



MAKING WAVES

The Fortnightly e-News Brief of the National Maritime Foundation

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Is China Changing Its Approach to Maritime Disputes?

-Jin Kai

Since Japan nationalized the disputed Senkaku/Diaoyu islands in 2012, China has adopted a policy of “reactive assertiveness” on territorial disputes toward its neighbors – seeing their actions as unilateral changes to the status quo and making confident but more or less limited reactions. As Stephen A. Orlins, president of the National Committee on U.S.-China Relations, recently said in an interview with *People’s Daily*, if we fully analyze the Diaoyu/Senkaku issue and South China Sea disputes, we will find that China indeed is innocent. In each case, the other parties unilaterally changed the status quo first, compelling China to react. Unfortunately the U.S. and some other countries have rejected China’s responses.

As the current tension drags on, it has also become more confrontational. As Japan takes firm action to lift the ban on collective self-defense, Japanese Prime Minister Shinzo Abe has reopened old wounds by criticizing the issuing of the 1993 Kono Statement, which apologized for the abuse of “comfort women” during World War II. Meanwhile Vietnam’s actions in the South China Sea have been more direct – a number of ships and frogman teams with military background have been dispatched to sabotage China’s oil rig. Plus, waves of anti-Chinese violence have caused injuries and economic losses to a large number of businesses from China, leaving four Chinese citizens beaten to death and hundreds wounded.

For the moment, China faces intensified dual challenges in both the East and South China Seas. There has been a growing coordination between Japan and Vietnam (and the Philippines as well), both of which intend to gain the advantage by joining hands. Given the circumstances, China seems to believe that the strategy and tactics of passive reaction must be swapped out for more comprehensive and more proactive engagement. In particular, China may reconsider its previous aversion to publicizing its territorial disputes with its neighbors in multilateral institutions, which had previously been ruled out due to China’s concern over multilateral intervention.

There are recent signs that China is shifting its position. China’s UN delegation presented the document “The Operation of the HYSY 981 Drilling Rig – Vietnam’s Provocation and China’s Position” to UN Secretary-General Ban Ki-moon, and asked for this document to be circulated among all UN members. Meanwhile, Japan and

China are entangled in verbal accusations over some close calls involving aircraft over the East China Sea. In response, China released a video clip which shows that the Japanese F-15 jets flew abnormally close to a Chinese Tu-154, although this may not stop this on-going technical brawl over the exact distances involved.

The point is that as long as the tension endures, China's "reactive assertiveness" sooner or later must evolve into a more proactive approach. It is still not clear yet whether China has decided to take a more comprehensive or even more risky approach to counter challenges in both the East and South China Seas. However, China does not seem to have much strategic room to maneuver while staying strictly within its preferred bilateral approach to solving territorial disputes. This can also be observed through the PLA's increasing involvement, especially in the South China Sea disputes. At this moment, China may particularly need a boost from international public opinion.

Although more proactively and more comprehensively publicizing the disputes to the international community may win China a certain degree of understanding or even support, there is also a risk. Such a move may indirectly help to further extend and internationalize the disputes, which is exactly what China has previously expressed concern about. Besides, China also needs to account for a certain preconception in world politics: that a rising state (quite often a great power) will see disputes with its smaller neighbors as opportunities to extend its growing power.

*Update: A representative of Stephen Orlins has told *The Diplomat* that Orlins was misquoted in the *People's Daily* article, and that his position is as follows: "We need to analyze each individual incident to determine which country changed the status quo. In the Diao Yu Islands, Japan clearly changed the 40-year status quo when the Japanese government purchased the islands. China could have defined the change as a minor meaningless change but instead chose to define it as a major change and reacted strongly. Each incident with the Philippines and Vietnam needs to be analyzed but China is not at fault in all of the instances. It has reacted (many would say over-reacted) strongly to what it considers provocations."

Source: [Diplomat](#), 17th June, 2014

PM Modi Secures India's Defence

- Manoj Joshi

Prime Minister Narendra Modi's visits out of New Delhi have emphasised the new government's understanding of India's Grand Strategy. In some ways, it marks continuity with the policy of past governments, but in important ways it presages a departure.

