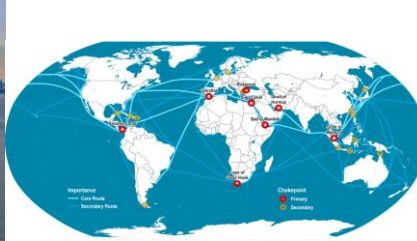


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U.S. Aircraft Fires Hellfire Missile At Engine Room Of Tanker En Route To Iran's Kharg Island



U.S forces disabled an empty oil tanker sailing towards Iran in the Arabian Gulf on June 2, 2026, according to CENTCOM. U.S. Central Command (CENTCOM) enforced a naval blockade against the Botswana-flagged M/T Lexie as it crossed international waters and headed towards Iran's Kharg Island.

According to reports, the crew members ignored warnings and did not comply with the orders of the U.S forces over the 24 hours. As a last resort, a military aircraft disabled it by firing a Hellfire missile into the tanker's engine room.

CENTCOM implemented a naval blockade of Iranian ports and ships headed to Iran on April 13, 2026, preventing Iran from exporting oil. So far, the U.S has redirected at least 122 ships as the ceasefire talks with Iran continue.

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Indian Shipping Industry



India Reroutes Its Sea Services due to Hormuz Conflict



With westbound Hormuz routes rendered near-unusable by conflict, shipping services through alternative corridors have surged from 127 to 257 — and fertiliser supply chains are now moving overland through Saudi Arabia

India's maritime and logistics machinery is being tested like rarely before. As the ongoing conflict in West Asia has made vessel movements through the Strait of Hormuz increasingly precarious, the country's shipping sector has pivoted sharply to alternative routes — with government data showing that shipping services operating east of the Strait and through the Red Sea more than doubled from 127 in February 2026 to 257 in April, before easing marginally to 245 in May.

The Ministry of Ports, Shipping and Waterways confirmed the data, noting that services operating west of Hormuz — which until recently were a critical artery for India's trade with the Gulf and beyond — have now become negligible due to conflict-driven risk. The reversal is stark: India, which has historically depended heavily on Hormuz passage for its energy imports and Gulf trade, is now constructing an entirely new logistics architecture on the fly.

The impact on India's fertiliser supply chain has been particularly acute. A senior official from the Department of Fertilisers confirmed that fertiliser cargo stranded at facilities west of Hormuz, including at ports and production sites along the Persian Gulf, is now

being evacuated via a novel multimodal route. Under this arrangement, cargo is moved by road from Gulf-facing ports to Yanbu Port on Saudi Arabia's Red Sea coast, from where it is shipped to Indian ports. The route adds cost and transit time but ensures that India's agricultural supply chain, which is critically dependent on imported fertilisers, does not run dry.

The disruption is also feeding into domestic inflation. Ratings agency CRISIL has warned that rising fuel prices — already up ₹7.50 per litre at the retail pump since May 15, could push cumulative increases towards ₹10 per litre if crude prices remain elevated. Higher fuel costs ripple into transportation expenses, manufacturing costs, and ultimately consumer prices, posing a risk to India's broader inflation management goals.

India's response to the Hormuz crisis is being closely watched by global supply chain analysts as a test case for how a large, trade-dependent economy navigates a simultaneous disruption to two critical maritime chokepoints, the Red Sea and the Strait of Hormuz. The ingenuity of the Yanbu workaround is admired, but the long-term costs and strategic vulnerabilities it exposes are shaping urgent policy conversations in New Delhi.

MSC pulls India-USEC capacity amid cloudy market conditions

The persistent dual pressures of demand headwinds and geopolitical uncertainty seem to have begun pushing container lines to implement capacity cuts on Indian westbound trades.

Signaling that approach, Mediterranean Shipping Co. has withdrawn its "Indus Express" service between West India and the US East Coast, one of the two strings the carrier has long operated on the trade lane.

The outgoing service featured calls at Port Qasim (Karachi), Nhava Sheva, Mundra, Caucedo (Dominican Republic), Freeport, Savannah, Charleston, Norfolk, Baltimore and New York.

"Due to routing changes, the Indus Express service is discontinued, effective immediately," MSC said in a customer advisory.





Indian Port Sector



Karan Adani meets Bengal CM, triggers fresh buzz over Tajpur port



Karan Adani, managing director of Adani Ports & SEZ Ltd (APSEZ), and son of business tycoon Gautam Adani, met Bengal chief minister Suvendu Adhikari at Nabanna on Wednesday evening.

