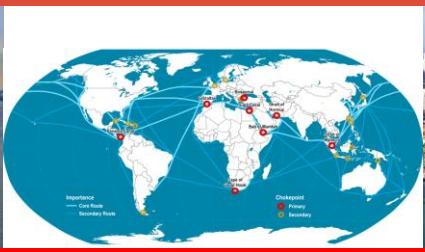
104, Janki Niwas, 1st Floor, Dr.Moose Road
Opp. Gadkari Rangayatan, Talavpali,
Thane (West)-400 602, Mumbai, India.
Email- afged2019@gmail.com

ASSOCIATION FOR GLOBAL ECONOMIC DEVELOPMENT

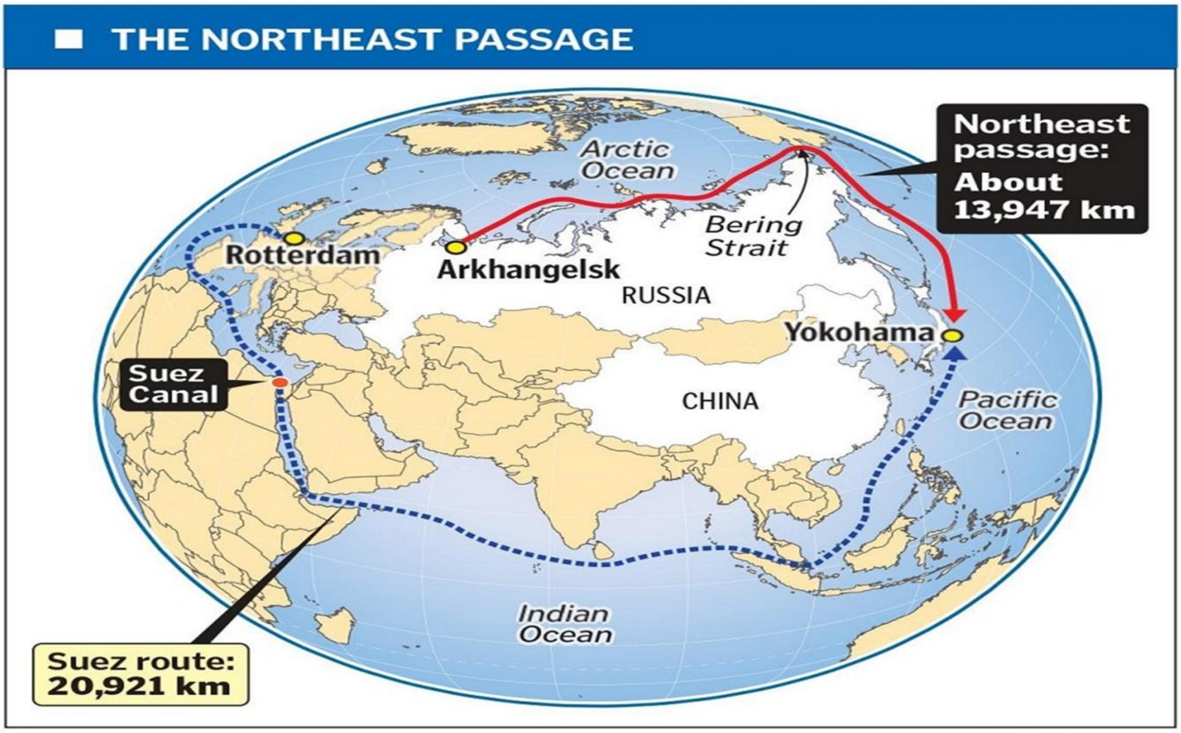
Indian Maritime News Express

Date:22nd August 26 **Mumbai-India**

International Maritime Trade & Transport


First Container From China to Russia via Northern Sea Route



The first container ship operated by Chinese shipping company New Shipping Line (NNSL) has arrived at Murmansk Commercial Sea Port in Russia after sailing from China through the Northern Sea Route (NSR).

