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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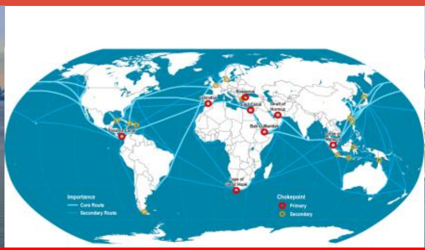

7 India-Bound Cargo Ships Cross Strait Of Hormuz In Three Days

Nine India- and foreign-flagged ships crossed the Strait of Hormuz over the past 72 hours, with seven carrying cargo bound for India, as commercial shipping continued through the strategic waterway despite renewed tensions between the United States and Iran.

The latest crossings bring the total number of ships carrying cargo for India through the Strait of Hormuz to 44 since the US-Israel and Iran conflict began on Feb. 28. Of the nine vessels, four were India-flagged and five sailed under foreign flags.

Another 15 ships linked to India are waiting in the Persian Gulf for safe passage through the strait, including 10 India-flagged vessels, sources told The Times of India. Four of the waiting ships are carrying fertilisers, while one is transporting energy cargo.

The India-flagged bulk carrier APJ Priti 2 crossed the Strait of Hormuz on Saturday carrying 65,000 tonnes of fertilisers.

A day earlier, Desh Suraksha, carrying a little over one lakh tonnes of crude oil, and Prabhu Parvati, loaded with 18,732 tonnes of cargo, also passed through the key shipping route.

Official data shows that only 19 India-bound ship transits took place between March 1 and June 17. However, the number increased to 25 in the 10 days after Iran and the United States signed a memorandum of understanding on June 17. **(Source: Marine Insight)**

Indian Shipping Industry

Indian sailors fear returning to the Gulf after Middle East war

NEW DELHI – Indian sailors shaken by war have finally cleared the Strait of Hormuz after being stranded there for months, but some fear they have little choice but to return to make a living.The country is one of the largest contributors of sailors to merchant shipping, sending out hundreds of thousands of seafarers to work worldwide.

Thousands of Indian sailors have left the Gulf since the war began, including more than 3,600 aided by the South Asian nation’s shipping ministry.But during the conflict between the United States and Iran, commercial shipping in the Gulf became a target, and some Indian mariners saw their vessels attacked and their shipmates killed or wounded.Many who have since made it out remain apprehensive despite an interim deal to end the war, as sporadic violence has continued and traffic through the Strait of Hormuz remains a flashpoint.
Sitaram Tandel, a 31-year-old from a small fishing village in India’s Gujarat state, saw the danger at first hand while aboard a Marshall Islands-flagged bulk carrier.

In March, another vessel owned by his company, the crude tanker Safesea Vishnu, was attacked, killing an Indian crew memberThousands of Indian sailors have left the Gulf since the war began, including more than 3,600 aided by the South Asian nation's shipping ministry.

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Many who have since made it out remain apprehensive despitean interim deal to end the war, as sporadic violence has continued and traffic through the Strait of Hormuz remains a flashpoint. (**Source: Straits Times-Singapore and yahoo Finance-UK)**

Adani's APSEZ, MSC seal $1.4bn deal on Vizhinjam port

Adani Ports and Special Economic Zone Limited (APSEZ) and Mediterranean Shipping Company (MSC) Group have entered into a definitive agreement under which MSC Group will acquire a 49 per cent interest in AVPPL, the concessionaire for Vizhinjam Port Private Limited.

The stake will be held via MSC's container terminal operating and investing arm, TiL. The transaction is described as the largest foreign private investment in Indian port infrastructure to date and follows Vizhinjam's rapid growth as a transhipment gateway in the Indian Ocean region.

The deal is subject to customary approvals, including regulatory ones. TiL will invest $1.39 billion, equivalent to its proportionate 49 per cent share of a $2.85 billion valuation.

Ashwani Gupta, Whole-time Director and CEO, APSEZ, said: "Vizhinjam port has emerged as a premier transhipment hub and ramped up at an unprecedented pace, becoming the first Indian port to earn the unique distinction of crossing 2 million TEUs within 18 months of operations.

