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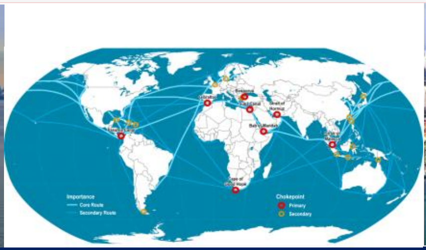
Asian Maritime News Express



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Global Maritime Trade & Transport

Container ship attacked in Strait of Hormuz as Iran widens the war

Iran targeted a container ship in the Strait of Hormuz as it widened its war with the United States amid a crumbling ceasefire and climbing gas prices.

Iran on Saturday attacked a feeder container ship transiting the Strait of Hormuz. British security monitors reported the vessel had been set afire, and the crew abandoned ship.

The 7000-TEU GFS Galaxy is owned by a company out of the United Arab Emirates and was exiting the strait on a service calling Jebel Ali and Dammam in Saudi Arabia and Bahrain to Port Klang, Malaysia, Dachan Bay, Xiamen and Qingdao, China, and Busan, South Korea.

The incident marks the first attack on container shipping in the strait since May 6, when crew members were injured in an attack on the CMA CGM San Antonio.

Iran over the weekend declared the strait closed to vessel traffic, and expanded missile and drone attacks on Bahrain, Kuwait, Qatar, the UAE and Jordan. The U.S. has stepped up its response, including large-scale assaults on Iranian refineries.

The U.S. Central Command in a social media post Sunday said that more than 140 vessels had transited the waterway in the past seven days.

Iran has pushed energy prices higher over the weekend by raising fears of supply disruption in the Middle East, especially around the Strait of Hormuz, which handles a large share of global oil and liquefied natural gas flows. Brent crude futures were up about 12% since Friday, European natural gas jumped nearly 70% since Friday, while U.S. gasoline futures rose roughly 10% since late last week.

The flaring hostilities also shadow Maersk’s announced plans to restart scheduled services through the Suez Canal and Red Sea. The world’s second-largest liner (OTC: AMKBY) in January set a return to the Suez route only to pull back after security appeared too dicey.

OOCL Methanol dual-fuel containership to serve Asia-Europe routes

Chinese shipbuilder Nantong COSCO KHI Ship Engineering (NACKS) recently handed over a new container vessel to Hong Kong-based shipping company Orient Overseas Container Line (OOCL).

OOCL Wisdom is notable for being OOCL's first methanol dual-fuel container vessel. She is also the first of a series of seven vessels.

The owner said that, with a maximum capacity of 24,168 TEUs, *OOCL Wisdom* is currently the world's largest methanol dual-fuel container vessel. All main engines, auxiliary engines and boilers are equipped with dual-fuel systems that can be powered by, and easily switch between, methanol and conventional fuel oil.

OOCL Wisdom has an LOA of 399.99 metres (1,312 feet), a moulded beam of 61.3 metres (201 feet), a draught of 14.5 metres (47.6 feet), a moulded depth of 33.2 metres (109 feet), a deadweight of 225,000, and a gross tonnage of approximately 234,000. The dual-fuel propulsion can deliver a service speed of 22.7 knots.

When operating on methanol, the vessel will be able to generate 150,000 tons fewer CO_2 emissions, while nearly eliminating SOx emissions and significantly cutting NOx emissions.

The vessel integrates advanced energy efficiency management, intelligent monitoring and safety assurance systems. The intelligent energy efficiency management system can automatically optimise speed and power based on sea conditions and deadweight. OOCL parent company COSCO Shipping said that, when paired with a permanent magnet shaft generator, the system can reduce both carbon emissions and operating costs.
(**Source: Baird News)**

Former DP World boss Sultan Ahmed takes charge of MMC Port

Sultan Ahmed bin Sulayem said operations and strategic projects would continue uninterrupted, ensuring business continuity and stability across MMC Ports. (Getty Images via AFP)

KUALA LUMPUR: The former chairman and CEO of logistics giant DP World, Sultan Ahmed Bin Sulayem, will take charge of Malaysian firm MMC Port Holdings, with the group chief executive leaving the post with immediate effect, according to a memo seen by Reuters.

The move puts direct control of Malaysia's largest port operator in the hands of the Emirati, MMC's executive chairman, who resigned from Dubai-based DP World in February after scrutiny over email exchanges with Jeffrey Epstein that were released by the US justice department.

