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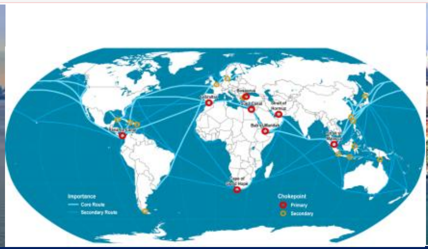
Asian Maritime News Express



8th June 26 Mumbai-India

Global Maritime Trade & Transport

OOCL launches Southeast Asia-India service from 4th June

Orient Overseas Container Line Ltd. (OOCL) has launched a new Southeast Asia-Indian Subcontinent Service 2 (SIS2), expanding its regional network between Southeast Asia, China and India.

The service will commence on 4 June 2026 and provide a direct connection between Haiphong and India's west coast, while also strengthening connectivity across key Asian trade hubs including China, Vietnam and Singapore.

SIS2 will operate on the following port rotation: **Qinzhou – Yangpu – Haiphong – Singapore – Mundra – Singapore – Hong Kong – Qinzhou.**

The launch reflects continued carrier investment in intra-Asia and India-linked trade routes as regional manufacturing and container volumes continue to grow.

The direct call at Mundra is expected to support cargo flows between Southeast Asia and India, while providing additional routing options for shippers moving goods through major transhipment hubs in Singapore and Hong Kong.

In May, OOCL named its first methanol dual-fuel container vessel, OOCL Wisdom.

MSC may buy up to 49% of Adani's Vizhinjam Port in India

Adani Ports and Special Economic Zone Ltd is in talks with Mediterranean Shipping Company over the sale of a potential equity stake in Vizhinjam Port, according to India Shipping News.

MSC could acquire up to 49% of the deep-water transhipment hub in Thiruvananthapuram if the deal goes through. The potential sale would fit within APSEZ's concession agreement with the Kerala government, which allows the operator to reduce its holding to 26% or lower under certain conditions after the first phase of commercial operations.

Vizhinjam is nearing its second year of operations and has already crossed the 2m-TEU cargo-handling mark. The port passed 1m TEU within its first year. The port has handled more than 950 vessels since operations began, including 67 ultra-large container ships. It has also received MSC Irina and MSC Verona, among the world's largest container ships.

Traffic has tested capacity at the port. About 100 vessels were waiting for berths during earlier congestion, largely driven by MSC operations. The first-phase 800-metre berth can handle only a limited number of large ships at one time.

A completed deal would move MSC from major customer to co-owner, giving it a deeper operational position at the port.

APSEZ already has partnerships with global shipping groups, including joint ventures with CMA CGM and Terminal Investment Ltd at terminals in Mundra and Kamarajar. Terminal Investment Ltd is linked to MSC.

Adani Ports and Special Economic Zone Ltd is an Indian port developer and operator within the Adani Group. Its business covers port terminals, logistics infrastructure and related cargo-handling assets across India.

Mediterranean Shipping Company is a privately held shipping group headquartered in Geneva. Its business includes container shipping, logistics and terminal-linked operations through subsidiaries and associated companies.

Asian Maritime Industry

MSC launches premium 'Jade' Asia-Europe route from Nansha port

International shipping giant Mediterranean Shipping Company (MSC) launched a new premium Asia-Europe route on Thursday at the Nansha port area of Guangzhou Port in Guangdong province.

International shipping giant Mediterranean Shipping Company (MSC) launched a new premium Asia-Europe route on Thursday at the Nansha port area of Guangzhou Port in Guangdong province.

Dubbed the "Jade" route, it will feature larger container vessels and replace the previous Dragon route to support hinterland enterprises during the peak season for Europe-bound shipments, according to Guangzhou Port Group.

The Jade route brings enhancements in capacity allocation and transportation efficiency, as it is operated by 16 ultra-large container vessels, each with a capacity of 24,000 TEUs. It covers markets in Southern Europe, including Spain, France, and Italy, and connects to the logistics networks of North Africa and the Eastern Mediterranean.

Since 2026, MSC has launched several new Southeast Asian routes from Nansha, which has become a core strategic hub for its deepening presence in the South China market.

(Source: **China Daily)**

MMC Port approaches bidders for potential stake sale: sources

Tycoon Syed Mokhtar may seek a valuation of more than US$10 billion for the whole business

[KUALA LUMPUR] Malaysian tycoon Syed Mokhtar Al-Bukhary's MMC Port Holdings Sdn has approached prospective bidders for a minority stake in the company, according to people familiar with the matter, after postponing an initial public offering last year.

Malaysia's biggest port operator has reached out to other Asian businesses and infrastructure-focused funds to gauge preliminary interest in a transaction, the people said, asking not to be identified because the information is private. Syed Mokhtar may seek a valuation of more than US$10 billion for the whole business, the people said.

Considerations are ongoing and no final decisions have been made about pursuing a deal, the people said. A representative for MMC Port declined to comment.

MMC Port operates seven ports along the Strait of Malacca, one of the world's busiest shipping lanes, according to its website. It also runs three cruise terminals.

