ASSOCIATION FOR GLOBAL ECONOMIC DEVELOPMENT

104, Janki Niwas, 1st Floor, Dr.Moose Road
Opp. Gadkari Rangayatan, Talavpali,
Thane (West)-400 602, Mumbai, India.
Email- afged2019@gmail.com

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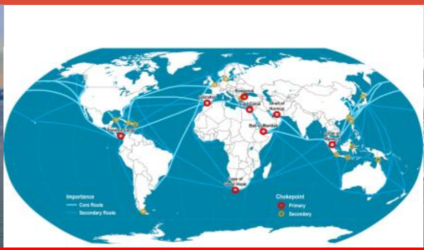
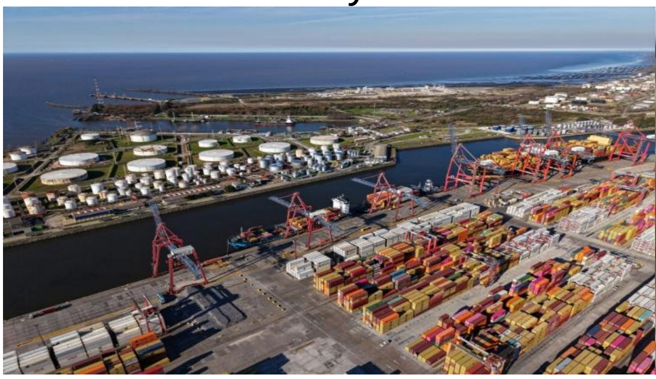
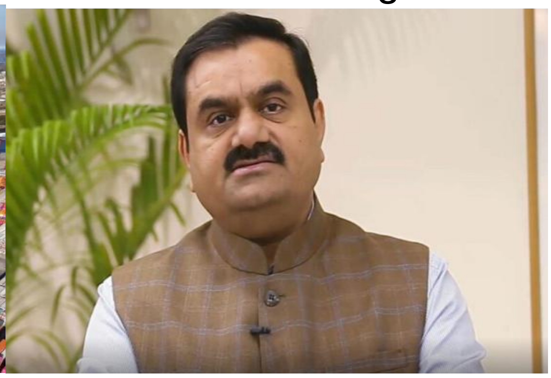


Adani secures 10-year LNG 2.45 MT marine deal in Argentina





Adani Ports and Special Economic Zone Ltd. (APSEZ) has secured a 10-year marine services contract supporting Argentina's first liquefied natural gas (LNG) export project.

The contract was awarded to Adani Harbour International FZCO, a step-down subsidiary of APSEZ, through a consortium with Argentina-based Meridian Group, following a global competitive tender conducted by Southern Energy S.A. (SESA).

Under the agreement, the consortium will deliver end-to-end marine services including tugboat operations for LNG carriers, offshore logistics and supply support, and crew transfer services.

The scope is backed by four high-specification tugboats, one anchor handling tug supply vessel and one crew boat.

Operations will be executed through Meridian Transportes Marítimos S.A., a 51:49 joint venture between Adani Harbour International FZCO and Meridian Group.

Ashwani Gupta, Whole-time Director and Chief Executive Officer of APSEZ, said: "With marine operations in 12 countries and a growing fleet of marine assets supporting ports, LNG terminals, national oil companies, refineries and offshore facilities, we bring deep operational expertise to complex maritime environments.

"By combining these capabilities with strong local partnerships, we are helping create reliable maritime ecosystems that enable new energy trade corridors and strengthen long-term supply resilience."

The Southern Energy floating LNG (FLNG) project is being developed by SESA, a joint venture between Golar LNG and Pan American Energy (PAE), located in the San Matías Gulf in Argentina's Río Negro Province.

The project will liquefy natural gas from the General San Martín pipeline aboard the FLNG vessel *Hilli Episeyo*, with commercial operations expected to begin in September 2027.

