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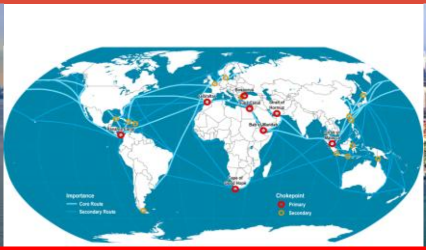
Indian Maritime News Express

Date:25th June 26 Mumbai-India

International Maritime Trade & Transport


30 Iranian Oil Tankers Head To Asia Under U.S. Sanctions Waiver

More than 30 oil tankers carrying over 50 million barrels of Iranian crude are heading to Asia after the United States temporarily eased sanctions on Tehran’s oil exports, allowing shipments to move openly for the first time in months.

Shipping data shared by energy analyst Dr. Anas Alhajji, based on Kpler tracking, shows the tankers are sailing with their Automatic Identification System (AIS) transponders switched on instead of operating as part of Iran’s shadow fleet.

The movement follows a Memorandum of Understanding (MoU) signed by the United States and Iran last week, which included steps to reopen the Strait of Hormuz and ease restrictions on Iranian oil exports.

The tanker convoy is one of the largest publicly tracked movements of Iranian crude in recent months and signals a rapid return of Iranian oil to Asian markets after months of disruption.

The U.S. Treasury has also issued a 60-day general licence, effective from June 22 until around August 21, allowing the production, delivery and sale of Iranian crude oil, petroleum products and derivatives. The temporary waiver is expected to remain in place while both sides work towards a broader agreement that could eventually end the sanctions.(**Source: Marine Insight)**

Landlocked Kyrgyzstan readies ship registry

Landlocked Kyrgyzstan's nearest sea access is some 2,600 km away. The Central Asian nation is better known for mountains, nomadic culture, Lake Issyk-Kul and its position along the old Silk Road than for shipping. That could soon change.

Kyrgyzstan's parliament has passed the country's first Merchant Shipping Code in its third reading, creating the legal basis for a national ship registry and a Kyrgyz-flagged merchant fleet. Vessels accepted into the register will list Bishkek as their port of registry.

The registry will be overseen through a new maritime administration and a national operator. Local media reported in April that a private company called Maritime Register had been selected as the national operator of the maritime register of the Kyrgyz Republic. Its responsibilities include vessel registration, certification and ensuring compliance with international maritime standards.

Kyrgyzstan is not the first landlocked state to seek a foothold in maritime registries. Mongolia has operated a ship registry for years and joined the IMO in 1996. San Marino, another landlocked state, opened its register to international shipowners in 2021.
(**Source: Splash24x7.com)**

A P state set sail for the Intigated Maritime Development

The AP Maritime Board is overseeing the construction of four gateway greenfield ports forming a logistics grid valued at nearly Rs 140 billion (bn) that aims to lower regional logistics costs.

Projects at Ramayapatnam, Mulapeta and Machilipatnam reported physical progress of 78.48 per cent, 75.5 per cent and 57.78 per cent, respectively, and are due in December 2026, while Kakinada Gateway Port at 41 per cent progress targets March 2028. The board is prioritising coordinated delivery to boost throughput.

Four phase-one fishing harbours at Juvvaladinne, Uppada, Nizampatnam and Machilipattnam.. Four phase-one fishing harbours at Juvvaladinne, Uppada, Nizampatnam and Machilipatnam are nearing completion, and phase-two schemes at Budigatlapalem, Pudimadaka and Kothapatnam are backed by Rs 6.9 billion (bn).

Land acquisition has started for the 3,500-acre Duggarajapatnam Mega Shipbuilding Clus.. and AP LINK has been instituted to streamline operations. These measures are intended to integrate coastal assets with hinterland corridors.

India's Largest Refiner Fails To Secure Shipowners After Receiving No Bids For Strait Of Hormuz Tanker Tender

A major Indian refiner and fuel retailer has received no bids for its tenders to charter ships to transport crude oil and liquefied petroleum gas (LPG) from ports in the Strait of Hormuz, according to two trade sources familiar with the matter.

The failed tender shows that many shipowners are still unwilling to send their vessels into the Gulf, even though shipping through the Strait of Hormuz has started to recover.

Many owners are waiting for more clarity on the security situation before agreeing to new voyages. Last week, the company invited bids to charter three vessels, a Very Large Crude Carrier (VLCC), a Very Large Gas Carrier (VLGC) and a Suezmax tanker.

