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Vol. XXXVI No. 50 MUMBAI & WESTERN INDIA : Wednesday, March 18, 2026

CTL-BHP 2026 opens to packed halls, significant perspectives and learning from the experts

An equally compelling Day 2 beckons



17th - 18th March 2026
Pavilion 1 & 2, Jio World Convention Centre, Bandra Kurla Complex, Mumbai, India

Exim News Service


MUMBAI, March 17

THE first day of *Exim India's* CTL-BHP 2026, the 16th edition, on Tuesday, March 17, 2026, at Jio World Convention Centre, Bandra Kurla Complex, Mumbai, lived up to the event's reputation as South Asia's premier cargo, transport and logistics exhibition and conference. A distinguished gathering graced the inauguration, while soaring footfalls at the exhibition seamlessly transitioned into a power-packed conference, seminars and Masterclasses featuring some of the industry's finest minds from India and abroad.

It was a day of magnificent displays and pertinent insights—learning from experts while spotlighting safety, sustainability and inclusivity. A **Turn to page 10**



CTL-BHP 2026 was inaugurated on Day 1 by (from left) Mr Ashish Sheth, Mr Rajen Shah, Mr Naresh Parekh, Capt. Deepak Tewari, Mr Rajiv Jalota, Mr Marek Eron, Dr Sharmila Amin, Mr Gopal Krishna, Mr Mukesh Oza, Mr Amit Kamat and Dr Sudhir S. Kohakade

 — Turn to page 15	<ul style="list-style-type: none"> • Appointments : 4, 9 & 13 • MSWC E-Tender Notice : 4 • FER + CER : 22 • News pages 3, 10, 11, 14 & 15
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There will be no edition of Exim Newsletter dated March 19, 2026 on account of Gudi Padwa

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CTL-BHP 2026

From page 3

broad consensus emerged: this is India's moment. With accelerating growth, infrastructure and logistics development, maritime expansion, and manufacturing impetus, the nation is poised to reach greater heights on the global stage.

The event, themed **"Growing Trade & Logistics Infrastructure – India Taking Rapid Strides,"** was inaugurated by:

★ Mr Gopal Krishna, IAS, Former Shipping Secretary, Ministry of Shipping, Government of India & Chairman, CSC (Conciliation and Settlement Committee) & Event Convener

★ Mr Rajen Shah, Chairman & Managing Director, S J Logistics India Limited

★ Mr Ashish Sheth, Chairman & MD, Sarjak Container Lines Pvt. Ltd

★ Mr Marek Eron, Co-founder, CEO and Chairman, Erontrans Group

★ Mr Mukesh Oza, Group President & CEO, Samsara Group

★ Mr Amit Kamat, Chairman, Federation of Freight Forwarders' Associations in India (FFFAI) & Partner, Kamat & Company

★ Dr Sudhir S. Kohakade, IRS, Deputy Director General of Shipping, Directorate General of Shipping

★ Mr Rajiv Jalota, (Retd. IAS), Advisor, Indian Ports Association

★ Capt. Deepak Tewari, MD, MSC Agency (India) Private Limited & Chairman, Container Shipping Lines Association (India)

★ Mr Naresh Parekh, MD, Parekh Group

★ Dr Sharmila Amin, Chairperson & Member Board, Globe Forwarding Agencies Pvt. Ltd

Some other highlights of Day 1

The conference sessions and seminars saw participation from some of the titans and leading lights of the industry from the across the spectrum. The themes covered were:

★ Plenary Session: Container Shipping & Logistics in India

★ First Technical Session: Transformation in Heavy Lift Logistics: Technology, Efficiency and Global Collaboration

★ Second Technical Session: The Next Horizon in Break Bulk and Project Cargo: Strategic, Sustainable and Smart Logistics

★ Third Technical Session: Adapting to Change: Geopolitical, Environmental, Market Forces, and Renewable Energy Trends in Project Cargo