The ship, Xin Xin Hai 1, reached the port on Wednesday night carrying automotive components. It brought about 500 containers to Murmansk, according to an earlier statement by Murmansk region Governor Andrei Chibis.

The port said this was its first experience handling container cargo delivered through the Northern Sea Route.

The 29,000-deadweight-tonne vessel was built in 2012 and later modified to carry containers. AIS data showed that it left Tianjin, China, on July 19.

NewNew Shipping's Arctic Express N1 service has operated since 2024, connecting China's Shanghai and Ningbo with Arkhangelsk through the Northern Sea Route.

NewNew Shipping plans more Arctic activity

NNSL General Director Ke Jin said on August 18 that the company was interested in investing in and helping modernise Russian ports and logistics infrastructure along the Northern Sea Route.

Speaking at the Russia and China – Mutually Beneficial Cooperation international forum in Kazan, Ke said the company was particularly interested in projects involving the Arctic ports of Murmansk and Arkhangelsk. He also said NNSL was interested in the possibility of taking an equity stake in the port of Ust-Luga.

NNSL Board Chairman Fan Yuxin said the company wanted to develop Murmansk as a logistics hub and was looking for a long-term partnership.

Chibis had earlier said preparations were under way for the new service, including cooperation with NewNew Shipping and investment in the port. He also mentioned plans for a terminal to handle transshipment of cargo from Belarus.

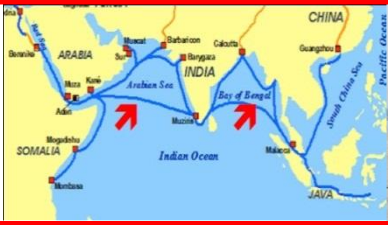
More ships planned for the Northern Sea Route

NewNew Shipping first tested the Northern Sea Route in 20The Xin Xin Hai 1 and its sister ship, Xin Xin Hai 2, are handling the earlier voyages this season.

The service includes calls at **Nansha, Shanghai, Rizhao and Tianjin in China, followed by Murmansk** and then Saint Petersburg.

Xin Xin Hai 1 is expected to return to China through the Northern Sea Route. Xin Xin Hai 2 is scheduled to begin its voyage from China this month and return in September. 23. It plans to use three vessels on the route during 2026. (**Source: Marine Insight)**

Indian Shipping Industry



USA Sanctioned tanker hijacked off Aden 16 Indian crew on board

An Eritrea-flagged oil products tanker, M T Sibu 1, with 20 crew members including 16 Indians, was hijacked by armed pirates in the Gulf of Aden, around 30 nautical miles off the coast of Yemen on August 20, the official said

Iran Oil

US authorities said the tanker had transported Iranian petroleum products, including naphtha and gasoil, on multiple occasions and had also called at Houthi-controlled Yemeni ports.

A US-sanctioned product tanker has been hijacked in the Gulf of Aden and forced towards Somalia, the second reported vessel seizure in the region this week as Somali piracy gathers renewed momentum.

UK Maritime Trade Operations said the incident occurred around 136 nautical miles east of Al Mukalla, Yemen, after the vessel broadcast a distress call reporting the approach of an unauthorised craft.

Six armed men subsequently boarded, seized control and redirected the tanker towards Somalia. Maritime security sources have identified the ship as the 32,200 dwt Sibu 1. Its AIS reportedly transmitted the message "**PIRATE ONBOARD HELP**" before the vessel changed course.

The tanker entered the Somalia High Risk Area on Wednesday while sailing west through the Gulf of Aden. Sibu 1 has an unusual trading history. The vessel, previously named Seamull, was sanctioned by the US Treasury in December 2025 as part of Washington's crackdown on Iran's shadow fleet.

The latest attack follows Monday's hijacking of the cargo ship Lutuf around four nautical miles south of Mareeyo on Somalia's Puntland coast, when eight armed attackers boarded the vessel. Other ships seized off Somalia this year include the product tanker Honour 25 and general cargo vessel Sward.