Indian state-owned refiners usually buy crude oil and LPG from Middle Eastern producers on a free-on-board (FOB) basis, which means they are responsible for arranging the ships to transport the cargo.

The refiner sought to charter a VLGC to load about 45,000 metric tonnes of LPG between June 30 and July 4 from Ras Laffan in Qatar, Mina Al Ahmadi in Kuwait, or Ruwais in the United Arab Emirates.

It also planned to charter a VLCC to load crude oil from Mina Al Ahmadi between June 28 and 29, and a Suezmax tanker to load crude from Ras Al Khafji in Saudi Arabia between June 29 and 30 for delivery to India's west coast. (**Source: Marine Insight)**

'No hope': Four Indian crew stranded off Turkey for months

The Mongolia-flagged cargo ship "Azra C" lies at anchor in the Sea of Marmara off Istanbul on June 4,

ISTANBUL: 16-Four Indian sailors have been stranded for months on an abandoned container ship off Istanbul, unable to leave under maritime rules requiring the vessel to remain manned, inspectors said on Friday. In a message sent to AFP, the stranded crew members said they were losing hope after 10 months trapped on board the Mongolia-flagged AZRA C that has been moored in the Sea of Marmara since August 2025.

The ship's purported owners were arrested in January in connection with a massive international drug bust, leaving its fate and those on board in limbo. "Every day we are losing hope and facing increasing mental pressure and health problems," one Indian crew member told AFP through an intermediary, asking not to be named. "We are searching for new ways to overcome this situation... We have no words to describe (it)," he said.

The case highlights a growing problem of vessel abandonments, which the International Transport Workers' Federation (ITF) says has become a systemic problem in the maritime industry. The ITF's Turkey representative, Selahattin Polat, has demanded the crew be disembarked "as soon as possible", on safety grounds. "The ship is on the navigation route of other vessels and poses a serious risk in terms of maritime and vessel safety," Polat told AFP.

The Istanbul-based ITF inspector, who has been handling this case and helping the crew, said they were in a very difficult position. "The ship's owner is under arrest and there's nobody to talk with," said Polat, who also represents the Marine Employees' Solidarity Association (DAD-DER). The local shipping agents, who provide essential services to a vessel, had stopped providing supplies as they had not been paid. "Currently, no-one is taking care of the ship. It's completely abandoned," Polat said.

Under international maritime law, a ship must always have sufficient crew members on board to handle any emergencies — whether the vessel is in port or at anchor. This means the four sailors, who haven't been paid for months, cannot leave until a new crew arrives. "There is a shortage of fuel and provisions on board," Polat said, adding: "Legal procedures have been initiated to enable them to leave."

When the vessel arrived in August, it needed repairs and its purported owners, Ahmed Al-Masri and Semra Al-Masri, were handling matters with the local shipping agent, an industry source said. But then they disappeared. "We later learned they had been arrested," the source explained.

In mid-January, Istanbul prosecutors named the pair as being among 12 people arrested by Turkish police for alleged "drug trafficking" and "money laundering", Anadolu state news agency reported. Prosecutors said the raids were directly linked to Spain's seizure of 10 tons of cocaine from a ship called the "United S" off the Canary Islands a week earlier.

Key among the detainees was a suspect called Cetin Goren, whom Turkish media reports also linked to the AZRA C. Hurriyet newspaper said the vessel had initially been earmarked to carry the haul but the plan was shelved when the ship broke down.

Abandonments are rife off Turkey

ITF figures show 2025 was the worst year on record for abandonment, affecting 6,233 seafarers on 410 ships, with Indian nationals most affected. Turkey was the country where most abandonments took place, accounting for 61 cases last year. So far this year, there have been 151 cases, the ITF said.

The issue raises serious concerns about the protection of seafarers and international maritime obligations, according to Arif Sinan Unlu, lawyer and mediator. There are currently 15 foreign-flagged vessels classed as abandoned in the Sea of Marmara, he said — figures confirmed by the ITF. Istanbul's port authorities are closely monitoring the situation, as is the Indian consulate, which is trying to secure the sailors' repatriation.

For now, the ITF and the DAD-DER were providing the stranded sailors with drinking water and essential supplies, Polat explained. The vessel needed to be handed to a trustee or a new crew brought in but, he acknowledged, such procedures "would take time". Although grateful for the ITF's help and efforts by the consulate, one of the stranded sailors told AFP they had "little hope someone will come and rescue us". If someone were to come and talk with him face-to-face, "I would break down crying," he said.(Kuwait Times/ AFP)

Opposition ask Indian Govt to clarity on ownership structure in Great Nicobar transhipment port project

The present environment at the proposed port site

New Delhi: Congress leader Jairam Ramesh wrote to Union Minister Sarbananda Sonowal, raising concerns over the proposed international container transshipment port at Galathea Bay in Great Nicobar Island.