Sultan Ahmed has not publicly commented on the emails with Epstein, who died in jail in 2019 while awaiting trial on sex trafficking charges. He could not immediately be reached by Reuters.

The MMC memo, dated July 12, did not give a reason for the departure of chief executive Azman Shah Yusof or say when a permanent replacement would be named.

Reuters could not determine when veteran Dubai ports executive Sultan Ahmed was appointed executive chairman of MMC Ports. MMC did not immediately respond to a Reuters request for comment on the contents of the memo.

Azman did not immediately respond to calls and phone messages for comment.

MMC Ports is Malaysia's largest port operating group, with seven ports situated along or near the Strait of Malacca, a narrow sea lane linking the Indian Ocean and the Pacific that is vital to global trade.

The strait is one of the world's most important shipping chokepoints. The US Energy Information Administration has said the strait is among the world's most important oil transit routes by volume.

MMC Ports had been expected to pursue what could have been Malaysia's biggest IPO in more than a decade, but Reuters reported in October that the company delayed the planned listing.

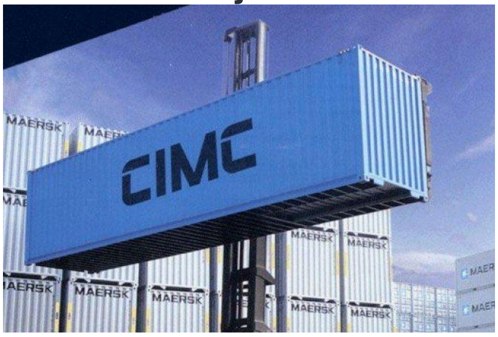
The July 12 memo, addressed to MMC Port management and the chief executives of its operating ports, said all matters that would previously have gone to the group CEO should now be sent directly to Sultan Ahmed's office.

"Azman has ceased to serve as the Group CEO of MMC Port, effective immediately," it said.

The interim reporting line is meant to keep leadership, governance and decision-making steady across the group, the memo said.

Sultan Ahmed said in the memo he expected operations and strategic projects to continue without disruption and the firm would maintain business momentum while ensuring continuity and stability across MMC Ports. (Source: FMT News)

South Korea joins the US in probe of container manufacturing giants



South Korea has opened an antitrust investigation into four of the world's largest container manufacturers, expanding regulatory pressure on companies already facing criminal and civil proceedings in the United States over alleged price-fixing during the pandemic.

The Korea Fair Trade Commission (KFTC) is investigating Singapore-based Singamas and Chinese manufacturers China International Marine Containers (CIMC), Dong Fang International Containers and CXIC over allegations that they manipulated container supply to inflate prices between 2019 and 2024. The four companies account for an estimated 95% of global production of standard dry freight containers.

The South Korean probe follows a high-profile US Department of Justice case filed earlier this year, which alleges senior executives from the four manufacturers conspired to restrict container production after meeting at CIMC's headquarters in Shenzhen in November 2019. US prosecutors claim the alleged cartel artificially drove up container prices during the pandemic-era supply chain crisis, causing an estimated $35bn in global trade damages.

The US proceedings have also prompted private litigation. California-based shipper C.A. Spalding Company has filed a civil lawsuit in Oakland, claiming it was forced to pay inflated prices for containers between 2019 and 2021 and seeking unspecified damages.

Both Singamas and CIMC have said they will continue norm (**Source: S Plash24x7.com)**

India’s Adani group’s Colombo play to net MSC deal

While Colombo Port remains the region's top transshipment hub, the new Adani-MSC alliance is set to reshape regional maritime trade dynamics.

THIRUVANANTHAPURAM: The deal with Mediterranean Shipping Company (MSC) at Vizhinjam Seaport is set to divert “a significant portion” of cargo business from Sri Lanka’s Colombo Port to India, the Adani Group has claimed in its letter to the state government, as it looked to allay Chief Minister V D Satheesan’s concerns over the proposed Rs 13,000-crore agreement with MSC, touted as the single largest foreign private investment in Indian port infrastructure.

While Colombo Port, which handled 8.4 million TEUs last year, remains the dominant transshipment hub in the region, the new Adani-MSC alliance is expected to disrupt regional maritime dynamics. By December 2028, Vizhinjam’s ongoing Phase 2 expansion is slated to scale its capacity 3.5 times to 5.7 million TEUs.