The resurgence has continued despite the southwest monsoon, which normally makes offshore pirate operations more difficult. Pirate groups have increasingly used captured fishing vessels and dhows as motherships, extending their operating range far beyond the Somali coastline. (**Source: Splash 24x7.com/ The Hindu-India)**

Vessel with 6 Indians hijacked in Somalia

In the second incident, pirates seized the Cameroon-flagged cargo vessel M/V LUTUF off Somalia's Puntland coast on Monday, carrying six Indian nationals among its 10-member crew, according to a Somali official cited by the Associated Press. The ship was seized around 3.5 nautical miles off Marraya in Puntland's Eyl district and was subsequently taken towards the Nugaal coast, the official said. The crew also included one Turkish national, one Georgian and two Serbian security guards.

The vessel, owned by Polar Movement Shipping, was carrying weapons bound for a Turkish military training facility in Mogadishu, as well as communications and satellite equipment, the official said.

Eight pirates, believed to be members of a group previously involved in the hijacking of the M/V Sward in April, took the vessel towards the coast near Garmaal in Puntland's Dangoroyo district, he said.

The status of the LUTUF, its crew and its cargo was not immediately clear. Turkish authorities had not immediately commented on the incident.(**Hindustan Times)**

Kamarajar Port issues tender for ₹4,288-cr. 2nd container terminal

To be developed on DBFOT basis

Kamarajar Port Limited (KPL) on Thursday issued a tender to develop its second container terminal, with an estimated project cost of ₹4,288 crore, under the public-private partnership (PPP) model. The first container terminal is operated by Adani Ennore Container Terminal Pvt. Ltd. (AECTPL) under the DBFOT model.

In light of increasing future demand for container handling facilities at KPL and as per the Maritime Amrit Kaal Vision (MAKV) 2047, it is envisaged and proposed to undertake the Development, Operation & Maintenance of the Second Container Terminal under Public-Private Partnership (PPP) mode to handle vessels up to 24,000 TEUs with a maximum LOA of 400 m, says the project feasibility report.

The terminal will be developed on a Design, Build, Finance, Operate, and Transfer (DBFOT) basis with a 40-year concession period. The project aims to meet growing export-import (EXIM) and transhipment demand and strengthen Kamarajar Port's position as a container-handling hub.

Two-phase project to add 2 million TEUs capacity

The proposed terminal will have a total capacity of 2 million TEUs per annum and will be developed in two phases. Phase I, estimated at ₹2,429 crore, will provide 1.1 million TEUs of capacity, while Phase II will add 0.9 million TEUs at an estimated cost of ₹1,858.94 crore.

The project involves construction of a 900-metre continuous quay, with 500 metres planned in Phase I and the remaining 400 metres in Phase II. The facility will be designed to handle Ultra Large Container Carriers of up to 24,346 TEUs.

The selected concessionaire will undertake the design, engineering, financing, procurement, construction, operation and maintenance of the terminal. The scope includes pile berths, container stack yards, internal roads, administrative buildings, a customs gate complex and utility infrastructure.

Port handles nearly 50 million tonnes of cargo

Kamarajar Port, located about 24 km north of Chennai Port, currently has a cargo handling capacity of 58.44 million tonnes across nine operational berths. It handled 49.08 million tonnes during FY2025-26.

The port has connectivity to major highways, including NH16, NH32, and NH48, as well as rail connectivity via Attipattu and Attipattu Pudunagar stations on the Chennai–Gudur section of Southern Railway.

The project land will be provided on an as-is-where-is basis. At the end of the 40-year concession period, the developed terminal and associated assets will be transferred back to Kamarajar Port, according to the tender document.

Port has diversified cargo handling facilities

Kamarajar Port operates 9 berths handling a diverse range of cargo through a combination of captive, BOT, DBFOT, and port-operated terminals. The port comprises two captive coal berths (Coal Berth–1 and Coal Berth–2) primarily serving TANGEDCO for thermal coal handling, along with a common user coal terminal operated by Ennore Coal Terminal Pvt. Ltd. (ECTPL) under BOT mode.