The visits - to commission the INS Vikramaditya in Karwar and to the kingdom of Bhutan - are connected through an understanding of that strategy. It has three elements: the need for India to live in conditions of peace and stability in which economic growth can take place and make the life of every Indian better; the importance of establishing India's primacy in its own neighbourhood before making extra-regional commitments; and third, and most important in the current context of flux in the world order - anchoring India's foreign policy in a strong national security posture.

In his remarks at the function, Modi not only called on the Navy to fulfill its traditional role in keeping sea lanes open to commerce, but also promote self-reliance and indigenisation in the defence manufacturing sector. It may be recalled that as Chief Minister of Gujarat Modi has long supported indigenisation and has even offered Gujarat as a platform for defence R&D and manufacturing.

Significantly, Modi added that Indian-made arms and equipment "should also serve as protectors for small nations across the world." In other words, India must emerge as a net security provider in its immediate region. As a former Chief Minister of Gujarat, Modi is also familiar with other things maritime and has self-consciously promoted manufacturing based on SEZ's close to ports. Gujarat's coastline of 1600 kms, is the longest among Indian states.

It also hosts ports, such as Kandla, Mundra, Dahej as well as smaller ones like Pipavav, Jakhau, Porbander and so on. Gujarat has also been a pioneer in encouraging industry based on proximity to sea lanes of communications, such as the Jamnagar oil refinery.

If the visit to Bhutan seemed a puzzle, take out a map of India and see it again. Bhutan lies adjacent to two of the most sensitive parts of the country-the Siliguri corridor the Chumbi valley. The former is the narrow neck of Indian territory that lies between Nepal and Bangladesh, with Bhutan on its northwest. It is just about 35 kms

wide at its narrowest point. The Chumbi Valley is that part of Tibet that lies between Sikkim and Bhutan and is proximate to the Siliguri Corridor. China has claims with Bhutan on its eastern, central and western flanks and the two countries have undertaken over 20 rounds of talks to resolve their differences. In terms of bare bones, the Navy's 2009 maritime doctrine describes as areas of "primary interest" the immediate waters around India, the littoral reaches of the Arabian Sea and Bay of Bengal, the straits leading into the Indian Ocean and the sea lanes that criss-cross it.

From the purely military point of view, a maritime strategy involves four elements - sea control, power projection ashore, presence and strategic deterrence. As long as I have spoken to Indian Navy leaders, I have heard the word "balanced Navy" for their vision what the Navy should be all about, which means a Navy which can exercise sea control through fleets built around aircraft carriers. Power projection involves the ability to use the sea to make strikes on targets of coastal or land-locked straits as well as in physically taking control of choke points.

The emphasis is on building all four elements of maritime strategy. India's inefficient public sector navy yards are unable to keep up to the required pace of construction - the time they take to build a warship is sometimes three or four times longer than those of comparable yards abroad. For example, most modern Shivalik class which were contracted to be built within 60 months, took 112 months to be built.

The Scorpene submarine which was to be delivered in 2012 will start arriving in 2016. In the meantime, two of ten Kiloclass submarines we had acquired from Russia are out of commission. A project to acquire a new class of 75I submarines has been hanging fire for the past decade. The first Indian designed aircraft carrier - the new Vikrant - has been delayed till 2018. Ironically, India has a number of private sector yards dying to get into business - Pipavav Defence Systems, L&T, ABG shipyards and so on - but they are given the crumbs of the table of naval construction because of an indifferent attitude of an alliance of bureaucrats and public sector unions.

As for presence, India is reasonably well off in the Indian Ocean. It has helped countries like Mauritius, Seychelles and Mozambique in maintaining security. It has a strategic presence in Maldives and Madagascar and ties with almost all the littoral countries. Presence is important in maritime strategy.

But to consolidate yourself, you need something more - a flourishing economy, maritime assets like ports and merchant ships, an open trading system and secure sea lanes. China is using economic, military and diplomatic tools to gain influence over coastal states and small islands in the Indian Ocean and is using its investments and aid to consolidate its strategic positions and secure the approaches to these positions. In his initial visits and statements, Modi's footing has been quite sure and firm. The Indian Ocean is as important as the sub continental land mass for India's security and wellbeing. To secure both, the government has an agenda of reform and restructuring that are needed to enable India to emerge as a security provider for its smaller neighbours.