In October, MMC Port postponed what could have been Malaysia's biggest IPO since 2012. The previous year, Global Infrastructure Partners, now part of BlackRock, shelved a plan to buy up to 49 per cent of the company. (Source:BLOOMBERG)

Wan Hai implements Asia trade rate restoration from 15 June

Wan Hai Lines has announced a limited rate restoration across Asia trades, citing recent developments in the Middle East and resulting changes in the operating environment.

The move follows an earlier limited rate adjustment across its Asia trades, implemented after a review of developments in the Middle East and their impact on operating conditions.

Effective 15 June 2026, the carrier will apply a rate restoration (RR) of $100 per 20' and $200 per 40' and high cube units on applicable Asia trade lanes.

The adjustment reflects increased operating-related costs linked to external market conditions, with the carrier stating it is intended to support service continuity and maintain schedule reliability.

Wan Hai Lines said it will continue to monitor market developments and adjust operations in line with prevailing conditions.

The move comes as carriers reassess cost structures and network resilience amid ongoing geopolitical and operational pressures affecting global shipping flows.

In March, Wan Hai Lines announced a limited rate adjustment across its Asia trades following a review of recent developments in the Middle East and their impact on operating conditions. (**Source: Port Technology)**

Pakistan seeks Saudi investment in ports amid expanding maritime ambitions

- Minister says shipping, logistics and fisheries sectors offer scope for collaboration
- Other projects include cargo terminal, oil storage hub and energy city development

KARACHI: Pakistan on Wednesday pitched investment opportunities in its ports, shipping and logistics sectors to Saudi business leaders, as it seeks to expand maritime trade infrastructure and strengthen its position as a regional transit and transshipment hub.

The outreach comes as Islamabad pursues greater foreign investment in its maritime sector and seeks to capitalize on its location at the crossroads of South Asia, the Middle East and Central Asia.

Pakistani officials have increasingly promoted the country's southern shores as gateways for trade with landlocked Central Asian states while pursuing partnerships with foreign investors to expand port capacity, logistics networks and related infrastructure.

Federal Minister for Maritime Affairs Muhammad Junaid Anwar Chaudhry made the pitch during a virtual meeting with Mansour Bin Mohammed Al Saud, chairman of the Pakistan-Saudi Arabia Joint Business Council, and other participants from the kingdom.

"Pakistan's maritime sector presents strong investment potential, particularly in ports, logistics, blue economy initiatives and supporting infrastructure," Chaudhry said, according to a statement released by his ministry after the meeting.

He said the government saw significant scope for collaboration with Saudi investors in line with the kingdom's Vision 2030 economic diversification agenda and Pakistan's own development priorities.

Participants discussed investment opportunities at Karachi Port, Port Qasim, Gwadar Port, the Pakistan National Shipping Corporation (PNSC) and the Korangi Fish Harbour Authority.

Chaudhry said Saudi investors could explore projects including a proposed maritime business district, a marine workshop project and drydock and floating dock facilities at Karachi Port.

He also highlighted opportunities at Port Qasim, Pakistan's principal industrial port located east of Karachi that handles a large share of the country's bulk cargo, energy imports and industrial trade.

Projects under consideration include a multipurpose cargo terminal, a second integrated oil terminal and storage farm and an energy city development.

The minister also invited Saudi investment in the expansion of the national shipping fleet and the establishment of a roughly 100-acre Aqua Research and Technology Park at the Korangi Fish Harbour Authority.

Saudi Arabia has been one of Pakistan's key economic partners, with both countries exploring investment opportunities across mining, energy, infrastructure and logistics sectors.(Source: Arab News)

Tanzanion Container ship sinks off Batam, all crew rescued

A container vessel sank about 6 km off Batam on Friday (June 5), the Maritime and Port Authority of Singapore (MPA) said on Saturday.

In a statement released on June 6, the MPA said the Tanzania-registered *Golden Star 1* sank at around 10.30pm Singapore time.It added that the vessel reportedly took on water and subsequently sank. As informed, all nine crew members were safely rescued by the Indonesian authorities.

The authority issued navigational broadcasts advising vessels to exercise caution when transiting the area, and to report any sighting of containers adrift.

According to the MPA, there are currently no reports of oil pollution in Singapore waters and vessel traffic in the Straits of Malacca and Singapore remains unaffected. MPA has informed the Indonesian authorities and is monitoring the situation.

The Tanzania-flagged *Golden Star 1* is a general cargo ship, built in 1995, with 2,444-dwt.

According to ship tracking website MarineTraffic, the vessel departed Singapore at about 8pm on June 5. It was bound for Malaysia.

No details have been released regarding the vessel’s cargo or the number of containers onboard.(**Source:https://shippingtelegraph.com/container-news)**

10th Maritime Silk Road Port Cooperation Forum opens

BEIJING, May 28, 2026 /PRNewswire/ -- The 10th Maritime Silk Road Port Cooperation Forum opened on May 27 in Ningbo, east China's Zhejiang Province, bringing together leading figures of the port and shipping sector from more than 70 countries and regions to discuss opportunities and challenges facing the sector amid geopolitical changes.

