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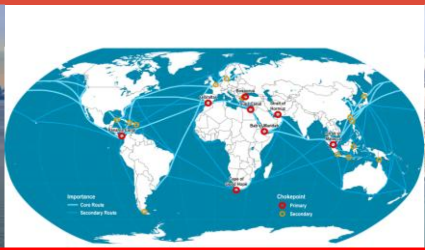

18,000 Indian seafarers may leave Hormuz, but the ordeal isn't over

The US-Iran interim deal has opened a route through the Strait of Hormuz, but safety concerns, shipping delays and crew rotations could keep many Indian sailors waiting to come home.

The past week has seen crude oil price plunge, stock market regain their mojo and policymakers around the world breathe a sigh of relief.

The reason lies in a narrow, 33-kilometre-wide waterway in the Gulf that is slowly reopening to global shipping.

The US Central Command, which oversees military operations in the region, has announced the lifting of the US blockade of the Strait as well of Iranian ports. Iranian news agencies, quoting officials, have also said commercial shipping has resumed.

Data from marine and energy tracking platforms shows supertankers carrying nearly 80 million barrels of oil waiting for the green signal to sail through the Strait. All they need is a nod from shipowners and, indirectly, from insurers.

Reports suggest at least three tankers were headed towards Asia as of Friday morning.

Fear On High Seas

For sailors and shipowners, meanwhile, the biggest threat remains sea mines. Senior Indian shipping industry sources told Business Today that Iran laid thousands of mines across the 160-kilometre-long Strait during the conflict. (**Source: Business Today)**

Strait of Hormuz ship transits – two routes, two sets of rules

Shipowners hoping for a return to normal in the Strait of Hormuz instead face a choice between differently administered northern and southern routes

Vessels in the Strait of Hormuz either transit via the northern route which requires approval from Iran taking 48 hours or the freedom to sail at any time through the southern route in Omani waters, but with a possible threat of mines.

The Memorandum of Understanding (MoU) between the US and Iran and a resulting 60-day ceasefire sees the Strait reopening but in a far from a unified manner with the international traffic separation scheme (TSS), believed to have been mined by Iran, remaining closed.

On 19 June Iran moved to exert authority over the waterway issuing details of a system requiring owners to apply for a permit to transit with a waiting time of 48 hours. The Persian Gulf Strait Authority (PSGA) stated: "No vessel is permitted to pass through the Strait of Hormuz without a valid passage permit issued by the PGSA."

The permit mandates using the northern route just to the south of Iran's Larak Island and the PGSA said use of alternative routes is strictly prohibited.However, the on 20 June the Joint Maritime Information Centre (JMIC) issued new guidance for the southern route in Omani waters the allows for transit at any time.

"Mariners are advised that they may transit the southern route day or night with their AIS on, radars radiating, running lights on, and normal use of VHF," the notice said.
Ship masters were strongly encouraged to communication and coordination with US NCAGS (Naval Cooperation and Guidance for Shipping), however, it is not mandatory to do so, and ships can transit the southern route without coordination.

However commercial shipping was also warned of the presence of mines and to expect a naval presence undertaking mine clearance. "Mariners should also expect congestion through transit routes and potential VHF hailing from naval forces to support free flow," the JMIC said.

It leaves a confusing picture for shipowners and managers as transits over the Strait of Hormuz start to rise following the agreement between the US and Iran.

A number of transits were shown on AIS from Pole Star Global late 19 June/early 20 June local time via the Iranian route. These included the **Indian-flagged VLCCs *Desh Vibhor* and *Desh Viabhor*, and a Chinese-flagged bulker *Hai Tun Zhou*.**

Three India-flagged ships cross Strait of Hormuz with safe passage

Three Indian-flagged crude oil tankers carrying "over 8.6 lakh million tonnes of cargo with 94 Indian crew members" crossed the Strait of Hormuz safely on Saturday, Union Minister of Ports, Shipping and Waterways Sarbananda Sonowal said.