After submitting the application, Adani Ports CEO Ashwani Gupta said the collaboration will directly attract traffic from Colombo and similar regional hubs, leveraging MSC’s status as the world’s largest container shipping line. The move, he said, will help in the growth of port ecosystem, creating more local job opportunities.

Saying the deal will open up more ship movements from Vizhinjam to East Africa and Bangladesh, the group also reiterated that Vizhinjam will always function as a “common user terminal” with non-discriminatory access for all carriers.(**The New Indian Express)**

Vietnam and Philippines draw up national port waste plans

Vietnam and the Philippines have developed national port waste management plans covering the reception and handling of ship-generated waste.The plans are intended to improve port reception facilities, define responsibilities among agencies and operators, and strengthen coordination with local governments and waste-service providers.

Vietnam's plan was developed during a workshop held in Ha Long, with participants assessing facilities at Quang Ninh Port and Cai Lan International Container Terminal.

A separate workshop in Manila reviewed waste-reception arrangements at the Port of Manila and identified operational gaps ahead of the Philippine plan's implementation.

The two countries are seeking to bring port waste-handling practices into line with requirements under Annex V of the International Convention for the Prevention of Pollution from Ships.U+000AU+000AAuthorities, port operators and waste-management companies will be expected to coordinate the collection, reception and disposal of waste delivered by visiting vessels.

The work was carried out through the International Maritime Organization's RegLitter project, backed by South Korea's Ministry of Oceans and Fisheries. (Splash247.com)

Vessel delays worsen at key Chinese ports after typhoon moves

The queue of ships at Shanghai has more than doubled over the past week, jumping to 129 after Typhoon Bavi blew through the region, according to data from Portcast.

Shipping lines are facing worsening delays at three of China's key gateway ports after they were closed due to super typhoon Bavi, which hit eastern and northern China last weekend.

Hapag-Lloyd said Shanghai and Ningbo were closed from midday on July 10 until early on July 13 when operations gradually resumed. All services were affected by the closure, including warehousing, the container yard, customs and vessel operations.

Hapag-Lloyd said there's now a 72-hour wait at Shanghai's Yangshan deepwater port for vessels operating Gemini services, up from 60 hours at the end of last month.

Hutchison Ports unites 16 ports in Asia-Pacific push

Hutchison Ports Yantian has signed a wide-ranging port cooperation memorandum with 16 ports from 10 APEC economies, aimed at tightening links across Asia-Pacific trade lanes and advancing smart, green shipping initiatives.

The agreement brings Yantian together with ports in Australia, Hong Kong, Indonesia, South Korea, Malaysia, Mexico, Peru, Thailand, the US, and Vietnam under a shared push to advance port digitalisation, green technologies, trade facilitation, and workforce development. The parties said the aim is to build a more resilient logistics network across the region.

Yantian also used the conference to launch the Shenzhen Port International Green Shipping Corridor Cooperation Initiative with Shenzhen Port Group, the Port of Los Angeles, and the Port of Long Beach. The project is intended to accelerate maritime decarbonisation and support more sustainable supply chains, with backing from the Shenzhen Transportation Bureau and Shenzhen Maritime Safety Administration.

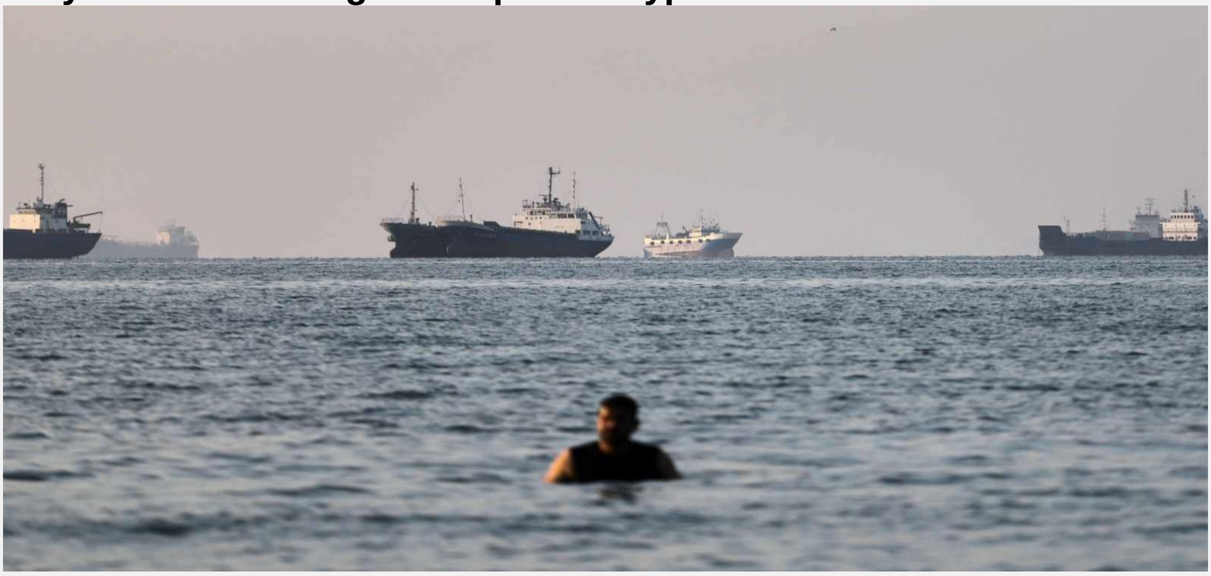
"By leveraging world-class ports as a fulcrum and APEC regional cooperation as a bond, Shenzhen will keep strengthening policy guidance and service support," said Jia Liwei, deputy director-general of the Shenzhen Transportation Bureau.

