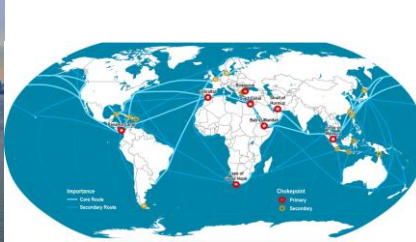


Indian Maritime News Express

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Mumbai-India

International Maritime Trade & Transport



Middle East port suspend operations amid fears of attacks



- *Operations suspended in Dubai, Oman and Bahrain ports, but others remain open*
- *Jebel Ali suspended after intercepted missile causes fire*
- *One sanctioned tanker on fire off Oman, while unconfirmed reports of a second indicate an explosion*

PORTS in Dubai, Oman and Bahrain have suspended operations amid a flurry of aerial attacks PORTS in the region that has caused at least one fire inside Dubai's Jebel Ali facility and hit two ships off Oman.

The Dubai Media Office on Saturday said that a fire at one of the berths of the Jebel Ali port occurred after it was hit by debris from an "aerial interception".

Smoke emanating from inside the port was still visible this morning.

Video taken from a vessel that was anchored just off the UAE coast on Saturday shows a rocket landing around 200 metres away from the vessel.

While port operations across the Middle East remain mixed, with several facilities continuing to operate normally and with no official increase in security threat levels, there have been several suspensions and partial closures over the past 24 hours.

Jebel Ali port is suspended, with all operations currently halted. While other major UAE facilities, including Sharjah and Khor Fakkan remain operational, Ruwais port is now operating at ISPS Level 2, indicating a specific threat.

In Bahrain, all ports are temporarily suspended, including pilotage services.

Iran attacks send shipping into chaos



The US and Israel went to war with Iran on Saturday, killing the nation's supreme leader, Ayatollah Ali Khamenei, in a bombing campaign that has sparked a massive response from the Islamic Republic, targeting infrastructure across the Middle East and even as far afield as Cyprus. Moreover, Iran's allies, the Houthis, vowed over the weekend to resume targeting commercial shipping in the Red Sea, having held off for more than four months.

The US Combined Maritime Forces' Joint Maritime Information Center announced on Sunday that it raised its overall risk assessment to its highest level, with three confirmed strikes on merchant ships to date resulting in one seafarer death and others injured, and many ports in the region forced to suspend operations for periods of time over the weekend.

Following the earlier attack on the sanctioned chemical tanker *Skylight* off Oman, Iranian forces struck two more tankers in the region, while a fourth vessel reported a near miss. The UK Maritime Trade Operations (UKMTO) said a Marshall Islands-flagged tanker *MKD Vyom* was hit by a projectile off Muscat, Oman. Managers of the 74,000 dwt LR1 vessel, V.Ships Asia, confirmed one crew member was killed in the strike.

Separately, the Gibraltar-flagged 8,000 dwt bunkering tanker *Hercules Star* was struck by what authorities described as an unknown projectile around 17 nautical miles northwest of Mina Saqr in the UAE.

In another incident off the UAE coast, the Liberia-flagged products tanker *Ocean Electra* was targeted by a drone about 35 nautical miles west of Sharjah, according to maritime security firm Vanguard. An explosion was reported close to the vessel, but no injuries were recorded and the crew were said to be safe.

Major shipping companies and all global liners have ceased transiting through the Strait of Hormuz, with many reroutings now heading south to the Cape of Good Hope while hundreds of tankers have dropped anchor outside the strait. Liner reroutings are expected to add to congestion at ports in Europe and Asia.

Oil prices have leapt with analysts from JPMorgan and Barclays warning that prices could spike to \$100 to \$130 per barrel if the conflict results in a prolonged disruption of supply.

"Our baseline view is that the Iranian leadership changes, or that the regime changes sufficiently as to stop the war within 1-2 weeks, or the US decides to de-escalate having seen a change in leadership and set back Iran's missiles and nuclear program over the same time frame," Citi analysts said in a report over the weekend.

"Elevated global benchmark prices and steep backwardation are expected to be sustained until the strait is again passable," said Jorge Leon, senior vice president and head of geopolitical analysis at Rystad Energy

Approximately 15m barrels per day of crude oil transit the Strait of Hormuz, representing close to 30% of global seaborne crude trade.