Source: [India Today](#), 17th June, 2014

The Nine-Dashed Line Isn't China's Monroe Doctrine

- James R. Holmes

During his keynote in Newport, Robert Kaplan recounted a tale that's all too common in dealings between Americans and Chinese. A PLA senior colonel, reported Kaplan, opined that what China wants to accomplish in the South China Sea is "no different" than what the United States wanted to accomplish in the Caribbean Sea and Gulf of Mexico in the age of the Monroe Doctrine. Beijing wants to take charge of its nautical environs while cooperating with the preeminent sea power of the day elsewhere on the map.

To avoid hypocrisy, Washington should stand aside in China's maritime quarrels with its neighbors. Well, no. I don't see. China's methods resemble those America employed starting, say, after our Civil War (1861-1865). By the 1880s, the United States did embark on the construction of a great navy — a navy stronger than any European navy in the waters that mattered, namely the greater Caribbean. China has embarked on the construction of a great navy — a navy that, used in concert with shore-based weaponry, may surpass any Asian or outside navy in the waters that matter, namely the China seas.

So on Edward Luttwak's technical and tactical levels of war, the good senior colonel has things more or less correct. As the great Mark Twain, though, the difference between the almost-right word and the right word is the difference between a lightning-bug and the lightning. The same goes for historical analogies. Chinese

interlocutors are forever trying to use facile comparisons with U.S. history to get Americans to commit to unilateral intellectual disarmament. If we did it in the Caribbean then, how can we object when China does it in Southeast Asia now?

But let's beware of taking history lessons from representatives of a regime that managed to airbrush such misdeeds as the Great Leap Forward, the Cultural Revolution, and Tiananmen Square out of official and popular memory while casting itself as the heir to the Confucian traditions it once sought to eradicate. These are folks set on convincing you the lightning-bug is the same thing as the lightning.

While China's methods in nearby waters bear some resemblance to *fin de siècle* America's, its goals could hardly be more different. The difference is between closed seas and skies ruled by a strong coastal state and freedom of the maritime commons. Both doctrines are about saltwater, but the resemblance stops there.

Or, if you prefer, the difference between the American and Chinese visions of maritime law is the difference between the 17th-century Dutch international-law theorist Hugo Grotius and his English foil, jurist John Selden. Grotius insisted the seas weren't subject to national sovereignty — to ownership, in effect — while Selden proclaimed English sovereignty over the waters lapping against the British Isles. A century ago, as now, Grotius is the face of U.S. policy in the commons. Selden may as well be China's prophet of maritime law.

Consider: how did the United States comport itself during its rise to nautical eminence? To what uses did it put its burgeoning sea power? Well, for one thing, it never claimed ownership of the greater Caribbean, however much it coveted primacy there. There was no American counterpart to the nine-dashed line.

Nor, despite occasional glances toward Cuba and other islands, did Washington regard these jewels of the Caribbean as rightful U.S. property. Nor did any significant school of foreign-policy thought regard southern waters as a seaward extension of the North American landmass. Still less did official policy consider the sea sovereign territory or "blue national soil," to borrow the ubiquitous Chinese phrase for the near seas.

Instead, the Monroe Doctrine was a unilateral directive forbidding European empires to reconquer American republics that had won their independence. The doctrine was popular in Latin America for decades. In 1906, for instance, the Brazilian government constructed Palácio Monroe in Rio de Janeiro. This majestic edifice honored James Monroe's bequest on the occasion of the Third Pan-American Conference. Only in

the 1910s did the Monroe Doctrine truly fall into disrepute in Latin America. That's when U.S. leaders took to using it abusively, as a pretext for diplomatic and military interventionism rather than a common defense of the Americas.

Yet U.S. statesmen didn't cling hardheadedly to even this most cherished of foreign-policy doctrines. In the 1920s, Washington retracted the Theodore Roosevelt "Corollary" to the doctrine, which Presidents William Howard Taft and Woodrow Wilson invoked as a license for intervention in Caribbean nations' affairs. Presidents Herbert Hoover and Franklin Roosevelt subsequently ushered in the pan-American defense system that remains in place to this day.

