



MAKING WAVES

The Fortnightly e-News Brief of the National Maritime Foundation

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Indonesian Maritime Security Board to Access Chinese Satellite Data

- Ankit Panda

China and Indonesia have signed an agreement on sharing remote-sensing data. China National Space Administration and the Indonesian Maritime Security Coordinating Board signed an agreement that will bolster Indonesian efforts to “enhance offshore security.” The two agencies signed a memorandum of understanding on October 6 that will see CNSA share its remote sensing data with IMSCB ground stations. The specifics of how IMSCB plans to use the data remain unknown.

The agreement comes at a time when Indonesian officials have stated a degree of apprehension over a possible territorial dispute with China concerning the Natuna archipelago. In general, Indonesia is not one of the major countries engaged in a maritime dispute with China over South China Sea territories — a factor that likely made this agreement possible in the first place.

According to Jane’s, CNSA’s remote sensing “data is intended to improve IMSCB early-warning capabilities and support maritime law enforcement and disaster relief response.” The MoU is also a follow-up to a 2012 China-Indonesia maritime collaboration agreement. Last year, also in October, Indonesia and China signed an MoU on the industrialization of fisheries which included a clause on bilateral cooperation in the eradication of illegal fishing. Earlier this year, Fang Fenghui, chief of the general staff of the Chinese People’s Liberation Army, noted that China hoped to strengthen maritime cooperation with Indonesia as Indonesian military chief Moeldoko visited Beijing.

Overall, at a time when China is growing increasingly assertive in the South China Sea, where it maintains a capacious territorial claim based on historical maps, its relations with Indonesia remain stable. Despite the lingering issue of the Natuna archipelago — that Beijing has included within the confines of its “nine dashed line”

claim to the South China Sea — Indonesia and China continue to maintain friendly relations.

Remote sensing data itself could prove highly valuable for Indonesia, a country without a space program as developed as China's. Through the measurement of propagated waves, remote sensing data can paint a detailed picture of a large geographic area. Additionally, remote sensing can describe atmospheric variables. Remote sensing data have several applications including for conventional radars, maritime surveillance, topography, marine resource management, and environmental monitoring. China has been developing its space-based remote sensing capabilities for some time. Last month, it launched the Yaogan-21 and Tiantuo-2 satellites, which are expected to deliver remote sensing data for scientific and economic purposes.

Source: [Diplomat](#) , 17 Oct 2014

China Naval Chief Conducts 'Unprecedented' Survey of Disputed Reefs

- [Zachary Keck](#)

Mainland China's naval chief conducted an "unprecedented" survey of a number of disputed islands in the South China Sea, Taiwan announced this week. Lee Hsiang-chou, the director general of Taiwan's National Security Bureau, told the Legislative Yuan's Foreign and Defense Committee on Wednesday that late last month Adm. Wu Shengli, the commander of the People's Liberation Army Navy, took a weeklong trip to survey China's reclamation works on five of the disputed Spratly Islands. Lee said that China currently has seven such construction projects in the Spratly islands, five of which have been approved since Xi Jinping took office.

The reports also said that Lee informed lawmakers that Xi Jinping had personally approved the massive reclamation campaign that China is currently undertaking in the Spratly Islands, which has been adamantly opposed by other regional powers. Besides China, Taiwan, Vietnam, the Philippines, Brunei, and Malaysia claim the Spratly Islands in completely or in part.

"All the moves indicated [the mainland] has an overall strategic plan to claim sovereignty in the South China Sea," Lee said. China is currently in the process of

transforming the five reefs it controls in the Spratly Islands into islands from which it can project military power. As the BBC, this visited one of the reefs, reported last month, “At the beginning of this year, the Chinese presence in the Spratly Islands consisted of a handful of outposts, a collection of concrete blockhouses perched atop coral atolls. Now it is building substantial new islands on five different reefs.”

The report added, “Millions of tons of rock and sand have been dredged up from the sea floor and pumped into the [Johnson South] reef to form new land.... China seems to be preparing to build an air base with a concrete runway long enough for fighter jets to take off and land.”

As The Diplomat has previously noted, the reclamation projects in the reefs and islands in the Spratly Islands are aimed at enabling the PLA to maintain a stronger presence throughout the vast waters that Beijing claims. In particular, they are a prelude to Beijing establishing an Air Defense Identification Zone in the South China Sea, a move which the U.S. and regional powers have already warned China against doing.

The reclamation effort is also aimed at strengthening the international legal basis of China’s nine-dashed line claim to sovereignty over most of the South China Sea. Under the United Nations Convention on the Law of the Seas, islands generate a 12 nautical mile territorial sea as well as a 200 nm exclusive economic zone. However, partially submerged reef and rocks only generate a 12 nm territorial sea and no EEZ, while fully submerged reefs and rocks do not generate either. By transforming submerged reefs into islands, China is seeking to stake out EEZ claims over the reefs.

Source: [Diplomat](#), 17 Oct 2014

Integrated Maritime Policy for Blue Economy

- Kamal Uddin Bhuiyan

GUNTER Pauli designed the blue economy concept, which came out of the 2012 Rio+20 Conference. In Bangladesh, discussions on blue economy started after the settlement of maritime boundary delimitation dispute with Myanmar and India. Proliferation of marine resources in this area offers Bangladesh scope for sustainable economic development, which needs an integrated maritime policy.

According to Article 56 of the United Nations Conventions on the Law of the Sea 1982, the coastal state (Bangladesh) has sovereign rights in the exclusive economic zone for the purpose of exploring and exploiting, conserving and managing the natural resources, whether living or non-living, of the waters superjacent to the seabed and of the seabed and its subsoil, and with regard to other activities for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents and winds.

Article 56 grants coastal states jurisdiction over the establishment and use of artificial islands, installations and structures; marine scientific research; protection and preservation of the marine environment etc. Article 77 of UNCLOS says that the coastal state exercises sovereign rights over the continental shelf for exploiting the minerals and other non-living resources of the seabed and subsoil, together with living organisms.

The concept of blue economy in our country can be developed in emerging sectors such as shipping and port facilities, seaborne trade, fisheries, coastal tourism, aquaculture, renewable blue energy, biotechnology, submarine mining etc. Oceans offer enormous potential for the generation of renewable energy -- wind, wave, tidal - - biomass and thermal conversion, and salinity gradients. According to Article 56 of UNCLOS, Bangladesh is entitled to explore such renewable blue energy of EEZ to produce energy.

This renewable energy source could help diversify our energy portfolios and secure higher levels of energy security. Like other coastal states, particularly in the EU, the highest potential for electricity generation can be in the offshore wind turbines sector. Global offshore wind capacity is growing at the incredible rate of 40% per year, producing 7,100 megawatts of electricity in 2013. From this, it can be predicted that the growing demand of electricity can be mitigated using wind for producing electricity in Bangladesh.

Eighty percent of global trade by volume, and 70% by value, is carried out by sea and handled by ports worldwide. According to the 2013 edition of the Review of Maritime Transport of UNCTAD, global seaborne trade has increase by 4.3%, with the total reaching over 9 billion tons in 2012 for the first time ever. If we want to be benefitted from China's economy, the world's largest economy according to International Monetary Fund (IMF), and to develop blue economy based on global

seaborne trade among coastal states, the three ports -- Chittagong Port, Mongla Port and Pira Port -- have to be developed as transit points.

Globally, 350 million jobs are linked to marine fisheries, with 90% of fishers living in developing countries. Marine fisheries contribute at least 20% of total fish production in Bangladesh and 500,000 people are fully and directly dependent on the sector. According to the Bay of Bengal Large Maritime Ecosystem Project run under the supervision of FAO in 2009, about 60 lac tons of fishes that constitute 16% of world production are produced annually from the Bay of Bengal, and about 45 lac people are engaged in fishery.

Sustainable blue economy and blue growth for sustainable development are not possible without ensuring maritime security, protecting and preserving marine environment, conserving marine living and non-living resources and preventing marine pollution. Piracy, trafficking of drugs, humans and arms, and narco-terrorism has become common in the high seas and EEZ areas of Bangladesh.

Oil and chemical substances discharged from the industrial zone in the north, sewage discharged from the urban areas, oil spill, deck drainage at the mouth of the river and the ship breaking industry are primarily responsible for marine pollution. Global climate change is also a threat for our marine biodiversity. The effects of global climate change on marine environment and biodiversity along with blue economy and sustainable development should be specially considered.

What is most important for Bangladesh now is to enact an integrated maritime policy focusing on maritime security; maritime pollution; preservation and protection of marine living and non-living resources; maritime scientific research and transfer of technology; protecting marine environment; global climate change, etc. The policy can be formulated taking into consideration UNCLOS 1982, the conventions adopted by International Maritime Organization (IMO), conventions adopted by United Nations Environment Program etc. Article 266 of UNCLOS deals with development and transfer of maritime technology and Article 275 urges the states to establish national and regional centers for scientific research.

As effective scientific research is a basic precondition for rational exploitation of the sea's resources, Bangladesh should seek international cooperation and work with IMO, UNEP, World Meteorological Organization, International Oceanographic Commission (IOC) to develop marine scientific research in Bangladesh. The government, Bangladesh navy, universities and researchers concerned should work

together for adopting integrated maritime policy for the long-term sustainable use of marine resources and for developing sustainable blue economy.

Source: [Daily Star](#) , 20 Oct 2014

India Steps Up Defense Cooperation With Sri Lanka and Maldives

- Ankit Panda

India is reportedly stepping its defense cooperation with Sri Lanka and the Maldives, two island states in the Indian Ocean. According to the Times of India, the assistance will focus primarily on “capacity building” of the armed forces of both countries. New Delhi will supply equipment and assist in training. The decision to ramp up defense ties with Sri Lanka and Maldives was likely spurred by China’s interest in both those countries. Prior to his visit to India, Chinese President Xi Jinping visited both Sri Lanka and the Maldives where he promoted China’s Maritime Silk Road initiative and emphasized maritime complementarities between China and the two Indian Ocean states.

Meanwhile, India and China are holding counter-terror drills along their disputed border, where they had a major face-off involving over a thousand troops from both sides less than a month ago. The exercises are being promoted as a confidence-building measure following last month’s standoff in the Chumar sector of Ladakh. Following the death of a Pakistani Frontier Corps soldier from Iranian firing near the Pakistan-Iran border, tensions are high between the two countries. Islamabad summoned the Irani ambassador to protest the killing. Tehran, meanwhile, demands that Islamabad take charge of its border and prevent “terrorists and rebels” from entering Iran. This incident is the latest in a series of events causing poor relations between Iran and Pakistan. In February 2014, an Iranian minister threatened to “send forces into Pakistan” over a group of five Iranian border guards abducted by Jaish al-Adl, a Sunni militant group based in Balochistan.

Over the weekend, the South Korean border guards fired warning shots at an advancing North Korean squad over the military demarcation line inside the demilitarized zone (DMZ). Over at Defense One, James Jay Carafano makes the provocative argument that containment (the very concept itself) is a myth. Since this

is a strategy that is commonly proposed with reference to China, it is worth a read. Jerry Meyerle, also writing for Defense One, makes the case that successful containment additionally needs “boots on the ground.”