First-phase production is projected at 2.45 million tonnes of LNG annually, equivalent to approximately 28 cargoes per year.(**Source: Port Technology International)**

Russia-Bound Cargo Ship Seized At Rotterdam, Captain Arrested

Dutch customs police at the Port of Rotterdam seized a cargo ship bound for Russia and arrested the captain on charges of evading Western sanctions.

The vessel regularly operated between Rotterdam and St. Petersburg and carried several containers filled with vehicle parts such as doors, air filters and windshields.

A customs officer said that the export of such cargo is banned under European sanctions against Russia over its invasion of Ukraine. Though the parts could be for commercial cars, they could also be used for trucks heading to the war zone, the officer explained.

Machinery parts, technological components and anything which could aid Moscow's war industry are prohibited from reaching Russia, as they can have military use.

Europol's Target Group on Sanctions, the Rotterdam Port Police, the Dutch financial intelligence unit FIOD and the Food and Consumer Product Safety Authority (NVWA) coordinated to conduct this operation.

Officers also inspected the ship at the port warehouse for an investigation being led by the Customs Precursors, Strategic Goods and Sanctions Legislation (POSS) Team and the Functional Public Prosecutor's Office.

The ship's captain was also taken into custody on suspicion of criminal offences.

"This is a complex investigation, and I have no doubt not a unique one, but more so a trend that we will be seeing more and more as Member States initiate similar investigations and actions," said Lucy Myles, Europol's financial crime team leader.

Please send help': Crew's distress call after ship hit by US missile

The Indian crew of a sanctioned oil tanker urged authorities to "please help" after the ship was hit by a US missile off Oman on Monday, saying it was on fire and sinking in a distress call shared with BBC Verify.
US Central Command (Centcom) said the ship, Marivex, had violated its blockade of Iranian ports and a "precision munition" was fired into the ship after the crew failed to comply with US instructions.All 24 crew were rescued by the Omani military, Indian authorities said.

Marivex is the seventh ship disabled by the US for violating the blockade, Centcom added.
The US military has been blockading Iran's ports after Tehran effectively closed the busy Strait of Hormuz through which some 20% of the world's oil and gas supplies are transported.
Opesh Kumar Sharma of India's ministry of ports, shipping and waterways said that a fire first broke out on the tanker - which was not loaded with oil - at about 13:30 India time (08:00 GMT), but did not comment on the cause of the fire.

Centcom later confirmed that an F-18 Super Hornet fighter jet from the aircraft carrier USS Abraham Lincoln "fired a precision munition into the ship's engineering and steering spaces".
Images shared with BBC Verify by a crew member show a ship with features matching a US San Antonio-class warship sailing past Marivex after the strike. With the ship's engine disabled and a fire breaking out on board, the crew began to send out distress calls.

"US Navy attack, the missile on our engine room. We have hole at the bottom ... 24 crew. All crew Indian. Please help quickly, we need immediate help," the distress call said.The FSUI told BBC Verify distress calls were received at 14:15 India time (08:45 GMT). The union then posted on the social media platform X a video taken by the crew and said the ship's location was 28km (17 miles) off the coast of Oman.
Miravex was sanctioned by the US for links with Iran under a previous name - Arihant. The US has also sanctioned the ship's owner, Arihant Shipping Inc, and has accused the ship of

transporting "hundreds of thousands of barrels of Iranian fuel oil and bitumen within the Gulf since July 2025."
Ship-tracking data shows Marivex last stopped at the Iranian port of Bandar Abbas in early April where it loaded with cargo and then sailed to two cities on India's west coast - Mangaluru and Karwar, according to MarineTraffic data.
The ship then crossed back across the Arabian Sea and has spent most of May and early June sailing up and down the coast of Oman where it was captured multiple times in satellite images.
Centcom said Marivex was unladen and had "violated the ongoing blockade against Iran by attempting to sail to an Iranian port".(**Source" BBC News and Photo)**

Indian Ship Registry Removes 235 Sanctioned Ships From Its List

The Indian Register of Shipping is taking stringent action against sanctioned vessels by cancelling the certifications of over 200 ships, mostly oil tankers, LNG carriers and container vessels.

