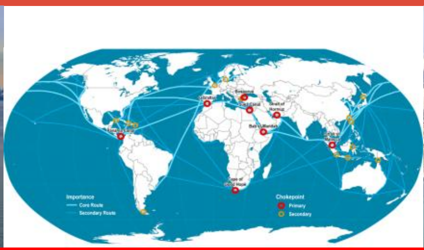
ASSOCIATION FOR GLOBAL ECONOMIC DEVELOPMENT

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

Indian Maritime News Express

Date:17th June 26 Mumbai-India

International Maritime Trade & Transport




Pirates strike on a container ship off Yemen and Somalia

File Photo

Approaches and attempted boarding with small arms fire underline ongoing threat to regional shipping as Iran ceasefire looms.

Pirates attempted to board container ship *Greta Star* off the coast of Yemen at 0735 hrs on 15 June, opening fire from a small skiff and attempting to intercept the ship, according to reports. The threat in the Gulf of Aden and Indian Ocean has flared just as a peace agreement looks to be within reach for the Strait of Hormuz.

According to the maritime security firm Vanguard Tech, the Panama-flagged container vessel was approached around 14 nm south of the Yemeni coast by suspected pirates who attacked the ship with "heavy firearms". The vessel increased its speed and implemented counter-piracy measures; there was no successful boarding and no reported injuries, said Vanguard.

UKMTO said authorities are investigating and advised vessels to transit with caution and report suspicious activity to UKMTO.Ambrey reported an incident around 32 nm south of Hafun, Somalia, where a Palau-flagged general cargo ship was approached by two small boats with 12 individuals onboard. The vessel was reportedly travelling at less than 5 knots when the armed individuals fired at the ship and ordered it to stop.

“The general cargo ship’s embarked Private Armed Security Team (PAST) exchanged fire with the small boats for approximately 30 minutes before the small boats were driven away and departed the area,” said Ambrey.

The vessel increased its speed to 7 knots and altered its course, and no injuries have been reported among the crew or its security team. The incident happened in an area where a spate of pirate activity was recorded in late April this year, including the hijacking of two vessels, according to UKMTO reports.(**Source: Sea Trade Maritime Nws)**

Nigeria Convicts 11 Indian Sailors Over Cocaine Trafficking, Vessel Ordered To Pay $5.3 Million

A Nigerian court has convicted 11 Indian sailors, including the ship’s master, in a cocaine trafficking case involving 31.5 kilograms of cocaine found on a merchant vessel at Apapa port in Lagos.

The Federal High Court in Lagos issued the ruling and imposed total financial penalties of about $6 million. This includes a $5.3 million fine ordered against the vessel.

According to Nigeria’s National Drug Law Enforcement Agency (NDLEA), the cocaine was brought into the country from the Marshall Islands on the merchant ship and was discovered during an inspection at Apapa port, one of Nigeria’s busiest seaports.

The crew was arrested in January after NDLEA officers found the drugs hidden on board. The vessel has been identified as MV Aruna Hulya. Justice Joseph Chukwujekwu Aneke convicted the ship’s master and 10 other Indian crew members under the NDLEA Act.

Under the court order, the vessel must pay $5.3 million to the Nigerian government. Three senior officers were fined $100,000 each, while the remaining crew members were fined $50,000 each. Each person was also ordered to pay 100,000 Nigerian naira.

The NDLEA said the ship’s owners are responsible for the vessel's fine, and if it is not paid, the ship may be auctioned under Nigerian law.

NDLEA Chairman Brigadier General Mohamed Buba Marwa (retired) said the ruling sends a strong warning to drug trafficking groups, saying it is a “resounding message” that Nigeria will not allow its ports or shipping routes to be used for illegal drugs.

Nigeria has been increasing enforcement against drug trafficking through its ports, airports, and borders, with Apapa port remaining a key focus due to its high volume of international trade.(**Source: Marine Insight.com)**

SAGARMALA

Indian seafarers not to be deployed in conflict zones: D G Shipping

(Screengrab from video posted on Instagram by @_mariner_life)

The DGS advisory comes days after the U.S. strike on MT Settebello killing 3 Indians

The Directorate General of Shipping (DGS) has advised maritime recruitment and placement agencies not to deploy Indian seafarers to conflict zones until further notice. However, companies may carry out crew changes in emergency situations with the consent of the crew members.

