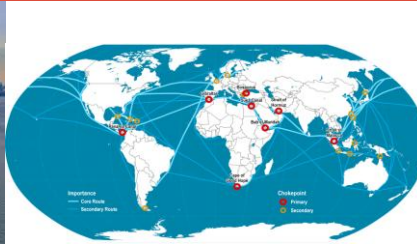


Indian Maritime News Express

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Mumbai-India

International Maritime Trade & Transport



France Releases Suspected Russian 'Shadow Fleet' Tanker



The Mozambique-flagged vessel **Deyna** was detained in March after being intercepted by the French Navy in the Mediterranean.

A tanker suspected of links to Russia's so-called "shadow fleet" has departed French territorial waters after its owner paid a fine, French authorities confirmed on Thursday.

The Mozambique-flagged vessel **Deyna** was detained in March after being intercepted by the French Navy, with support from British forces, in the Mediterranean near Spain's Balearic Islands.

The ship had sailed from Murmansk in north-west Russia and was later held at the southern French port of Marseille. Authorities said the vessel was allowed to leave after its owner admitted to failing to provide proof of the ship's nationality.



Iran once again ban Hormuz Strait Allow Ships To Pass Through The Omani Side



Iran has proposed allowing ships to pass safely through the Omani side of the Strait of Hormuz as part of ongoing negotiations with the United States, according to a source familiar with the discussions.

The source said Iran could permit vessels to sail through waters near Oman's jurisdiction without interference from Iran, but only if a broader agreement is reached to avoid further conflict.

The proposal appears to be a limited step and is not expected to immediately clear the large number of ships waiting to pass through the strait. The International Maritime Organization (IMO) said it welcomed any measures that support safe navigation through the established traffic separation scheme, which has governed vessel movements in the strait for decades.

The proposal comes after weeks of disruption caused by the conflict involving the United States, Israel and Iran, which began on February 28.

Shipping activity through the strait, a key route handling around 20% of the world's oil and liquefied natural gas, has been severely impacted.

Hundreds of tankers and other vessels remain stuck in the Gulf, along with an estimated 20,000 seafarers.

A temporary ceasefire that took effect on April 8 has reduced immediate hostilities, with Donald Trump stating that the conflict is close to ending. However, control and security of the strait continue to be central issues in ongoing discussions.



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

Iran closes Strait of Hormuz again over US blockade of its ports

Reports of Iranian gunboats opening fire on a tanker in strait, after Tehran said it is closing the waterway until the US lifts the blockade of its ports.



Iran says it has closed the Strait of Hormuz again, calling the decision a response to a continued blockade of its ports by the United States.

The Iranian military on Saturday said control of the strategic waterway, through which 20 percent of globally traded oil transits, has "returned to its previous state", with reports saying Iranian gunboats fired at a merchant vessel as it attempted to cross.

The [closure of the strait](#) came hours after it was reopened, with more than a dozen commercial ships passing through the waterway, after a US-mediated 10-day ceasefire deal was reached between Israel and Lebanon.

The Islamic Revolutionary Guard Corps (IRGC) on Saturday said in a statement, cited by Iranian state media, that the ongoing US blockade of Iranian ports represented "acts of piracy and maritime theft", adding that the control over Hormuz is "under the strict management and control of the armed forces".

"Until the US restores full freedom of navigation for vessels travelling from Iran to their destinations and back, the status of the Strait of Hormuz will remain tightly controlled and in its previous condition," it said.

By 10:30 GMT on Saturday, at least eight [oil and gas tankers](#) had crossed the strait, but at least as many ships appeared to have turned back, having begun to exit the Gulf, the AFP news agency reported.

Later on Saturday, India summoned the Iranian ambassador to protest against a "shooting incident" involving two Indian-flagged merchant vessels in the strait, the foreign ministry said. India's foreign ministry said in a statement that Secretary Vikram Misri summoned the Iranian ambassador and "conveyed India's deep concern" over the incident.

New Delhi also urged Iran to "resume at the earliest the process of facilitating India-bound ships across the Strait", the statement said, adding that the envoy "undertook to convey these views to the Iranian authorities".