Shenzhen Port Group chairman Hu Zhaoyang said the city's port system is being built around warehousing, land, rail and sea transport to support Chinese exports. He added that the goal is a port and shipping ecosystem built on "safety, resilience, smart technology, green development and shared prosperity."

Hutchison Ports also signed separate MOUs with Midea Group and TCL Industries to support the global expansion of both companies through more stable and efficient logistics. Yantian will act as the anchor point for those relationships, with the companies looking to scale the model across Hutchison Ports' wider network.

Lawrence Shum, managing director of Yantian, said the terminal already offers 100 weekly services to global destinations, including 53 sailings to APEC economies. He said Yantian will continue to support regional trade and help keep supply chains moving.

Why UAE is building a new port to bypass Strait of the Hormuz



Dubai-based DP World plans to develop the project in Fujairah along with a new terminal at the existing harbour in the same emirate, the report added.

A person stands in shallow water as cargo and commercial vessels are anchored in the Strait of Hormuz off Bandar Abbas, Iran. (AP)

The United Arab Emirates is planning a new deepwater port on its east coast that would allow cargo to bypass the Strait of Hormuz, reducing reliance on one of the world's most strategically vulnerable shipping routes after months of conflict between Iran and the United States, the Financial Times reported.

Dubai-based DP World plans to develop the project in Fujairah along with a new terminal at the existing harbour in the same emirate, the report added.

Formed in 2005, the company specialises in cargo logistics, port terminal operations, maritime services and free trade zones. It handles around 70 million containers annually.

The Port of Jebel Ali, also known as the Jebel Ali Free Zone, is a free economic zone and is the flagship free zone of DP World. It hosts over 11,000 businesses and is an integral part of DP World's UAE integrated hub.

Effects of the US-Iran conflict

The UAE, a key strategic ally of the United States in West Asia, has faced repeated Iranian attacks since the US-Iran conflict erupted in late February. According to reports, Iran has launched nearly 3,000 drones and missiles at the UAE. During one such attack, debris from an intercepted missile triggered a fire at Dubai's Jebel Ali port.

The conflict has severely disrupted shipping through the Strait of Hormuz, hitting operations at Jebel Ali — West Asia's largest container port. According to the Financial Times, activity at the port plunged by as much as 90 per cent after Iran closed the strait, forcing DP World to look for alternative routes and facilities.

Jebel Ali has long been the backbone of Dubai's re-export business and a key hub linking trade with Asia, Africa and Europe. But its location inside the Persian Gulf leaves it heavily dependent on the Strait of Hormuz, the narrow waterway between Iran and Oman that handles a significant share of global oil and cargo shipments.

Although vessel traffic has partially recovered since the interim ceasefire, averaging about 40 transits a day, it remains well below pre-conflict levels. DP World's proposed east coast expansion would allow cargo to enter the UAE through the Gulf of Oman, bypassing the Strait of Hormuz altogether, before being transported overland to Dubai, Abu Dhabi and neighbouring Gulf countries. (**Source: The Indian Express)**

Sri Lanka ports in focus as Colombo hosts maritime forum

The Colombo International Maritime and Logistics Conference (CIMC) will focus on how standard practices must evolve into comprehensive logistics zones to capitalize on Sri Lanka's geographic advantages.