In effect Hoover and FDR internationalized the Monroe Doctrine, enlisting fellow American states as co-guarantors of hemispheric security. Can you imagine Beijing walking back its nine-dashed line in similar fashion? One can hope — but don't hold your breath.

So let's not drink the Kool-Aid Beijing is peddling. When it disavows its claim to "indisputable sovereignty" over the South China Sea, reverses longstanding policy to favor freedom of the seas and skies, and, most importantly, wins buy-in from Asian neighbors, then I'll be glad to welcome comparisons like the ones drawn by Kaplan's senior colonel.

Source: [Diplomat](#), 21st June, 2014

Asia's Amphibious Re-awakening

- Euan Graham

When the US Marine Corps (USMC) recently conducted a small-scale landing on Peninsular Malaysia's South China Sea coast, a regular feature of the bilateral Cooperation Afloat Readiness and Training exercise, they were carrying a torch for what Marines have been doing in the Western Pacific for over 70 years.

As the USMC fleshes out its Pacific rebalance, it is also a straw in the gathering wind of amphibious development as regional states ramp up their capabilities and tensions intensify in the South and East China seas.

The Western Pacific littoral is predominantly archipelagic and peninsular. Japan, Indonesia and the Philippines collectively comprise 30,000 islands, astride strategic

chokepoints. Amphibious capabilities in this most maritime of environments means more than mere operational modality: It needs to be grasped as a strategic imperative and a critical enabler for defense cooperation.

Amphibious forces will feature prominently whether the objective is power projection, territorial defense, stabilization operations, humanitarian assistance or even internal security. The revival of regional interest in amphibious warfare has been somewhat lost in the noise over China's blue water ambitions and anti-access, area-denial strategy. Yet China has also been nurturing its amphibious forces.

The recent trend among US allies and partners in the Western Pacific to revitalize their amphibious capabilities may be more "happy coincidence" than concerted strategy. It nonetheless presents a strategic windfall for the US in terms of leveraging new capabilities and interoperability. Critically, the networking aspect of amphibious capability also helps to enmesh US security relationships.

Japan and Australia are moving rapidly toward establishing an Army-based amphibious force that will give them independent mobile capability broadly analogous to a USMC Marine Expeditionary Unit. The geographic advantages are obvious, given the anchoring coverage they can provide within the first and second island chains. Both are treaty allies, train regularly alongside forward-deployed US Marine units and interact increasingly with each other.

Australia's amphibious force will be based around two new 27,500-ton Canberra-class LHD amphibious warfare ships, the first due to be commissioned this year, able to embark a force of 1,000 troops, 110 vehicles and several helicopters. Japan's amphibious capabilities are further advanced, though self-constrained by its constitutional restriction on collective self-defense.

However, these reins are easing and the Japan Maritime Self Defense Force demonstrated in late 2013 that it could independently deploy an amphibious flotilla, based around its flat-topped DDH helicopter destroyers, to the Philippines. Japan's planned acquisition of the V-22 will add versatility to the force.

South Korea and Taiwan have long maintained marine corps forces. South Korea has the region's largest, at 27,000. South Korean marines are primarily oriented toward repelling aggression from the North, though the acquisition of a second Dokdo-class LHD and their own aviation wing later this decade will do much to improve mobility and increase options. Taiwan's marines have been downsized from

16,000 to 9,000 in recent years and are one of the few regional forces trending in the opposite direction.

Amphibious capabilities are force multipliers since they require jointness to work. In forging US maritime partnerships with Army-dominated militaries in Southeast Asia, the amphibious ethos helps break down inter-service rivalries and redirects defense resources. The USMC's long years of working with Philippines and Thailand marine counterparts have not yielded obvious progress in force development, but Malaysia is standing up a new marine-type unit under its Joint Force Headquarters. Cooperation with the USMC appears set to grow as Kuala Lumpur hedges against Chinese expansionism.