In a post on X, Sonowal said the tankers — Desh Vaibhav, Desh Vibhor and Sanmar Herald — had "successfully transited the Strait of Hormuz today and are en route to India". "Safe passage secured," he said.

Saying that the government was working on "highest priority to secure India's maritime interests", he added: "Our Ministry is actively coordinating with all relevant agencies to guarantee the absolute safety of Bharat's seafarers and energy lifelines."

The Desh Vaibhav, with 37 seafarers on board and a cargo of 2,86,572 million tonnes, is expected to reach Vadinar (Gujarat), on June 24. The Desh Vibhor, with 27 crew members and a cargo of 2,88,893 million tonnes, is expected at Sikka (Gujarat) the same day. The Sanmar Herald, with 30 seafarers on board and a cargo of 2,85,400 million tonnes, is expected to reach Paradip (Odisha) on July 1.

Days before the US and Iran signed the interim agreement to end the war and reopen the Strait of Hormuz, three Indian seafarers on a Palau-flagged ship were killed in a US missile strike while trying to transit through the Strait.

Prime Minister Narendra Modi raised the issue of safety of seafarers in his meeting with US President Donald Trump on the sidelines of the G7 Summit earlier this week.
(Source:Indian Express)

MV Empress brings record 3,600 passengers to Chennai Port

The cruise involves 1,800 passengers disembarking in Chennai and another 1,800 embarking on the vessel

CHENNAI: Chennai Port handled its biggest-ever single-day cruise passenger movement on Saturday as the cruise vessel MV Empress arrived in the city, bringing 3,600 passengers through the port and launching a three-month cruise season.

The cruise involves 1,800 passengers disembarking in Chennai and another 1,800 embarking on the vessel. The ship is scheduled to undertake 21 voyages between June and August, with itineraries covering destinations in Sri Lanka and along the Indian coastline.

Operated by Cordelia Cruises, Empress offers multi-day leisure voyages from Chennai to destinations in Sri Lanka and along India's east coast. The upcoming itineraries include Hambantota, Trincomalee and Kankesanthurai in Sri Lanka, besides domestic ports such as Visakhapatnam and Puducherry. (Source: D T Next)

Adani eyes Port Business in West Bengal

The Adani Group is exploring investment opportunities in West Bengal's ports and logistics sector as the Kolkota port moves ahead with strengthening both cargo operations and tourism infrastructure. SMPK has announced plans to develop an international-standard river cruise terminal and a maritime museum at Garden Reach in Kolkata, positioning the port as a major tourism and river-cruise destination while enhancing its role in regional trade and logistics.

The port authority is also targeting a significant increase in cargo handling capacity, aiming to raise throughput from around 93 million metric tonnes to 120 million metric tonnes over the next three to four years through investments in **logistics parks, industrial infrastructure, and cargo-handling facilities.**

Indian Port Sector

Kerala Unveils ₹400 Crore Mission Samudra for Port-Led Economy

Kerala has launched Mission Samudra, a ₹400 crore initiative unveiled in the revised 2026–27 Budget to build a port-led economy and transform the state into a global maritime and economic hub within five years. Chief Minister V.D. Satheesan, who also holds the finance portfolio, presented the budget in the Legislative Assembly, highlighting the state's fiscal stress, hidden liabilities, and inflation as key challenges.

The mission aims to integrate Kerala's 600 km coastline, two international seaports (Kochi and Vizhinjam), a container transshipment terminal, 17 non-major ports, and other marine resources to position the state prominently on the global maritime map. Manufacturing zones, stuffing centres, and dry ports will be established near Vizhinjam and Kochi ports, while Vizhinjam is targeted to become India's primary port offering green bunkering services, alongside a shipbuilding and maintenance hub.

Kerala's ports currently contribute nearly 10% to the state's Gross State Domestic Product (GSDP), with Cochin Port alone handling 36.5 million tonnes of cargo annually, underscoring the sector's economic significance.

