rail freight integration, draught capacity and cargo handling efficiency to support trade flows.

The partnership is expected to explore funding mechanisms that leverage public sector resources and long term lending instruments. Technical studies will assess environmental impacts, operational feasibility and infrastructure readiness as part of preparatory work...

Next steps include detailed feasibility studies, regulatory clearances and phased mobilisation of resources with timelines to be decided by the participating agencies. IRFC will assess financing parameters while coordinating with port authorities and central agencies to ensure regulatory compliance ..and alignment with national infrastructure priorities. The memorandum frames a cooperation model that could be replicated at other coastal hubs to strengthen multimodal trade corridors. Timely coordination among finance, regulatory and operational stakeholders will be crucial for staged delivery

(Source: The Constrction world)



Vadhavan port project threatens Dahanu's fragile coastal ecology



As the Union government fast-tracks a mega port project in Maharashtra's eco-fragile Dahanu region, local fishing and farming communities warn of irreversible damage to livelihoods and ecology.

The Rs. 76,220-crore greenfield port project off the coast of northern Maharashtra has been in the news for all the wrong reasons. Land acquisition for the project is allegedly being pushed through without adequate consideration of the loss of livelihoods for local farming and fishing communities, even as a case challenging the project's environmental impact remains pending in the Supreme Court. The project, at Vadhavan village in Dahanu taluka of Palghar district is being expedited, notwithstanding the status of Dahanu as an "ecologically fragile area" for over 35 years.

For the past three decades, local communities have been opposed to the construction of a seaport in the region. In January 2026, there were at least two major protest marches against the way the government is going ahead with the project. Thousands of people belonging to a collective called Vadhavan Bandar Virodhi Sangharsh Samiti held a rally on January 19. On the same day, the Communist Party of India (Marxist) led a 70-km march through various villages of the region.

The project, with a proposed cargo-handling capacity of 298 million metric tonnes per annum, is being undertaken through a Special Purpose Vehicle (SPV) called the Vadhavan Port Project Ltd. The Union government is the majority stakeholder in the project, with Jawaharlal Nehru Port Authority (JNPA), the country's premier container-handling port, owning 74 per cent of the shares. The Maharashtra Maritime Board, the nodal authority that manages nearly 48 minor ports along the State's coastline, owns the remaining shares.

Of the 17,471 hectares identified for the project, 16,900 hectares would fall within the port's offshore limits. The remaining 571 hectares, being acquired from villagers onshore, would be used for allied activities including construction of roads and railway lines to connect the port with existing highways and railway network.

Of the 16,906 hectares that will be covered by the port, which is only one component of the larger development project, about 1,448 hectares have been identified for reclamation from the inter-tidal coastal zone. Nearly 200 million cubic meters of sand will be dredged from the sea off the coast of Daman for the reclamation and dumped at the project site. A breakwater with a total length 10.14 km will be constructed, too.

Mormugao Port Seeks ₹1,300 Crore Centre Support for Berth Upgrade, Deep-Draft Channel

Mormugao Port Authority (MPA) has drawn up plans to seek around ₹1,300 crore in central funding to redevelop Berth 9 and carry out capital dredging to deepen the port's approach channel and key alongside berths. The port has already submitted a ₹750 crore proposal to the Ministry of Ports, Shipping and Waterways to modernise Berth 9 into a 350-metre multi-cargo facility, repurposing an idle iron-ore berth into a flexible terminal capable of handling a wider mix of commodities.

A second proposal, expected to go to the Centre in the coming months, will seek approval for deepening the channel from the current 14.4 metres to about 19.8 metres in the approach and 19.5 metres at a minimum of four berths so that the Goa gateway can receive larger Capesize tonnage.

MPA has argued for 100 per cent central funding, pointing to its weak balance sheet and the 50 per cent cost-sharing cap under the Sagarmala scheme, and says the project will help cut freight and logistics costs while lowering emissions per tonne of cargo moved by enabling fewer, larger ship calls.

Mundra Port logs highest-ever auto exports, liquid cargo volumes in January

Adani Mundra Port in Gujarat achieved significant milestones in January 2026. The port recorded its highest-ever monthly automobile exports, shipping 25,762 vehicles. It also set a new record for single-vessel loading, handling 5,701 vehicles. Additionally, the liquid terminal processed a record 1.120 million tonnes of liquid cargo. These achievements underscore Mundra's growing importance in supporting India's trade.

New Delhi: Adani Group's Mundra Port in Gujarat has recorded a sharp increase in automobile exports and liquid cargo volumes in January 2026, posting multiple operational records that highlighted the growing role of large, integrated ports in supporting India's trade and export flows.

The port handled its highest-ever monthly automobile export volume, shipping 25,762 vehicles through its dedicated roll-on/roll-off (RoRo) terminal at Adani Mundra Container Terminal (CT2), officials said.

The figure surpassed the previous monthly record set in May 2024, reflecting continued overseas demand for India-manufactured vehicles.