India was among the nations Iran had labelled "friendly" and [allowed](#) several Indian-flagged vessels to pass through the Strait of Hormuz. Some ships with flags from Malaysia, China, Egypt, and South Korea have also been allowed to pass through the strait.

The toing and froing over the strait cast doubt on US President Donald Trump's optimism the day before, that a [deal](#) to end the US-Israel war on Iran was "very close".

Trump had celebrated the reopening of the strait on Friday, but warned the US attacks would resume until Iran agreed to a deal, which included its nuclear programme.

"Maybe I won't extend it," Trump told reporters on board Air Force One about the temporary ceasefire agreement in place. "So you'll have a blockade, and unfortunately we'll have to start dropping bombs again."

Asked whether a potential deal could be made in this short timeframe, Trump said: "I think it's going to happen." But Iran says no date has been agreed for another round of peace talks, accusing the US of "betraying" diplomacy in all negotiations.

The conflicting and changing reports about the strait and how much freedom ships have to transit through it have deterred many vessels from crossing, according to John-Paul Rodrigue, a maritime shipping specialist at Texas A&M University.

"Ships have been attempting transit since the announcement, but it looks like many of them are heading back because the situation is unclear," Rodrigue told Al Jazeera. "There is contradictory information being issued by all parties."

Reporting from Tehran, Al Jazeera's Tohid Asadi said "uncertainty is the name of the game" as far as the Strait of Hormuz is concerned.

Iran is looking for a comprehensive end to the war across the region, security assurances, sanctions relief, the unfreezing of frozen assets, regional relations – and on top of all of that – the nuclear dossier and Iran's stockpile of highly enriched uranium," he said.

"But right now, uncertainty is the name of the game. The fragile situation makes it hard to talk about the possibility of successful negotiations down the road."

(Source: Aljazeera)

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▶ NETWORKING DINNER
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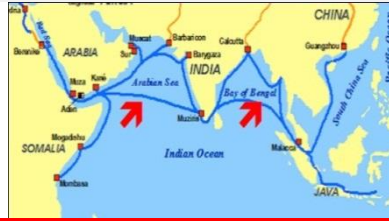
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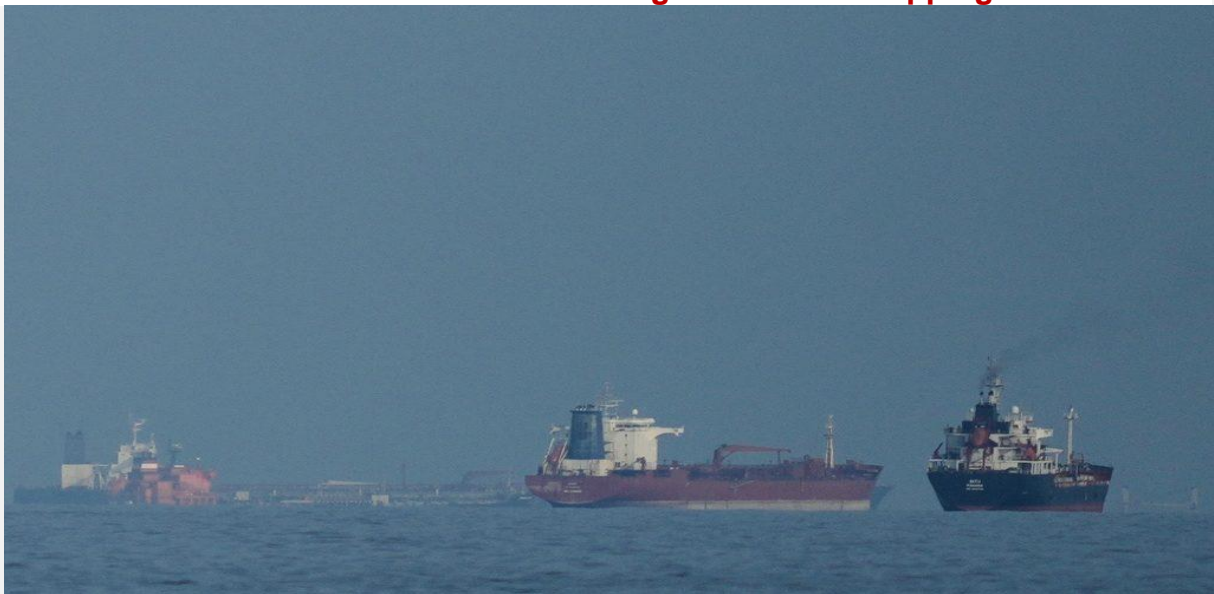
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India Calls Targeting Of Commercial Shipping “Unacceptable”, Unveils 3-Point Plan To Safeguard Global Shipping



