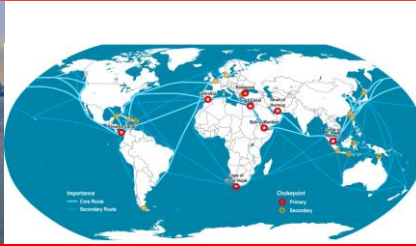


Indian Maritime News Express

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International Maritime Trade & Transport



India, Seychelles Explore Maritime, Blue Economy Cooperation



India and Seychelles explored opportunities to deepen cooperation in maritime trade, blue economy sectors and sustainable development at an Indo-Seychelles Business Roundtable which was attended by Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal and H.E. Dr. Patrick Herminie, President of the Republic of Seychelles.

India's engagement with Seychelles is guided by the MAHASAGAR vision—Mutual and Holistic Advancement for Security and Growth Across Regions—which emphasises economic cooperation, sustainability and security in the Indian Ocean Region.

India's engagement with island nations of the Indian Ocean, including Seychelles. India and Seychelles share a common vision of the Indian Ocean as a region of peace, stability and shared prosperity," said Sarbananda Sonowal.

Sonowal said India's experience in port-led development, logistics, maritime services and renewable energy can complement Seychelles' development priorities, while Mumbai's financial and fintech ecosystem can support innovation and financial inclusion initiatives.

Identifying priority areas for deeper cooperation, Sarbananda Sonowal said, "Blue economy offers significant scope, including fisheries, aquaculture, port development, marine infrastructure, ocean-based renewable energy and marine research. Tourism and hospitality, renewable energy, healthcare, pharmaceuticals, financial services, fintech, education and skills development also present strong opportunities for collaboration"

The India-Seychelles Business Roundtable saw participation from numerous business entities in India active in the infrastructure, ports, fisheries, health, education, fintech and automobile sectors.

The Union Minister underlined that Mumbai's strengths as a port city—its ports, logistics networks, maritime services, shipyards and financial ecosystem—make it a natural platform to advance India–Seychelles cooperation in maritime trade and ocean-based industries.

"In the last 11 years, India's port capacity has doubled, the number of seafarers has tripled, and sea cruise passengers have increased fourfold," Sonowal said, adding that India's maritime growth creates natural synergies with partners such as Seychelles.

"From Mumbai to Mahé, the distance is shorter and the possibilities greater," Sonowal said, urging businesses from both countries to work together to build enduring and mutually beneficial partnerships.

Indian exports to Seychelles include pharmaceuticals, food products, textiles, engineering goods, construction materials, automobiles and consumer products, while Indian companies have contributed to infrastructure development, energy projects, construction and services in Seychelles. He noted that improved connectivity, including direct flights between Mumbai and Mahé, has strengthened tourism, business travel and commercial engagement between the two countries. **(Source: Press Information Bureau)**





Indian Maritime Sector

D. G. Shipping steps up efforts to trace missing Odia seafarer

The directorate activated its crisis response mechanism after receiving information from the Recruitment and Placement Service Licensee, Anglo-Eastern Ship Management (India) Pvt Ltd.

BHUBANESWAR: The Centre has initiated a coordinated action following the reported missing of Sarthak Mohapatra, an Odia seafarer, while on duty aboard a Singapore-bound merchant vessel.

The Directorate General of Shipping (DGS) has taken up the matter with the State Administration of Singapore, Maritime Rescue Coordination Centre Mauritius (MRCC Mauritius), the vessel's protection and indemnity (P&I) club and Seafarers' Welfare Fund Society (SWFS) and others to ensure coordinated search and rescue.

Mohapatra, a native of Gopalabindha village in Bhadrak district was last seen onboard the vessel EA Jersey (Flag: Singapore) in the early hours of February 3. The directorate activated its crisis response mechanism after receiving information from the Recruitment and Placement Service Licensee, Anglo-Eastern Ship Management (India) Pvt Ltd.

"Search and rescue operations are currently being conducted under the coordination of MRCC Mauritius with the assistance of two to three vessels operating in the vicinity. The case is being reviewed on a continuous basis as per the crisis management framework and all developments are being closely monitored," the DGS said in a statement.

The directorate, which functions under the Ministry of Ports, Shipping and Waterways, informed that the next of kin of the missing seafarer has been informed and all necessary assistance and support mechanisms are being extended to the family during this difficult time.