Bruce Riedel, a former CIA analyst with years of expertise on South Asia, just penned a piece with the provocative title that “ICYMI: India-Pakistan Head for Nuke War.” Reidel makes the case that the recent flare up in cross-border violence could spark the South Asian tinderbox. “The escalatory ladder is far more terrifying” now than it was when India and Pakistan fought their last war in 1999, writes Riedel.

Source: [Diplomat](#) , 21 Oct 2014

The Next Big Thing: The Growth in Strategic Importance of the Indian Ocean

- Gregory R. Copley

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Justifiable preoccupation by intelligence analysts with the rise of the People’s Liberation Army-Navy (PLAN) has paralleled the focus of popular attention on the growth of the People’s Republic of China . However, international scholars have neglected the significant growth of the Indian Navy (IN) in recent years, and the international attention paid to India has similarly suffered in comparison with the PRC.

Proportionately, the rise of the Indian Navy — and Indian defenses generally — is in some ways more spectacular than that of the PLAN and the other, new PRC maritime power projection and protection tools. Arguably, too, India’s geopolitical or strategic ambitions are no less significant than those of the PRC.

Having said that, India has a GDP of only about \$1.86-trillion (2013), roughly the same as that of Canada, when the PRC had a GDP of some \$9.24-trillion, according to the World Bank. Yet the IN has been fielding an oceangoing fleet of aircraft carriers, nuclear and conventional submarines, and blue water combatants, which, for some decades, in some important ways eclipsed the naval capacity of the PRC.

Three Things to Know About the India-Australia Uranium Deal

David Brewster, a former mergers and acquisitions lawyer, but latterly a visiting fellow at the Australian National University, in Canberra, was well placed to study India's bid for regional leadership; he had already authored *India as an Asia Pacific Power*. Significantly, his new book, *India's Ocean: The story of India's bid for regional leadership* comes at a time when India is undergoing a political, economic, and strategic revival under the new BJP Government of Narendra Modi. Mr. Brewster's study — although incredibly expensive at \$123.25 a copy — is an essential tool for anyone who needs to understand where India is going. Moreover, at some stage the recognition will have to dawn more comprehensively that the focus on East Asia and the Pacific is incomplete without understanding the Indian Ocean component. Brewster, and others, are now beginning to use the phrase "Indo-Pacific" to discuss the theater.

The study also highlights the prickliness of India's relationship with Australia, particularly the perceived slight of Australia's reluctance to supply uranium for India's nuclear energy program. This is compounded by the failure of New Delhi to understand that Australia — a nation-state with a GDP comparable to that of India — also has a vast stake in the Indian Ocean, with the preponderance of its trade going through that Ocean, and with a coastline on the Indian Ocean greater than that of India.

The book's final chapter is, fittingly, "India as an Indian Ocean power", and it is implicitly a question rather than a conclusion. The chapter opens:

"Will the Indian Ocean become India's ocean? In many ways, India is the natural center of strategic gravity in the Indian Ocean. However, there are considerable uncertainties as to its future role. Might it, for example, seek to impose a muscular hegemony, exercise benign leadership or contribute to security using a cooperative model, or some combination of these? Will India seek to sponsor a new regional security order in the Indian Ocean that recognizes its special role?"

Some might say that India has, for some decades, attempted to do just that — develop a new security order which recognizes its special role — but that it had, until now, lacked the reach and resources to do so. Indeed, the competition posed by the PRC for access to African resources, particularly being channeled across the African continent eastwards toward Kenyan ports for on-shipment to China — the first phase being the Lamu Port in Kenya, and the New Transport Corridor Development

to Southern Sudan and Ethiopia — shows how the PRC's and India's strategic space overlap.

“The most obvious constraint on the expansion of India's strategic role in the Indian Ocean is the military predominance of the United States. Although US military resources are currently under strain, the United States will likely have the capability to be the predominant Indian Ocean power for decades to come. But the more apt question is how long the United States will choose to commit the necessary resources to dominate the Indian Ocean. ... [T]here will be limits to US support for India, particularly if it is perceived as acting inconsistently with US interests.”

India Takes a Green Leaf out of China's Sustainability Tree

Mr. Brewster highlights US-Indian differences over Iran, and India's relatively weak relations with the region's “middle powers”. He also highlights the virtual end of the military threat to India from Pakistan in a conventional sense in the Indian Ocean, and the fact that the PRC does not accept India's assertion that the Indian Ocean is, in fact, India's ocean.

Mr. Brewster concludes his book with the understanding that India, essentially, lacked a grand strategy to chart a path to fulfil its ambitions. However, he believes that the Indian Ocean would eventually take on a Hindu hue, replacing the European caste which centuries of European dominance gave the region.

The book was written before the election of the Mahendra Modi Government in India in 2014, and there is little doubt that Mr. Modi has a more specific view on India's path than the previous Congress Party-led coalition Government.

But it does not drive home the reality that India remains a power with less economic muscle than it needs to justify its presumptions.

Source: [Oil Price](#), 21 Oct 2014

China's Subsidized Shipbuilding

- Thomas N. Thompson

What's more significant is that China's own policies are to blame. Beijing has long considered shipbuilding to be a strategic industry, and it has employed a robust range of mercantilist subsidies to ensure an unfair advantage in world competition. In the process, an inefficient, unproductive industry that, while something of a jobs factory from a social policy point of view, has inflicted itself on world shipbuilding.

To be fair, China has made no secret of offering nearly a 20 percent subsidy on prices for Chinese ship buyers, or giving preferential interest rates to Chinese shipbuilders, or encouraging banks to finance shipbuilding through issuing U.S. dollar bonds in order to minimize cancellations and to assist the two largest shipyards, China State Shipbuilding Co. Ltd. and China Shipbuilding Industry Corp. The State Council has even guided shipyard mergers and acquisitions, encouraged by the creation of an investment fund and the injection of easy-access capital.

But not enough analysts have specifically studied China's 2006 "Long and Medium Term Plan" to enlarge the shipping industry by 2015. The effort has included huge Chinese steel subsidies, a shipyard's biggest raw material cost, that have helped to create excess capacity, increased exports, and depressed worldwide prices. In 2005, China went from being a net steel importer to a steel exporter. In 2006, China became the largest steel exporter in the world, up from fifth largest the year before. In 2007, energy subsidies to China steel were found to be around \$15.7 billion – a 3800 percent increase since 2000. Thus, Usha and George Haley show in *Subsidies to Chinese Industry* that with no discernable cost advantage, the Chinese steel industry could sell steel for 25 percent less than steel made in the U.S. or Europe. The Harleys have found that that the manufacturing cost advantage does not come from cheap labor. In the steel industry, as with shipbuilding, it is massive government subsidies, some of them well disguised, that keeps production prices down.

That unfair and illegal subsidies distort trade, resulting in inefficient production, is hardly news. In deciding whether a subsidy flouts trade rules, the World Trade Organization (WTO) uses a "price gap" approach. The idea is straightforward: If a country is producing and selling something at a discount to what others are charging there is probably something improper going on.

A simple price gap analysis shows that Chinese ships cost 7.3 percent less than rivals' ships. Controlling for quality differences, they should be around 3 to 5 percent cheaper, which leaves a 4 percent gap, and not much justification for WTO rage, if such a thing existed. It nearly is understood that China has never acknowledged the presence of any subsidies in its steel or shipyard industries in the WTO. The hidden benefits of tolerating losses at state-owned shipyards, or the generous subsidy for scrapping older cargo ships and tankers, go mostly unnoticed.

But it's hard to miss a typical pattern in Chinese manufacturing. Subsidies lead to massive excess capacity, increased exports at predatory prices, and depressed

worldwide prices. Then there is the hollowing out of the industrial base of another country and a systematic skewing of comparative advantage to protect Chinese jobs. Recently in a 2014 working paper, Myrto Kalouptsidi of Princeton University has provided a new way to spot subsidies and measure their impact. Using detailed quarterly data on factors like a shipyard's age, size, capacity, and staffing levels, Kalouptsidi estimates cost factors – the relationship between a yard's output and its cost of production – for 192 yards across China, Japan, and South Korea and Europe. By analyzing data between 2001 and 2012, she can isolate the impact, for example, of China's 2006 policy.

Her conclusion is that Chinese government help artificially lowered Chinese shipyards costs by between 15 and 20 percent! In other words, subsidies reduced Chinese shipyard costs from 2006 to 2012 by roughly \$5 billion. The bigger story is in world resource misallocation, and misaligned costs and production with only minor surplus gains for shippers. Absent China's meddling in the market, Kalouptsidi shows that shipyard market share for especially Japan and also for South Korea would have been greater. Markets other than shipbuilding could benefit from this kind of analysis, if only to confirm that too many subsidized products from China travel aboard subsidized Chinese ships with subsidized Chinese steel.

Source: [Diplomat](#) , 22 Oct 2014

The Indian Navy's Quest for Amphibious Assault Ships

- Saurav Jha

The Indian Navy's (IN) role in relief and rescue operations during the 2004 Indian Ocean Tsunami won it plaudits from the international community while underlining its strategic potency to Indian policy planners. For the IN however, that event brought to the fore the crucial need to augment amphibious capabilities beyond what is provided by its existing fleet of medium sized landing ship tanks. The first step was of course to induct the former USS Trenton, an Austin-Class Landing Platform Dock as the INS Jalashwa. This ship has not only given the IN exposure to operating a vessel of this size and capability but has also helped it get a fair idea of what it wants for the future. Now the IN has begun the procedure for bringing in four new large amphibious warfare ships, which will be built in India.

The service still rues the missed opportunity "for conduct of an outflanking amphibious assault" on Pakistan's coastline during 1971. Whatever little was done by way of amphibious operations during that conflict was executed without adequate preparation and assets, thus limiting the overall effect in the outcome of the war. The IN feels that platforms such as LPDs enhance options and opportunities that exist in the many IOR scenarios of interest to India.

The LPD as such seems set to become the IN's centerpiece contribution to "jointers", a key mantra if India has to exert decisive influence in the IOR. In a show of somewhat novel inter-service concern, the IMMS notes, "even if the IN solved the Army's transportation problem, it often deposited the troops ashore in an unfit condition to fight." Indeed modern LPD designs set great store on the comfort of troops they transport. As the IMMS further notes, "The Army's task begins at the 'end' of the voyage and troops must in future be provided enough rest and other facilities during the sea transit. Staff requirements for amphibious assets, sealift and airlift must be alive to these requirements."