Though officials did not share details of the meeting, it came a day before Union ports, shipping and waterways minister Sarbananda Sonowal's scheduled meeting with the Bengal CM.

The visit by Adani within a month of the BJP government assuming office has triggered speculation over whether it is reviving its interest in Bengal's maritime sector.

Moreover, the Adani group has a substantial footprint across key infrastructure sectors — including roads, airports, power transmission, data centres and city gas distribution — positioning it as a natural partner for a BJP-led government seeking to accelerate private investment in the state's infrastructure build-out.

APSEZ was initially a successful bidder for the proposed Tajpur deep sea port but later the TMC government cancelled the tender and went for a re-bid. Adani has also picked up a 40 acre plot in Rajarhat for a data centre. **(Source: The Telegraph online)**

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Vizhinjam port races to two million TEUs in 18 Months



Since its launch, the facility has handled over 950 vessels, including the world's largest container ship, MSC Irina, and deep-draft giant MSC Verona.

THIRUVANANTHAPURAM: Vizhinjam is making big waves. Within just 18 months of operations, the seaport has achieved a milestone by handling 2-million twenty-foot equivalent units (TEUs) — making it the fastest Indian port to cross both the 1-million and 2-million TEU marks.

Since its launch, the facility has successfully handled over 950 vessels. This includes 67 ultra-large container vessels measuring nearly 400m in length, such as the MSC Irina, the world's largest container ship, and the MSC Verona, one of the deepest-draft vessels to ever call at an Indian port.

This comes at a time when global shipping lines and major economies are prioritising resilient maritime infrastructure and diversified trade routes amid evolving geopolitical uncertainties across West Asia. To capitalise on this momentum, the port is undergoing its phase-two expansion.

Backed by an investment of approximately Rs 16,000 crore and slated for completion by 2028, the next phase aims to significantly boost the port's total container handling capacity and facilitate full-scale international trade, building upon the official customs clearances received in November last year to handle export-import (Exim) cargo.

However, the rapid growth in transshipment volumes stands in stark contrast to the severe bottlenecks plaguing Exim cargo movements. Despite possessing state-of-the-art maritime infrastructure, the lack of crucial land-side logistics facilities — such as robust road and rail connectivity, container yards, and warehouses — is severely hindering seamless cargo flow.

Local entrepreneurs and officials warn that the lack of a supporting ecosystem and skyrocketing real-estate prices are stunting regional trade potential. This delay has already allowed neighbouring Tamil Nadu to capitalise on the opportunity by developing industrial parks near the border.

To address these critical infrastructure gaps, Vizhinjam International Seaport Ltd (VISL) has partnered with three major central PSUs: Indian Oil Corporation Ltd, Container Corporation of India, and Central Warehousing Corporation. Together, they have launched a comprehensive `2,000 crore logistics master plan at the seaport. (New Indian Express)

New Outer Harbour Container Terminal Project at VOC

The Public-Private Partnership Appraisal Committee (PPPAC) has approved the revised proposal for the development of the Outer Harbour Container Terminal at V.O. Chidambaranar Port Authority, paving the way for one of India's largest port infrastructure projects.

The project is now estimated to involve an investment of ₹17,167 crore and is expected to significantly strengthen the country's container-handling capabilities on the east coast.

The proposed terminal is designed to create a major transshipment and container gateway at Thoothukudi, enhancing India's position in global maritime trade and reducing dependence on foreign transshipment hubs. Once completed, the facility is expected to provide substantial capacity for handling container traffic and accommodate larger vessels, supporting the growth of international trade and logistics. (Source: PIB)

India launches port index, digital maritime reforms to boost trade

India launched the Logistics Port Performance Index (LPPI) for FY 2024–25 aimed at improving governance, transparency and ease of doing business in the maritime sector during the 37th Foundation Day celebrations of Jawaharlal Nehru Port Authority (JNPA) in Mumbai.

The LPPI, developed under the Sagar Aankalan framework, is a national benchmarking mechanism designed to assess and improve the operational performance of Indian ports. It aligns with the PM Gati Shakti National Master Plan, Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047 and aims to strengthen India's position in global logistics and maritime trade.

Speaking at the event, Sonowal said the LPPI for FY 2024–25 is a major step towards improving the efficiency, transparency and global competitiveness of Indian ports. He said the index would promote continuous improvement and global benchmarking to strengthen India's position as a leading maritime power.

The LPPI evaluates ports across dry bulk, liquid bulk and container cargo segments using indicators such as cargo handled, vessel turnaround time, berth idle time, pre-berthing waiting time, container dwell time and ship berth day output. The framework gives equal importance to absolute performance and year-on-year improvement to encourage better port operations.