India has strongly criticised the targeting of commercial ships in the Strait of Hormuz, calling such actions “unacceptable” and urging the immediate restoration of safe navigation through one of the world’s most critical shipping routes.

Speaking at the United Nations General Assembly during a discussion on the situation in the Middle East, India’s Permanent Representative, Ambassador Parvathaneni Harish, said the situation in the Gulf has become a serious concern for global trade as well as India’s energy security and economic stability.

He pointed out that the conflict in Iran and the Gulf region, which has been ongoing since 28 February 2026, has directly affected commercial shipping.

According to him, merchant vessels have been caught in military actions, and Indian seafarers have lost their lives during the conflict.

Harish said India has strongly objected to commercial shipping being made a target, stressing that such actions put innocent crew members at risk and disrupt global commerce. He added that any interference with the freedom of navigation in the Strait of Hormuz is not acceptable.

He stated that the route is one of the world’s key maritime corridors for oil and gas shipments. Any disruption in this passage, he said, can affect India’s energy supplies, impact domestic price stability, and create pressure on industrial output.

India called on all countries involved to follow international law and ensure that ships can pass through the Strait safely and without obstruction. **(Source: Marine Insight)**

Shipping firms seek clarifications before crossing Hormuz



Iranian Foreign Minister Abbas Araqchi adjusts glasses during a press conference following talks with Russian Foreign Minister Sergei Lavrov in Moscow, Russia, December 17, 2025. REUTERS/Ramil Sitdikov/Pool/File Photo

Shipping companies have cautiously welcomed Iran's announcement that the Strait of Hormuz is open but said they would require clarifications before vessels move through the entry point to the Gulf.

Foreign Minister Abbas Araqchi said on Friday that the Strait of Hormuz was open to all commercial vessels during a 10-day Lebanon ceasefire accord, prompting a fall in oil and other commodity prices while stock markets rose.

"We are currently verifying the recent announcement related to the reopening of the Strait of Hormuz, in terms of its compliance with freedom of navigation for all merchant vessels and secure passage," said Arsenio Dominguez, secretary-general of UN shipping agency the International Maritime Organization (IMO).

The Norwegian Shipowners' Association said several things had to be clarified before any ships can transit the strait, including the presence of mines, Iranian conditions and practical implementation.

"If this represents a step towards an opening, it is a welcome development," said Knut Arild Hareide, CEO the association, which represents 130 companies with some 1,500 vessels.

German shipping group Hapag-Lloyd was reviewing the situation and "probably we will pass soon", a spokesperson said. Danish shipper Maersk and France's CMA CGM were not immediately available for comment.

Norwegian oil tanker group Frontline declined to comment.

All commercial ships including U.S. vessels can sail through the strait although their plans need to be coordinated with Iran's Islamic Revolutionary Guard Corps (IRGC), a senior Iranian official told Reuters.