In the above context, the INS Jalashwa introduced to the IN the kind of advantages that having a ship capable of hosting both a substantial helicopter wing as well as smaller landing craft brings to the table in the power projection role. It is obviously clear that simply having a beach landing capability does not make one a true amphibious power. True amphibious potency instead arises from standoff beaching and vertical envelopment capabilities, which deliver troops on target much fresher and with an arguably higher survivability rate. Over-the-horizon assault executed via a mix of heli-borne and seaborne operations, is exactly what ships such as the Jalashwa are designed to do. No doubt influenced by the Jalashwa, the broad specifications of the ship outlined in the RFI are as follows:

- (a) The length of the ship would be approx 200 m. Breadth is to be commensurate with the length and tonnage of the ship.
- (b) The draught of the ship is not to exceed 08 m.
- (c) The ship is expected to have an endurance of 45 days.
- (d) The ship is to have Diesel-Electric propulsion in either of the following configurations:-
 - (i) Twin shaft configuration, with twin rudders and Fixed Pitch Propellers or,
 - (ii) Shock graded padded propulsion.

(e) The ship is to have a suitable well deck for amphibious operations. The ship would carry amphibious crafts like LCMs or LCACs and LCVPs on davits and should have capability to launch these crafts when underway.

(f) The ship is expected to have a carriage of combat vehicles on one or more vehicle deck. This area should be adequate to embark Main Battle Tank , AAVs/BMP Class armored vehicles and heavy trucks.

(g) The ship would be equipped with a Point Defence Missile System, Close In Weapon System, Anti Torpedo Decoy system, Chaff System and HMGs/ LMGs. In addition, ship would have one E/ F band combined air and surface surveillance radar and one C/D band air surveillance radar. All of these would be buyer nominated equipment.

(h) The ship is expected to carry army troops in addition to ship crew.

(j) The ship should have capability of simultaneous operation by day/ night of Special Operation Helicopters and Large Helicopters (up to 35 tons).

Now from the RFI, it is clear that the IN wants a ship that has a well deck, a vehicle deck as well as substantial helicopter hosting capability. None of it is surprising and conforms broadly to the features of an LPD. However, the requirement that the ship "should have capability of simultaneous operation by day/ night of Special Operation Helicopters and Large Helicopters (upto 35 tons)" raises an important point. The ability to host rather big helicopters and conduct high tempo operations with them is something that can really be managed better by a Landing Helicopter Dock (LHD) than an LPD, since LHDs have much larger flight decks. Readers would note that LPD and LHD are actually U.S Navy hull classifications, which over the years have become standard industry usage for similar ships irrespective of origin.

Nevertheless, it seems that the IN is effectively using the terms LPD and LHD somewhat interchangeably in this tender given the total set of requirements. In any case, the IN will procure these ships under the "buy and make Indian" category outline in the Defence Procurement Policy (DPP) 2011. So it will purchase these from an Indian shipyard and the RFI had accordingly been issued only for the benefit of domestic ship-builders. The International collaboration has been put in place by the Indian entity itself, without any direct involvement from the IN.

As mentioned earlier the tender is about specific capabilities and not terms. Moreover, given the specification of the draught and length (and unstated cost considerations) it remains to be seen whether something like the USN's Wasp class

LHDs, which have a draught of over 8 meters and are 250 meters in length were ever looked at. The USN's new America class amphibious assault ship does not qualify because its well deck has been omitted anyway. The RFI also probably rules out smaller LPD designs, which would struggle to meet the helicopter requirements. In any case, it is in the nation's interest that this tender be expedited so that India can fulfill its manifest destiny in the Ocean that bears its name.

Source: [IBN Live](#), 24 Oct 2014

China's 'Eternal Prosperity': Is Island Expansion a Precursor to South China Sea ADIZ?

- Peter Woods

Woody Island now hosts an airstrip nearly as long as Lingshui, an important Chinese air base on Hainan. China likely lengthened the island's airstrip in preparation for basing fighters, most likely J-11s, and more heavily laden military aircraft in order to better project air power and further press its territorial claims in the South China Sea. [1] This enhanced military capability would be well positioned to support a future Air Defense Identification Zone (ADIZ) in this strategically important body of water, if China decided to escalate its territorial dispute like it did with Japan over the Senkaku (Diaoyu) Islands last November (see also China Brief, December 5, 2013). Even more important than its size is Woody Island's location, as many of China's infamous "assertive" episodes over the last decade have centered upon it. The island is located a mere 100 nautical miles (nm) south of where the U.S. Navy's P-8 Electronic Intelligence (ELINT) Collection aircraft was harassed by a heavily armed Chinese Naval Aviation J-11BH on August 19. A near collision between the USS Cowpens and a Chinese warship occurred about 100 nm north of Woody Island in December 2013 (Global Times, December 12, 2013). And the 2001 EP-3 incident, involving the death of a Chinese pilot and detainment of a U.S. crew after making an emergency landing at Lingshui, also occurred nearby as well.

Woody Island's runway, now expanded by an additional 400 meters, will likely play an increased role in supporting China's efforts to deter U.S. surveillance activities in the South China Sea, and a possible future ADIZ. The longer runway will allow a wider variety of Chinese fighter jets and bombers to use the island, including those

carrying larger loads of fuel and weapons, such as the YJ-8 anti-ship missile. Permanent basing of a small force of fighter jets would allow prompt interception of U.S. surveillance aircraft, reflecting China's warnings to Washington to cease ELINT collection patrols (Chinese Ministry of Defense, August 28). Most of China's military aircraft could now use the airstrip without any issues, but from an organizational and strategic perspective, the PLA Naval Aviation's complement of JH-7 fighter-bombers (9th Air Division 92098) and two J-11BHs (8th Naval Aviation Division 92913) makes the most sense due to their respective anti-ship role and extended range (Global Times, September 3; Military Balance 2014, IISS, February, pp. 236–238).

As argued previously in China Brief by this author, a major consideration for China's fighter acquisition and basing is increasing the PLA's loiter capabilities over areas claimed as part of Chinese territory (see also China Brief, October 10, 2013). The expanded runway will allow for longer-range patrols by Chinese aircraft to support Beijing's efforts to press its claims of disputed territory. Similarly, the larger patrol vessels China is currently building will allow longer time on station in sensitive areas, and its man-made island building projects further south—such as on Fiery Cross Reef—will allow the permanent stationing of troops on Chinese-held territory in the South China Sea. Merely showing up is often more than half the battle for legitimacy in such disputes, and China is attempting to “be there” on land, sea and air.

Enforcement of a South China Sea ADIZ, which was hinted at by a Ministry of Foreign Affairs spokesperson in November 2013, would be contingent upon the ability to promptly intercept interloping aircraft (Ministry of Foreign Affairs, November 27, 2013). Shenyang J-11s, if based at Woody Island, would have comprehensive coverage of China's nine-dash line claim. Forward basing at Woody Island would give Chinese aircraft additional range and faster response time than aircraft flying from Hainan or Guangdong province. By extending the “range bubble” out from the mainland and Hainan Island, a South China Sea ADIZ becomes much more realistic, however provocative it may be.

There is also a naval component to China's recent additions to Woody Island, beyond asserting its claims in the air. Woody Island's dock, expanded over the years to accommodate larger vessels, will likely be home to many of China's new Coast Guard vessels on patrol in disputed areas with Vietnam. A second important consideration concerns anti-submarine warfare (ASW), as the island is also close to China's naval base at Sanya, Hainan, which houses China's Jin-class nuclear-armed

submarines. China's emerging submarine nuclear deterrent will rely upon the ability to evade observation as well as be free to hide in the patch of ocean south of Hainan or, at least, be able to transit the area undetected on the way to other areas. Woody Island's location on the southern side of the "box" of ocean that the United States currently uses to monitor China's submarines at Sanya gives Chinese aircraft based on Woody Island the ability to more effectively monitor and intercept U.S. aircraft attempting to gather information on Chinese submarines.

At the same time, Beijing has sought to mask its military buildup on the island by also housing civilian researchers, making it less of a remote military outpost and more formally part of Chinese territory. In this way, the island is a more effective "tripwire," allowing any incident involving the island to be framed as an attack on Chinese soil. The concentration of incidents surrounding Woody Island reflects its strategic value to China and reveals Beijing's long-standing intention to continue increasing its control over the surrounding area moving forward. China's decision to lengthen the runway, a necessary precursor to support larger and more capable military aircraft, enables Beijing to follow through on this desire for greater influence, and enforce a future South China Sea ADIZ. Whether as a full scale military outpost or a monitoring station, aircraft and ships based at Woody Island are likely to feature in any future clash over territory in the South China Sea.

Source: [Jamestown](#), 24th Oct 2014



Navy Chief Asks Force to Ensure Readiness Levels

Naval Chief Admiral R K Dhowan, who took over after a series of mishaps, has directed the force to monitor with "due earnestness" the readiness levels of Navy's frontline fighting units while stressing on ingenious repairs and responsive operational logistics.

Admiral Dhowan's direction to the Navy personnel came during the second edition of the three-day bi-annual Naval Commanders Conference that ended today. During the conference, he emphasized that enhancement of combat capabilities of the fleet and efficacy of weapon systems along with readiness of other operational formations is of prime importance.

Focused efforts are required at all levels to ensure sustained growth of the Navy and peak combat efficiency, he said.

Senior Naval Commanders discussed several important issues during the conference, including operational readiness and combat effectiveness of platforms, coastal security, maintenance philosophy and quality of refits, infrastructure development and foreign cooperation initiatives. The Admiral stressed that the major exercises being undertaken by the fleets be optimally utilized to further improve operational and material preparedness, integrate newly inducted platforms, refine war fighting doctrines as also to improve the interoperability with sister services.

Coastal security issues were also discussed during the conference wherein the Admiral said that Indian Navy must continue to provide requisite focus to India's coastal security responsibilities through pro-active coordination with other maritime agencies and coastal states.

He stated that steady progress has been made in strengthening the coastal security construct, with induction of FICs, ISVs and Sagar Prahari Bal.

Admiral Dhowan also reviewed Indian Navy's Foreign Cooperation Road Map, with specific emphasis on what has been achieved, and the way ahead.

Foreign cooperation being a vital component of our strategy of "shaping the maritime environment", he said that this area be addressed at multiple levels with due impetus. Stressing that Indian Navy is an important asset to India's diplomatic outreach, he asked the force to chart out the Maritime Cooperation Roadmap aligned

to the policies of the government, emerging maritime challenges and maritime security needs of the IOR littorals.

He highlighted that Indian Navy needs to be seen as a dependable partner and the "first port of call" for the friendly navies in the Indian Ocean Region.

The Navy Chief exhorted his personnel to prepare themselves and the Navy to meet the maritime security challenges being faced by the nation. The International Fleet Review, planned in early 2016, a major event on the anvil for the Indian Navy, was also discussed during the conference. Admiral Dhowan said that apart from being a ceremonial and diplomatic naval event, it is an exercise to bring together the navies of the world on a common platform with an aim to have a better understanding of each other and share best operational practices.

He discussed the self-reliance programmed of the Navy and stressed that indigenization of platforms, weapons, sensors and equipment, through public as well as private sectors, should remain a priority area of focus.