This year's forum focuses on key areas including supply chain resilience, green and low-carbon development, smart innovation and shipping service upgrades. More than 1,000 participants gathered to explore ways to ensure stable supply chain development and strengthen coordinated cooperation across the port and shipping sector.

As risks of fragmentation in global industrial and supply chains continue to rise and volatility in shipping markets intensifies, the global port and shipping sector is facing multiple challenges in maintaining smooth logistics, stabilizing supply chains, promoting transformation and preventing risks.

Jin Jingdong, an official of the Ministry of Transport, said efforts should be made to build an open, smart, green and win-win port and shipping sector, opening a new chapter of cooperation for the sector.

Liang Linchong, head of the Department of Regional Opening-up under the National Development and Reform Commission, noted that the port and shipping sector now bears the important mission of ensuring smooth global trade. He stressed the need to focus on infrastructure connectivity, promote quality upgrades in ports, shipping and trade, and strengthen coordinated cooperation to continuously enhance integrated development capabilities.

David Osborn, director of the Marine Environment Division at the International Maritime Organization, said building resilient and sustainable maritime and port supply chains requires continued investment in green shipping technologies, pollution control facilities and environmental compliance systems. He expressed hope for more practical international cooperation to jointly advance the orderly decarbonization of the shipping industry.

Cambodia secures access to China's dried longan market

Cambodia has secured access to China's dried fruit market following the signing of a new export protocol covering dried longans.

The Protocol on Sanitary and Phytosanitary (SPS) requirements was signed on June 3 during a meeting between Agriculture Minister Dith Tina and Chinese Customs Minister Sun Meijun. The agreement expands agricultural trade between the two countries and allows Cambodian dried longans to enter the Chinese market.

Alongside the protocol, both parties signed a memorandum of understanding aimed at expanding cooperation on crop and livestock quarantine procedures to facilitate agricultural trade.

The SPS protocol sets out production, processing, packaging, and transportation requirements that Cambodian exporters must meet before products can enter China. The measures cover cultivation practices, harvesting procedures, processing standards, packaging requirements, and transportation protocols intended to prevent contamination and meet food safety requirements.

According to the Ministry of Agriculture, Forestry and Fisheries (MAFF), SPS protocols are required before agricultural products can be exported to foreign markets. The agreement establishes requirements relating to pests, pathogens, and chemical residues and enables dried longans to enter China through approved ports.

Agriculture remains one of Cambodia's main economic sectors. While exports continue to expand to destinations including Vietnam, Thailand, South Korea, and Europe, China has become an important market for agricultural products.

According to the Cambodia Development Resource Institute (CDRI), the value of Cambodia's agricultural exports increased from US$566 million in 2016 to approximately US$1.69 billion in 2021, representing nearly 10 per cent of total national exports.

Following the implementation of several free trade agreements, Cambodia has increased its focus on fruit exports. Fresh mangoes, bananas, and longans have already been approved for direct export to China.

The approval of dried longans adds a processed fruit category to Cambodia's export portfolio. During the signing ceremony, Tina said efforts are continuing to accelerate General Administration of Customs of China (GACC) registration procedures and improve market access.

According to MAFF, both countries will continue working to expand exports of Cambodian agricultural products to China while maintaining quality and sanitary requirements.

Cambodia generated US$6.46 billion in agricultural export revenue in 2025, up 7.3 per cent from US$6.02 billion in 2024. Major agricultural exports included cassava, mangoes, bananas, cashew nuts, longans, and durians.

Malaysia's ban on Thai sea food sparks market hunt

The government is accelerating efforts to open alternative markets for Thai shrimp after Malaysia suspended imports of five species, with authorities seeking to prevent a decline in farm-gate prices and cushion the impact on farmers.

Deputy government spokeswoman Rachada Dhnadirek said on Sunday the Commerce and Agriculture ministries had expedited measures to address impacts of the suspension, which took effect last week.

Commerce Ministry has introduced 13 urgent measures aimed at absorbing around 400 tonnes of shrimp a month -- close to Thailand's average monthly exports to Malaysia of 300–400 tonnes, valued at roughly 44 million baht.

the Department of Internal Trade will boost consumption through a promotional event in Phuket, coordinate with retailers in tourist areas to establish purchasing points in targeted provinces, link exporters and processors directly with producers, and use the Thais Help Thais Plus and Blue Flag projects to help distribute products.

Ms Suphajee said Malaysia's suspension was imposed abruptly, with Thailand informed on May 28 and the measure taking effect just days later, leaving limited time to prepare a response.

Ms Suphajee said the Commerce Ministry had instructed both domestic and overseas units to seek alternative markets for affected farmers and businesses, while the Office of Commercial Affairs in Kuala Lumpur had been tasked with closely monitoring developments.

She added Thailand was prepared to raise the matter at the WTO and Asean if necessary, vowing to pursue all available channels to reduce the impact on farmers.

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

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