During his speech, Sonowal said India's performance in global logistics rankings had improved in recent years. He highlighted that India moved from 44th to 22nd position in the International Shipments category of the World Bank's Logistics Performance Index and that seven Indian ports featured among the top 100 ports in the World Bank's Container Port Performance Index 2024. ((Source: **Indian Transport and Logistics News**)



Logistics Sector of India

Train Operators Warn of Crisis as Congestion Costs Cross Rs 4 Crore a Month in Mundra Port



In a strongly worded letter to Adani Mundra Port's CEO, India's Association of Container Train Operators has laid bare a worsening cycle of rake underloading, FIFO violations, and disputed wagon fitness rulings, and warned it may withhold port dues if relief is not forthcoming.

India's busiest private container port is once again at the centre of a serious operational dispute. On 29 May 2026, Manish Puri, President of the Association of Container Train Operators (ACTO), wrote directly to Mr. Sujal Shah, CEO of Adani Mundra Port, detailing three compounding problems that ACTO says are inflicting daily financial damage on container train operators (CTOs), and receiving nothing but silence in return.

The letter, which has been copied to Mr. Ashwani Gupta, CEO of Adani Ports and SEZ (APSEZ), puts a stark number on the situation: underframe wagon costs alone are running at an estimated ₹12.5 lakh per day, or nearly ₹4 crore per month — a burden borne entirely by CTOs for failures that ACTO argues are squarely the port's responsibility.

Rakes Leaving Half-Empty, Costs Piling Up

The most operationally damaging grievance concerns the utilisation of railway rakes. ACTO estimates that actual loading for outward trains is running 10–15% below the load plans that CTOs submit to the port. In concrete terms, single-stack evacuations are, in some cases, leaving Mundra with fewer than 90 TEUs per rake — a threshold

below which the cost of running underframes (empty wagon frames) kicks in, adding approximately ₹25,000 per wagon.

ACTO estimates an average of two such underframe movements per train under current conditions. The ripple effects are significant: lower per-train evacuation extends the overall congestion, squanders the haulage cost advantage of double-stack movement, and drives up ground rent as containers sit longer in the port precinct.

When CTOs have pressed the port for explanations, the responses have amounted to little more than 'operational issues.' ACTO's own assessment points to a more systemic set of causes: driver shortages, a build-up of port pendency, pressure from transshipment boxes, and chronic rake pipeline congestion. 'Unfortunately, we seem to be back to the same situation that we faced last year,' the letter notes, 'no real solution having been found.'

FIFO in Name Only: Older Boxes Buried Under Fresh Arrivals

The second complaint concerns the systematic breakdown of first-in-first-out (FIFO) discipline in container loading. Under operational pressure to achieve rapid rake turnarounds, Mundra's yard operations are reportedly prioritising newly arrived containers over older ones. This is not simply an efficiency concern — it directly generates ground rent charges that shipping lines pass on to CTOs.

ACTO says that even when older containers are specifically planned into consecutive rake loads by CTOs, the port is routinely unable to execute those plans. The result is that cargo owners and importers receive no advisory from the port about the congestion status, leaving them to exert commercial pressure on CTOs who are themselves powerless to intervene. 'Our requests tend to fall on deaf ears,' the letter states.

A Maintenance Team Creating More Problems Than It Solves

The third and perhaps most contentious issue involves a port-deployed maintenance team that has been operational since 16 February 2026. Its mandate, which is to inspect rakes and certify containers are loaded safely, is not itself disputed. The problem, ACTO argues, lies in how the team is being used.

Wagons that have already been certified fit by Indian Railways, and that have carried loaded export containers from an Inland Container Depot (ICD) all the way to Mundra, are subsequently declared unfit by the port's maintenance agency due to Automatic Twist Lock (ATL) issues. Port operations then refuse to load containers onto those wagons, and underframes are booked — at the CTO's expense.

ACTO raises a pointed regulatory question: on what authority can a port-nominated private agency supersede a fitness certification issued by Indian Railways? And if ATL damage did occur during unloading operations at Mundra itself, why is the resulting cost being transferred entirely to the CTO? 'Such issues need to be addressed by the port instead of merely refusing to load such wagons and passing on the cost impact,' the letter argues.

Four Demands for Immediate Action

ACTO's letter sets out four specific demands: removal of double-stack (DS) loading charges in situations where the port itself is failing to meet DS load plans; relief on ground rent levies arising from the port's own pendency build-up; the port maintenance team to address ATL issues at source rather than generating underframe costs; and the issuance of formal congestion advisories so that cargo owners can be kept informed.