The top naval commanders also took stock of the substantial boost provided to the Navys capabilities with the induction of Vikramaditya with integral fighter aircraft, INS Kolkata, INS Kamorta and INS Sumitra. Discussions were also held on the ongoing LCA (Navy) project along with capability gaps in the submarine fleet, ship-borne helicopters and Mine Counter Measure Vessels.

Source: [Zee News](#) , 16 Oct 2014

Two Russian Naval Vessels Arrived for Joint Counter Narcotics Exercise at Sea

Two Russian Naval warships Frigate "YARSOLAV MUDRY" and Tanker "KOLA" arrived here on Thursday on a goodwill mission. A Joint Counter Narcotics exercise at sea will be conducted on October 20 involving Pakistan Navy, Pakistan Maritime Security Agency, Anti Narcotics Force and Russian flotilla.

Visit of Russian Director of Federal Department of Counter Narcotics, Victor P Ivanovo is also planned concurrent to the ships visit. The dignitary will meet senior government and naval officials and will board Russian Naval ship for witnessing the exercise.

The event is of strategic significance and would go a long way in enhancement of bilateral relations between the two countries. During the visit various other training activities and discussions on Maritime Security issues have also been planned. Such visits help in promoting peace and security in the region and are in line with the policies of government to enhance maritime collaboration with regional and extra regional countries. It may be highlighted that Russian Naval Chief had recently undertaken first ever visit to Pakistan. Cooperative engagements between Pakistan and Russia on many fronts particularly relating to defence issues is being enhanced progressively.

Source: [Business Recorder](#), 16 Oct 2014

Gulf Cooperation Council to Set Up Joint Naval Force

A US Navy handout photo shows ships breaking formation during the International Mine Countermeasures Exercise in May 2013. The Gulf Cooperation Council is mulling the establishment of a joint naval force as a precautionary step to protect the waters of the Gulf from potential terror threats, a senior Kuwaiti official said Wednesday.

The new marine force is intended to combat terror and protect the Gulf commercial routes in coordination with foreign navies, such as those from NATO; the state-owned Kuwait News Agency (KUNA) quoted an advisor at the Kuwaiti Ministry of Defense, Maj. Gen. Ahmed Al-Mulla, as saying on the sidelines of a maritime security conference in Qatar on Wednesday.

Recent developments in the region have necessitated boosting security cooperation between GCC countries in a bid to deter potential terror threats and protect natural resources, a Gulf source, who spoke on the condition of anonymity, told Asharq Al-Awsat. The force is expected to be set up by the end of the year, the source maintained.

In comments to Asharq Al-Awsat, a senior scholar at the Bahrain Center for Strategic, International and Energy Studies, Dr. Ashraf Kishk, pointed to a link between the move and the growing Western and Arab airstrikes on terror positions in Iraq and Syria. It is an example of a “long-term strategic vision as the increase in airstrikes on terror groups may prompt them to transfer their battle from the land to the sea and start targeting oil carriers [in Gulf waters],” Kishk said.

In 2002, an oil tanker was damaged by a ramming attack by a small boat loaded with explosives in the Gulf of Aden. The attack, for which Al-Qaeda claimed responsibility, followed a similar attack on a US Navy warship, the USS Cole, in a Yemeni harbor in October 2000. The move, the strategist maintained, also reflects a growing international interest in preserving maritime security to clamp down on growing piracy-related activities.

“The presence of a GCC force will complement international efforts to preserve maritime security, particularly as the African side that overlooks the Red Sea and the Bab El-Mandeb strait has seen a growing presence of radical groups whose next step may be to cross into the Arabian Peninsula,” he said.

Dr. Kishk said the move was a positive development in terms of regional security, and that “the GCC countries have moved from the phase of realizing dangers to finding mechanisms for facing and handling them.”

Source: [Al-Awsat](#) , 16 Oct 2014

US, Canada to Conduct Full-scale Port Security Exercise

U.S. and Canadian military personnel and government civilian agencies are scheduled to participate in Exercise Frontier Sentinel 14 from Friday through Oct. 24. The full-scale exercise is the final phase of a three-part scenario that focuses on maritime homeland security. FS 14 is a combined U.S. Coast Guard Atlantic Area, Canadian Joint Task Force Atlantic, and U.S. Navy Fleet Forces Command exercise designed to test the coordinated response against a maritime threat to North American ports.

“This exercise tests the ability of U.S. Coast Guard, Navy, Canadian forces and civilian agencies to successfully respond to a complex maritime threat to the homeland,” said Vice Adm. William Lee, Coast Guard Atlantic Area commander. “Exercises such as Frontier Sentinel allow us to strengthen partnerships with our Canadian and Navy counterparts in a realistic setting, which will enable us to improve our interoperability, so we are prepared to respond to any and all maritime threats to the homeland.”

Phases one and two of FS 14 occurred in August and September and focused on maritime threats in the waters of the Atlantic Ocean, including Halifax, Nova Scotia.

Phase three of the exercise will focus on the coordinated detection, assessment and response to a mine threat in the Delaware Bay. The exercise is limited to specific areas in Delaware Bay and should not significantly impact vessel traffic or bay operations.

Frontier Sentinel is an annual exercise series, initiated in 2006, established to improve the collaborative information exchange, planning and coordinated response between operational-level commands of the Tri-Party, which consists of U.S. Coast Guard, U. S. Fleet Forces Command and Canadian Joint Task Force Atlantic, in response to security and defense threats in the maritime domain.

Source: [Marine Link](#), 16 Oct 2014

Four Navy Ships Deployed to Seas of East Africa, Indian Ocean

In a bid to enhance bilateral engagements and engage in friendly naval exercises, four frontline ships of Indian Navy have been deployed to seas of East Africa and South Indian Ocean, marking stepped up maritime cooperation with the countries of the region.

Naval ships INS Mumbai, INS Talwar, INS Yamuna and INS Deepak that reached Mombasa on October 15 and leave tomorrow, have been part of the goodwill visit aimed at further bolstering bilateral ties and reinforcing cooperation in maritime security with Kenya and East Africa, officials in Ministry of External Affairs said.

They said the visit seeks to underscore India's peaceful presence and solidarity with the friendly countries of the East African region and to strengthen existing bonds of friendship. India has maritime cooperation with countries of East Africa. India and Kenya also have maintained historical maritime trading links.

Involvement of Indian naval ships in combating piracy off the coast of Somalia since October 2008 has further strengthened bilateral engagement. India and Kenya are also members of the Indian Ocean Naval Symposium (IONS), a voluntary and cooperative initiative among 35 countries of the Indian Ocean Region, which has served as a useful forum for sharing of information and pursuing cooperation on maritime issues.

Indian Navy has close and friendly ties with all navies of the region and has been regularly making goodwill port calls on them besides providing training and hydrographic support.

Source: [Zee News](#), 18 Oct 2014

Philippines, Viet Nam Commit to Promoting Peace and Stability in South China Sea

The Philippines and Viet Nam assured each other of continued cooperation towards maintaining peace and stability in the South China Sea and promoting the importance of the rule of law in addressing maritime disputes in the region.

Deputy Prime Minister and Foreign Affairs Pham Binh Minh of Viet Nam at the fringes of Asia Europe Meeting 10th Summit, which sees 51 heads of states and governments, ministers and senior officials of 51 Asian and European countries, ASEAN and the European Union converge in the northern Italian city of Milan.

Both officials expressed concern on the escalation of tension in the South China Sea. Both countries will work together to bring the issue to the Leaders of Europe and Asia during the Retreat session slated for today, October 17. They committed to urge other ASEM partners to support the effective implementation of the 2002 ASEAN-China Declaration on the Conduct of Parties in the South China Sea and the expeditious conclusion of the Code of Conduct “These activities [referring to unilateral actions in the South China Sea] are in contravention of the UN Convention on the Law of the Sea and are contrary to the 2002 ASEAN-China Declaration on the Conduct of Parties in the South China Sea”, remarked Secretary Del Rosario who represented President Benigno Aquino III in this Asia-Europe Summit held every two years.

The Secretary underscored that the core issue in the dispute is China’s so-called “nine-dash line” position, an expansive claim of “indisputable sovereignty” over nearly the entire South China Sea. He referred to the EU Council President’s recent encouragement for the Philippines to pursue its maritime disputes with China and defend Philippine position in accordance with the rule of law. Minister Pham Binh Minh noted that maritime security is mentioned in the ASEM Chair’s Statement despite China’s strong opposition. He commended the Philippine government in actively pursuing the issue in all international fora.

Source: [PIA.GOV](#), 18 Oct 2014

The North Korean Navy Acquires a New Submarine

A review of commercial satellite imagery from 2010 until the present covering North Korea's submarine bases and building shipyards has revealed the presence of a previously unidentified submarine moored in the secured boat basin at the Sinpo South Shipyard. This shipyard, also known by the cover designation "Pongdae Boiler Plant," is the primary manufacturing facility for North Korea's submarines and the headquarters of the Maritime Research Institute of the Academy of the National Defense Science. The institute is responsible for research and development of maritime technology, naval vessels and submarines, and naval related armaments and missiles.

The newly identified submarine has a length of approximately 67 meters and a beam of 6.6 meters, possesses a rounded bow, a conning tower located amidships, and no visible diving planes. These dimensions suggest a dived displacement in the 900-1,500 ton range. Visible in the image are mooring lines, people moving about and equipment stored on the pier adjacent to the submarine. The long object on the pier forward of the conning tower is likely a line of closely packed shipping crates or equipment and not a missile tube, as the overall measurements are approximately 8.4 meters long and .65 meters wide. A blue tarp is covering the stern portion of the top of the sail. No torpedo or missile tubes are readily discernable on the bow or deck of the submarine in any of the available imagery.

It is interesting to note that in October 1996 Yi Kwang Su, the captured helmsman from the sang-o class submarine that grounded itself at Kangnung, South Korea, that September stated, "a 1,000 ton submarine is now under construction at Pongdae Boiler Plant in Sinpo on the east coast." While it is unlikely the boat described by Yi would be the submarine identified at Sinpo, the correlation of locations and displacements is intriguing.

It is too early to identify the missions intended for this new class of submarine or the position it could occupy in the Korean People's Navy's future submarine forces. If the design is successful and enters production as a patrol submarine (SS), the new boat will have greater range, patrol time and weapons capability than the existing KPN fleet of sang-o and sang-o ii class coastal submarines. It could also potentially replace the existing inventory of Type 033 romeo patrol submarines. It is unclear at this point whether the new submarine, if deployed in sufficient numbers, would

represent a possible shift in KPN strategy from coastal defense towards a more offensive anti-ship operations. However, it is possible that this boat is simply a one-off experimental submarine intended to validate certain design parameters and equipment, as the KPN has done this on occasion in the past. It, however, does not presently appear to be designed as a test bed for a submarine launched ballistic missile.

Source: [38 North](#), 19 Oct 2014

Sri Lanka, India Navies Discuss Maritime Issues

Sri Lanka and India have held the 24th International Maritime Boundary Line (IMBL) meeting in the mid seas Thursday to discuss maritime issues common to both countries.

