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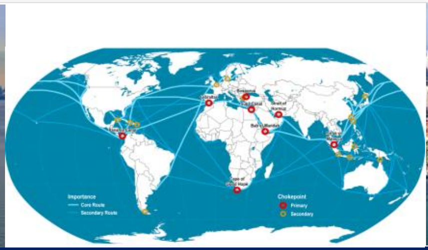
Asian Maritime News Express



20th July 26 Mumbai-India

Global Maritime Trade & Transport

Scores feared dead after passenger ferry capsizes off Guyana

Scores of people are feared to have drowned after a passenger ferry capsized off the coast of Guyana on Saturday night local time. Sixty-seven people were rescued on Sunday, officials said, but since then rescue workers have been unable to locate any more survivors.

According to the ferry's passenger list, it was carrying 116 passengers and 17 crew, but Guyana's prime minister has warned that the list is not accurate.Divers continue to search the site where the vessel capsized and people who believe their loved ones may have been on board the stricken vessel have been asked to contact the authorities.

Prime Minister Mark Phillips said an investigation had been launched into the ferry's loss.
"Let me be absolutely clear: where negligence, misconduct or criminal wrongdoing is established, those responsible will face the full force of the law," he said.Guyana's Public Works Minister, Juan Edghill, expressed his anger at a news conference on Sunday, accusing those who operated the ferry of trying to "cheat the system".

He said that out of the 67 people rescued, only 35 had been listed on the passenger manifesto, leading to fears that there may have been dozens more people on board than the 133 on the official registry.Edghill also said that the ferry's captain and at least one crew member had tested positive for cannabis.

"We have zero tolerance for members of the crew drinking or smoking while at work. And for us to have positive tests from the captain... this is serious," the minister said.He added that the captain and several of his crew had been taken into police custody.

The ferry, MV Barima, departed from the capital, Georgetown, on Saturday afternoon local time, headed for Port Kaituma, in the north of the country. The 40m-long (131ft) vessel was built in 1939, according to a listing on VesselFinder.

A survivor, Elena Moonsammy, told local news site Kiskadee Watch that the ferry had tilted after being hit by a large wave, with water quickly rushing in.It started to take on water within seconds, she said.

A distress call was received at 23:01 (03:01 GMT Sunday), triggering a search operation involving government teams and privately owned boats. Moonsammy said she had survived by clinging to a box floating amidst the debris.

She had tried to hold on to the hand of her two-year-old child but they had been separated. Moonsammy said she had managed to save a woman, whom she urged to also hold on to the floating box. Among the 67 people rescued are 15 children. Small private boats were key in pulling at least 17 survivors from the sea.

Guyana's Health Minister, Dr Frank Anthony, said three of the survivors remained in hospital with minor injuries but the others had already been discharged. Most, he added, had cuts and bruises from clinging to debris for hours. (Source: BBC News)

Somali Pirates Hijack Second Tanker Off Yemen In 3 Months

A chemical tanker was hijacked off Yemen’s southern coast on Friday in a suspected act of Somali piracy, maritime security officials said. It was the second tanker seized in the Gulf of Aden in three months.

The vessel, identified by Puntland security officials as the MT Asana, was boarded by armed men while sailing about 65 nautical miles south of Yemen’s Al Mukalla port.

Maritime security sources said initial assessments suggested the incident was linked to Somali pirates rather than Yemen’s Iran-aligned Houthi movement.

The United Kingdom Maritime Trade Operations (UKMTO) said a vessel was boarded by “unauthorised personnel” while transiting east through the Gulf of Aden. It advised ships in the area to exercise caution and report any suspicious activity.

Three Puntland security officials told the BBC the tanker was the MT Asana, which they said was sailing under the Tanzanian flag and heading to the Puntland port of Bosaso.

According to the officials, seven armed men left a remote area near the port town of Garacad before boarding the vessel. Ship-tracking data cited by Reuters showed Bosaso as the vessel’s next destination, although the tanker had no confirmed flag.(**Baird News)**

Sohar Port breaks ground on its key zinc industrial park facility

Sohar Port and Freezone has announced the groundbreaking of its Zinc Recycling Industrial Park located on a 100,000 sq m site within its key development. Once operational, it is expected to produce 100,000 T of refined zinc ingots and 50,000 T of zinc oxide annually for customers across the region.