Steps have already been initiated for a fact-finding investigation by the competent authorities to ensure that all contractual and legal obligations, including welfare assistance, are addressed in accordance with applicable laws, international conventions, and agreements, the DGS said. **(Source: The Indian Express)**

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Indian Coast Guard busts international oil smuggling racket in the Sea



During the intricate air-sea operation, the ICG found that the vessels devised a method to smuggle large volumes of cheap oil and oil-based cargo from conflict-ridden countries and profit by mid-sea transfer to motor tankers in international waters.

Mumbai: In a daring mid-sea operation, the Indian Coast Guard has busted an international oil smuggling racket in the Arabian Sea, around 100 nautical miles west off the Mumbai coast.

During the intricate air-sea operation, the ICG found that the vessels devised a method to smuggle large volumes of cheap oil and oil-based cargo from conflict-ridden countries and profit by mid-sea transfer to motor tankers in international waters.

The syndicate consists of a network of handlers operating from various countries, coordinating the sale and transfer between sea going vessels. Three vessels were intercepted by ICG ships, about 100 nautical miles west off Mumbai on Thursday, and then through sustained rummaging, corroboration of electronic data onboard the suspect vessels and verification documents and interrogation of crew, ICG specialist boarding team established the chain of incidents and the modus-operandi of the criminal...ICG officials said on Saturday (Source:<https://www.deccanherald.com>)



India advances launch of state container line after cabotage rule rewind

India is making a formidable bid to counter the long-standing dominance of foreign-flagged container vessel fleets over its growing export/import trade, which arguably exposes domestic shippers to the vagaries of global supply/demand dynamics and shifting logistics patterns.

New Delhi has formed a consortium of six state-owned entities, led by the national carrier Shipping Corporation of India (SCI), to advance a plan approved last October to launch the operation of a large nationally-owned container carrier that will be known as the Bharat Container Shipping Line (BCSL).

New waterfront International Convention Centre at Princes' Dock

The redevelopment plan also includes the Chhatrapati Shivaji Maharaj International Convention Centre at Princes' Dock, proposed at an estimated investment of ₹5,500 crore on a PPP basis. Designed as a landmark MICE destination, the facility is expected to host national and international business conferences and events on the waterfront. Passenger and cruise infrastructure is being strengthened through projects such as the RoPax Terminal at M-Shed, the Bhaucha Dhakka Glass House and Passenger Terminal, and the activation of the Domestic Cruise Terminal as a venue for major city events.



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Re-development of Fishing Jetty in Mumbai Port

As part of modernising traditional maritime livelihoods, a new fish jetty at Mallet Bunder is being developed at a cost of ₹132 crore with support from the Pradhan Mantri Matsya Sampada Yojana. The facility will increase fishing trawler capacity from about 300 to over 1,200 vessels while segregating fishery operations from passenger movement to improve safety and efficiency. The surrounding waterfront area will be activated through themed streets, open-air dining zones and public spaces, contributing to a 3.5-kilometre continuous waterfront promenade for citizens and tourists.

We request you to join our Association and give us an opportunity to serve your organization.



For more details, please contact

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Indian Port Sector

Maha coastal zone clears Murbe port project despite local opposition



The project, which will require the removal of up to 4,859 mangroves, had faced significant opposition from local residents, fisherfolk and activists

The port will be developed by a special-purpose vehicle formed by JSW Infrastructure, a subsidiary of the JSW Group. The company received a letter of intent from the Maharashtra Maritime Board (MMB) in October 2024 to develop, operate, manage and maintain the facility.

Mumbai: 6 Feb Despite strong opposition from local residents, fisherfolk and environmental activists, the Maharashtra Coastal Zone Management Authority (MCZMA) has cleared a proposal to construct an all-weather, multi-cargo, greenfield deepwater port at Murbe in Palghar district, a project that will require the removal of up to 4,859 mangroves.

The proposal was cleared at an MCZMA meeting on January 19, the minutes of which were uploaded online on February 2, even as local residents and fishing communities warned that the project would damage the fragile coastal ecosystem and threaten traditional livelihoods.

According to the minutes, the port will have 16 berths with a handling capacity of about 134.07 million tonnes per annum (MTPA) of solid and liquid cargo. It is intended to handle captive cargo for the JSW Group and serve nearby industrial clusters, including the Maharashtra Industrial Development Corporation (MIDC) area, the Tarapur Industrial Area, and the Vapi and Valsad Industrial Area.

Ports minister Nitesh Rane said, "This project was approved by the earlier government [under Eknath Shinde] and has been given a nod by the MCZMA now. It will be sent to the Centre for the final nod."