In his letter posted Monday on X, Ramesh said he was writing as one among the many people concerned about the 'ecological devastation' from the Great Nicobar Island Project.

> A transshipment port on Galathea Bay is at the heart of the Great Nicobar Island Project that will have devastating ecological impacts. Here is my letter to the Union Minister of Ports, Shipping, and Waterways on the port that may well become part of the gigantic Modani empire pic.twitter.com/KjVLYTHraS
>
> Jairam Ramesh (@Jairam_Ramesh) June 22, 2026

Referring to discussions held by the Public Private Partnership Appraisal Committee (PPPAC) of the Finance Ministry on 17 and 19 March, Ramesh highlighted that the Ministry of Ports, Shipping and Waterways itself had identified two major risks associated with the proposed transshipment port.

Ramesh said that these competing ports were likely to be Colombo, Singapore and Port Klang (Malaysia), all of which are major transshipment centres in the region.

"It is extraordinary that even while recognising these huge risks—quite apart from the certainty of ecological devastation that will be caused by its construction—the transshipment port is being pushed through," the former Union minister said in the letter.(**The Print)**

Vizhinjam Port reaches 1000-vessel milestone in less than 2 years

Trial operations at the port began in July 2024, while full-scale commercial operations were launched in December 2024

Vizhinjam International Seaport has achieved a major milestone on Wednesday by handling its 1,000th vessel, the MSC Luciana, operated by Mediterranean Shipping Company (MSC). The accomplishment comes less than two years after the port commenced operations, underscoring its rapid rise as a key player in the maritime sector.

Trial operations at the port began in July 2024, while full-scale commercial operations were launched in December 2024. Reaching the 1,000-vessel mark within such a short period places Vizhinjam among the fastest-growing ports to attain this milestone.

The port has also demonstrated impressive cargo-handling capabilities, recently surpassing 2 million TEUs in record time. Operated by the Adani Group, Vizhinjam is steadily emerging as a major maritime gateway for South India and is strengthening India's efforts to handle deep-sea cargo domestically rather than relying on foreign transshipment hubs.

The port officials said that Vizhinjam's growth has attracted considerable attention from the international shipping community. From handling its first vessel to reaching the 1,000th call, the port has recorded remarkable progress and operational efficiency.

Several factors have contributed to its success, including its deep natural draft, natural harbour, and strategic location near the busy East-West international shipping route. These advantages have enabled the port to attract some of the world's largest container ships and have reinforced Kerala's ambitions of becoming a significant maritime hub.

The arrival of the 1,000th vessel further strengthens expectations that Vizhinjam can reduce India's dependence on overseas transshipment centres such as Colombo, Singapore, and Dubai. As global shipping companies increasingly seek efficient ports capable of accommodating ultra-large container vessels, Vizhinjam's modern infrastructure and operational capabilities are positioning it as a strong contender in the regional maritime network.Vizhinjam is also having the distinction of handling more ultra large container vessels vis-a-vis other terminals and the port handled 7 such vessels last month alone, the officials added. (**Source: Business Line)**

Mumbai port awarded Indira Dock to J M Baxi & Dinshaw Co.

Mumbai port Signs contract with L&T to build global marina

Mumbai Port Authority (MPA), on Thursday, signed a contract with Larsen & Toubro to construct a marina for yachts to boost leisure and tourism in the city.

The authority also signed agreements with J M Baxi Ports & Logistics and M Dinshaw & Co for operations and maintenance of 21 berths at Indira Docks. Over the next ten years the port expects to earn ₹987 crore in revenue from the two private operators

The O&M contracts are expected to improve cargo handling with deployment of modern handling equipment and provide a sustainable source of revenue for the port. Over the next ten years the port expects to earn ₹987 crore in revenue from the two private operators.

The agreements were signed in the presence of union minister of ports, shipping and waterways Sarbananda Sonowal on the port's 154th foundation day.

Speaking on the occasion, MPA Chairman M Angamuthu said the authority will develop the country's first global standard marina which will serve as an attraction not just for rich and famous but also ordinary citizens. The facility will be called Viksit Bharat Mumbai Marina and will be developed at an estimated cost of ₹470 crore.