Insurance rates for ships in the region have hit highs akin to the worst times experienced in the Black Sea and the ongoing Russia/Ukraine war, while the suspension of many airlines is causing trouble onboard ships with the Middle East – and its airlines – vital for crew change. Shipping is also faced with massively increased incidents of GPS jamming in the region with maritime analytics firm Windward recording AIS displacement on more than 1,100 vessels in one 24-hour period over the weekend.

The secretary-general of the International Maritime Organization (IMO) Arsenio Dominguez said he was deeply concerned by reports that several seafarers have been injured.

"No attack on innocent seafarers or civilian shipping is ever justified," he said, adding that freedom of navigation is a fundamental principle of international maritime law. Where possible, Dominguez said vessels should avoid transiting the affected region until conditions improve.

Peter Sand, chief analyst at Xeneta, a container rate platform, commented: "The repercussions of the joint military operation by the US and Israel against Iran and subsequent retaliatory action will see the further weaponisation of trade and shatter hopes of a large scale return of container shipping to the Red Sea in 2026."(Splash24x7,com)





Oil Tanker with 15 Indian Crew Hit Off Oman Coast, All Evacuated



According to initial information reported by the Times of Oman, four crew members suffered injuries of varying severity and were transferred to medical facilities. No death was reported. "All 20 crew members, including 15 Indian nationals and five Iranian nationals, were evacuated," the centre said in a statement.

A bomb-carrying drone boat struck a Marshall Islands-flagged oil tanker in the Gulf of Oman on Monday (March 2, 2026), killing one mariner on board, Oman said. The state-run Oman News Agency reported the attack in the Gulf of Oman off the coast of Muscat, the sultanate's capital. It identified the vessel as the MKD VYOM. It said the dead crew member was from India.



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Port of Nansha Leads South China Growth as Shippers Prioritize Lower-Risk Gateways

Strait of Hormuz closure disrupts Indian exports and global shipping

Escalating tensions between the U.S., Israel, and Iran are disrupting Indian onion exports and widening instability across global shipping lanes, as the Strait of Hormuz has been closed and major carriers have suspended regional operations.

At Jawaharlal Nehru Port (JNPT) in Mumbai, more than 150 containers loaded with onions from Nashik and other parts of Maharashtra are stranded following a halt in exports. Each container carries 29–30 tonnes, leaving nearly 4,500 tonnes stuck at the port. The consignments were primarily destined for Gulf countries via Dubai, but the Dubai market has been shut amid a war-like situation.

Exporters report growing losses. A leading Mumbai onion exporter said he has eight containers stuck. "These were supposed to reach during Eid time. Now they are saying that operations at Jebel Ali port have partially resumed, but a lot of carriers are not willing to go to Dubai," he said. Containers already loaded may have to be offloaded, with stock held in parking plazas amid uncertainty.

The disruption extends beyond onions. More than 300 containers at JNPT carrying grapes, onions, fruits, vegetables, and frozen food are stranded after clearance was halted on February 28. Govind Singh, a Custom House agent, said, "My 15-20 containers carrying products worth Rs 3-4 crore have been stuck at JNPT since yesterday."

At Mundra Port in Gujarat, around 2,000 containers, mostly rice cargo, are also stranded. Satish Goyal, President of the All India Rice Exporters Association, said, "Our containers are stuck, but at present we do not have the exact number. We are monitoring the situation." Nearly 80% of India's Basmati rice exports go to the Gulf, with about 35% destined for Iran.

The crisis intensified after the Iranian Revolutionary Guard Corps announced a full blockade of the Strait of Hormuz. Iranian naval forces have stated that no ship can pass. The closure traps vessels in the Persian Gulf and cuts off hubs such as Jebel Ali, with no maritime alternative route.

Major carriers have suspended transits. Hapag-Lloyd halted Strait of Hormuz sailings. Maersk diverted services around the Cape of Good Hope. CMA CGM instructed vessels bound for the Gulf to seek shelter and suspended Suez Canal transits. MSC suspended worldwide bookings to the Middle East and directed vessels to safe areas.