The $50 million project, being developed by Oman Zinc, will process zinc-bearing materials and industrial residues into refined zinc products for export.Oman Zinc said the facility will be developed in two phases. The first phase will include zinc residue processing and pilot-scale production of special high-grade (SHG) zinc ingots, while the second phase will add a full-scale zinc refinery and zinc oxide production plant.

The company said the plant will supply customers across the Gulf, India, Pakistan and other international markets. Speaking on the occasion, Dr Raid Al Rubaiey, the CEO of Sohar Freezone and Deputy CEO of Sohar Port, said: "This project represents another important step in strengthening Sohar's integrated metals ecosystem through advanced manufacturing, downstream value creation, and greater resource efficiency."

"By connecting zinc recovery with refining, manufacturing, and export through one integrated ecosystem, we are creating stronger industrial linkages, supporting the more productive use of resources, and expanding Oman's participation in global metals value chains," stated Al Rubaiey.

Lin Feng, the Chairman of Oman Zinc Group, said breaking ground on its new facility marks a significant milestone in Oman Zinc Group's international growth and its long-term commitment to the sultanate.

"Sohar offers a distinctive combination of industrial infrastructure, global maritime connectivity, and access to important growth markets. Through this investment, we aim to build a competitive regional platform for zinc recovery and processing while contributing to the development of Oman's advanced manufacturing capabilities," he added.-

(Source: TradeArabia News Service)

ZIM Line and MSC add JAXPORT to Asia Container Service Rotation

The Jacksonville Port Authority (JAXPORT) welcomes the Sapphire, the first vessel to call Jacksonville as part of the ZCP-Amberjack container service offered by ocean carriers ZIM Line and Mediterranean Shipping Company (MSC).

The weekly service strengthens Jacksonville's connections with major container gateways across Asia while providing shippers with expanded access to Latin America, the Caribbean and the Mediterranean through connecting services.

The service calls JAXPORT's Blount Island Marine Terminal weekly on the following rotation: Qingdao, Ningbo and Shanghai, China; Busan, South Korea; Manzanillo, Panama; Cartagena, Colombia; Charleston, South Carolina; Savannah, Georgia; Jacksonville; Kingston, Jamaica; and Busan, South Korea.

For importers, the service offers transit times of approximately 28 to 32 days from North Asia. Through ZIM's transshipment hubs in Kingston, Jamaica and Cartagena, Colombia, customers also gain efficient onward connections to additional international markets, including the west coast of South America.

Beyond its direct Asia service, the new rotation expands shipping options through transshipment services to:

- Latin America, including Venezuela, Ecuador, Peru and Guyana
- The Caribbean, including first-time connectivity to Aruba, along with Curaçao and Panama
- The Mediterranean, with access to ports in Italy, Greece, Israel and Egypt
- Asia, with strengthened connectivity to China, Vietnam and Singapore

"We're proud to continue building on our longstanding partnership with ZIM and MSC as they expand their service offerings at JAXPORT," said JAXPORT Chief Commercial Officer Robert Peek. "This new service provides our customers with reliable connections to key Asian markets and expanded access to international destinations through an established global network. These enhanced capabilities help our customers move cargo more efficiently while strengthening Jacksonville's role as a gateway for global trade."

The vessels deployed in the service are powered by liquefied natural gas (LNG), a cleaner marine fuel, and can be bunkered during their Jacksonville port calls.

Located in the heart of the Southeast U.S., JAXPORT is Florida's No. 1 container port by volume and one of the nation's top vehicle-handling ports. JAXPORT offers fast and efficient vessel operations with a 47-foot-deep shipping channel, two-way vessel traffic and same-day access to 98 million U.S. consumers.

The world's fastest-growing container ports.

Vizhinjam port to begin full operations from August 18

THIRUVANANTHAPURAM: The Vizhinjam port will launch full export-import (EXIM) operations from August 18, opening the doors for direct international cargo movement and marking a new phase in the State’s push to become a leading maritime and logistics hub.

The launch will transform Vizhinjam from a transhipment port into a full international cargo gateway. Chief Minister VD Satheesan will flag off the first export container to mark the commencement of EXIM services.