The Chinese People's Liberation Army (PLA), too, has been steadily keening its amphibious capability. Numerically quite small, at 12,000 troops in two brigades, the PLA Marines are upgrading their equipment, including four 550-ton Zubr LCACs from Ukraine. Type-081 LHDs, estimated at around 30,000 tons, are likely to begin entering service from 2018. The PLA additionally maintains a large reserve of amphibious-capable troops.

Rounding out the regional picture, the US Marine Corps has completed its post-Afghanistan transition to concentrate on expeditionary "core business." MARFORPAC, based in Hawaii, with 86,000 Marines under its command, is the natural choice to lead amphibious outreach within its geographical and functional areas of comparative advantage. However, this lead is no longer assured since the US Army unveiled its Pacific Pathways initiative, under which composite Army units will rotate around Pacific nations. Pacific Pathways has been criticized as a potentially expensive duplication of Marine Corps functions.

A Washington Post article in late 2013 predicted an Army "turf battle" with the Marines. If so, the Army appears to have stacked the odds in its favor by installing a four-star general at US Army Pacific, outranking MARFORPAC among the PACOM component commanders.

Apart from the obvious risk of duplication, there is also a question about the signal this sends to allies and partners, whose value to the US depends in no small part on managing their own inter-service rivalries.

Source: [Defence News](#), 23rd June, 2014

Maritime Piracy in Bangladesh

- Anurug Chakma

While Bangladesh has long-running conflicts with its neighbors over maritime boundaries which are being solved amicably, the latest threat is now emerging from maritime piracy. How is maritime piracy threatening Bangladesh and to what extent?

Recently, several dozen fishermen were abducted from the Sundarbans. A total of 11 piracy events took place off the coast of Bangladesh in 2012. What are the factors behind maritime piracy in Bangladesh? Maritime piracy in Bangladesh is the result of a set of interrelated factors. Factors associated with the failure of law-enforcing agencies, a culture of impunity and poverty induced criminality.

The first set of factors basically stems from inefficiency and corruption of law-enforcement agencies. Most significantly, inefficiency within Bangladesh's Coast Guard (BCG) which is charged with maintaining security for the maritime zone around Bangladesh, is overstretched, the result of a shortage of manpower and equipment. Founding Director General of BCG has suggested that the BCG is comprised of only 2,000 persons who need better equipment and more than its current fleet of 11 vessels. Eight vessels are 30 years old and cannot operate during the monsoon season. Importantly, it will be interesting to watch how Bangladesh's Coast Guard utilizes a decommissioned U.S. Coast Guard Cutter that was transferred to their custody in 2013.

The second set of factors is associated with the failure of crime prevention and reduction. As reported by Bangladeshi media last month, police take bribes from drug dealers and criminals in Cox's Bazar. Criminals commit crimes more and more because they know police will not arrest them. The third set of factors has been identified as poverty related.

The less work that is available, crime will increase. The implications of maritime piracy for Bangladesh are far-reaching. The livelihood and survival of many thousands of people from 16 coastal areas are dependent on fishing in the rivers in and around the Bay of Bengal. Around one million people are dependent on fishing alone in the Cox's Bazar alone. The lack of personal security in maritime zones poses a threat to their livelihoods.

In the last five years, pirates have killed at least 411 fishermen and wounded at least 1,000 more, suggested Mujibur Rahman, Chairman of Cox's Bazar District Fishing Trawler Owners Association (DFTOA). According to the DFTOA, pirates attacked more than 1,000 fishing boats, abducting more than 3,000 fishermen, killed over 45 and collected more than 1.28 million USD in ransoms from fishery owners of two coastal towns – Chakaria and Maheshkhali, alone from late 2011 to late 2012.

Attacks on Bangladesh's fishing industry have profound implications for the national economy. The country will face significant economic losses if piracy cannot be controlled. Mujibur Rahman argues that coastal fishermen contribute 25-35% of the nation's total catch which declined during fiscal year of 2012-2013.

This is the right time to combat maritime piracy. The policy of combating piracy must have two approaches: traditional and non-traditional. Otherwise, it cannot work properly. What does the traditional and non-traditional approach mean? The traditional approach is the way of preventing crime through the use of military force. But, this is not the permanent solution. Suppose the law-enforcing agencies conducted operations, seized pirates and thus reduced the crime but criminals were not provided job and earning facilities.