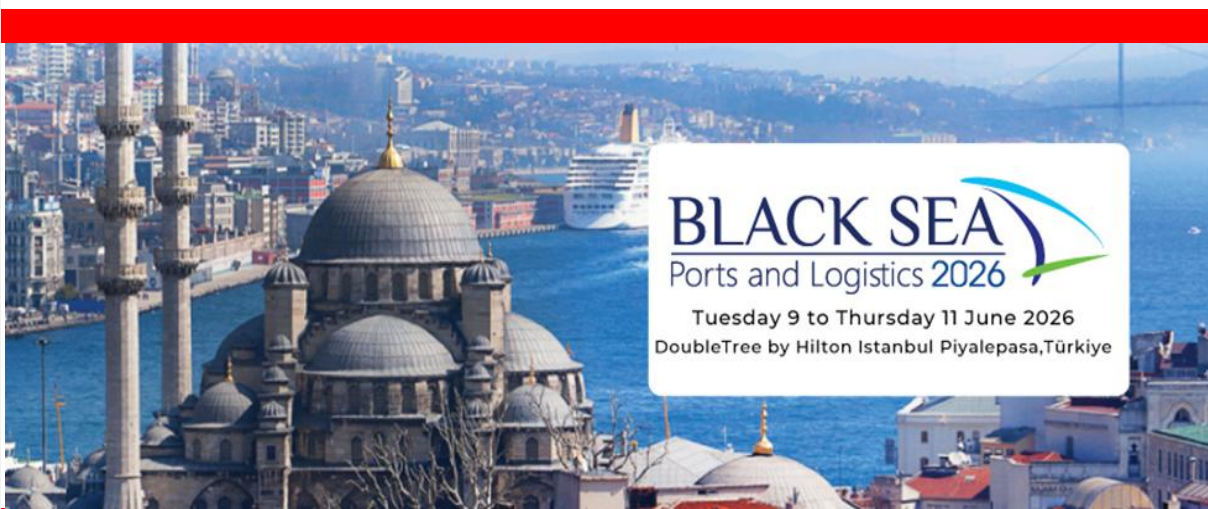


Transit would be restricted to lanes which Iran deemed safe, adding that military vessels were still prohibited, the official said.

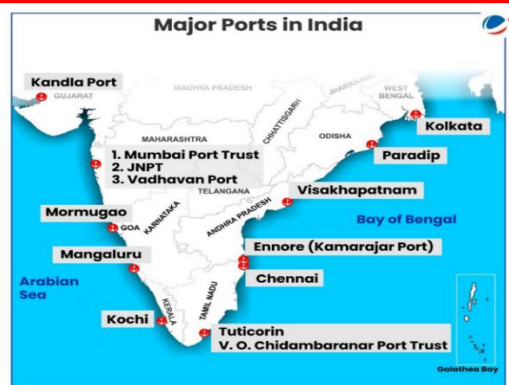
U.S. President Donald Trump on Friday said Iran had agreed to never close the strait again, and that it was removing sea mines from the strait.

The threat posed by mines in parts of the strait is not fully understood and avoidance of the area by ships should be considered, a U.S. Navy advisory seen by Reuters said on Friday.

One of the world's most important maritime chokepoints, disruption in the strait has forced shipping companies to suspend sailings, reroute cargo and rely on costly workarounds to keep goods moving into and out of the Gulf. (Source:Reuters)



Indian Port Sector



West Asia crisis: India eyes pitching Vizhinjam Port as global maritime hub

Thiruvananthapuram: In a major push to strengthen India's position in global shipping, the Centre is planning to transform Vizhinjam Port into a strategic maritime hub, driven by growing uncertainty in global cargo movement following the [West Asia conflict](#).

The proposed development aims to position Vizhinjam as a stable and secure transshipment centre in the Indian Ocean—largely unaffected by geopolitical tensions in West Asia. The long-term vision is to establish the port as a viable alternative to major global hubs such as Singapore and Dubai.

The Prime Minister's Office has reportedly tasked the Union Shipping Ministry to pursue the initiative. Preliminary discussions have already been held between ministry officials, the Kerala Ports Department, and Vizhinjam International Seaport Limited (VISL).

The project forms part of India's broader Maritime Amrit Kaal Vision 2047, which focuses on expanding port infrastructure and enhancing the country's global trade competitiveness. A key objective is to upgrade the existing transshipment terminal at Vizhinjam into a transshipment hub.

The length of berth at Vizhinjam is expected to reach two kilometres with the completion of the second phase of development. However, experts note that a minimum of five kilometres will be required to achieve global standards. Private sector participation is anticipated for the expansion of berthing infrastructure.

Notably, nearly 40 per cent of global cargo traffic passes close to the [Vizhinjam](#) coast, offering a significant strategic advantage. Plans also include the introduction of bunkering facilities to enable vessels to refuel, along with the development of free trade zones, in line with leading international ports.