The Marine Liquid Terminal, handling POL, chemicals, and LPG, is operated by Ennore Tank Terminal Pvt. Ltd. (ETTPL). KPL also owns and operates two General Cargo Berths catering to automobiles, project cargo, and heavy machinery for major manufacturers such as Renault-Nissan and Toyota.

The Multi Cargo Terminal is operated by Ennore Bulk Terminal Pvt. Ltd. (EBTPL). Additionally, the LNG Terminal is a captive facility operated by Indian Oil LNG Pvt. Ltd. and handles liquefied natural gas.

Project aligned with 2047 master plan

In alignment with Kamarajar Port Limited's Master Plan for 2047, to encourage more competition and prepare for future demand, Kamarajar Port Limited is undertaking the "Development of the Second Container Terminal at Kamarajar Port Limited under PPP Mode on Design, Build, Finance, Operate and Transfer (DBFOT) basis" under two phases, with a combined quay length of 900m (**Source: Business Line)**

GMB pitches six new ports, three shipyards and mega cluster

Gujarat Maritime Board is seeking investors for six greenfield ports, three shipyards and a dedicated shipbuilding cluster in western India, according to India's Directorate General of Shipping.

The projects were presented at a stakeholder meeting in Mumbai on 19 August attended by about 200 investors, port operators, shipbuilders, financial institutions, developers and other maritime industry representatives, as well as delegates from more than 15 international organisations.

The six proposed ports are Nana Layja in Kutch, Vadhera in Amreli, Vadodra Jhala in Gir Somnath, DAMKa in Surat, Lakhanka in Bhavnagar and Bhogat in Devbhoomi Dwarka. They are being offered for private development under a build, own, operate and transfer model.

The three greenfield shipyards are planned at Mithapur in Devbhoomi Dwarka, Ghogha in Bhavnagar and Vadhera in Amreli. A separate integrated shipbuilding cluster is planned at Kuchhadi in Porbandar.

Expressions of interest for the six ports, three shipyards and the Kuchhadi cluster are due by 21 September 2026 at 18:10 IST.

Gujarat Maritime Board vice-chairman and chief executive Dr Ajay Kumar, an Indian Administrative Service officer, outlined the development programme at the Mumbai meeting. Hareet Shukla, principal secretary of Gujarat's Ports and Transport Department, and Shyam Jagannathan, IAS, India's director general of maritime administration, also addressed participants.

The investment drive follows the launch of the Gujarat Shipbuilding and Ship Repair Policy 2026, which provides for integrated mega shipbuilding parks and support for green and smart shipyards.

The Kuchhadi project is expected to attract INR 23,700 crore ($2.48bn) of private investment, while INR 3,300 crore ($345m) is planned for shared marine and land infrastructure including breakwaters, dredging, harbour basins, navigation channels, roads, power and water facilities. The cluster is expected to accommodate two to three large shipyards and supporting industries.

Gujarat is targeting port capacity of more than 3,000m tonnes per year by 2047. Its non-major ports had capacity of 608m tonnes in the 2025-26 financial year and handled 484m tonnes of cargo, equivalent to about 64% of traffic at India's non-major ports.(Port News)

Logistics Management SupplyChain Management Review

Indian Exporters, MSMEs Hit Hard By Rising Freight Costs And Transit Delays

New Delhi: The Red Sea shipping crisis, which has now stretched to more than 1,000 days, has emerged as one of the biggest maritime challenges for India's westward trade in recent years. Since Houthi attacks began in November 2023, major shipping lines have largely avoided the Suez Canal and taken the longer route around the Cape of Good Hope. This has continued to push up freight, fuel, insurance and inventory costs while putting additional pressure on exporters' working capital.

