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Union Ministry of Ports, Shipping and Waterways extends Official Support to CTL-BHP 2026

Exim News Service
MUMBAI, Feb. 10

THE Union Ministry of Ports, Shipping and Waterways (MoP-SW) has extended Official Support to *Exim India's* CTL-BHP 2026, the 16th edition of South Asia's premier exhibition and conference on Cargo, Transport and Logistics, with special focus on Breakbulk, Heavy-lift and Project Handling.



The mega event is scheduled for March 17-18, 2026 (Tuesday-Wednesday) at Jio World Convention Centre, Bandra Kurla Complex, Mumbai, India.

MoPSW's support reaffirms CTL-BHP's stature as a truly Mega Cargo and Logistics **Turn to page 10**

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Customs measures to promote export competitiveness: FM

Exim News Service
NEW DELHI, Feb. 10

FM Ms Nirmala Sitharaman has said that the series of steps she unveiled pertaining to Customs will promote export competitiveness amid global trade tensions. Regular

importers with trusted, long-standing supply chains would be recognised in the risk system, so the need to verify their cargo every time can be minimised. Export cargo using electronic **Turn to page 10**

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Greenfield Shipyard Capacity Expansion Portal now live

Exim News Service

NEW DELHI, Feb. 10

THE SbDS Greenfield Shipyard Capacity Expansion Portal is now live. Launched by the Directorate General of Shipping, the digital platform enables seamless end-to-end submission, processing and real-time tracking of applications under the Greenfield Capital Support component of the Shipbuilding Development Scheme, in line with the recently notified guidelines.

With an outlay of ₹9,930 crore, the Greenfield component supports the development of new shipbuilding clusters, creation of large-scale production capacity and establishment of modern, globally competitive shipyards. This digital initiative strengthens ease of doing business and accelerates India's vision of becoming a global shipbuilding hub by 2047, emphasises a communique.

MOPSW extends Official Support to CTL-BHP 2026

From page 3

extravaganza, a sweeping display of the wide-ranging logistics and cargo-handling expertise in the world's fastest-growing large economy. Attracting leading players from across the globe as exhibitors; top decision-makers and movers & shakers as speakers, panelists and delegates; and scores of visitors from India and abroad, it is the place to be for all associated with cargo and logistics.

Expanding in scale and scope every passing year, this year's edition will have **180+ exhibitors and 15,300+ attendees/visitors from India and overseas**, representing the entire spectrum of the industry including shipping, ports, logistics service providers, technology enablers, shipyards, transporters, analysts and consultants, shippers and consignees, and more.

Concurrent with the comprehensive exhibition will be a **Multi-Session Conference** spread over the two days, that will deliberate on a range of topical themes and issues impacting the industry today, and the outlook for the future. Sectoral leaders from India and abroad, as well as regulators and policymakers, will be making their presence felt.

As a value addition, the conference will also offer side sessions focused on knowledge-sharing and training pertaining to specific subjects.

CTL-BHP 2026 is thus a must-attend this March, for experiencing

the best of products and services on display, exploring opportunities to grow one's business on a global scale, listening to the pertinent insights of industry leaders and decision-makers, interacting and networking with stakeholders from around the world, and availing of the occasion to learn and expand one's horizons.

Customs measures

From page 3

sealing will be provided through clearance from the factory premises to the ship. For the import of goods which do not require any compliance, filing of a bill of entry by a trusted importer, and the arrival of goods will automatically notify Customs to complete clearance approvals. This will enable goods to be released immediately on arrival.

Besides, the Customs warehousing framework would be transformed into a

warehouse operator-centric system with self-declarations, electronic tracking and risk-based audit. Approval for cargo clearance from various government agencies would be seamlessly processed through a single and interconnected digital window by the end of the fiscal year. A Customs-integrated system would be rolled out in two years as a single, integrated and scalable platform for all Customs processes, said a report.

NAWC container volumes: Market dynamics in 2025-Q4

Exim News Service

COPENHAGEN, Feb. 10

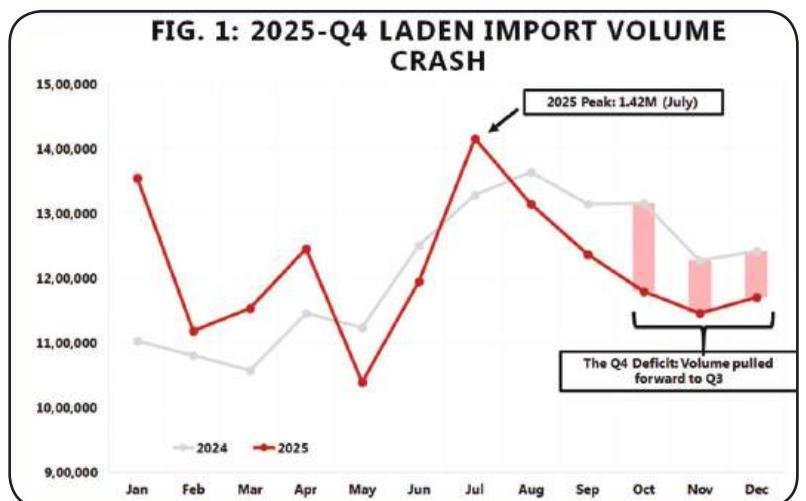
IN issue 751 of the *Sea-Intelligence Sunday Spotlight*, Sea-Intelligence analysed the 2024-2025 container throughput data for North America West Coast (NAWC) ports to assess any shifts in the timing of laden import peaks. **The data indicates that front-loading of cargo seen earlier in 2025 came at the expense of Q4 volumes, which were defined by a significant contraction.**

Figure 1 illustrates this shift in seasonal volume distribution. In 2025, total laden imports peaked early in July at 1.42 million TEU – the highest single month of activity since May 2021. This peak occurred a full month earlier than in 2024, driven by shippers accelerating cargo import to mitigate perceived end year supply chain risks. However, the subsequent slowdown reveals that this early surge effectively borrowed demand from the future.

In 2024, volumes remained resilient throughout Q4, with October levels holding steady against the August peak. In stark contrast, 2025 saw a rapid deterioration. By October 2025, volumes had dropped to 1.18 million TEU, a massive

reduction of roughly 236,000 TEU from the seasonal high, dropping even further to 1.15 m TEU in November. On a Y/Y basis, October 2025 laden imports were -10.4% lower than in October 2024, while November was down 6.7% Y/Y. Overall, 2025-Q4 was down 7.6% Y/Y.

Outside of the volatile pandemic years, 2025-Q4 has seen the sharpest Q4 Q/Q vol-



ume contraction in the 2013-2025 period. Furthermore, it is only the second time in over a decade (the other being 2019) that Q4 volumes have contracted on a Y/Y basis.

These volume figures indicate that the high volumes seen in the summer of 2025 were not driven by organic consumption growth. Instead, they were the result of a strategic acceleration that exhausted seasonal demand early, leaving ports with a significant volume deficit to close out the year, said the analysis.