The government plans to formulate a Kerala Maritime Policy to promote maritime tourism, logistics, port-based industries, shipping-related activities, maritime law education, and a maritime museum through public-private partnerships, utilising port lands and assets.

The budget also proposes a Southern Kerala Economic Corridor linking Thiruvananthapuram, Kollam, and Alappuzha into a unified economic zone, leveraging the region's port infrastructure, critical mineral resources, technology institutions, and coastal economy to attract private investment.

(Source: Maritime Executive/New Indian Express/ ANI)

Indian Ports suffer from a congestion problem due to Gulf War

According to the latest assessment of the government, a substantial volume of cargo is currently stranded or awaiting evacuation across ports. At major ports, the volume comprises 11,299 TEUs of containers and 1,771 TEUs of perishable cargo. At non-major ports, including Mundra, Pipavav, and Hazira, 28,891 TEUs of containers and 1,368 TEUs of perishable cargo are awaiting evacuation.

In total, more than 43,000 TEUs of cargo, including over 3,100 TEUs of perishable goods, remain affected.

The government has put in place several measures to reduce congestion at ports due to shipping delays. Additional storage has been allocated for cargo handling requirements, along with extended support for stacking cargo within the port area to avoid unnecessary movement and minimize additional costs for customers.

The relief measures are expected to provide immediate operational and financial support to the trade community while helping ports manage congestion, preserve time-sensitive cargo, and maintain the smooth flow of maritime commerce.

Mumbai Port Explores Japan Consultancy for Waterfront Projects

The Mumbai Port Authority (MbPA) is exploring a strategic collaboration with Japan's Urban Renaissance Agency (UR) to support major waterfront redevelopment and port-city integration projects envisioned under its Vision 2047 Master Plan.

During a high-level meeting held in Japan on Wednesday, MbPA Chairman M Angamuthu and UR Director General Takehiro Umezu discussed opportunities for cooperation in waterfront transformation, integrated mobility planning, urban design, and sustainable development of port-linked areas.

According to MbPA, UR—renowned for its expertise in urban regeneration and integrated city planning—expressed strong interest in contributing to Mumbai Port’s long-term development vision.

Panvel will be Logistics link of Cargo Connectivity

Indian Railways has approved plans for a new chord line project near Panvel aimed at improving freight movement, reducing congestion, and strengthening cargo connectivity in one of the country's important logistics regions. The project, involving an investment of around ₹1.72 billion, is expected to create additional rail capacity and streamline freight operations by providing a more efficient route for cargo trains operating through the Panvel area. Panvel serves as a critical logistics gateway due to its proximity to major industrial zones, ports, and the wider Mumbai metropolitan region. The new rail infrastructure is expected to support smoother movement of goods and reduce pressure on existing routes. (Source:*India Seatrade News)*

CONCOR connects ICD MMLP Naya Raipur with JNPA

State-owned logistics operator Container Corporation of India Limited (CONCOR) has marked a significant milestone in Chhattisgarh's export logistics by successfully dispatching a BLSS rake from its ICD MMLP Naya Raipur terminal carrying export-bound rice to the Bharat Mumbai Container Terminals (BMCT) at Jawaharlal Nehru Port. The rake, comprising 48 wagons loaded with 96 twenty-foot containers of rice, departed from ICD MMLP Naya Raipur and is destined for BMCT, one of the key container terminals at JNPT.

The movement marks the revival of an important export route after a prolonged gap and is expected to strengthen export connectivity for businesses across Raipur and the wider Chhattisgarh region. According to CONCOR, the development opens a new avenue for exporters to access western India's major maritime gateway, enhancing supply chain efficiency and providing greater access to international markets.