This situation is challenging for both large and small Indian exporters as well as importers. For MSMEs, the challenge is no longer limited to managing higher costs but also to staying competitive in key export markets amid prolonged geopolitical uncertainty. A coordinated policy response that eases logistics and financing pressures will be critical to protecting India's export momentum and ensuring that MSMEs remain globally competitive in the coming months, according to experts.

Data from a recent report prepared by Global Trade Research Initiative (GTRI) suggest that the disruption is particularly significant for India because nearly 80 per cent of its merchandise trade with Europe typically moves through this corridor. Exporters serving markets in Europe, the UK, North Africa and the US East Coast have consequently faced higher logistics costs and longer delivery timelines. The impact has been especially severe for MSMEs in sectors such as textiles, engineering goods, chemicals, leather, carpets, food products and marine exports.

Experts believe that while a few shipping companies have started cautiously exploring a return to the Suez route, the security situation remains uncertain. Continued attacks in the region mean the Red Sea and Suez Canal cannot yet be treated as a fully safe and reliable trade route, leaving exporters to grapple with higher costs and prolonged uncertainty.

Talking about the pressing issue, India SME Forum president Vinod Kumar told ETV Bharat that Indian MSMEs are facing a sustained 'cost and uncertainty tax' as the Red Sea disruption crossed 1,000 days. He said the Iran and US escalation is adding further pressure, particularly around the Strait of Hormuz. For exposed MSMEs, landed costs have risen by 4–12 per cent, delivery times to Europe by 10–15 days and working capital needs by 15 to 25 per cent.

All this is happening with the greatest pressure falling on low-margin, energy-intensive and time-sensitive sectors. Higher energy, freight and insurance costs, longer transit times and volatile input prices have not just increased working capital requirements but weakened the competitiveness of Indian exporters in Europe and the Middle East, he added.

India SME Forum appreciated the timely response of the Government of India through ECLGS 5.0, which has issued over 4 Lakh guarantees amounting to Rs 1.55 lakh crore, with MSMEs accounting for 98 per cent of guarantees by number and 82 per cent by value. This support has provided an essential liquidity bridge, enabling enterprises to finance inventories, absorb longer receivable cycles, maintain production and protect employment, said Kumar.

According to Vinod Kumar, while ECLGS 5.0 has helped viable businesses withstand the immediate shock, credit alone cannot fully restore competitiveness. India SME Forum requests the Government for complementary support through enhanced export-credit insurance, faster refunds and incentive payments, assistance with exceptional freight costs, and accelerated measures enabling MSMEs to diversify markets and position inventory closer to customers. The objective must be to ensure that Indian MSMEs emerge from this crisis not merely as survivors, but as stronger and more reliable global suppliers.

Chairman of the Engineering Export Promotion Council (EEPC), Pankaj Chadha, told ETV Bharat that the prolonged disruption is continuing to create uncertainty for exporters, particularly by increasing transit times and overall logistics costs. He noted that the situation is difficult to assess uniformly as the impact varies across traders and sectors, but the uncertainty itself remains a major challenge for India’s export community.

He said that the area is still not fully open and exporters are facing significant challenges in terms of both time and cost. It is difficult to calculate the exact impact because every trader has experienced the disruption differently. However, one thing is certain — the losses have been substantial. At present, there is little that exporters can do except hope for a resolution. Unless the geopolitical situation settles, the crisis and the problems faced by exporters are unlikely to ease, he added. (**Source: ETV)**

India’s Foreign Trade

India may import 1 million tonnes of duty-free raw sugar

New Delhi: India is set to import around 1 million tonnes (mt) of raw sugar at zero duty, nearly 10 years after it last allowed such imports, as the government seeks to ease rising domestic prices, Business Standard reported.

The move comes as benchmark ex-mill sugar prices in Maharashtra have climbed to Rs 5,400-5,560 per quintal. Prices have risen sharply since March 2026, just as India enters the high-consumption festival season.

The increase has largely been driven by low stocks with sugar mills, as domestic consumption has exceeded production during the 2025-26 sugar season that began on October 1, 2025.