If these are not addressed, ACTO says it is prepared to consider 'stronger action' — including withholding port dues that CTOs contend are being generated through no fault of their own.

A Recurring Pattern at India's Largest Private Port

Mundra's congestion challenges are not new. The port handles roughly a quarter of India's container traffic, and the rail-port interface has long been a structural pressure point. The last-mile connectivity between the port precinct and the Western Dedicated Freight Corridor, driver availability for rake movements, and the management of transshipment volumes have all been cited in previous cycles of disruption.

The current episode, ACTO notes, follows a 'relatively difficult period' exacerbated by the conflict in the Middle East, which disrupted shipping lanes, rerouted cargo flows, and introduced unpredictability into vessel scheduling at Indian ports. Mundra, as the primary gateway for trade in north and northwest India, absorbed a disproportionate share of that disruption.

FMC Fines Maersk \$1.9 Million Over Improper Detention and Demurrage Billing

The U.S. Federal Maritime Commission (FMC) has imposed a civil penalty of \$1.9 million on Maersk after determining that the container shipping line improperly charged detention and demurrage fees to parties that were not contractually liable for those costs.

The FMC found that Maersk billed "merchants" who had not agreed to be bound by the carrier's service contracts, bills of lading, or tariff provisions, a practice that regulators said violated provisions of the U.S. Shipping Act. As part of the settlement, Maersk has agreed to revise its tariff language and billing practices to clearly define which parties can be held responsible for detention and demurrage charges. Liability will now be limited to shippers, consignees, and other parties with a direct beneficial interest in the cargo.



India's Foreign Trade

India's cotton duty waiver signals strategic export push: NITMA



- *NITMA has welcomed India's temporary suspension of the 11 per cent cotton import duty, calling it a strategic move to improve export competitiveness rather than merely a short-term relief measure.*
- *The association said lower input costs will strengthen the textile value chain, support supply chain stability, enhance export opportunities and help the industry compete effectively in global markets.*

The Northern India Textile Mills Association (NITMA) has termed the temporary removal of the 11 per cent import duty on raw cotton as more than a short-term relief measure, describing it as a strategic shift aimed at improving India's export competitiveness amid rising global sourcing pressures.

The government has suspended the duty on cotton imports from June 1 to October 31, 2026, a move welcomed by spinning mills and apparel exporters facing elevated raw material costs and tighter global competition. Industry stakeholders believe the decision comes at a critical time, as global buyers reassess sourcing destinations based not only on labour costs, but also on raw material flexibility, supply reliability, and trade agreement advantage.

"Amid ongoing global volatility, the 11 per cent import duty was a major hindrance to our sector's global competitiveness, especially since our primary Asian peers already enjoy duty-free access to international cotton," said *Sidharth Khanna, president of NITMA*.

The association noted that the move could strengthen India's position ahead of upcoming trade opportunities, including the expected implementation of the India-UK free trade agreement. Lower fibre costs may allow exporters to quote more competitively for upcoming apparel sourcing cycles.

Another emerging aspect is the government's growing emphasis on balancing farmers' interests with export growth. NITMA said specialised imports aimed at filling quality and seasonal gaps would complement rather than replace domestic cotton procurement.

The association added that easing input pressure across spinning, fabric and garment manufacturing could support the broader objective of achieving \$100 billion in textile and apparel exports by 2030.

"The removal of the import duty on cotton is a strategic intervention that will stabilise the supply chain and support the entire value chain during a period of acute raw material stress," said *Munish Avasthi, senior vice president of NITMA*. He added that the measure would help sustain the textile sector's contribution to employment, GDP, and exports during a period of global uncertainty and volatile commodity markets.

Industry participants are also closely watching whether the temporary duty suspension triggers a broader debate around India's long-term cotton trade policy, especially as mills continue to seek more predictable raw material access to support export-led growth.

(Source:Fibre2Fashion News Desk (KUL))

India's seafood exports hit record \$8.46 billion in 202526: MPEDA



According to MPEDA, the United States and China are the top importers of Indian seafood. India exported a record 19,72,018 metric tonnes (MT) of seafood valued at ₹73,890.46 crore (\$8.46 billion) in fiscal year 2025-26. The figures mark an all-time high in terms of volume and value despite global challenges, P. Jawahar, chairman of the Marine Products Export Development Authority (MPEDA), said here on Monday. The United States and China remained the primary importers of Indian seafood, according to the statutory body under the Ministry of Commerce and Industry.

Compiled through various sources for private circulation



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