The safety advisory sent to all stakeholders comes days after three Indian seafarers were killed in a U.S. strike on MT Settebello off the coast of Oman. The shipping regulator said recent developments in the Gulf region, particularly in and around the Strait of Hormuz and the Gulf of Oman, had resulted in multiple security incidents involving merchant vessels carrying Indian seafarers.(**Source: The Hindu. Photo NDTV)**

Indian National Arrested After UK Seizes Russian Shadow Fleet

A 38-year-old Indian national has been arrested after British authorities intercepted a Russian shadow fleet oil tanker in the English Channel during what the UK described as its first operation of this kind.

The arrest followed a six-hour operation carried out in the early hours of June 14 by Royal Marine Commandos and officers from the National Crime Agency (NCA).

The operation was supported by Chinook, Merlin Mk4 and Wildcat helicopters, an RAF P-8 maritime patrol aircraft, HMS Sutherland and HMS Ledbury.

According to the NCA, the Indian national was arrested on suspicion of sanctions offences under UK Russia Regulations and has been taken into custody for questioning.

The agency said 24 Georgian and Indian crew members remain aboard the tanker and are assisting investigators. The vessel, Smyrtos, is currently anchored off the Dorset coast.

Video released by the UK Ministry of Defence showed Royal Marines fast-roping from a Chinook helicopter onto the vessel before carrying out searches alongside NCA officers.

According to MarineTraffic data, Smyrtos sails under the Cameroon flag and left Russia’s Ust-Luga port on June 5 with Port Said, Egypt, listed as its destination.

BBC Verify reported that the tanker was sanctioned in July 2025 and has since changed its name from Myrtos to Smyrtos and changed flags twice.

(**Marine Insight/Marine Executive)**

Indian seafarer dies aboard vessel at Oman port, embassy coordinates repatriation

The Indian embassy in Muscat confirmed the death of Nishanth Uirthanathan, 35, and said that he succumbed to medical complications and that efforts were underway to repatriate his remains to India.

NEW DELHI: An Indian seafarer from Tamil Nadu has died aboard a commercial vessel docked at Duqm Port in Oman, prompting calls for an investigation into the circumstances surrounding his medical treatment and evacuation.

The deceased, Nishanth Uirthanathan, 35, was serving as Second Officer aboard MT Celestial. The Indian embassy in Muscat confirmed his death and said that he succumbed to medical complications and that efforts were underway to repatriate his remains to India.

“The embassy is in continuous contact with the ship management company and is coordinating with all concerned stakeholders,” the mission said in a post on X, adding that arrangements were being made to send the body home “at the earliest.”

According to the embassy, it is working with the vessel’s management and local authorities to complete the necessary formalities for repatriation.

The incident has drawn attention to the challenges faced by Indian seafarers working on international vessels, particularly in remote maritime locations where access to emergency medical care can be limited.

The Forward Seamen’s Union of India (FSUI) alleged that Uirthanathan fell ill on June 8 and died around 6 pm on June 11 after attempts to secure medical treatment and emergency evacuation were unsuccessful.

The union further claimed that his body remained onboard for nearly two days after his death and that communication services at Duqm Port were disrupted during this period.

(Source: The New Indian Express)

Indian commercial ships should avoid Shinas Anchorage, shipworkers’ union tells Centre

The Outer Port Limit area in the Sultanate of Oman has emerged as one of the most sensitive and high risk zones for merchant vessels, particularly vessels with Indian or Indian-interest tankers, the Forward Seamen’s Union of India says

JNPA Emerges India’s Top Container Port in 25, Ranks 22nd in world

Jawaharlal Nehru Port Authority (JNPA) has been ranked India's top container port and 22nd globally in the World Bank's Container Port Performance Index 2025.

The Jawaharlal Nehru Port Authority (JNPA) has emerged as the India’s best-performing container port in the Container Port Performance Index (CPPI) 2025. It is jointly published by the World Bank and S&P Global Market Intelligence. This time JNPA has improved the its global ranking to 22nd position and reaffirmed the leadership in the container handling efficiency.