In all new projects worth over ₹3,500 crore were announced on Thursday to improve port's capacity and increase revenue. These include a new crude oil berth, offshore infrastructure, rail link, and waterfront development among others.

MPA is the country's leading port for bulk liquid, iron and steel cargo. Last fiscal the port handled 75.15 million tonnes of cargo accounting for 8 per cent of traffic among India's major ports.

To expand liquid bulk cargo handling capacity, a sixth berth is being planned at the cost of ₹800 crore. This will expand the port's capacity to handle crude oil and petroleum tankers supporting the country's energy security and future cargo growth. Other projects include an integrated operations tower, road and rail lines among others.

In his address, Sonowal referred to Prime Minister Narendra Modi's vision for port-led growth. The minister said Mumbai Port occupies a special place in India's maritime journey and is creating new opportunities for investment, tourism, logistics and energy security. (**Source: Business Line)**

India's Foreign Trade

India's trade, including service export Touches $1.84 Trillion

Highlights

- **India's total trade reached $1.84 trillion in FY26**, up 5.4%.
- **Services exports grew 9.1%**, sustaining a strong trade surplus.
- India remained the **world's 8th-largest services exporter** in 2025.
- Pharmaceutical exports and APIs touched **$35.8 billion**, highlighting sector strength.

India's total merchandise and services trade expanded by 5.4 per cent year-on-year to reach $1.84 trillion during FY2025-26, reflecting the resilience of the country's external sector amid continued global economic uncertainty, according to NITI Aayog's latest "Trade Watch Quarterly" report.

The report was released in New Delhi by NITI Aayog Vice-Chairman Ashok Kumar Lahiri in the presence of senior officials, including the CEO of NITI Aayog.
According to the report, India's trade performance during the January–March quarter of FY2025-26 remained stable, supported largely by robust growth in services exports. While merchandise exports witnessed moderation and imports increased, the overall composition of trade remained balanced.

A major highlight of the report is the strong performance of India's services sector. Services exports recorded a growth of 9.1 per cent, significantly outpacing import growth and helping maintain a strong services trade surplus. India retained its position as the world's eighth-largest services exporter in 2025, Overall exports increased by 4.2 per cent during FY2025-26, while imports rose by 6.5 per cent, underscoring India's growing engagement with the global economy.

The report also places special emphasis on India's pharmaceutical sector, which has emerged as a strategic pillar of the economy. Backed by strong manufacturing capabilities, global competitiveness in generic medicines, and increasing integration into international healthcare supply chains, the sector continues to strengthen India's global standing.

Global pharmaceutical and Active Pharmaceutical Ingredients (API) demand is estimated at approximately $1.3 trillion in 2025. India exported pharmaceutical and API products worth $35.8 billion during the year, reinforcing its role as a major supplier of affordable medicines worldwide.

India's pharmaceutical exports remain concentrated in formulations, particularly generic medicines and retail medicaments, where the country enjoys a strong global presence. However, NITI Aayog noted that global pharmaceutical markets are increasingly shifting towards high-value segments such as biologics, immunologicals, biosimilars, and advanced therapeutics, areas where India still has significant room for expansion.

The report further highlights India's continued dependence on imported pharmaceutical raw materials and intermediates, especially from China, despite improvements in specialised chemical intermediates and antibiotic production.

The report concludes that with sustained investments in technology, skills and innovation, India can further strengthen its position as a leading global pharmaceutical manufacturing and healthcare innovation hub while supporting long-term growth in trade and exports.

India to monitor steel imports from China for two months

New Delhi-India will closely track steel imports for the next two months before deciding whether additional measures are needed to curb rising shipments, particularly from China. The review comes despite existing safeguard duties, as the country remained a net importer of finished steel for a second straight month in May.

India will continue to monitor steel imports for at least the next two months before deciding whether additional measures are required to stem rising shipments, particularly from China, news agency Reuters reported citing sources.

The move comes despite the government's efforts to protect domestic producers. In December, New Delhi imposed a three-year safeguard duty on select steel products to counter the influx of low-priced imports, mainly from China.

According to the report, authorities have not yet decided whether any new measures would involve anti-dumping duties or alternative trade remedies. The Ministry of Steel did not immediately respond to Reuters' request for comment.

Concerns among Indian steelmakers have intensified after Chinese exports to India surged in recent months. In April, shipments of finished steel from China to India more than doubled from a year earlier, reaching their highest level in at least two years. Industry participants have argued that existing tariff measures have not adequately shielded domestic manufacturers from cheap imports.

Compiled through various sources for private circulation

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25th June 2026