Additionally, the project emphasises the need for enhanced defence presence and operational readiness to ensure maritime security in the region.

The Centre expects investments exceeding twice the current levels, with opportunities likely to be opened to private players beyond the Adani Group. Work has already begun on preparing a detailed vision document to guide the port's long-term expansion.

(Source: mathrubhumi.com/amp/news)

Foreign Trade

INDIA'S EXPORTS RISE 4.22% TO \$860.09 BILLION IN FY26; IMPORTS GROW FASTER, WIDENING TRADE DEFICIT

India's exports grew by 4.22 per cent to USD 860.09 billion in the financial year 2025–26, while imports rose at a faster pace of 6.47 per cent to around USD 970 billion, resulting in a widening of the overall trade deficit, according to data shared by Commerce Secretary Rajesh Agrawal.

The data shows that total exports increased from USD 825.26 billion in 2024–25 to USD 860.09 billion in 2025–26. Meanwhile, imports rose from USD 919.92 billion in the previous financial year to approximately USD 970 billion.

Consequently, the overall trade deficit (merchandise and services combined) widened to USD 119.30 billion in 2025–26, compared to USD 94.66 billion in 2024–25.

Merchandise exports recorded a modest increase to USD 441.78 billion from USD 437.70 billion in the previous year. However, merchandise imports rose more sharply to USD 774.98 billion from USD 721.20 billion, reflecting higher inbound shipments.

Services exports remained a strong pillar of India's external trade, rising to USD 418.31 billion in 2025–26 from USD 387.55 billion in 2024–25. Services imports also increased slightly to USD 204.42 billion from USD 198.72 billion.

Trade excluding petroleum and gems and jewellery remained relatively balanced. Exports in this category rose to USD 777.98 billion from USD 732.05 billion, while imports increased to USD 702.98 billion from USD 653.31 billion. However, the trade surplus narrowed marginally by USD 3.74 billion to USD 75.00 billion from USD 78.74 billion.

Among key commodities, gold imports saw a rise in value despite a decline in quantity. The value of gold imports increased from USD 58.01 billion in 2024–25 to USD 71.98 billion in 2025–26, while the quantity fell from 757.09 tonnes to 721.03 tonnes. This indicates that the increase was largely driven by higher prices, with the unit value rising from USD 76,617.48 per kg to USD 99,825.38 per kg.

Silver imports, on the other hand, registered a sharp increase in both value and volume. The value surged from USD 4.83 billion to USD 12.05 billion, while the quantity rose from 5,164.37 tonnes to 7,334.96 tonnes. The unit value also increased significantly, from USD 934.72 per kg to USD 1,642.93 per kg. (Source: ANI)



The advertisement features the Bureau Veritas logo on the left, showing two workers in blue uniforms and yellow hard hats. To the right, the text reads: **JOIN BUREAU VERITAS AT SINGAPORE MARITIME WEEK**. Further right, it specifies the location as **SUNTEC SINGAPORE** and the stand number as **STAND A14**. The dates **20–24th April 2026** are listed at the bottom right.

India stores 21 banana containers during export disruptions

Fresh & Healthy Enterprises (FHEL), a subsidiary of Container Corporation of India, stored and managed 21 containers of bananas for up to one month during disruptions linked to the 2026 conflict, ensuring all consignments were dispatched within shelf life without quality complaints.

The disruption affected Indian export routes, leading to the redirection of containers from Iran and the Gulf region. Fauji EXIM was required to manage 21 containers of bananas that were returned during transit without a confirmed destination.

FHEL accepted the containers and stored them at its facility in Rai, Sonipat, under controlled conditions. Storage was maintained for up to one month, which is close to the shelf life limit for bananas.



The company applied controlled temperature, humidity, and ethylene management, supported by continuous monitoring, to maintain product condition during storage.

Bananas require controlled handling conditions, as changes in storage parameters can lead to accelerated ripening. All containers were dispatched within the acceptable shelf life period.

According to the company, the operation demonstrates its ability to manage perishable cargo under disrupted logistics conditions. Source: [Indian Transport & Logistics](#)

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



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