Diversions around southern Africa add 10–14 days to key Asia–Europe and Asia–U.S. routes. Onion growers warn of falling domestic prices and spoilage risks. Bharat Dighole of the Maharashtra State Onion Producer Farmers' Organisation has demanded a ₹1,500 per quintal subsidy, waiver of port and demurrage charges, temporary procurement, and government clarification on the war situation.

With exports halted and routes disrupted, exporters face longer transit times, mounting logistics costs, and continued supply chain uncertainty. (Sources: [Container News](#), [CNBC](#), [BusinessLine](#))

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Central Asia War and Trade

MSC suspends Middle East bookings and redirects vessels

In response to the evolving security situation in the Middle East and the restrictions affecting maritime traffic in the Strait of Hormuz and Bab el-Mandeb, MSC Mediterranean Shipping Company confirms that the safety of its crews remains its highest priority.

As a precautionary measure, MSC has instructed all vessels currently operating in the Gulf region, as well as those en route to the area, to proceed to designated safe shelter areas until further notice. In addition, MSC has suspended all bookings for worldwide cargo to the Middle East region until further notice.

The Company continues to closely monitor developments and is working with relevant authorities to ensure the safety of its operations. Customers will be informed as soon as further details become available regarding potential alternative ports where cargo may be discharged, should the situation require additional operational adjustments. Middle East bookings will resume as soon as the security situation improves.

MSC appreciates your understanding, and should you have any questions, please contact your local MSC representatives in our global network of more than 675 offices.

The Persian Gulf just went dark for container shipping and there's no clean detour left

QATARENERGY HAS STOPPED PRODUCTION OF LNG AND ALL ASSOCIATED PRODUCTS DUE TO ATTACKS ON FACILITIES

BREAKING NEWS

ALJAZEERA IP SAYS 48 IRANIAN LEADERS KILLED IN STRIKES AND THE U.S. 'KNOWS HOW MANY TARGETS REMAIN' -

Container shipping's worst-case scenario is now the operating reality: the Persian Gulf is off-limits, Jebel Ali is on fire, and liner operators are redirecting their fleets around Africa with no clear end date.

The sequence moved fast. Following joint U.S.-Israel strikes on Iran, Iranian retaliation came directly at Persian Gulf port infrastructure. Jebel Ali, Dubai's crown jewel, the largest re-export hub in the Middle East and the ninth-busiest container port on Earth, took incoming missiles. A drone intercept ignited a fire at the terminal. Reports from the UAE confirmed additional port facilities across the Emirates were struck. Several major operators suspended Persian Gulf operations within hours and ordered their vessels to seek shelter.

The carrier responses tell the story. CMA CGM announced an Emergency Conflict Surcharge of \$2,000 per 20-foot container, \$3,000 per 40-foot, and \$4,000 per refrigerated unit, covering all Red Sea ports in Saudi Arabia, Egypt, Jordan, Djibouti, Sudan, Eritrea, and Persian Gulf destinations. Maersk diverted its MECL service away from the Suez Canal route and its ME11 service around Africa — the same routing the industry spent 18 months trying to escape after the Houthi campaign effectively closed the Red Sea beginning in late 2023. Maersk had only recently restarted regular rotations through Suez. That decision now looks optimistic in retrospect.

Xeneta analyst Peter Sand put the structural problem plainly: "There is no viable alternative to getting containers in or out of ports such as Jebel Ali by ocean if the Persian Gulf is off limits." That quote is the whole story. Jebel Ali is the transshipment node for enormous volumes moving between Asia, the Indian subcontinent, and Europe. Unlike the Red Sea crisis, where cargo could route around the Cape of Good Hope with extended lead times, a full Persian Gulf closure removes the destination entirely for Gulf-bound freight. The Cape route buys time.

The risk is that Iran-backed Houthi rebels in Yemen resume attacks on Suez Canal shipping — the campaign that drove the original rerouting. If both the Persian Gulf and the Red Sea-Suez corridor close simultaneously, there is no modern shipping precedent for managing the volume displacement

ONE temporary suspension of bookings to and from the Persian Gulf

|Mar 02 2026

In light of the rapidly evolving security situation in the Middle East, Ocean Network Express (ONE) is taking precautionary steps to safeguard our seafarers, vessels, landside staff, and customers' cargo. Safety and operational integrity remain our highest priorities.

With immediate effect, ONE will temporarily suspend acceptance of new bookings for cargo moving both to and from the Persian Gulf until further notice.