★ Heavy Lift Workshop : Project Cargo and Heavy Lift Shipping: Managing Complex Logistics from Start to Finish

★ Masterclass - The Impact of INCOTERMS on International Trade & Logistics Operations and New changes in Bill of lading & synopsis of other new amendments

★ Masterclass - Impact of AI in Logistics & Supply chain : A playbook for scaling growth

★ Masterclass - Advanced Hazardous Materials Handling: From Safety Protocols to Global Regulatory Compliance

★ Seminar - HAZCHEM Transportation: Ensuring Compliance and Safety in a Changing Landscape

★ Seminar - Empowering Women: Career Growth and



Leadership in the Shipping & Logistics Industry

Day 2 set to deliver more insights and impact

An equally compelling second day awaits on **Wednesday, March 18, 2026**, as CTL-BHP 2026 continues at Jio World Convention Centre. Building on the illustrious participation and dynamic exchanges of Day 1, the agenda promises thought provoking perspectives, robust knowledge sharing and deeper engagement with industry leaders.

The expo inauguration/Inaugural Session (CTL 2026) will be graced by:

★ Mr Gaurav Dayal, IAS, Chairperson, Jawaharlal Nehru Port Authority

★ Mr Dushyant Mulani, Director, Khimji Poonja Freight Forwarders Pvt Ltd & Immediate Past Chairman, Federation of Freight Forwarders' Associations in India (FFFAI)

★ Mr Atit Mahajan, MD, CMA CGM Agencies (India) Pvt. Ltd

★ Mr Aslam Hassan, IRS, Commissioner Export Customs Zone-I, Mumbai

★ Mr Lenny Abrao, Managing Director, Abrao Group
★ Mr Godwin Xerri, Chairman, Focal Maritime Services Co. Ltd & Chairman, Worldwide Ship Agencies Association (WWSA)

★ Mr Vishal P. Mehta, Honorary Consul of the Republic of Djibouti in Maharashtra, Advisor to the Hon'ble Prime Minister of the Republic of Djibouti & CEO, Rushabh Sealink And Logistic Pvt Ltd

★ Mr Parthasarathy Gopalan, Managing Director, PIL (India) Pvt. Ltd

★ Mr Sanjeev Harale, President, Brihanmumbai Custom Brokers Association (BCBA) & Founder, Interport Clearing Services

★ Mr Gopal Krishna, IAS, Former Shipping Secretary, Ministry of Shipping, Government of India & Chairman, CSC (Conciliation and Settlement Committee) & Event Convener

★ Mr Rajen Shah, Chairman & Managing Director, S J Logistics India Limited

★ Mr Shantanu Bhadkamkar, MD, ATC Global Logistics Pvt. Ltd. & President, Association of Multimodal Transport Operators of India (AMTOI)

★ Mr Shankar Shinde, Immediate Past Chairman, Federation of Freight Forwarders' Associations in India & Chairman, IFCBA and Managing Director – Global Express Multilogistics Pvt. Ltd

★ Dr Sharmila Amin, Chairperson & Member Board, Globe Forwarding Agencies Pvt. Ltd

★ Ms Rukhsana Vohra Mithani, Director, SAI MARITIME & MANAGEMENT (P.) LTD. & Representative, JSL Alliance

Turn to page 11



Mr Aslam Hassan, IRS



Mr Vishal P. Mehta



Mr Atit Mahajan

Consolidators Association of India (CAI) advisory on the evolving geopolitical developments in the Gulf region and the surrounding maritime corridors

THE Consolidators Association of India (CAI) wishes to draw the attention of the trade to the evolving geopolitical developments in the Gulf region and the surrounding maritime corridors, which are critical to global shipping and supply chains. The current situation has created a heightened war risk environment which may affect vessel movements, routing decisions, insurance cover, transit schedules and overall logistics operations.