The IMBL meeting between the Sri Lanka Navy and the Indian Navy/Coast Guard was held onboard SLNS Sagara at the Indo- Sri Lanka Maritime Boundary Line off Kankasanthurai on 16 October 2014.

During the 24th IMBL session, the Navy officials of the two neighboring countries have discussed several issues of mutual interests related to prevention of smuggling narcotics and other illegal items and illegal fishing activities in the Palk Strait and the Gulf of Mannar sea areas. Commander Northern Naval Area Rear Admiral Sarath Dissanayake headed the Sri Lanka Navy delegation.

The Indo-Sri Lanka IMBL meeting is held once a year to strengthen the naval relationship between the two neighboring countries. The Sri Lankan and Indian delegations meet alternatively onboard an Indian naval ship and a Sri Lankan naval ship.

Source: [Colombo Page](#), 19 Oct 2014

Coast Guard Ship 'Amartya' to Further Bolster Security off Karnataka's Coast

Indian Coast Guard's mandate to protect Karnataka's 320-km long coast from a 26/11-type seaborne incursion received a shot in the arm with arrival of inshore patrol vessel Amartya at New Mangalore Port on Sunday. This 50-metre long vessel that displaces 297 tonnes and can achieve maximum speed of 35-knots will be vital

to Coast Guard's endeavour to protect 16 vital installations along the coast including Kaiga nuclear power plant.

Eighth in the series of 20 inshore patrol vessels indigenously built by Cochin Shipyard Ltd, Kochi, the ship has an endurance of 1,500 nautical miles at an economical speed of 13 knots. The arrival of Amartya, soon to be christened ICGS Amartya after its formal commissioning at Goa on November 5 will help security forces including Coast Guard avert threat to vital installations, DIG Rajmani Sharma, commander, Coast Guard Karnataka said. Stating that the vital installations have been identified as per a threat perception assessment carried out by intelligence community, Sharma said there is a need to protect them. "Indian Coast Guard has the characteristic that is military in nature and achievement of this force that is 30,000 strong has given Coast Guards operational in 41 countries in the world a boost ever since Indian Coast Guard apprehended MV Alondra Rainbow in 1999," he said

The Japanese Maritime Safety Agency now rechristened Japan Coast Guard, and Pakistani Maritime Safety Agency and various other such forces have started to take on a role similar to Indian Coast Guard, he said. The United Nations Convention on the Law of the Sea also provides Coast Guards additional territory to operate beyond their territorial waters and country exclusive economic zone and Indian Coast Guard is game for it, he said.

P C Parida, Chair, New Mangalore Port Trust, who welcomed Amartya, commanded by Commandant P K Jaiswal assured Coast Guard all help from the port. "Security of the nation must get top priority and it is imperative for the Port and the Coast Guard to work together," he said, while requesting Coast Guard authorities to complement the port's security along its Northern breakwaters post sunset. The port has a manned watchtower there.

Source: [Times of India](#) , 19 Oct 2014

US Navy's Seventh Littoral Combat Ship USS Detroit Launched

The industry team led by Lockheed Martin launched the US Navy's seventh Littoral Combat Ship Detroit, into the Menominee River at Marinette Marine Corporation, the company announced. "It is a privilege to serve as the sponsor of the future USS Detroit and to participate in the major milestones along the way to her assuming her

place as part of the great U.S. Navy fleet," said ship's sponsor, Barbara Levin. Following christening and launch, Detroit will continue to undergo outfitting and testing before delivery to the Navy in 2015.

"It is an honor to continue supporting the US Navy with these capable and flexible warships," said Dale P. Bennett, executive vice president of Lockheed Martin's Mission Systems and Training business. "The Lockheed Martin-led team's LCS design is lethal, survivable, and affordable. These ships will help the Navy achieve its goal to increase forward presence, and can be upgraded or modified quickly to meet future missions."

Source: [Defense World](#), 20 Oct 2014

Sino-US Naval Cooperation in Far Seas Not Enough to Overcome Nearby Divergences

Given China's strategic interests, especially in terms of its need to defend seaborne commerce, it's only logical that China is extending its reach into the Indian Ocean. If you are dependent upon seaborne commerce and if you're not comfortable with your dependence on another power's ability to dictate your access to the seas, then you're going to want to develop your own capabilities to protect the sea-lanes yourself. That is a perfectly logical and legitimate security interest. China is going to seek access points, if not bases, for its military vessels to pull in for refueling, resupply and so on.

There is a whole range of naval missions where the two powers could cooperate. If China's far seas mission is about maintaining good order at sea, then that's one area where navy-to-navy cooperation will come very naturally. In the near seas, the situation is very competitive, verging on rivalry, between China and the US. In the far seas, there seems to be a convergence of interests. What we have is a very dichotomous maritime relationship. China is doing things that the US welcomes, such as anti-piracy patrols to maintain good order at sea, in the far seas. But China is adopting what the US considers to be a more closed approach in the near seas.

It's interesting that in 2009 when we had the Impeccable incident in the near seas, US and Chinese naval officers were simultaneously toasting each other during the

anti-piracy patrols in the far seas. That is a perfect example of this much more complex, dichotomous relationship.

Can we cooperate on some of these far seas issues and agree on overcoming the differences over the near seas? My view is that the near seas are much more important to China. They are thus going to override the cooperative dynamics emerging in the Indian Ocean. The US should not, in principle, object to China's search for access points along the Indian Ocean littorals.

Australia, too, will play an increasingly bigger role. It's no wonder that Australia wants to allow US naval access to Perth in western Australia, facing the Indian Ocean, so that US forces can swing forces to the Indian Ocean. Larger geopolitical maneuvering is already taking place.

Source: [People Daily](#), 21 Oct 2014

China Expanding Submarine Capabilities

China is constantly improving underwater operations and investments in platforms, sensors, and even oceanographic research, said Thomas Mahnken of Johns Hopkins School of Advance and International Studies during a Monday panel at the American Enterprise Institute in Washington, D.C.

Mahnken says that interest in underwater operations in the Pacific and Indian Oceans should be viewed “as part of an ongoing competition” that involves not only the United States and China but other nations in the region that are looking at power projection and sea denial. Nations have a growing dependence on underwater infrastructure—cables for communications of all sorts, and for mineral and fuel extraction, prompting interested in the military undersea. Dean Cheng of the Heritage Foundation added that in its recently revised military strategic guidance China recognizes its “maritime regions are blue soil” and China is as unlikely “to give up as Tibet or Hong Kong.”

China is not standing still in its broad-based military modernization—developing stealth technologies; new armor; ballistic missiles; submarines; fast-attack craft; surface combatants; and command, control, communications, computers, intelligence, surveillance and reconnaissance, he said. “China’s submarines

[numbering 50 to 60 vessels and now operating for the first time in the Indian Ocean] will not fight alone,” Chen said.

“Submarines were once considered the weapon of the week” for defense and deterrence, he said, but noted that Taiwan only has four—two of them leftover American submarines from the 1940s, now primarily used for training. The other two are diesel-powered subs (SSKs) built by the Netherlands in the 1980s.

Although the United States more than a decade ago agreed to build eight diesel-powered submarines for Taiwan, no American shipyard builds those kinds of vessels any longer, and Europeans have been reluctant to build them for Taipei at the risk of upsetting relations with China. Montgomery said that while the Taiwanese say they are considering building them on their own, that raises questions of cost. To build four now would cost about \$5 billion, at a time when Taiwan’s personnel costs are rising in a switch to an all-volunteer force. He also questioned whether Taiwan would be effective in a struggle with China and whether the Taiwanese could grow its submarine crews fast enough and give them the competency to operate skillfully in combat.

The vessels would “carry relatively small payloads and would not likely be able to reload because of damage to its ports” in any attack on the island. Montgomery said to better defend Taiwan wise investments might be made in midget submarines and unmanned underwater vehicles. “How in the world do you [Taiwanese] think you’re going to sustain a submarine industry? The Indian experience should be an example,” Cheng said.

By trying to build attack submarines and ballistic-missile submarines in its own yards in Mumbai and other ports with foreign designs and assistance, the Indian programs have fallen a decade off schedule, said Iskander Rehman, also of the Center for Strategic and Budgetary Assessments.

India, while recognizing the growing presence of China’s nuclear-powered submarines in the Indian Ocean, considers neighboring Pakistan its main military competitor, Rehman added. Pakistan has five operational submarines, but it is trying to buy six more from China. Even though India is naval strategy calls for 24 submarines, its navy remains one committed to “carrier-centric warfare.” Today’s Indian Navy has “11 boats deemed operational. No new submarines have been inducted for 15 years.” Rehman added that by trying build its own tow-arrayed

sensors, the Indian navy has none for its surface combatants and also reports a severe shortage of antisubmarine warfare helicopters.

Source: [USNI News](#) , 21 Oct 2014

HMS Kent leaves Portsmouth for Six-Month Deployment in Indian Ocean

HMS Kent will continue the Royal Navy's long-term presence East of Suez as she replaces the HMS Northumberland which is currently on station. Having been through intense training, the HMS Kent is ready for a challenging deployment as part of the Royal Navy's standing commitment in the Middle East, a press release from the Royal Navy said today.

The vessel's Commanding Officer, Commander Andrew Block, said: "I am immensely proud of my ship's company and all they have achieved preparing HMS Kent to deploy on operations East of Suez. HMS Kent will return to the Middle East, a part of the world she knows well, to provide reassurance to the UK's allies in the region, whilst conducting maritime security, counter narcotics and counter-piracy patrols to protect British trade and wider national interests.

Source: [teamlocals](#), 21 Oct 2014

Maritime Drama Deepens as Sweden Extends 'Mystery Submarine' Search

Sweden has extended its biggest military mobilisation since the Cold War as it investigates apparent "foreign underwater activity" in its coastal waters.

Speculation centres on suspicions that a Russian submarine could be in trouble, amid three sightings of a mystery vessel that may or may not be snooping. Swedish Prime Minister Stefan Löfven is playing down the James Bond-style drama. "There is an increase in training exercises on both sides, both from Russia and NATO," he said.

Source: [euronews](#), 21 Oct 2014

Indian and Saudi Navies to Conduct Joint Exercises on 20th Oct

The Saudi and Indian navies will conduct joint exercises here on Thursday as part of the two nations' upgraded defense pact signed earlier this year. The Indian Navy Ship (INS) Tir and INS Sujata arrived in Jubail on Oct. 20.

Hamid Ali Rao, the Indian ambassador, said at a press conference on board the INS Tir on Tuesday that the foundation of the military ties between the two countries was laid during the visit of Custodian of the Two Holy Mosques King Abdullah to India in 2006. It was further strengthened during the visit of former Prime Minister Manmohan Singh to Saudi Arabia in 2010.

The Indian Defense Minister A.K. Antony followed it up by visiting Riyadh in 2012 and formalized relations through the establishment of a Joint Committee on Defense Cooperation, said Rao.