For cargo currently in transit or planned shipments, we are closely assessing the situation voyage by voyage. Further updates will be provided directly to affected customers as operational plans are reviewed and adjusted where necessary. (Source: AJOT)

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Indian Port Sector

Adani Ports confirms Israel-based Haifa Port infrastructure fully secure and operational amid conflict



Adani Ports and SEZ Ltd's Haifa Port has confirmed that its assets and infrastructure are secure and operational, with all employees safe. The port authority is closely monitoring the situation and coordinating with the Ministry of Transport to ensure the safety of its people and the continuity of operations for Israel's supply chain and international trade.

Adani Ports and SEZ Ltd-owned Haifa Port in Israel confirmed on Sunday that the port assets and infrastructure are fully secure and in operational condition, amidst the rising conflict in the Middle East. The US and Israel attacked Iran, calling for regime change and killed Ali Khamenei.

"Haifa Port Company confirms that all its employees are safe, and all port assets and infrastructure are fully secure and in operational condition," APSEZ said in a statement.

"Haifa Port Company confirms that all its employees are safe, and all port assets and infrastructure are fully secure and in operational condition," APSEZ said in a statement.

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India's Foreign Trade

Rice exporters asked to shift shipping cost risks to buyers amid Iran tensions

The federation advised members to shift to free on board terms, allowing international buyers to handle freight and insurance, thereby protecting Indian exporters from rising costs on fixed-price contracts

The Indian Rice Exporters Federation has advised its members to avoid fresh cost, insurance and freight (CIF) commitments for Iran and parts of the Gulf as the security situation in the region deteriorates and fears of restricted movement through the Strait of Hormuz mount.

The federation, in an advisory to its members on Sunday, asked exporters to switch, wherever possible, to free on board (FOB) terms -- a structure under which the international buyer bears freight, insurance and related risks so that Indian exporters are not left exposed to runaway costs on fixed-price contracts.

"Developments in Iran and the UAE could push up bunker prices, the fuel that powers cargo vessels ... container and bulk freight could increase sharply at short notice," the exporters' body warned, adding that insurance premiums could also spike steeply.

India to cut thermal coal imports

India plans to cut thermal coal imports for power plants by at least 30% in 2026, encouraging them to utilise more domestic coal for electricity generation, Reuters quotes government and industry officials familiar with the plan as saying.

Authorities aim to replace at least 20% of imported coal with domestic supply at most plants, with some able to lift the ratio to 30%, Reuters said. India mainly relies on coal for its electricity generation, even as it ramps up renewable energy at a record pace toward its 2070 net-zero goal, it noted.

The restriction on coal imports echoes the country's determination to reduce reliance on foreign supplies and achieve energy independence by 2047, as Mysteel Global has reported.

To meet this target, New Delhi had also been lifting domestic coal production through incentives over recent years. In 2025, India's coal output totalled 1,042.9 million tonnes, topping the 1,039.6 million tonnes for 2024 and setting a new record high, according to the Ministry of Coal. Thermal coal for power generation makes up the majority of India's output, Mysteel Global learns.

"Imports of lower and mid-calorific value coal are projected to decline gradually, offset by domestic supply, with imports limited to industries requiring specific qualities or higher-grade coal," said Vasudev Pamnani, an Indian coal trader interviewed by Reuters.

Around 150 onion containers bound for Gulf stranded



More than 150 containers loaded with [onions](#) belonging to exporters from Nashik and other parts of Maharashtra are stranded at the Jawaharlal Nehru Port (JNPT) in Mumbai due to a halt in exports. The consignments were primarily meant for Gulf countries via Dubai, but the Dubai market has been shut since yesterday amid a war-like situation.

Each container carries an average of 29–30 tonnes of onions, and with around 150 containers stranded at JNPT, nearly 4,500 tonnes of the commodity are currently stuck at the port. Exporters said the situation has left them worried about how to handle the stock amid the ongoing disruption and warned of significant financial losses and a likely fall in domestic prices.

A leading onion exporter in Mumbai told *businessline* that he alone has around eight containers stuck. "These were supposed to reach during Eid time. Now they are saying that operations at Jebel Ali port have partially resumed, but a lot of carriers are not willing to go to Dubai," he said.

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

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