Removal from the list of one of the world's leading ship certifiers will make it difficult for the vessels to get insurance and access ports.

From 2023 onwards, the Mumbai-based IRClass has de-classed 235 ships from its registry, mainly oil tankers and a few gas carriers, the non-profit organisation's Executive Chairman Arun Sharma said.

He added that the organisation is not taking any vessels, sanctioned by either the U.S or Britain, referring to sanctions imposed on Russia over its invasion of Ukraine and on Iran over its nuclear programme and closure of the Hormuz Strait.

This move is a sign that the country is taking a different approach than China, which in May directed companies not to comply with U.S sanctions on 5 Chinese refiners over buying oil from Iran.

India has also said no to Russia's offer to sell LNG to the world's third-largest oil importer and consumer over Western sanctions. Sharma added that though IRClass would not take any ships owned by Iranian or Russian entities, there are limitations to what can be done about the cargo.

"Today, we may take in a ship which is as per the registry, non-Russian, non-Iranian, and tomorrow (the vessel) carries oil from Iran to somewhere … we don't have any control on that", he stated.

Indian Port Sector

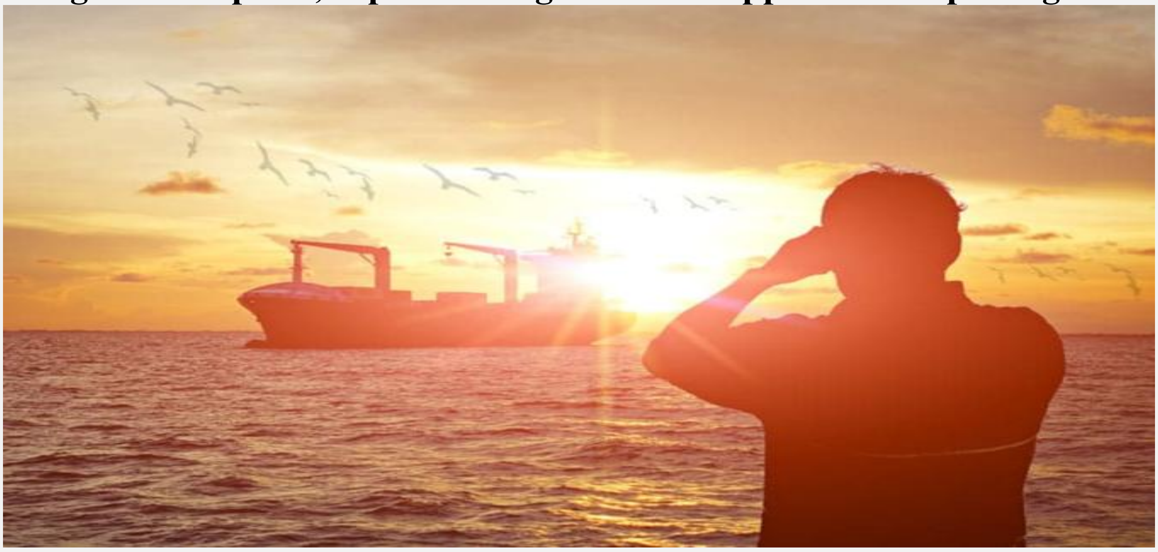
Afcons awarded landmark Breakwater Project for Vadhvan Port

MUMBAI, India, June 9, 2026 /PRNewswire/ — Afcons Infrastructure Ltd is pleased to announce that it has received the Letter of Award today from the Vadhvan Port Project Limited (VPPL) for the construction of a 10.14 km-long breakwater at the upcoming Vadhvan Port in Maharashtra. The project award value is Rs. 5301 Crore. This, when completed, will be the second longest breakwater in the world.