"The JCDC, comprising senior figures from both countries met subsequently in New Delhi. It was only natural that our shared military relations proceeded to the next higher level. This was achieved in February this year through the visit of Crown Prince Salman, deputy premier and defense minister, to Delhi to sign a landmark agreement on defense cooperation."

Rao said that the agreement provides for training, production and joint operations. "I am sanguine that against this backdrop our great countries will seek greater convergence and cooperation in various facets of military cooperation in the future."

Rao said that Saudi officers are undergoing training at Indian military institutions, while Indian officers are conducting regular tours of Saudi Arabia in their quest for shared learning.

He said that Saudi officers are regular visitors to Indian defense exhibitions and shows. "I remain assured that we shall continue to work together to strengthen our relations in future." Indian officers also met senior Saudi Naval officers including the commander of King Abdul Aziz Naval Base and the commandant of King Fahad Naval Academy.

Teams from both sides have played friendly football matches and hosted receptions for each other. Saudi and Indian school students have visited the ships.

Source: [Yahoo News](#) , 23 Oct 2014

China may deploy warships to monitor US-Japan military exercises

After the US and Japan announced the launch of a joint amphibious exercise in the East China Sea, Konstanty Schiffkov, a Russian expert in geopolitics told the Moscow-based Voice of Russia that warships from the PLA Navy are likely to be mobilized to monitor the drill.

Known as Keen Sword, the bilateral amphibious exercise is held by the US and Japan every two years. It is done to ensure smooth joint operations between the two countries' militaries as well as bolster island defense capabilities. The exercise is set to be launched on Nov. 8 and end on Nov. 9. As Japan currently is in the midst of a territorial dispute with China in the East China Sea, Keen Sword will potentially have a negative impact on the already icy relationship between the two.

However, officials from the Japanese defense ministry said the exercise is not launched directly against any country. About 10,000 American troops and 30,700 Japanese service men and women will participate in the drill. In addition, 25 warships and 260 aircraft will be mobilized. Even though the exercise is taking place during the Asia-Pacific Economic Cooperation conference in Beijing, Schiffkov said Beijing will still respond to it.

Source: [wantchinatimes](http://www.wantchinatimes.com), 24 Oct 2014

China, Tanzania carrying out month long joint naval drills

The Chinese People Liberation Army Navy (PLAN) and the naval wing of the Tanzania People's Defence Force (TPDFA) are carrying out a month-long joint naval training exercise off the Indian Ocean coast as the two countries extend their long-standing defence and military training partnership to the naval domain.

A statement posted on the Chinese Ministry of National Defence website and attributed to the PLAN said exercise "Beyond 2014" involves various aspects of naval training for maritime security operations in the high seas. "The Chinese People's Liberation Army and the Tanzanian People's Defence Force navies began a one-month-long joint marine military training code-named "Beyond 2014" on October 16, 2014, in Dar es Salaam, capital of Tanzania. This is the first joint training between the two militaries (navies) and more than 100 navy officers and seamen are participating in it.

"This joint training is aimed at enhancing mutual understanding and trust, promoting pragmatic exchanges and cooperation and improving the combat competency and the mutual collaboration capability of the two sides in carrying out diversified tasks including fighting piracy," the statement said.

Tanzanian has emerged as a key ally to the PLAN as it intensifies partnerships and operational deployments in the Indian Ocean Region (IOR) and conducts anti-piracy patrols in the area. In December last year the 15th Chinese naval task force charged with escorting ships and patrolling for pirates visited Dar es Salaam on its way back to China.

Source: defenceweb, 24 Oct 2014

Taiwan's Ten Thousand Double-Edged Swords

Procuring the Ten Thousand Swords missile system is a blunder for Taiwan; it aggravates the security dilemma between it and the PRC. For its own security, Taiwan should deter threats from the PRC by manufacturing weapons with exclusively defensive capabilities.

The Ten Thousand Swords missile, or the 'Wan Chien' missile, is an aircraft-launched standoff missile that creates a barrage to destroy enemy facilities such as air bases, runways and missile launching sites. Its accuracy is enhanced by radars and GPS, with a striking range of 300 kilometres. Taiwan's Ministry of National Defense has installed the missile in 40 Indigenous Defence Fighter (IDF) aircrafts to date and intends to complete installation on all 127 IDF aircraft by the end of 2016.

Recent People's Liberation Army (PLA) modernisation efforts are formidable. Taiwanese forces seem frail and vulnerable against the stronger China. In 2014, China will spend approximately US\$132 billion on its defence budget; a 12.2 per cent increase from the previous year. In contrast, Taiwan merely spends around US\$10 billion on its defence and is not always able to procure the arms it favours from the United States.

Taiwan insists that the new system makes an important contribution to its security. The Ten Thousand Swords missile capability is considered strategically important because it enables Taiwanese aircrafts to hit targets in mainland China from the Taiwan Strait. Taiwanese aircrafts will no longer have to risk flying deep into Chinese airspace to hit key facilities and infrastructure.

But this does not reflect the realities of China's thinking. The PRC aims to change Taiwan's perception of its own security so that the island will forego any aspirations to declare independence. This includes the deployment of at least 1,600 short-range missiles as an intimidation tactic. The Ten Thousand Swords missile system is likely to compel China to further accelerate its military modernisation efforts. In a contingency scenario Beijing may aim to coerce Taipei into capitulation either before US military support arrives or by preventing US troops from accessing the vicinity of Taiwan. Taiwan's decision to deploy the Ten Thousand Swords aggravates the security dilemma and undermines the security Taipei is trying to bolster.

Source: [eastasiaforum](http://eastasiaforum.org), 24 Oct 2014

UN Orders Ship Searches to Find Al-Shabaab's Charcoal

The United Nations Security Council authorized naval inspections of ships off Somalia's coast and beyond suspected of carrying illegal weapons and charcoal, a commodity that generates millions of dollars a month in revenue for militants linked to al-Qaeda.

Thirteen of the council's 15 members voted today in favor of the text, while Russia and Jordan abstained. The resolution orders "strict implementation of the arms embargo on Somalia and the charcoal ban" to inspect vessels bound for Somalia, in its territorial waters and on the high seas, including in the Arabian Sea and Persian Gulf.

The goal is to improve implementation of the Security Council's 2012 ban on the direct or indirect importing of charcoal from Somalia, which is burned for fuel and has been a major source of funding for al-Shabaab, the militant group that has been fighting the Somali government for at least seven years.

At the same time, the resolution extended a partial easing of the arms embargo against the East African country for 12 months to help boost the capabilities of the government's security forces. Somalia's illegal charcoal trade, weapons flow and corruption have continued unabated since the 2012 ban, a group of UN monitors said in a 461-page report this month. Charcoal exports to Gulf states are valued at a minimum of \$250 million a year and "could be much more, given that the group may

not have identified all shipments,” according to the report. Al-Shabaab militants have long relied on trees that are illegally chopped down and then charred to produce charcoal, using the revenue from selling it to Gulf Arab states to fund operations and pay their recruits.

Source: [Bloomberg](#), 24 Oct 2014

Sri Lankan Navy Commander to leave for India Tomorrow on an Official Visit

Sri Lanka Navy Commander Vice Admiral Jayantha Perera will leave for India tomorrow on a five-day visit Navy Media Spokesman Commander Kosala Warnakulasuriya said. The Spokesman said that the Navy Commander will leave for India on an invitation extended to him by his Indian counterpart.

Sri Lankan Navy Commander's visit to India comes on the heels of Sri Lankan Defense Secretary Gotabhaya Rajapaksa's meeting with the Indian Defense Minister Arun Jaitley on Monday (October 20) in New Delhi.

Commander Warnakulasuriya said following the visit of the Navy Commander to India, the Sri Lanka Navy will purchase two naval ships from India.

India is reportedly planning to supply two naval offshore patrol vessels and other military equipment to Sri Lanka.

Officials of the Sri Lanka Navy and Indian Navy will also participate in discussions to further strengthen bilateral ties between both Navies.

Source: [colombopage](#), 25 Oct 2014

Six Made-in-India Submarines for Navy for 53,000 Crore

The Defence Acquisition Council of India on Saturday cleared defence deals worth Rs. 80,000 crore. The deal includes the acquisition of six conventional submarines to augment the aging and depleted submarine fleet and two midget submarines -- also known as 'Swimmer Delivery Vehicles' - which are used for special operations.

Following Prime Minister Narendra Modi's 'make in India' campaign and the overall policy to build and strengthen the fledgling Indian defence industry, all six boats will

be made in Indian shipyards. The Indian Navy - the end users - will identify shipyards that can acquire the technology from foreign manufacturers and build the boats on schedule. The process of identifying the shipyards will be completed in the next two months. There are seven shipyards in India, including four government yards. The Indian exchequer will shell out an estimated Rs. 53,000 crore for the six boats.

Source: [ndtv](#), 26 Oct 2014

Jokowi`s Pledge To revive Indonesia`s Maritime Supremacy Lauded

Indonesia's new President, Joko "Jokowi" Widodo, is expected to announce his cabinet that will include a minister to coordinate maritime affairs, a new portfolio to revive the glorious maritime past of the nation. Jokowi, throughout his election campaign, had spoken about reviving the country's past of finding riches at the sea and termed it as one of his ambitions. During the times of the Sriwijaya Kingdom between the seventh and 13th century and centered in western Indonesia, the Kingdom was believed to have enjoyed maritime supremacy within the Southeast Asian region. In eastern Indonesia, maritime trade reportedly thrived with local fishermen sailing up to Australia and PNG to barter goods, while Europeans had landed on the Maluku islands to look for spices. Indonesia is one of the worlds largest maritime countries with about 5.8 million square kilometres of marine territory. The state has some 92,000 km-long beach and coastal areas, second after Canada.

It is the biggest archipelagic country in the world, with around 70 percent of its territory as water and it has 17,480 islands. As part of the community's routine life, people enjoy various marine services, such as trade, transportation, consumption, and recreation. The country is believed to enjoy a fishery potential of up to 60 million metric tons a year. Previous maritime affairs and fisheries minister Sharif Cicip Sutardjo once mentioned that Indonesia's maritime economic potential was Rp 3,000 trillion [\$257 billion] per year. Despite the huge marine potential, however, Indonesia utilizes only eight percent of it, necessitating strong efforts to optimise this sector, the then marine affairs and fisheries minister, Fadel Muhammad, had said while commemorating the World Ocean Day in 2011. The country's marine and fishery

resource potentials are still wide open for development through aquaculture, marine tourism, mining, maritime transportation, and development of marine services. "Local governments must be aware of the importance of developing the oceans for the future of the nation," Fadel Muhammad, Cicip Sutardjos predecessor, added.

Source: [antaranew](#), 26 Oct 2014

Japan Builds Response to Chinese Area-Denial Strategy

Japan's response to Chinese anti-access/area-denial threats rest on three planks: increasingly large helicopter carriers, next-generation 3,300-ton Soryu-class submarines and new Aegis destroyers.