Double-stack container train from JNPA to Dadri

The **first electric double-stack container train from Jawaharlal Nehru Port Authority (JNPA) to Dadri** successfully commenced operations on the Western Dedicated Freight Corridor (WDFC) on **June 22, 2026**. Facilitated by the Dedicated Freight Corridor Corporation of India Limited (DFCCIL), this event marks a monumental achievement for India's freight ecosystem. It signifies the complete operational integration of the nation's largest container port with the 1,506 km high-capacity freight artery

India's Foreign Trade

India to allow import of 3.78 lakh UK cars at concessional duty in CETA

According to the India-UK CETA document, released on Wednesday, India will get access to the UK's electric, hybrid/hydrogen passenger cars segment with duty-free exports to that country from the sixth year in the price segment ranging from GBP 20,000 to GBP 80,000, with the total quota reaching a peak of 88,000 units from the 15th year and continuing in the subsequent years.

India will allow imports of up to 3.78 lakh conventional-engine passenger cars from the UK at concessional duties under a new trade pact starting July 15. Import duties will fall from 110% to 10% with quotas, while Indian electric and hybrid cars will gain duty-free access to the UK market from the sixth year.

India will allow import of up to 3.78 lakh units of conventional-engine passenger cars, including mass-market models, from the UK at concessional import duty during the first 15 years of the implementation of the bilateral trade pact, which will come into force from July 15.

Under the comprehensive economic and trade agreement.import duties on automotive products will fall from about 110 per cent to 10 per cent, with quotas on both sides.

This will benefit Indian manufacturers such as Tata Motors Passenger Vehicles, Mahindra & Mahindra, and Maruti Suzuki, among others. The two countries announced the implementation of CETA from July 15.

For imports from the UK to India, the quota for conventional-engine passenger cars will peak in the fifth year across specified categories of vehicles at 37,000 units, with customs duties reduction reaching a final 10 per cent. The duties will not be reduced beyond this.
(**Soource: Economic Times)**

India Starts Anti-Dumping Probe on China, Japan Chemical Imports

India has initiated an anti-dumping investigation into imports of a chemical product from China and Japan following concerns that lower-priced shipments may be affecting domestic producers.

The probe, launched by India's trade authorities, will examine whether exporters from the two countries have been selling the chemical in the Indian market at unfairly low prices and whether such imports have caused injury to local manufacturers. The investigation aims to assess import trends, pricing practices, and the impact on India's chemical industry.

If dumping is confirmed, authorities may consider imposing anti-dumping duties to protect domestic producers from unfair competition. The move reflects India's continued use of trade defence measures to safeguard local industries while ensuring fair competition in international markets.(Ministry of Commerce)

India likely won't export sugar for years as El Nino, ethanol squeeze

- El Nino threatens lowest rainfall in 11 years
- Farmers switch from cane to less water-intensive crops
- India expands ethanol use despite tighter cane supplies
- Former top exporter may import amid acreage, yield concerns

MUMBAI, June 22 (Reuters) - India, once the world's second-largest sugar exporter, is expected to have little surplus for export for at least three more seasons as El Nino weather conditions threaten cane production and rising ethanol demand squeezes supply.

The twin pressures are poised to keep millions of tons of sugar off the world market, tightening supplies for importers across Asia, Africa and the Middle East and supporting benchmark prices in London and New York .

Supplies are already tight in India, and now El Nino is emerging as a major risk," said Rahil Shaikh, managing director of MEIR Commodities India, a Mumbai-based trader.

"If rains disappoint as forecast, cane planting will suffer and this will keep India out of the sugar export market for at least three years, while Brazil and Thailand could also see their crops affected by El Nino."

Top exporter Brazil is also diverting more cane for ethanol. Thailand, another major exporter, could also have its output hit by El Nino-curtailed rains.

A prolonged absence by India from export markets would remove a key balancing supplier as weather risks and biofuel policies reshape global sugar trade flows.

Interviews with over a dozen trade and industry executives, government sources and farmers show that lower cane availability and rising ethanol demand will leave little for exports for several years, prompting dealers at global houses to warn head offices of shrinking opportunities in India, trade sources said.

India exported 6.8 million metric tons of sugar annually on average in the five seasons through 2022-23 - about 10% of global shipments. This year, after exporting around 800,000 tons, India banned shipments until September 30, the end of the season.

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