Mr. Krishnamurthy Subramanian, Executive Chairman, Afcons Infrastructure Ltd, said, "This award is a testament to Afcons' proven expertise in delivering complex and large-scale marine infrastructure projects. The Vadhvan breakwater project will be a strategic enabler for India's ambition to become a global maritime hub." Mr. S Paramasivan, Managing Director, Afcons Infrastructure Ltd, said, "It is a moment of immense pride for us to secure one of the world's landmark marine projects.

In India, Afcons has delivered several landmark marine projects. Internationally, Afcons has executed several complex marine projects, including the Bulk Jetty at Port of Sohar, Oman, one of the world's deepest ports; the New Owendo International Port in Gabon, completed in a record time of 18 months and recognized as the fastest completed port project in West Africa; and the Sulphur Jetty in Kuwait, a comprehensive EPC berth facility with trestles, equipment, and structural works.(**P T I/Trade Arabia)**

Congestion at ports, exporters flag carriers' 'opportunistic pricing'



The country's top export promotion council, Federation of Indian Export Organisations (FIEO), has flagged this in a missive to the ministries of Port and Shipping and Commerce and Industry.

Amid **logistical disruption due to the West Asia crisis**, Indian exporters are grappling with a mounting financial burden posed by "opportunistic" pricing practices by foreign shipping lines and "non-transparent" imposition of detention, demurrage charges imposed by port authorities. The country's top export promotion council, Federation of Indian Export Organisations (FIEO), has flagged this in a missive to the ministries of Port and Shipping and Commerce and Industry.

The alarm raised by exporters comes after weeks of delays in container evacuation, persistent and heavy congestion across western ports such as JNPT, Kandla and Mundra, which together form India's biggest container gateway. Congestion at the port began to swell last month after the heavy influx of stranded West Asia-bound shipments began in the backdrop of the Iran-US ceasefire announced in April.

The FIEO told the government that a Directorate General of Shipping's (DGS) advisory issued on March 9, asking stakeholders to "refrain from predatory, non-transparent and opportunistic pricing practices, including levy of exorbitant charges", is not being followed on the ground.

Based on industry feedback, exporters continue to report instances of unilateral and non-transparent levy of charges such as detention, demurrage, War Risk Surcharge, additional freight and related surcharges. In this regard, the possibility of suitable monitoring of audit mechanisms may kindly be examined to assess implementation of the DGS advisory at the ground level and to discourage any non-transparent or opportunistic pricing practices impacting trade," the FIEO wrote to the government on May 19.

In response to a query by The Indian Express, a Shipping ministry representative said Sarbananda Sonowal, Union Minister of Ports, Shipping and Waterways, has been reviewing the situation and has met various stakeholders, including importers, exporters, the shipping lines and port officials.

"He also warned stakeholders not to try extra profit-making by taking advantage of the situation," the representative said. A query mailed to the Commerce and Industry Ministry did not elicit a response.(**Source: Indian Express)**

Gulf War-Special Report

Iran claims it hit two ships, declares Strait of Hormuz closed

IRGC declares the waterway closed to all ships, including tankers and commercial vessels.

The IRGC Navy has declared the Strait of Hormuz closed and announced it hit two ships attempting to "illegally pass through the Strait of Hormuz," according to the Mehr News Agency.

Details of the vessels and any damage caused were not immediately available.

In a statement, IRGC headquarters said "from this moment on, due to insecurity in the region, the Strait of Hormuz is declared closed to the traffic of any type of vessel, including oil tankers and commercial vessels, and any traffic will be affected."

US Central Command posted on X claiming that the Strait remains open and vessels continue to transit. It also refuted claims that Iran had attacked a US warship in the Strait.

The announcements come as the US launched new strikes in Iran late on 10 June, the latest step in the deterioration of a ceasefire signed in April. In a statement released at 9pm ET on 10 June, US Central Command said: "US Marine Corps, Air Force, and Navy assets fired precision munitions on Iranian targets that posed a threat to US forces and international commercial ships transiting regional waters." It said that the latest strikes were complete.