The State government will also host the Mission Samudra business summit. It will bring together global shipping companies, logistics firms, exporters, investors and industry leaders. During the summit, the government will present Kerala's maritime economic development vision and officially launch Mission Samudra.

Developed under a public-private partnership (PPP) between the State government and Adani Ports and Special Economic Zone (APSEZ), Vizhinjam International Seaport has become one of the world's fastest-growing container ports.

Within 18 months of commencing commercial operations, the port handled 2 million TEUs (twenty-foot equivalent units) and received some of the world's largest mothership vessels, demonstrating its capability as a global maritime hub.

The launch of EXIM services, included in the government's 100-day action programme, will establish Vizhinjam as a complete export-import gateway.

The government expects the move to reduce cargo transportation costs, improve supply chain efficiency, enhance the competitiveness of Indian exports, attract fresh investments and create new employment opportunities. Vizhinjam, India's first deep-water transhipment port and South Asia's first fully automated container port, will continue to operate as an open-access, common-user port, offering services to all shipping lines on a non-discriminatory basis.(**Source: New Indian Express)**

Northern Sea Route Ships & Ports Confirmed For Summer 2026 Voyages Between Europe and Asia

The Chinese shipping company **Sea Legend Shipping** is launching the first regular weekly container service, China-Europe Arctic Express (CAX), between China and Europe via the Northern Sea Route this summer. A fleet of seven vessels with a capacity of 1,528 to 4,890 twenty-foot equivalents (TEU) will provide weekly departures from the Ningbo-Zhoushan port complex on China's east coast, near Shanghai. Cargo collection will begin in Ningbo-Zhoushan on August 12: feeder shipments will arrive from other ports on the eastern coast, including Dalian, Qingdao, Shanghai, Taicang, Fuzhou, and Nansha.

Sea Legend plans to operate eight weekly shipments from August 15 to October 3, 2026. The decision to launch the service was based on the results of the first trial shipment conducted by the **Istanbul Bridge** in 2025, which travelled from Ningbo to Felixstowe and completed the journey in 20 days. On that voyage, due to a storm in the Norwegian Sea, the ship slowed down and arrived two days late—this experience helped the company adjust planning and navigation support for regular scheduled services. Nevertheless, the company called it a record time for completing this route.

Aleksey Chekunkov, the Russian minister for development of the Russian Far East and Arctic, has stated that Russia will not create obstacles for western states utilizing the Northern Sea Route and that Russia is ready to accept vessels flying the flags of any country. He emphasized that regardless of who chooses the transit route, Russian vessels will provide ice cover support, rescue centre infrastructure and data from Russian space satellites.

On August 15, the **Dubai Tower** container ship with a capacity of 1,740 TEU, will also depart. The estimated date of its arrival in the British port of Felixstowe is September 5. Subsequent voyages will be carried out by the 2,872 forty foot equivalent unit container ship **Riyadh Mukaab**, the 1,829 forty-foot equivalent units **Athens Odeon**, the 4,890 forty-foot equivalent units Istanbul Bridge, and three Tiger-class vessels: Tiger Maanshan, Tiger Bintulu, and Tiger Lianyungang (each with a capacity of 1,528 TEU).

The final leg of the program will be completed by the Dubai Tower: the ship will depart from Ningbo on October 3 and arrive in Felixstowe on October 24, with further unloading in European destinations scheduled for October 27.

The European ports of destination for the service will be Felixstowe (UK), Rotterdam (Netherlands), Wilhelmshaven (Germany), and Gdynia (Poland). After arriving in Felixstowe, some of the cargo will be distributed to other European destinations.

SeaLegend has positioned its Arctic service as a faster seasonal alternative to the traditional Suez Canal route and rail transport between China and Europe. It has laid a special emphasis on targeting the third quarter of the year, which traditionally marks peak season for maritime shipments.

According to Sealegend’s calculations, cargo can reach Hamburg in twenty to twenty-two days, matching rail speeds while offering significantly larger vessel capacities. The company has also said that carbon dioxide emissions on the Arctic route are approximately 50% lower than on the Suez route, mainly due to the shorter transport distance between Asia and Northern Europe. The declared cargo mix includes standard containers, refrigerated cargo, oversized equipment, and dangerous goods, including batteries.