However, Monalisa Tare, sarpanch of the Murbe village and a BJP leader, said, "We are opposed to the project. The fishermen will face losses. Their livelihood depends on fishing."

We have asked our MLA, Rajendra Gavit [from Shiv Sena], and MP, Hemant Savara [from BJP], to stop the project.”



A spokesperson for JSW Infrastructure said the company followed strict environmental norms: “The JSW Group has always been at the forefront of preservation of environment and biodiversity. Development of port infrastructure involves carefully regulated activities such as dredging and channelisation, which may require limited removal of existing vegetation, all undertaken within a stringent regulatory and environmental framework. Identification of the affected areas and their mitigation measures, including afforestation, etc, is a part of the due process and is done after following all the recommendations and extant regulations.”

The MCZMA minutes note that compensatory mangrove plantation will be undertaken in coordination with the state government’s mangrove cell. The JSW spokesperson added that the development of the Murbe port “will be accompanied by robust, science-based ecological restoration to ensure long-term environmental balance”.

While critics have questioned the need to build a port just 40 km away from the massive, government-backed Vadhavan Port project, the minutes of the MCZMA meeting stated that the Murbe port is of strategic importance for strengthening India’s maritime infrastructure, particularly on the west coast.

Despite having a 720-km coastline, Maharashtra has only two major ports—the Mumbai Port Authority and the Jawaharlal Nehru Port Authority—and no major full-fledged port for more than 230 km north of Mumbai, the minutes said. This lack of infrastructure severely limits the potential of export-import trade for the region’s thriving industrial hubs, it noted. The Murbe port, according to the authority, will fill this gap, enhancing regional logistics efficiency, reducing transportation costs, generating GST revenue for the state, and supporting the industrial and economic development of surrounding areas.

The JSW spokesperson said, “We thank the government for vesting confidence in JSW Infrastructure to develop the Murbe Port, a true testimony of the organisation’s impeccable track record in developing state-of-the-art port infrastructure that has continuously set new world-class benchmarks for quality, safety, and sustainability. The Murbe project will be developed as a transformational economic catalyst that will drive local employment, strengthen regional supply chains and enhance India’s maritime competitiveness.

"With sustainability at the core of our operating philosophy, the JSW Group has a proven track record of environmental stewardship, having restored over 450 hectares of mangroves, planted over 2.2 million saplings, and secured 18 km of coastline across locations through scientifically guided, community-led initiatives.

In keeping with this firm commitment towards the preservation of the environment, the development of Murbe port will be accompanied by robust, science-based ecological restoration to ensure long-term environmental balance," the spokesperson added. **(Source: Hindustan Times)**

\$120 million committed to Chabahar port in Iran completely paid: India

The Chabahar Port project was conceptualized to provide much-needed connectivity to Afghanistan for its reconstruction and economic development and for boosting trade and economic linkages with Central Asia.

An Indian company, India Ports Global Limited (IPGL), through its wholly owned subsidiary, India Ports Global Chabahar Free Zone (IPGCFZ), started operating the port in 2018. On 13 May 2024, IPGL signed a ten-year contract with the Ports and Maritime Organisation of the Islamic Republic of Iran for equipping and operating the Shahid Beheshti Terminal of Chabahar Port. As per the provisions of the contract, India has fulfilled its commitment of contributing USD 120 million for the procurement of port equipment.

On 16 September 2025, the US State Department revoked the sanctions exception issued in 2018 under the Iran Freedom and Counter Proliferation Act 2012 for Afghanistan's reconstruction and economic development, effective 29 September 2025. Pursuant to discussions with the US side, the latter issued guidance extending the conditional sanctions waiver until 26 April 2026. The Government of India remains engaged with all concerned in order to address the implications of these developments.

Iranian Ambassador says India has conveyed no information on future of project; MEA tells Parliament India has disbursed its total commitment of ₹120 million before the U.S. sanctions waiver ends in April

The government on Friday (February 6, 2026) told Parliament that it has completely paid up its commitment of \$120 million for Chabahar port, well before the U.S. sanctions waiver runs out in April 2026. (Source: Ministry of External Affairs)



Indian Logistics Sector

Transworld Shipping Lines acquires full stake in two logistics arms



With this transaction, Transworld Integrated Logistek (TILPL) and Transworld Logistics (TLPL) become wholly owned subsidiaries of Transworld Shipping Lines.