Related: India and the IMO condemn attack on tanker Settebello

On Tuesday, a US military helicopter was downed in the region in an attack blamed on Iran, although Iran has not taken responsibility. The US said its latest "self defense strikes" were a response to "Iran's unwarranted and continued aggression."

On June 9, The Palau-flagged tanker *Settebello* was attacked by US forces leading to a fire onboard and three seafarers missing, and on 8 June fired upon product tanker *Marivex* leading to a fire onboard and the rescue of 24 crew by the Omani Navy.

IMO Secretary-General Arsenio Dominguez expressed deep concern and strongly condemned the attack on the *Settebello*. "I strongly condemn any act from any party that endangers the lives of seafarers and the safety of international shipping. This is simply unacceptable. My thoughts are with the families of the three missing seafarers and with all those awaiting news of the crew members."

(Source: Sea Trade Maritime News)

India's Foreign Trade

India's cotton import-duty waiver offset growing US tariff

India's cotton import-duty waiver may lower raw material costs for textile exporters, but uncertainty over proposed US tariffs could limit gains and weigh on competitiveness in a key market

India's textile exporters received welcome relief with the government's temporary removal of the 11 per cent import duty on cotton, valid from June 1 to October 30, 2026. However, days after the duty waiver, a new challenge emerged: the United States Trade Representative (USTR) proposed an additional 12.5 per cent tariff on imports from India, creating uncertainty for exporters that depend heavily on the US market.

The USTR proposal follows Section 301 findings related to countries it said had failed to impose or effectively enforce prohibitions on imports made using forced labour. The proposed action covers India and several other economies, and also includes a textile mechanism under which a certain volume of apparel and textile imports from some economies could enter the US at a reduced Section 301 tariff rate.

The development raises a key question: Will lower cotton costs be enough to support textile exports if access to one of India's largest overseas markets becomes more expensive?

Cost relief from duty waiver

The temporary removal of the 11 per cent effective import duty on cotton offers immediate cost relief to the textile sector. Atul Ganatra, president of the Cotton Association of India, said the move gives the industry access to cotton at more competitive global prices and helps reduce raw material costs.

"The biggest benefit will be for spinning mills and yarn manufacturers, as cotton is a major part of their production cost," he told Business Standard.(Source: Business Standard)

After Japan, Nepal Suspends Indian Mango Import on pesticide

Just days after Japan tightened restrictions on Indian mango imports, Nepal has temporarily suspended incoming consignments from India over concerns related to pesticide residue levels. While the move has once again put India's export quality standards under the spotlight, the bigger question is whether the latest restriction could materially affect India's mango trade and the livelihoods of growers already battling a difficult season. The answer is nuanced.

Nepal is not among India's largest agricultural export markets overall, but it remains one of the most important overseas destinations for Indian mangoes. The suspension comes at a time when exporters are already dealing with heightened scrutiny from international buyers and when mango growers, particularly in Maharashtra's Konkan region, have suffered significant crop losses due to adverse weather conditions.

A Second Setback For Indian Mango Exports

The Nepal restriction follows closely on the heels of Japan's decision to suspend imports of Indian mangoes over phytosanitary compliance concerns. While the two actions stem from different issues, together they have renewed attention on India's export ecosystem.

According to Nepalese authorities, the latest suspension was triggered after quarantine inspections reportedly detected pesticide residues exceeding prescribed Maximum Residue Limit (MRL) norms in some consignments. Officials Before the restriction took effect, around 15.8 metric tonnes of mangoes worth nearly Rs 1 million had already entered Nepal through authorised border checkpoints.

Compiled through various sources for private circulation

AFGED
YOUR GATEWAY TO GLOBAL BUSINESS

Dr Sham Choughule.

Mobile 9969029226

(International Business, Logistics, and Maritime Transport)

Shamc2001@yahoo.co.in

Association for Global Economic Development-India

Corporate Office: A/111, Mittal Court, Nariman Point, Mumbai - 400 021.

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