This strategy is further enhanced by plans to deploy 20 Kawasaki P-1 maritime patrol aircraft as replacements for the P-3C, and upgraded SH-60K sub-hunting helicopters. When integrated, this will create a much more capable fleet able to expand its role beyond being a simple "shield" to the US Navy's "spear," analysts said.

Data from AMI International shows that the Izumo-class helicopter destroyers (22DDH) and the Soryu-class submarines are the leading programs for the Japan Maritime Self-Defense Force (JMSDF), both in budget and importance to Japan's maritime security, according to Bob Nugent, affiliate consultant at AMI.

Japan unveiled the first of the two planned Izumo-class ships on Aug. 6, 2013 — the largest Japanese warship since World War II — which will be able to carry 15 helicopters. In 2009 and 2011, the Navy also commissioned two new third-generation Hyuga-class helicopter destroyers, each capable of deploying 11 helicopters.

Source: [defensenews](#), 27th Oct 2014

\$100 mn Defence Credit Line: Talks Gather Pace on Sale of Indian Patrol Vessels to Vietnam

Talks are gathering pace on the sale of Indian naval patrol vessels to Vietnam, an Indian official said, the first significant military transfer to Hanoi as it improves its

defences in the South China Sea where it is embroiled in a territorial dispute with China.

The four patrol ships will be provided to Vietnam under a \$100 million defence credit line and represent a push by the nationalist government in New Delhi to counter Beijing's influence in South Asia by deepening ties with old ally Vietnam.

Vietnamese Prime Minister Nguyen Tan Dung held talks with counterpart Narendra Modi on Tuesday, the first meeting since Modi took office in May, promising to turn the country into an economic and military power.

A government official said negotiations for the patrol craft had gathered pace since the credit line was announced last month during the visit of India's president to Vietnam.

"We expect to see progress on this fairly early as negotiations are continuing between the Vietnamese and our defence suppliers," the government official involved in discussions said.

Vietnam wants the craft for surveillance off its coast and around its military bases in the Spratly island chain in the South China Sea where it is building a credible naval deterrent to China with Kilo-class submarines from Russia.

Source: [firstpost](#), 28 Oct 2014



North Korean Ships Reshuffle Their Identities

More than thirty members of the fleet visible on the NK News vessel tracker changed important vessel identifiers since the start of the year, according to data from Marine Traffic. The DPRK ships appeared in Marine Traffic records with new Maritime Mobile Service Identity numbers, indicating that they have been reflagged, renamed, or changed ownership. “Ships change their MMSI usually during a change of ownership and/or flag. Though the IMO number usually remains the same,” Demitris Menos, Managing Director at Marine Traffic told NK News.

North Korea however have adopted the practice often in conjunction with networks of paper management companies in Hong Kong or mainland China. This two pronged approach serves to hide North Korean shipping companies and the vessels they operate. Out of the 32 MMSI changes, 18 have been confirmed by cross referencing across ship inspection records and the Equasis Maritime Database. The others are likely in the pipeline, as there is some lag time between on the ground changes and marine database updates.

Ocean Maritime Management

The North Korean shipping company OMM which was sanctioned by both the UN and the U.S. Department of Treasury was responsible for seven of the recent MMSI changes, with three vessels getting new names. Two of the vessels also had changes within their management or ownership structures.

The remaining four MMSI changes have not yet been confirmed from other sources. However the MMSI alterations themselves were enough to remove the vessels from the visible fleet on the NK News ship tracker. These changes are in addition to three further OMM alterations that have occurred in recent months, bringing the total to ten since the July sanctions. Combined with the two vessels that are no longer seaworthy, 12 out of the 18 sanctioned ships likely have different information than that contained the U.S. Department of Treasury sanction documents. In an effort to combat this, Treasury included the ships’ IMO number, a unique identifier which are generally consistent throughout the life of the ship. Though given that OMM’s operations appear to continue unabated in Asia, it is unclear how effectively the sanctions trickle down to ground level.

Confirmed Changes

Outside of OMM's vessels, the most frequent alteration was reflagging to Cambodian flags, with nine ships making the change so far this year. The Cambodian flag registry, which is based in the South Korean port city of Busan, declined to comment on North Korean companies using their flag. The reflagging was usually accompanied by further changes to a vessel's name and to at least one of the ships' three associated management and ownership companies.

Source: [NK News](#) , 21 Oct 2014

Shipping Industry Wants More Green Options

Three quarters of those surveyed also said they believed green energy could be a success factor in businesses. The allure of green, environmentally friendly energy is strong, but many in the industry are still hesitating at the lack of financial incentives and options, according to a recent survey by the Institute of Marine Engineering, Science and Technology together with U.S.-based pump company Colfax Fluid Handling. The results found that nearly nine in 10 agreed with a industry shift towards the "green agenda," though just under half said that such a shift had good value for money.

"The survey results are really interesting and clearly highlight that the industry as a whole could use a best-practice guide or a set of options that are clearly available" said John Barnes of the IMarEST. "There are a number of initiatives available to shipping companies, but it is difficult to work out which solutions work, and for whom, when there are so many out there." Three quarters of those surveyed also said that they believed green energy could be a success factor in businesses, but that there needed to be more green options for companies to invest in.

Suppliers to the shipping industry have a responsibility to listen to industry leaders ... then respond to their needs. One respondent predicted that companies are likely not to budge on green technologies without being forced to or an attractive financial incentive. "Suppliers to the shipping industry have a responsibility to listen to industry leaders, hear what they have to say and then respond to their needs," said Ben Martin, director of global marketing at Colfax. Our goal is to support the global

commercial marine industry and help its leaders secure the best return from investing in green initiatives.

Source: [Ship and Bunker](#) , 22 Oct 2014

Cyber Crime and Shipping

Shipping is now entering the age of cyber crime, which is a dangerous new frontier for an industry that has hitherto focused overwhelmingly on the physical risk of shipping and which must now evolve its approach to face the less tangible threats.

The Association has worked with experts Kroll in Hong Kong to develop the attached loss prevention bulletin for member's reference. Members are strongly recommend to carefully consider the possible vulnerabilities, and these extend beyond mere threats coming via emails with links and attachments that seek to install malicious software. Given the increasing reliance on electronic documentation in shipping, as well as electronic aids including AIS and ECDIS, combined with increasing automation at the most modern container ports, the opportunities for technologically advanced criminals are plentiful. Success in shipping in the future will require being able to manage this "intangible" risk just as much as ensuring ships are physically safe at sea.

Source: [Hellenic Shipping News](#), 22 Oct 2014

Greening of the Maritime Shipping Industry Is Cultivating Growth, M&A Opportunities

Without shipping, the import and export of goods on the scale necessary for the modern world would not be possible. Around 90 percent of world trade is carried by the international shipping industry, represented by 50,000 merchant ships transporting every kind of cargo and manned by over a million seafarers of virtually every nationality.

Human advances in technology have steered the industry from the paddle, through the sail, to today's fuel, fed into an engine room that rotates propellers –some nearly 34 feet in diameter and weighing 113 tons– to move the ship forward through the water. Approximately 90 percent of all commercial shipping vessels are propelled

by bunker fuel, a cheap crude oil distillate notorious for its high 3.5 percent sulphur oxide (SOx) content and dangerous vapors.

The International Maritime Organization (IMO), the governing body of the commercial shipping industry responsible for safety and pollution abatement, is issuing stringent regulations to stem SOx emissions from bunker fuel consumption, with the latest cap due to be implemented January 1, 2015.

The IMO regulations, along with the commercial risk of rising fuel prices tied to volatile crude oil markets, are steering financial and strategic investment to develop fossil-free solutions as ship owners and operators seek a competitive edge in areas of cost and compliance. The drive to go green offers significant opportunities to savvy investors and is expected to ramp up M&A activity among companies specializing in clean shipping technology, a growing subsector within an industry that has dined on fossil fuels for over a century.

These environmental solutions include scrubbers: air pollution control systems retrofitted onto ships' engines to stem SOx emissions. According to industry reports, the scrubber market could swell to \$15 billion by 2025 in order to meet regulatory challenges, in turn driving consolidation between players. Wärtsilä boasts a 50 percent share of the scrubber market, making it extremely palatable to suitors eager to capitalize on clean opportunities in the maritime sector. The trickle-down from Rolls-Royce's interest in Wärtsilä seems evident in Norwegian chemical company Yara International's acquiring a controlling stake in scrubber manufacturer Green Tech Marine months later in a bid to become "an industry leader in marine emissions solutions."

The shipping industry's push for sustainability is also disrupting naval architecture, offering investment opportunities in agile and nimble enterprises designing vessel models that will see industry dependence on bunker fuel lessened.

Source: [forbes](#), 22 Oct 2014

Gargantuan Vessels

One of the biggest drivers of globalisation, it has been said, is not the series of trade agreements between different countries and trade blocs, but those ordinary, 20 or

40-foot long aluminum or steel boxes that today account for the movement of 95 per cent of manufactured goods in the world.

The first fully containerized ship that sailed across the Atlantic Ocean, the SS Fairland, carried 236 boxes from New Jersey to Rotterdam in 1966, 10 years after Malcolm McLean, an American businessman, acknowledged as the 'father of containerization,' introduced the concept of containers. Today, the global seaborne container trade accounts for 60 per cent of the world's maritime trade. Container ships have also become gargantuan vessels that can accommodate up to 19,000 containers. South Korea's Hyundai Heavy Industries, one of the world's biggest shipbuilders, is building five ultra-large container vessels with a capacity of 19,000 TEUs for a Chinese shipping line.

Other ULCVs — any vessel with a capacity to carry over 14,501 containers is classified as a ULCV — are already transforming the shipping industry. Box carriers from the Triple-E class of container ships, also built by another South Korean shipbuilder, Daewoo, are sailing between China and Europe, each having a capacity of 18,000 TEUs. The 165,000-tonne vessels, with a length of 400m, can only traverse the Asia-Europe trade route, cutting through the Suez Canal and supplying manufactured products from hundreds of factories in China to European consumers. But the Triple-E container vessel — or EEEs, which stands for economy of scale, energy-efficient and environmentally-improved — is no gas guzzler. Costing nearly \$200 million, it has the lowest carbon dioxide footprint.

The last 15 years have seen dramatic transformation in the container shipping industry. Till the late 1990s, these vessels had a maximum capacity of 5,000 TEUs, the upper limit of the Panamax class, which ensured they could pass through the Panama Canal. However, once the post-Panamax vessels came into service, there has been an upsurge in the capacity of container vessels.

This has triggered off huge savings thanks to economies of scale and has resulted in international manufacturers setting up factories in places such as China, where labor costs are relatively cheaper. The cost of transporting finished goods has fallen dramatically. Plagued with over-capacity in the container shipping industry, freight

rates have tumbled to record lows. It costs less than a thousand dollars to ship a container from China to Europe; spot rates are even cheaper.

With scores of new ULCVs expected to enter service over the next 12 months, large shipping lines are entering into alliances, sharing vessels and ports to ensure they are able to recoup losses. In addition, the new generation of fuel-efficient, ultra-large container ships is enabling them to achieve their goals.