Transworld Shipping Lines (formerly known as Shreyas Shipping C Logistics) announced the successful acquisition of 100% equity stake in Transworld Integrated Logistek (TILPL) and Transworld Logistics (TLPL). With this transaction, TILPL and TLPL become wholly owned subsidiaries of Transworld Shipping Lines.

"These acquisitions represent a pivotal moment in Transworld Shipping Lines Limited's future strategy, reflecting the Company's commitment to innovation, expansion, and value creation for all stakeholders," reads the release. S. Ramakrishnan, Executive Chairman of Transworld Shipping Lines Limited, commented, "This acquisition is a pivotal step in our strategy to strengthen Transworld Shipping Lines Limited's position as a global logistics leader.

By bringing TILPL and TLPL into our fold, we are not only expanding our service capabilities and market reach, but also reinforcing our commitment to delivering innovative, customer-centric solutions. We look forward to leveraging synergies, driving sustainable growth, and creating enhanced value for our customers and stakeholders. Our combined strengths will enable us to respond more effectively to the dynamic needs of the global supply chain and set new benchmarks in operational excellence." Also Read

The expanded portfolio of services will cater to a broader spectrum of customer needs, enhancing overall competitiveness, enhanced operational efficiency, and broader opportunities across multiple ports," it reads. The combined entity will be uniquely positioned to offer diversified logistics solutions, facilitating entry into emerging markets and key trade corridors. This expansion will allow the Company to tap into high-growth regions and capitalise on evolving global trade dynamics.

(Source: Indian Transport & Logistics News)

Adani eyes container manufacturing on the back of Budget 2026



The move will enable India's biggest transport utility to plug a small yet significant gap in its integrated transport utility business model.

Billionaire Gautam Adani-owned Adani Ports and Special Economic Zone Ltd (APSEZ) is weighing an entry into container manufacturing, a move that will help give it a huge branding mileage globally as cargo-laden steel containers bearing the 'Adani' logo criss-cross continents over sea and land, jostling with the boxes of MSC, Maersk, CMA CGM, and other container shipping biggies enroute to destinations.

It will also enable India's biggest transport utility to plug a small yet significant gap in its integrated transport utility business model that delivers a "shore-to-door" network with first and last-mile connectivity without being dependent on others for containers to haul cargo.

It is an "adjacency" born out of the February 1 Budget announcement allocating ₹10,000 crore over five years for a scheme aimed at creating a globally competitive container manufacturing ecosystem.

APSEZ was one of the participants at a meeting called by Sarbananda Sonowal, the Union Minister of Ports, Shipping and Waterways in Mumbai on Friday to elicit industry views on taking the scheme forward, multiple sources said.

APSEZ has been strengthening its logistics business to expand revenues with the recent entry into freight forwarding and trucking business and the move is paying rich dividends to the operator.

"The logistics business delivered impressive Q3 FY26 revenue growth of 62 per cent YoY (9-month FY26 revenue growth at 81 per cent YoY), reinforcing APSEZ's strategic evolution into an integrated transport utility company," APSEZ said while announcing the third quarter financial results on February 3.

APSEZ's logistics business is driven by a combination of asset-light services (trucking and international freight network) and extensive pan-India network of physical assets comprising multi-modal logistic parks or MMLPs, warehouses, container and bulk rakes, and agri-silos.

India's Foreign Trade

India's imports from China dip in multiple sectors in 2024-25:



India's imports from China have seen a significant drop in 2024-25. Sectors like fertilizers, chemicals, iron, steel, and man-made yarn show reduced import figures. Mobile phone imports have also fallen sharply. Conversely, India's mobile phone exports have experienced a massive increase. The government is encouraging diversification of supply chains.

New Delhi: India's imports from China have declined in multiple sectors such as fertilisers, chemicals, iron and steel and man-made yarn in 2024-25, Parliament was informed on Friday.

In a written reply to the Rajya Sabha, Minister of State for Commerce and Industry Jitin Prasada said mobile phone imports have decreased from Rs 48,609 crore in 2014-15 to Rs 3,710 crore in 2024-25.

"In 2024-25, a decline in imports from China was observed across several sectors compared to the previous year. For example, imports fell sharply in fertilisers (61.4 per cent), followed by residual chemicals and allied products (19.7 per cent), iron and steel (10.3 per cent), and man-made yarn (9.5 per cent)," he said.

He added that the government encourages Indian business establishments to explore alternative suppliers and to diversify their supply chains to reduce dependency on single sources of supply.

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

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