Shipping lines, insurers and logistics service providers may be required to implement operational measures including vessel deviations, voyage termination, route adjustments, schedule changes and enhanced security protocols in order to safeguard vessels, crew and cargo. These developments may also result in increased operational costs across the logistics chain, including war



risk insurance premiums, bunker adjustments, deviation costs, congestion related expenses and other extraordinary charges arising from the prevailing situation.

Given the extraordinary and unforeseen nature of these developments, certain circumstances arising from the present situation may fall within the scope of force majeure, war risk or related provisions contained in bills of lading, service contracts or other contractual arrangements governing the carriage of goods.

Cargo interests are therefore advised to remain in close coordination with their service providers and note that any additional costs, operational expenses or liabilities arising due to disruptions, deviations, regulatory requirements or emergency measures may be payable in accordance with the applicable contractual

terms governing the shipment and established shipping practices. Cargo owners are also encouraged to ensure that adequate marine cargo insurance, including appropriate war risk cover where applicable, is in place for their shipments.

In view of the rapidly changing environment, freight rates and related charges may remain volatile and subject to revision depending on operational developments.

CAI clarifies that all commercial decisions, including pricing, surcharges and contractual terms, are determined independently by individual member companies based on their respective commercial assessments and prevailing market conditions.

This advisory is issued to inform trade stakeholders of the evolving situation and its potential implications for international logistics operations.

Conflict sees India facing a critical supply gap in LPG

Exim News Service

LONDON, March 17

THE escalated armed conflict in the Middle East has sent ripples across global energy markets, but few countries are as exposed as India. As one of the world's largest importers of LPG, the country now faces a critical supply gap, following the 'technical' closure of the Strait of Hormuz.

While the government has been struggling to source LPG from alternative suppliers, technical constraints in refining and LPG production, razor-thin reserves, and longer voyagers from the alternative suppliers suggests that relief will be neither quick nor straightforward.

India's LPG import dependence and the Middle East factor

India's LPG demand has grown steadily over the past decade, with consumption reaching 33 million tonnes in 2025, driven by rising residential consumption. However, its

domestic LPG production caters to less than 40% of demand, leaving the country heavily dependent on imports. This is further amplified by the concentration of supply sources, with 90% of the supply coming from the Middle East.

India is gradually diversifying its supply sources, with the share of the US increasing to 6% in 2025 and expected to rise further to 10% in 2026 (and possibly more), following the supply agreement for 2.2 million tonnes of US LPG signed by Indian refiners in October 2025.

The hidden vulnerability: 10-day reserve

The current crisis has exposed a structural weakness: India's lack of strategic LPG reserves. Unlike crude oil, for which the country maintains significant strategic reserves, the LPG supply chain operates on a 'just-in-time' basis, with current LPG reserves sufficient for only

7-10 days of consumption. Thus, disruption at the Strait of Hormuz put instant pressure on inventories and led to domestic shortages. Without robust stockpiles, the country remains one shipping delay away from an LPG supply shortage.

LPG shortage crisis looming?

Drewry projects a supply gap of 1.0 million tonnes during March and April 2026, despite

the emergency measures implemented by the Indian government.

Steps have been taken to manage the crisis, but relief remains limited

Faced with supply concerns, the government implemented several emergency measures to manage the shortage. However, structural constraints mean that these efforts can only provide limited relief in the short term, said the analysis.

CTL-BHP 2026

From page 10

Day 2 Sessions, Seminars and Masterclasses

★ Fifth Technical Session: Maximizing Efficiency and Performance in Supply Chains and Warehousing with Key Enablers

★ Sixth Technical Session: The Role of Air Cargo in Strengthening Global Supply Chains and E-commerce Growth

★ Seminar - Young Minds, Big Impact: Transforming the World of Cargo and Logistics for the Next Generation

★ Masterclass - Free Trade Agreements (FTAs) and Advantage for Indian Business in Export & Import

★ Seminar - Strategies and Compliances for Way forward in International Trade

A comprehensive report and photo-feature on the event will be brought out in the coming days.