The service aligns with the consistent expansion of commercial and strategic interests of China in the Russian Arctic. Beijing has been promoting these interests under its Polar Silk Road initiative, while Chinese research vessels and icebreakers have significantly increased their activity in Arctic waters. However, regular container shipping on the Northern Sea Route has previously remained sporadic due to seasonal ice restrictions, high insurance costs, uncertain icebreaker escort availability, and the narrow navigation window.

The scale of operation is reflected in the fleet size. The largest container ship to be deployed, the 4,890 forty-foot equivalent units Istanbul Bridge, appears modest alongside giant vessels of twenty to 24,000 forty-foot equivalent units capacity that dominate the Asia-Europe routes via the Suez Canal. Nevertheless, introducing a regular schedule on the Northern Sea Route represents a significant milestone for Arctic container shipping. This segment has long been considered one of the most challenging, as shipping lines depend on predictable schedules, high reliability, and frequent departures.

Source: RUSSIA'S PIVOT TO ASIA

Sinotrans Adds CIW2 Service to Strengthen China–India Trade Links

Sinotrans has broadened its presence on the China–India trade lane by securing slots on the CSX/CI8 service jointly operated by Emirates Shipping and Evergreen. The carrier will brand and market this offering under the name CIW2, introducing a fresh link connecting major ports across China, Southeast Asia, Sri Lanka and India.

The service will be deployed with six vessels, each carrying an average capacity of roughly 6,000 TEU, ensuring steady and reliable coverage along the route.

The port rotation for CIW2 covers the following sequence: Qingdao, Xiamen, Nansha, Shenzhen (Dachan), Port Klang, Colombo, Nhava Sheva, Mundra, and back through Port Klang before returning to Qingdao. This rotation links key Chinese export hubs with Southeast Asian transshipment points, Sri Lanka's Colombo port, and India's principal gateway terminals at Nhava Sheva and Mundra.

By joining this service, Sinotrans significantly expands its footprint on the China–India corridor, giving customers greater flexibility and more direct access to some of the region's most important transshipment and cargo-handling hubs. The addition of CIW2 is expected to enhance connectivity options for shippers moving goods between China and the Indian subcontinent, while also strengthening links to Southeast Asian markets along the way.

This move reflects a broader trend among container carriers seeking to reinforce their presence on high-demand Asian trade lanes, particularly as India's import-export volumes continue to grow. With this new service, Sinotrans positions itself to better serve customers requiring dependable capacity and expanded routing options across these key maritime trade corridors. (**Source: Maritime Gateway)**

Colombo International Maritime & Logistics Conference 26

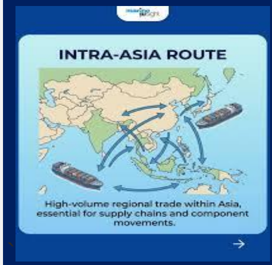
The 8th edition of the Colombo International Maritime and Logistics Conference (CIMC 2026) will officially convene from September 9th to 11th, 2026, at the oceanfront Radisson Blu Hotel Galadari Colombo. Operating under the strategic theme *"Building a world around us,"* this premier three-day summit arrives at a critical juncture as global supply chains face unprecedented volatility, strict decarbonization mandates, and geopolitical shifts from the Gulf to major maritime choke points. The event is organised by CIMC Events and Shippers' Academy Colombo/International.

Backed by leading chambers including AMCHAM Sri Lanka, the European Chamber of Commerce, and the German Chamber (AHK), the conference serves Sri Lanka as the ultimate gateway for international investors and global businesses to access South Asia's rapidly evolving maritime and logistics landscape with growing trade volumes.

The conference will be launched with international high officials from United States of America, India and many other countries. This high-level policy focus will be paired with the official release of the *South Asia Container Report* by Maritime Gateway, providing critical trade projection data up to 2035.

The event immediately transitions into a deep dive on macroeconomic regional shifts, highlighting multilateral reform roadmaps driven by data from the World Bank and the Asian Development Bank (ADB), alongside a strategic evaluation of the "Indian Growth Story 2047" to foster regional collaboration rather than competition in intra-Asia trade.