Source: [Khaleej Times](#) , 24 Oct 2014



Emissions from Shipping Set to Sky Rocket If Not Regulated Says Report

The commercial shipping sector is responsible for a billion tonnes of greenhouse gas emissions a year, a little more than Germany, and its contribution is set to skyrocket, according to a new group report.

Bill Hemmings, of pressure group Transport Environment, says that emissions by commercial shipping globally will increase 250% between now and 2015 unless the United Nations' major maritime and environmental bodies, the IMO and UN Framework Convention on Climate Change find common ground.

Transport Environment is calling for greater regulation of the industry with a carbon tax or carbon credit market established, but the International Maritime Organization (IMO), head quartered in London, has held back on supporting such calls, instead pushing the industry's growth agenda. In his opening remarks to an IMO conference in London earlier this week, Secretary-General Koji Sekimizu made clear that growth would take priority over emissions reductions in the coming years.

"Shipping has a great potential for growth to meet the demand of the world economy but shipping has also, a great potential to significantly reduce GHG emissions, while achieving further growth of maritime transport," he said. The report by Transport Environment questions whether the two objectives can co-exist, and points to recent reductions in emissions as evidence that growth of the industry will undermine emissions reduction targets.

The shipping industry's share of global emissions fell from 3.2% in 2007 to 2.5% in 2012, according to the latest figures approved by the UN's International Maritime Organization, according to the Transport Environment group, the reduction was more due to the financial crisis than environmental regulation. During the downturn, there was a slump in global trade and shipping companies were operating ships at less than full capacity, requiring new measures to reduce operating costs, such as 'slow steaming' which reduced emissions and the company's fuel bill.

The IMO has made some indirect steps to limit emissions, the main one being energy efficiency design standards for new ships and energy efficiency management plans, but there is no minimum standard for the content of these.

"That is all very welcome, but it does not change the underlying facts," says Hemmings. "Shipping is on track for a very large increase in emissions to 2050." Hemmings says the industry is resisting further regulations with the support of "flag states" that derive a great deal of revenue from registering ships, and promote relatively lax regulations in order to attract clients. Leading flag states include Panama, Liberia, the Marshall Islands, Hong Kong and Singapore, according to UN data from 2013.

Source: [Big News Network](#), 18 Oct 2014

Draft Polar Code approved by IMO's Marine Environment Protection Committee

A key step on the way to a mandatory Polar Code for ships operating in Arctic and Antarctic waters has been reached with the approval by the Marine Environment Protection Committee of the International Maritime Organization of the environmental provisions in the draft International Code for Ships Operating in Polar Waters, together with associated draft amendments to the International Convention for the Prevention of Pollution from Ships, to make the Code mandatory.

Following this approval, the MEPC will consider the Code and the draft amendments for adoption at its next session, in May 2015. Once adopted, the Polar Code and MARPOL amendments could enter into force on 1 January 2017.

The draft Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in waters surrounding the two poles. The environmental provisions add additional requirements to those already contained in MARPOL, to be applied to ships operating in the polar waters. As the Antarctic area is already established as a Special Area under MARPOL Annexes I and V, with stringent restrictions on discharges, the Polar Code aims to replicate many of those provisions in the Arctic area.

The MEPC approved the preamble, introduction and part II of the Polar Code, which includes mandatory provisions in chapters covering the following topics:

- prevention of pollution by oil, including discharge restrictions prohibiting any discharge into the sea of oil or oily mixtures from any ship, as well as structural requirements including protective location of fuel-oil and cargo tanks;
- Control of pollution by noxious liquid substances in bulk, prohibiting any discharge into the sea of noxious liquid substances, or mixtures containing such substances;
- prevention of pollution by sewage from ships, prohibiting the discharge of sewage except for comminuted and disinfected sewage under specific circumstances, including a specified distance from ice;
- Prevention of pollution by garbage from ships, adding additional restrictions to the permitted discharges. Food wastes shall not be discharged onto the ice and discharge into the sea of comminuted and ground food wastes is only permitted under specific circumstances including at a not less than 12 nautical miles from the nearest land, ice-shelf or fast ice. Only certain cargo residues, classified as not harmful to the marine environment, can be discharged.

Also approved were draft amendments to MARPOL Annexes I (prevention of pollution by oil from ships), II (noxious liquid substances), IV (sewage) and V (garbage) to bring the introduction and corresponding chapters in part II-A of the Polar Code into force under those annexes. Recommendations in Part II-B of the Polar Code were approved, including a recommendation to refrain from carrying heavy fuel oil as cargo or fuel in the Arctic and a recommendation to apply the standards contained in the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (this instrument has not yet entered into force).

In May 2014, IMO's Maritime Safety Committee approved the Introduction and part I (safety provisions) of the Polar Code, along with a draft new chapter XIV of the International Convention for the Safety of Life at Sea on "Safety measures for ships operating in polar waters". The MSC will consider the adoption of the Polar Code and SOLAS amendments at its next session (MSC 94, 17 to 21 November). Once adopted, it is expected that the SOLAS amendments making the Polar Code mandatory would enter into force on 1 January 2017.

Source: [Offshore Shipping Online](#), 22 Oct 2014

Global Warming Scientists and 5 Facts That Are Routinely Disputed

Climate scientists are sharply divided on the issue of manmade global warming. Here are five facts that are routinely disputed.

Arctic glacier melting is caused by man-made global warming. The International Institute of Climate Change and dozens of climate scientists say global warming has contributed to the volume of Arctic Sea ice being reduced by half from 1984 to 2012. However, numerous studies have found the arctic melting is part of the Earth's natural climate cycle and is not proof of manmade global warming, Climate Depot notes. Earlier this year, NASA said the level of ice melt was not a record low.

A warming planet is causing California's most severe drought in decades. Global warming scientists maintain that decreased rainfall and declining winter snowpack in the Sierra Nevada Mountains is caused by global warming and has led to California's most severe drought in decades. In 2013, California received less precipitation than in any other year since 1950, when it became a state. However, meteorologist and global warming skeptic Anthony Watts says that climate models used to link the drought conditions with manmade global warming are not realistic representations of climate in the eastern North Pacific.

Antarctic ice shelves are breaking apart because of manmade global warming. Antarctica has seen several ice shelves "calve," or break in two, in recent years. In 2013, an iceberg about 22 by 12 miles long split from the Pine Island Glacier. Climate scientists have said such Antarctic "shelving" is symptomatic of reduced global sea ice. However, Climate Depot reported in December of 2013 that levels of global sea ice were actually at their highest level in 25 years. In May 2014, Real Science reported that global sea ice levels continued to expand at were at their highest in 32 years.

Carbon dioxide emissions are contributing to a warming planet. Conventional environmental science and the U.S. Environmental Protection Agency report that high carbon dioxide levels emitted from cars and factories are contributing to a breakdown in the atmosphere, thereby heating up the planet. However, some scientists say there is no proof that CO2 is causing climate changes or is bad for the planet. Plants Need Co2. Org cites multiple articles finding that CO2 changes have lagged temperature changes throughout history.

Earth is warming. According to NASA, September 2014 was the warmest September globally since 1880, when recordkeeping began. NOAA projections have 2014 on track to be the hottest year on record, and global warming scientists have found that the Earth's average surface temperature rose by 1.3 degrees Fahrenheit since 1880, with two-thirds of the warming taking place since 1975. However, FriendsOfScience.org says parts of the temperature-recording network is based in warmer urban areas, and that the "mild warming" over the 20th century is within natural planet temperature variations recorded over time.

Source : [News Max](#), 23 Oct 2014

Coral Poaching by Chinese Boats off Ogasawara Islands Rising

The Yomiuri Shimbun Coral poaching by Chinese fishing boats in waters around the Ogasawara Islands has been rapidly increasing. Earlier this month, nearly 50 Chinese fishing boats were spotted in the area. They were believed to be searching for valuable red coral and other "jewelry coral," which inhabit the deep sea. Catching jewelry coral is regulated in China. The Japan Coast Guard is stepping up crackdown on coral poaching by Chinese fishing boats, some of which have entered Japanese waters or Japan's exclusive economic zone.

Source: [Japan-News](#), 23 Oct 2014

IMO completes Polar Code Environmental Rules

The International Maritime Organization has completed the last element of the first-ever binding set of international rules for the Arctic shipping.

Last week in London, the United Nations organization approved the environmental rules that make up the second half of the Polar Code, which is expected to come into force at the start of 2017. The regulations for safety, the first chapter of the Code, were approved last spring.

Despite protests from Russia, the new environmental measures ban both garbage dumping and oily discharges from ships in polar waters. Russia had sought an

exemption for oily discharges for some of its ships on domestic routes in the Arctic, specifically ships operating in ice that would remain at sea for extended periods.

Deputy Minister of Transportation Victor Olersky came out swinging against the regulations prior to the meeting last week, urging the IMO to not introduce “rigid, prohibitive measures that will prevent shipping companies from using the Northern route.”

Russia is steeply ramping up the use of the Northern Sea Route. The first commercial ships made the transit in 1997; by 2011, just four ships completed the passage. In 2012 and 2013, though, traffic exploded with 46 and 71 commercial ships arcing over Russia between the Atlantic and the Pacific Ocean.

Source: [barentsobserver](http://barentsobserver.com), 24 Oct 2014

Microbes used to Detox Marine Pollutants

Several types of bacteria found free-living in deep-sea sediments can produce enzymes that can dehalogenate long-lived environmental toxins such as polychlorinated biphenyls (PCBs) and dioxins. This way to detoxify pollutants is often useful, and it could potentially be made for useful if scientists can harness this microbe-power. The first step is to understand exactly how some types of bacteria can reduce the harmfulness of certain pollutants.

The work is important because dioxins are dangerous industrial byproducts. They were once used as coolants in the manufacture of electrical equipment. Although the production of such chemicals was banned globally in 2001, they can remain in the environment, particularly in water.

An advancement has been made this month. Scientists, from the University of Manchester (U.K.), have succeeded in purifying an enzyme in a strain of bacteria, called a dehalogenase, and they have examined the enzyme's structure and activity. The bacterium studied was *Nitratireductor pacificus*.

The research has shown that the activation of the pollution-busting enzyme is dependent on the activity of cofactor vitamin B12. This led to a realization that the enzyme is oxygen sensitive.

From this, the researchers considered how the enzyme might work under a wide range of atmospheric conditions. They theorized that the enzyme might work more

effectively if it was genetically transferred into a different bacterial species. Here, the researchers made use of an enzyme that is oxygen-tolerant and likely cytoplasmic, expressing it in a faster-growing species, *Bacillus megaterium*.

The scientists hope that the developments will lead to new ways of combating some of the world's biggest toxins. The findings have been published in the journal *Nature*. The research is described as "Reductive dehalogenase structure suggests a mechanism for B12-dependent dehalogenation."

Source: [digitaljournal](#), 25 Oct 2014