JNPA Strengthens The Its Position Among Global Ports

The CPPI 2025 has recognized the JNPA as India’s highest-performing container port for another consecutive year.

Key Achievements of JNPA

- It ranked 22nd globally in CPPI 2025.
- Improved by the one position from the previous ranking.
- Recognized as among the world’s most improved ports over the last six years.
- Continues to lead the India’s container port ecosystem.

The achievement reflects the improvements in vessel turnaround time, cargo handling efficiency and operational performance.

The achievement reflects the improvements in vessel turnaround time, cargo handling efficiency and operational performance.

Major Changes in the India's Port Rankings

Several Indian ports have witnessed significant movement in the global rankings.

Rank of Top Indian Container Ports in CPPI 2025

- JNPA: 22nd Rank
- Pipavav Port: 28th Rank
- Mundra Port: 30th Rank
- Visakhapatnam Port: 104th Rank

Key Developments

- Pipavav overtaken Mundra to become India's highest-ranked private container port.
- Mundra has dropped five positions to the 30th rank.
- Visakhapatnam Port had witnessed the sharp decline of 34 places.

Why Is the Container Port Performance Index Important?

The Container Port Performance Index (CPPI) is jointly prepared by the World Bank and S&P Global Market Intelligence.

The index evaluates ports based on to the,

- Vessel turnaround time.
- Port efficiency.
- Cargo handling speed.
- Operational performance.
- Supply chain effectiveness.

A higher ranking indicates the faster cargo movement and the better logistics performance and making ports more attractive for global trade.

First Indian LNG tanker Disha safely crosses the Strait of Hormuz

A Liquefied Natural Gas (LNG) carrier, Disha, safely transited through the Strait of Hormuz. It is the first Indian LNG tanker to cross the war-hit narrow shipping lane since the war in the Middle East broke out. The LNG carrier carrying 62 thousand 370 metric tons of LNG and managed by a Shipping Corporation of India-led consortium and chartered by Petronet LNG Ltd, is also one of the first commercial vessels to transit the Strait since the announcement of a preliminary ceasefire deal between the United States and Iran.

Director in the Ministry of Ports, Shipping and Waterways, Upesh Kumar Sharma, said the vessel is expected to arrive at Dahej in Gujarat on 18th of this month. Mr. Sharma said 15 vessels, comprising 10 Indian-flagged ships and 5 foreign-flagged vessels , have safely crossed the strategic waterway so far. Mr. Sharma further informed, the Ministry of Ports, Shipping and Waterways, through the Directorate General of Shipping, remains in continuous coordination with the Ministry of External Affairs, Indian missions abroad, shipping companies and other stakeholders to ensure the safety of Indian seafarers and vessels operating in the region.

The strategic waterway was effectively closed after the United States and Israel launched military strikes on Iran on 28th of February, triggering retaliatory action from Tehran and disrupting regional shipping. (**Source: All India Radio)**

Vizag Port Berths 292 Metre Cape Sized Bulk Carrier

Visakhapatnam Port Authority (VPA) has achieved a significant milestone by successfully berthing a 292-metre cape-sized bulk carrier, MV Graceous, at the EQ-1 berth in the inner harbour. The vessel arrived with a beam of 45 metres and a draft of 12.2 metres, a configuration that demonstrates the por.. port's capacity to handle large, deep draught ships. The berthing operation was completed without incident and marks enhanced utilisation of the inner harbour facilities.

Cape-sized bulk carriers are capable of carrying up to zero point two million (mn) t of deadweight and are too long to transit through the Panama Canal, requiring navigation via the Cape of Good Hope according to bulkcarrierguide.com. Only a limited number of ports in the world can accommodate such vessels in fully loaded condition, making the successful handling of MV Graceous notable for regional trade flows. The ability to receive larger ships strengthens prospects for efficient bulk commodity movements...

The addition of another cape-compliant berth strengthens the port's cargo handling capacity and operational flexibility. VPA now possesses more than one berth suited to cape-sized ships, which should reduce vessel waiting times and facilitate higher throughput for bulk imports and exports.