The conference will break away from traditional transshipment models by exploring unconventional supply chain frontiers, such as multimodal air-sea connectivity and rapid entry pathways into Africa's booming USD 447 billion logistics market. contribution from under 2.5% to a target of 10%, offering investors a transparent look at the region's future economic trajectory.



Intra- Asia Trade

Chinese durian imports rise 294%, from Asian Countries

Retail durian prices in China have fallen this year as imports from Southeast Asia have increased and logistics have improved. Industry participants attribute the lower prices to higher supply, more efficient transport, and lower tariffs.

Mainstream Thai and Vietnamese Monthong durians are selling for RMB 20 to 30 (US$2.79 to US$4.18) per 500 grams, compared with RMB 35 to 45 (US$4.88 to US$6.27) a year ago. Some supermarkets have offered promotional prices of RMB 13.80 (US$1.92) per 500 grams. Whole durians weighing more than 2 kg are available on e-commerce platforms for RMB 168 (US$23.42), including delivery.

China imported 156,000 tons of fresh durians in the first quarter of the year, up 294 per cent year on year, with Vietnam and Thailand supplying most of the volume. Vietnam has expanded its durian production area to 180,000 hectares, while exports of fresh and frozen durians increased 59.7 per cent in the first four months of the year.

The larger supply has lowered wholesale prices. In Beijing's Xinfadi wholesale market, Grade A Vietnamese Monthong fell from RMB 36.5 (US$5.09) to RMB 13 (US$1.81) per 500 grams between April and June. Grade A Thai Monthong declined from RMB 26.5 (US$3.69) to RMB 18 (US$2.51) per 500 grams.

Improved logistics have also increased market availability. During the peak season, Thai durians transported via the Lancang-Mekong Express cold chain service can reach Kunming in as little as 26 hours and be distributed to more than 30 Chinese cities within 48 hours. Market participants expect premium varieties to remain in a separate price segment, while lower-grade fruit is likely to face stronger price competition.

Myanmar fruit exports hit 64% of target in 2025-26

Myanmar's fruit exports in the 2025-2026 financial year reached approximately 400,000 tonnes, generating US$220.53 million, well below the target of nearly 800,000 tonnes and an expected export value of $344.63 million, according to data from the Myanmar Fruit, Flower and Vegetable Producers and Exporters Association (MFVP).

The actual export volume represents 63.98 per cent of the set target for the financial year. Myanmar exports a range of fruits including tissue-culture bananas, mangos, watermelons, muskmelons, avocados, konjac, ginger, turmeric, roselly cardamom, tamarind and cashew nuts. Among these, cashew nuts recorded the highest export volume and earnings.

In response to the shortfall, MFVP urges growers and micro, small and medium enterprises to sort fresh produce systematically for export purposes and to shift toward producing value-added products rather than exporting raw materials. (**Source: Fresh Plaza)**

Indonesia targets Japanese market for East Java mangoes

Indonesia's Ministry of Transmigration is working to expand mango exports from East Java to Japan by developing commodity-based economic zones and addressing technical market access requirements. Japan has been identified as a priority market, although Indonesian mango exports continue to face phytosanitary barriers related to fruit fly control.

"One of the main challenges is the fruit fly issue. We are working with various stakeholders to address it. It will require investment, but once this issue is resolved, I am confident the Japanese market will open to Indonesian mangoes," Minister Muhammad Iftitah Sulaiman Suryanagara said.

According to the ministry, avocado mangoes from Pasuruan District and arumanis mangoes from Probolinggo District have export potential. The government plans to develop commodity-based production regions covering cultivation, processing, marketing, and exports. Suryanagara said the approach will also be applied to commodities including durians and coconuts.

East Java Deputy Governor Emil Elestianto Dardak said cooperation between government, businesses, the media, and digital content creators is needed to support the province's export products.

In April 2024, Indonesia's Quarantine Agency (Barantin) estimated Japan's annual demand for imported mangoes at around 7,000 tons, with a potential market value of approximately US$7.5 million. Indonesia's initial export capacity was estimated at about 600 tons, subject to meeting all technical requirements.

According to Barantin, exports to Japan require registered orchards, packing houses, and quarantine treatment facilities to certify that fruit is free from fruit flies. These requirements align with the Ministry of Transmigration's current efforts to expand market access for East Java mangoes.

Compiled by Dr.Sham Choughule through various sources for private circulation

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