"Free ports give that edge over standard port to port business. The industry is now valued over trillions of dollars and growing," the organizers said.

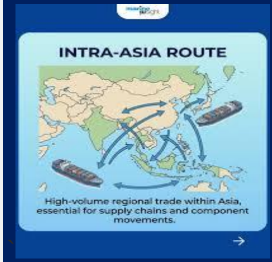
The conference, scheduled to take place from September 9 to 11, 2026, at the Radisson Blu Hotel Galadari in Colombo, is organized by CIMC Events in collaboration with the Shippers' Academy Colombo and Shippers' Academy International.

The event arrives as global trade routes face intense middle eastern disruptions, rising cost escalations, and shipping vulnerabilities at key maritime choke points, pushing global supply chains to look for reliable regional options.

Sri Lanka's strategically placed ports are seeing renewed global interest to service these shifting trade requirements. Experts note that standard transshipment alone is no longer enough to build a modern maritime economy.

The forum will also address critical operational segments like ship bunkering infrastructure, marine engineering, and dry docking. Top U.S. maritime and logistics officials are expected to outline, U.S. policy frameworks and competitive regulations designed to support international ocean transportation at the upcoming event.

Additionally, delegations from the World Bank, the Asian Development Bank, and regional players will break down necessary port policy reforms and India's rapid industrial growth. The event will conclude with a multi-party-political fireside chat designed to challenge local lawmakers on implementing modern strategic frameworks to boost the sector's economic footprint. (ECONOMYNEXT Colombo/Jul16/2026)



Intra- Asia Trade

Cherry exports to Singapore, Malaysia, Dubai, and the Far East have increased this season"

The Turkish cherry season is looking much more favorable compared to last year, says Emel Esin Keskin, owner of Turkish fresh produce exporter Esin Tarim: "A severe agricultural frost in 2025 dealt a major blow to Turkey's cherry sector, resulting in some of the largest production and export losses seen in recent years. Türkiye's annual cherry production capacity, normally around 700,000 tons, suffered significant damage, with crop losses reaching 90% in some production regions. The sector entered a recovery phase in the 2026 season. A significant increase in production was observed, thanks to favorable winter conditions and sufficient chilling hours."

"It's stated that 60,000 to 70,000 tons of cherries could be exported this season. We also expect export revenues to reach the $200 million mark again," Keskin continues. "Due to climatic conditions, the harvest began later than usual this year, but we expect the season to extend until the end of August. Europe and Russia remain our most important markets; however, exports to Singapore, Malaysia, Dubai, and the Far East have also increased this season, and the Chinese market is our new target. China holds strategic importance for this sector, as it is the world's largest market, importing between 300,000 and 500,000 tons of cherries annually."

"Demand continues to exceed Keskin's expectations, she explains: "Although supply will increase as the harvest progresses, we anticipate that demand for high-quality produce will remain strong. We are planning regular shipments through the end of the season. Notably, the proportion of large-caliber and firm produce has increased significantly compared to last year. At the beginning of the season, prices were naturally high due to limited supply. As the harvest gained momentum, a more balanced market price emerged."

Cambodia secures Chinese market access for fresh jackfruit

Cambodia has secured market access for fresh jackfruit exports to China following the signing of two agreements in Beijing by Agriculture, Forestry and Fisheries Minister Dith Tina and Sun Meijun, Minister of the General Administration of Customs of China.

The agreements include a Memorandum of Understanding covering plant and animal quarantine and the import and export of safe food products, as well as a Sanitary and Phytosanitary (SPS) Protocol setting the requirements for fresh Cambodian jackfruit exports to China.

According to the Ministry of Agriculture, the agreement creates export opportunities for Cambodian growers and exporters while supporting the country's strategy to diversify agricultural exports and expand access to international markets.

The SPS protocol establishes technical requirements across the supply chain, including cultivation, harvesting, cleaning, processing, packaging, and transportation. The measures are intended to ensure exported jackfruit is free from pests, diseases, and chemical residues that could affect human, animal, or plant health.

The ministry has called on producers and exporters to strengthen production management and comply with China's phytosanitary and food safety requirements to support continued market access and protect the reputation of Cambodian agricultural products.

Officials said the agreement is expected to expand export opportunities for the country's jackfruit sector and support growth in the agricultural industry.Source: khmertimeskh.com

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