JSW Eyes New Deep-Sea Port Project at Dadanpatrabar W.B.

JSW Infrastructure, India’s second-largest private port operator and part of the JSW Group, has expressed interest in evaluating the proposed deep-sea port project at Dadanpatrabar in West Bengal, signaling confidence in the state’s anticipated industrial growth under the new government.

Speaking on the development, JSW Infrastructure Joint Managing Director and CEO Rinkesh Roy said the company would assess the viability of the new location, particularly focusing on the navigational channel and regulatory clearances.

The Dadanpatrabar proposal replaces the earlier Tajpur port project, for which JSW Infrastructure had previously participated in the bidding process.

12 Fertilizer Ships to Reach Indian Ports Ahead of Kharif Season

Twelve cargo ships carrying 3.3 lakh tonnes of urea and 2.57 lakh tonnes of DAP are expected to arrive at Indian ports within 7–10 days, boosting fertilizer supplies just in time for the kharif planting season. The shipments were delayed due to disruptions from the West Asia crisis.

India's fertilizer stock has risen to 196.65 lakh tonnes as of 14 June 2026, which is sufficient to meet this year's crop requirements. Imports and domestic production since March have maintained adequate inventory levels across the country.

For kharif 2026, the Department of Agriculture and Farmers Welfare has reassessed the total fertilizer requirement at 383.9 lakh metric tonnes, ensuring adequate availability for farmers during the season.

562 Indian Sailors Remain Stranded In Strait Of Hormuz As Regional Crisis Enters 107th Day

More than 562 Indian sailors have been stranded for 107 days aboard 13 Indian-flagged vessels in the Strait of Hormuz and the Gulf of Oman, according to shipping and official updates, as regional tensions continue to disrupt normal maritime movement in the area.

The situation has persisted since the onset of hostilities between the United States and Iran on February 28, leaving vessels unable to proceed as normal through one of the world's most sensitive shipping corridors.

Of the total crew, 329 sailors are stranded west of the Strait of Hormuz, while 233 are located in the Gulf of Oman. The sailors have remained on board their vessels throughout the period, faAn Indian national, Nishant Urthanathan, who was serving aboard the MT Celestial, died after falling ill while the vessel remained stranded. The ship is currently at the Port of Duqm.cing prolonged uncertainty at sea.

The Indian Embassy in Muscat said it is in continuous contact with the family of the deceased, the ship's crew, and relevant authorities. It added that efforts are underway to repatriate the mortal remains to India as soon as possible.

The embassy is also coordinating with the vessel's management company and other stakeholders to complete necessary arrangements for repatriation. In a separate incident, another Indian-flagged vessel, Virat 1, reported an engine failure off the coast of Oman. The vessel had 14 Indian crew members on board.

According to reports, the crew moved onto life rafts after the failure. Search and rescue operations are currently underway in coordination with Omani authorities and nearby vessels. The situation involves 13 Indian-flagged ships carrying 562 sailors that remain stranded