Some industry experts have also blamed the decision to allow sugar exports of 1.5-2 mt when the country was already facing the possibility of a shortage because of inaccurate production estimates.

The Centre initially allowed 1.5 mt of sugar exports in November 2025 and later increased the quota to 2 mt. Industry estimates suggest around 0.8 mt was exported before shipments were stopped. This is almost equal to the quantity of raw sugar the government is now expected to allow mills to import.

An industry executive said the developments showed that sugar supplies had been assessed as stronger than they actually were, even though domestic production was not keeping pace with consumption.

The executive said an additional export quota of 0.5 mt was allowed as late as February 2026, four to five months into the crushing season, despite signs that supplies were tightening.

According to the executive, the supply problem had started becoming visible in March, when mills were finding it difficult to meet their monthly domestic sales quota. He said rising prices at that stage should have raised concerns. India last allowed raw sugar imports during the 2016-17 season, according to industry sources.

Some estimates put India’s actual net sugar production in 2025-26 at around 27.9 mt after 2.4 mt was diverted for ethanol production. Opening stocks were close to 4.7 mt, taking total availability to about 32.6 mt.

Domestic sugar consumption is estimated at 28 mt this year, which would leave closing stocks of about 4.7 mt. However, after accounting for the 0.8 mt exported, closing stocks could fall to 3.5-3.9 mt, leaving the country facing a shortage.

The current situation, however, suggests stocks could fall below the required level when the new 2026-27 sugar season begins on October 1, 2026.(**Source:Chini Mandi)**

India’s fruit and vegetable imports rise 114% in decade

India's imports of fruits and vegetables increased 114.39 per cent in value and 84.15 per cent in volume over the past decade, according to data from the Directorate General of Commercial Intelligence and Statistics (DGCI&S).

Import value rose from US$1.78 billion in 2016-17 to US$3.82 billion in 2025-26, while volumes increased from 11.22 lakh tons to 20.66 lakh tons. Imports from the US increased by 116 per cent in value and 74.5 per cent in quantity during the period.

Pakistan's exports to India fell to zero, from around 1.66 lakh tons valued at around US$128 million in 2016-17. China's exports declined by 53.3 per cent in value and 51.53 per cent in volume, from 2.13 lakh tons valued at US$176.95 million to 1.03 lakh tons valued at US$82.63 million.

The U.S. remained the largest exporter of fruits and vegetables to India. Its export value increased from US$0.67 billion in 2016-17 to US$1.45 billion in 2025-26, while volumes rose from 1.90 lakh tons to 3.32 lakh tons.

In a recent reply in the Lok Sabha, Jitin Prasada, Union Minister of State for Commerce and Industry, said India's fruit and vegetable trade had remained robust, with the country consistently recording a positive trade balance.

Exports increased from US$2.45 billion in 2016-17 to US$3.93 billion in 2025-26, while export volumes rose from about 49.5 lakh tons to 58.2 lakh tons.

Other major suppliers by export value included Afghanistan, UAE, Iran, Chile, Indonesia, Bangladesh, Australia, Sri Lanka, and South Africa. By volume, UAE, Iraq, Iran, South Africa, Afghanistan, China, Egypt, Chile, and Vietnam were among the leading suppliers.

Kenya, Jordan, Bangladesh, Serbia, Taiwan, UAE, Vietnam, Croatia, Peru, and Indonesia increased their value share over the decade. Indonesia, Turkey, New Zealand, Bangladesh, Poland, Sri Lanka, Saudi Arabia, Tanzania, Italy, and Germany increased fruit and vegetable export volumes to India between 2016-17 and 2025-26.

Compiled through various sources for private circulation

Dr Sham Choughule.

Mobile 9969029226

(International Business, Logistics, and Maritime Transport)

Shamc2001@yahoo.co.in

Association for Global Economic Development-India

Corporate Office: A/111, Mittal Court, Nariman Point, Mumbai - 400 021.

22nd h August 2026