"I am delighted to expand APSEZ's long-standing partnership with MSC to Vizhinjam, as we prepare for the port's next leg of journey. I am confident that our association will deliver enhanced supply chain efficiencies at a global scale and improve India's access to key global mature and developing markets."

APSEZ expects the agreement to bring additional cargo volumes and accelerate ramp-up ahead of schedule, increase Bangladesh-bound cargo currently routed through Southeast Asian transhipment hubs, expand its presence on East Africa trade routes, and lift relay cargo volumes.

State unaware of MSC's Vizhinjam Port stake acquisition bid, CM

The Chief Minister told the Assembly that the government had come to know about reports of MSC acquiring a stake in the Vizhinjam port project for an investment of Rs 13,000 crore only through the media.

THIRUVANANTHAPURAM: Clarifying that government approval is mandatory for any transfer of shares in the Vizhinjam International Seaport, Chief Minister VD Satheesan on Wednesday said the Adani Group has not sought the state's permission for the proposed transfer of a 49% stake to Mediterranean Shipping Company (MSC).

The Chief Minister told the Assembly that the government had come to know about reports of MSC acquiring a stake in the Vizhinjam port project for an investment of Rs 13,000 crore only through the media. He said that the state government and in certain matters the Union government's clearance is required.

Referring to the concession agreement governing the project, the Chief Minister said Clause 5(3) stipulates that prior approval of the state government is mandatory for any transfer of shares. Without such approval, the company cannot transfer its shares on its own, and any such move would have no legal validity, he said.

Satheesan said the government has not yet received any official communication regarding the proposed foreign investment or the reported agreement between MSC and Adani Ports.

"No file seeking approval for the share transfer has come before the government so far, we would examine the proposal if and when such a request is submitted," Satheesan informed the House.

Reports had earlier stated that MSC and Adani Ports had reached an agreement under which MSC's terminal operating arm, Terminal Investment Limited (TIL), would acquire a 49% stake in the VISL project. The overall project is valued at around Rs 27,000 crore.

The investment is to accelerate the expansion of the Vizhinjam port, with a target of increasing its container handling capacity from the current 1.6 million twenty-foot equivalent units (TEUs) to 5.7 million TEUs by December 2028.

TIL is one of the world's largest container terminal operators, managing more than 100 container terminals with an annual cargo handling capacity exceeding 70 million TEUs. Adani Group and MSC are already partners at Mundra Port and Kamarajar Port.

Replying to questions on Vizhinjam in the Assembly, the Chief Minister also said the government would not limit port development to Vizhinjam alone. He assured the House that the modernisation and expansion of Azhikkal and Beypore ports in north Kerala would receive top priority.

He further said the proposed Vizhinjam Port City project and the 'Vision Samudra' initiative announced in the state Budget would provide a major boost to the state's second-generation development agenda, while ensuring balanced development with special emphasis on the Malabar region.

He also announced that the government considers the concerns of developmental victims with utmost seriousness and it assured that there would be a special package for the rehabilitation. (**Source: The New Indian Express)**

Great Nicobar Port Phase One To Begin By 2028..

The central government will proceed with the Galathea Bay International Container Transshipment Terminal project and plans to commence Phase one by 2028, Shipping Minister Sarbananda Sonowal said. The project has been cleared at an estimated cost of Rs 488.62 billion (bn) and will require viability gap funding of Rs 122.30 bn. It is awaiting Cabinet approval after clearance by the finance ministry's PPPAC..

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The Congress has campaigned against the project on environmental and tribal grounds, with party leader Jairam Ramesh seeking clarifications on the proposed ownership structure and Leader of Opposition in Lok Sabha Rahul Gandhi alleging that coral maps were redrawn and consultative processes were bypassed. Opposition criticism has focused on protection of rainforests, coral reefs and tribal rights, intensifying public scrutiny of approvals. The dispute has underscored tensions between infrastructure ambitions and conservation obligations. (**Source: Constrction World)**

J M Baxi Signs O&M Pact with Mumbai Port for Indira Dock

J M Baxi Ports and Logistics Private Limited has signed an Operation & Maintenance (O&M) Agreement with the Mumbai Port Authority (MbPA) for integrated cargo handling operations at Indira Dock Berths (Cluster 1), further strengthening India's maritime logistics and port infrastructure.