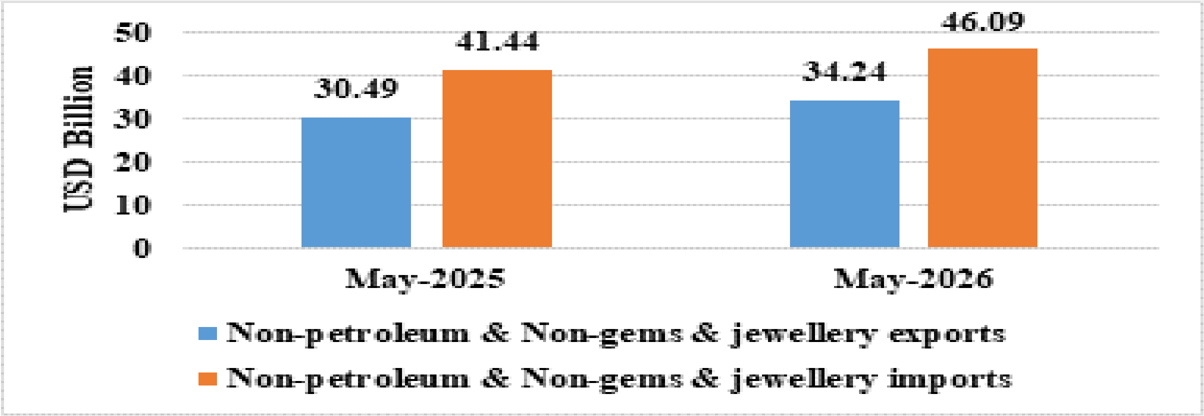
India’s Foreign Trade

India's May trade gap narrows as exports rise; U.S. trade talks in focus

- May trade deficit narrows to $28.21 bln vs $28.38 bln in April
- Exports rise to $45.2 billion, imports to $73.41 billion
- USTR Jamieson Greer to visit India on June 23-24
- U.S.-Iran framework seen easing oil, shipping cost pressures

NEW DELHI, June 15 (Reuters) - India's merchandise trade deficit narrowed marginally in May as higher exports offset part of the import bill, while firms navigated volatile energy prices, Middle East disruptions and ongoing trade negotiations with the United States.

The merchandise trade deficit (INTRD=ECI), opens new tab narrowed to $28.21 billion in May from $28.38 billion in April, below economists' forecast of $28.72 billion, a Reuters poll showed.



Merchandise exports rose to $45.2 billion in May from $43.56 billion in the previous month, government data showed on Monday, while imports rose to $73.41 billion against a six-month high of $71.94 billion in April.

The data underscores pressure on India to sustain exports and contain import costs as it seeks greater U.S. market access, with April-May goods exports nearly flat at $17.29 billion versus $17.21 billion a year earlier.

Trade Secretary Rajesh Agrawal said U.S. Trade Representative Jamieson Greer is due to visit India from June 23 to 24 for further talks on an interim trade agreement.

Discussions with USTR will be centred around giving final touches to our interim deal," Agrawal told reporters, adding that New Delhi would seek clear answers on the USTR's proposed new tariffs under a Section 301 probe while finalising the pact.

New Delhi is seeking a trade deal with the United States that would give its exports preferential tariff access, though talks have been complicated by U.S. investigations into alleged overcapacity in sectors such as textiles and steel.

Trade is expected to feature in discussions between U.S. President Donald Trump and Indian Prime Minister Narendra Modi on the sidelines of this week's summit in France, though a deal is not expected to be finalised.

Relations have been strained by U.S. tariffs on Indian goods and Trump's repeated claims, denied by New Delhi, that he helped end India's conflict with Pakistan last year.

Sentiment has improved in recent weeks with Trade Minister Piyush Goyal saying earlier this month that the first tranche of a bilateral trade agreement could be concluded by mid-July. (Source: Reuters)

Oman to Tanzania: How the Iran war is redrawing India's trade map

India's trade is changing due to West Asia conflict. Oman is now a major import partner, especially for energy. Russia and the US are also key import sources. Singapore has become India's third-largest export destination. Tanzania and South Africa are seeing increased Indian exports. These shifts highlight new trade routes and partnerships.

The conflict in West Asia is reshaping India's trade flows in unexpected ways, triggering a dramatic reordering of both import sources and export destinations.

The most striking shift has been Oman's emergence as a key trade partner. Ranked only 30th among India's import sources in April-May 2025, the Gulf nation has jumped to 10th place in the first two months of the current financial year. Imports from Oman surged 3.8 times to $3.4 billion, largely driven by energy shipments.

The changes extend far beyond the Gulf. The UAE slipped to fourth place among India's import partners, while Russia reclaimed the second spot, followed by the US. India's search for alternative LPG supplies helped lift imports from the US, while purchases from Brazil rose 2.8 times to $2.7 billion. Imports from Peru climbed 3.7 times to more than $2 billion, making it India's 20th-largest import source compared with 35th a year earlier.

Export patterns have also undergone a significant shift. Singapore overtook China and the Netherlands to become India's third-largest export destination during April-May, trailing second-ranked UAE by just $180 million. Tanzania emerged as the eighth-largest destination for Indian exports, up from 25th place a year ago, while South Africa climbed to 10th.(Source: Economics Times)

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.

17th June 2026