Automakers, including Maruti Suzuki and Toyota, increasingly routed exports through Mundra during the month, with shipments destined for markets across Africa, Europe, East Asia, Australia, and the Middle East, according to port officials. (Economics Times)

INTERMODAL

ASIA 2026

22-24 April, Shanghai



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Indian Logistics Sector

Shipbuilding, roads, rail to anchor Rs 12.2 lakh crore capex in FY27



India's government plans a significant Rs 12.2 lakh crore capital expenditure for 2026-27. This investment will primarily boost shipbuilding, national highways, railways, and metro rail projects. The focus is on creating physical infrastructure and driving long-term economic growth. Shipbuilding is a new priority, aiming to increase India's global share and reduce foreign shipping costs.

The government's Rs 12.2 lakh crore capital expenditure (capex) outlay for 2026-27 will be largely channelled into shipbuilding, national highways, railways and metro rail projects, Expenditure Secretary V Vaidyanathan said.

The government has budgeted total expenditure of over Rs 53.47 lakh crore for 2026-27, with capital expenditure pegged at Rs 12.22 lakh crore. This spending is aimed at creating physical infrastructure and boosting long-term growth.

Shipbuilding has become an infrastructure sector, and will also now be a big player. We are very keen to improve our share in shipbuilding (globally). Of India's import-export cargo, just about 5 per cent goes on India-owned ships. About Rs 6 lakh crore (annually) is spent on rentals to foreign companies (for shipping goods). So, that will, again, come up, and there are quite a few, and it will remain our focus," he said.



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India's Foreign Trade

India's Textile & Apparel Import Dependency Falls 13.9% In April–December 2025: MoS Textiles



Delhi, Feb 10 (KNN) India's import dependency in the textile and apparel sector, including ready-made garments, declined by 13.9 per cent during April–December 2025 compared with the corresponding period of the previous year, following a series of reforms aimed at enhancing the competitiveness of the domestic industry.

During this period, India's imports of textiles and apparel from Bangladesh amounted to USD 705.4 million. This information was provided by the Minister of State for Textiles, Pabitra Margherita, in a written reply to a question in the Lok Sabha today.

India ranked as the world's sixth-largest exporter of textiles and apparel in 2024 and recorded exports worth USD 27,312.7 million during April–December 2025.

Exports from the sector registered growth across more than 100 destinations during the period, indicating wider market penetration and increased export diversification. The government has undertaken multiple policy and programmatic measures to strengthen export performance and improve global competitiveness.

The government has signed 16 Free Trade Agreements (FTAs), including the recently concluded India–Oman FTA, and has completed FTA negotiations with New Zealand and the European Union. These agreements are intended to reduce tariff and non-tariff barriers, simplify trade procedures, and address structural constraints, thereby improving market access for Indian textile and apparel exports.

Key initiatives supporting the sector include the PM Mega Integrated Textile Regions and Apparel (PM MITRA) Parks Scheme to develop modern, integrated textile infrastructure; the Production Linked Incentive (PLI) Scheme for man-made fibre fabrics, apparel and technical textiles; the National Technical Textiles Mission focusing on research, innovation and market development; and the SAMARTH scheme for capacity building and skill development.

Other programmes include Silk Samagra-2 for strengthening the sericulture value chain, the National Handloom Development Programme, and schemes for the promotion of handicrafts.

In addition, the government has approved the Credit Guarantee Scheme for Exporters (CGSE) which provides 100 per cent credit guarantee coverage through the National Credit Guarantee Trustee Company Limited to member lending institutions for extending additional credit to eligible exporters, including MSMEs. (Source: *KNN Bureau*)

Bangladesh plans to shift from Indian to U.S. cotton

Information adviser says 'game changer' trade deal can provide Bangladesh greater access to U.S. market; experts caution it will prevent Dhaka from exploring other cotton-producing countries

[Bangladesh](#) will replace Indian cotton with U.S.-produced cotton as a result of the U.S.-Bangladesh trade deal that was inked on Monday (February 9, 2026), said a spokesperson for the interim government in Dhaka. Speaking to *The Hindu* exclusively, Shafiqul Alam, information adviser to Chief Adviser Mohammed Yunus, said the trade deal is a "game changer" that can provide Bangladesh with greater access to the U.S. market. Leading economist Professor Selim Jehan of BRAC University in Dhaka said the deal has made [Bangladesh's cotton market](#) "attractive" for the U.S. but cautioned that Bangladesh should ensure that the U.S. cotton is of high quality.

We have got a tariff rate of 19% in the new trade deal with the U.S., which is good compared to our rivals like Cambodia and Indonesia but a clause in the deal has given us greater advantage as the U.S. has agreed to reduce tariff to zero if our textile producers switch to U.S. cotton or manmade fibre," said Mr. Alam, describing the trade deal as a "big boost" for Bangladesh's textile sector.

Mr. Alam said that Bangladesh traditionally imports cotton from India and Central Asia as it does not produce the cotton or yarns necessary for its [large textile sector](#). However, this shortcoming has also helped it negotiate with the U.S. more freely as Bangladesh does not have any cotton farmer lobby that could have pressured the government. Cotton and cotton yarn supplies from India and export of Bangladesh's textile products to India came to the spotlight in April-May 2025 when both sides imposed tit-for-tat restrictions on the movement of the items. Bangladesh restricted import of yarn from India through its land ports through an order dated April 13, 2025. (Source: *The Hindu*)

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

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12th Feb 2026