Under the agreement, J M Baxi Ports and Logistics will operate and manage the Mumbai Clean Cargo Terminal for an initial period of 10 years, with a provision for extension by an additional five years.

The company will be responsible for delivering safe, efficient, and customer-focused terminal operations, aimed at enhancing cargo handling efficiency, improving operational performance, and supporting the growing trade requirements at Mumbai Port.

India’s Foreign Trade

Automobiles biggest driver of India's export growth to Japan:

New Delhi-India's automotive exports to Japan have surged, becoming the primary growth engine and now representing 13% of shipments by FY26, up from 1% in FY21. This highlights deeper integration into Japan's auto supply chains. Meanwhile, Japanese firms continue to view India as a top investment hub, with most planning expansions. Despite rising exports, India's trade deficit with Japan has widened significantly due to faster import growth.

Automobiles have emerged as the biggest driver of India's export growth to Japan, with their share in outbound shipments rising sharply from just one percent in FY21 to 13 percent in FY26, reflecting the country's increasing integration into Japan-linked automotive value chains, according to a report.

Exports of engineering and industrial products also gained prominence, with unwrought aluminium, turbo jets and propellers increasing their shares from 3 percent to 6 percent and 1 percent to 6 percent, respectively, it said.(Source: Economics Times)

India initiates anti-dumping probes against five products from China

The five items are moulded soda-lime glass vials; electric tractors in 6x4 and 4x2 axle configuration in any form; cyanuric chloride; polyethylene terephthalate film above 100 microns; and carbon raiser made anthracite coal.

New Delhi: India has initiated anti-dumping probes against imports of five products from China and other nations, following separate complaints filled by domestic manufacturers. The five items are moulded soda-lime glass vials; electric tractors in 6x4 and 4x2 axle configuration in any form; cyanuric chloride; polyethylene terephthalate film above 100 microns; and carbon raiser made anthracite coal.

These five applications have been filed by separate domestic firms before the commerce ministry's Directorate General of Trade Remedies (DGTR) to initiate these five probes.

India exports first GI-tagged Rewa Sundarja mangoes to the UAE

APEDA, under India's Ministry of Commerce and Industry, facilitated the first commercial export of GI-tagged Rewa Sundarja Mangoes from Madhya Pradesh to the United Arab Emirates on 26 June 2026, with exporter M/s Salt Range Foods Pvt. Ltd. shipping one metric tonne of the premium variety.

The consignment was sourced from M/s Seondha Farmer Producer Company Limited and farmer Sonu Gupta of Govindgarh, Rewa district. The mangoes were graded, sorted and packed at the APEDA-facilitated pack house of Trisagar Farmer Producer Company in Bhadohi, Uttar Pradesh, before being transported to Varanasi Airport for air shipment to the UAE.

APEDA coordinated the effort over several months alongside the Department of Horticulture, Government of Madhya Pradesh, exporters, Farmer Producer Organisations, pack house operators and international buyers to establish export linkages and identify a UAE buyer for the variety.

Rewa Sundarja Mango is known for its sweetness, rich aroma, fibreless pulp and distinctive flavour, and carries GI registration. APEDA states the successful shipment is expected to encourage more farmers in the Rewa region to adopt quality production and post-harvest practices, and to open pathways for regular exports in the coming seasons.

India's cotton duty waiver fails to create import advantage

- *India's temporary waiver of the **%** cotton import duty has yet to make overseas purchases significantly cheaper, as domestic, and global cotton prices remain near parity.*
- *According to the Cotton Association of India, Indian cotton traded at a marginal discount to the Cotlook A Index.*
- *Imports are therefore likely to be driven by quality and supply needs rather than price advantage.*

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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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