The problem will remain if these pirates are not rehabilitated back into society. Here is the essence of a non-tradition approach which embraces a series of tasks, for example providing basic needs to the criminals, educating them, employing them in different job sectors and reintegrating them into society. Anti-piracy social awareness campaigns can also be conducted countrywide.

While maritime piracy has been extensively covered when it is occurring off the coast of Somalia, the increase in piracy off the coast of Bangladesh must also be addressed.

Source: [International Policy Digest](#), 24th June, 2014

No, the US-Japan Security Treaty Isn't One-Sided

-Stephen Stapczynski

It now looks inevitable that in the next few years Japan will be lifting its ban on collective self-defense. Some believe that this would be good for the United States, because it would allow Japan to "pick up the slack" in the U.S.-Japan security alliance (formally, the Treaty of Mutual Cooperation between the United States and Japan). There is a perception – largely among libertarians – that the U.S.-Japan alliance is unfair, and that the Japanese government is freeloading off the U.S.-Japan Security Treaty. Because American troops can engage in combat, and Japanese troops can't, U.S. commentators contend that the treaty is inherently one-sided. But this is far from the truth. In fact, the U.S.-Japan security alliance has real significance for the role of the U.S. military in East Asia.

For one thing, the treaty allows the U.S. military to station its troops and dock its ships in Japan, making up the cornerstone of U.S. defense strategy in East Asia. Japan provides space and facilities for more than 50,000 U.S. military and civilian personnel, and pays the U.S. about \$2 billion per year to offset the costs. These bases enable U.S. forces to be active in the Asia-Pacific, and can act as a launching

point for places as far away as the Persian Gulf. The U.S. military presence in Japan is larger than is needed to defend Japan; it enables the U.S. to defend other U.S. allies in the Asia-Pacific.

U.S. troops in Japan act as a stabilizing factor in Asia, which in turn benefits the U.S. economy. American economic engagement with the region is critical for U.S. economic growth. The Asia-Pacific is the world's most vibrant economic region, accounting for roughly half of the world's gross domestic product (GDP). According to an April 2013 report by the Asia-Pacific Economic Cooperation forum, the region boasted the world's highest GDP growth rate between 2010 and 2012.

There are also inherent benefits in having U.S. and Japanese troops stationed in close proximity. Communication and integration between the countries' militaries have become more integrated, allowing for cooperative progress in important areas, such as ballistic missile defense and cyber security. The two countries demonstrated the strength of this cooperation during the 2013 Typhoon Haiyan rescue operation in the Philippines. The unprecedented landing of tilt-rotor aircraft on Japanese ships during the operation demonstrated the power of the alliance, and highlighted the interoperability of the U.S. and Japanese forces.

Since the end of the Cold War, Japan has been taking on a more active role in the alliance. The two countries have cooperated on everything from developing joint missile defense systems to building response strategies to threats posed by North Korea. The countries have expanded the scope of their work together in Iraq and Afghanistan, economic development, and even combating climate change. The Japan Self Defense Force (JSDF) is on the ground in Africa and the Middle East, assisting in the global effort to promote peace. In Afghanistan, Japan spent \$5 billion to help train police officers, rehabilitate demobilized fighters, and build schools and roads – a major contribution toward the shared interest in a stable and peaceful Afghanistan.

On top of all of this, the JSDF is one of the most advanced militaries in the world. Based on per-soldier spending, the JSDF has the best trained and most technologically advanced forces in Asia. And weighing in at 413,800 tons, the Japanese Maritime Self-Defense Force is the fourth largest navy in the world. Clearly, the JSDF has significant capabilities on its own, even without U.S. support.

The U.S.-Japan security arrangement is beneficial for both countries. The United States has unparalleled access to the Asia-Pacific region and has developed strong ties with one of the world's most sophisticated militaries. For Washington, the strategic benefits of the treaty far outweigh the costs.

Source: [Diplomat](#), 26th June, 2014

Latin America's Pacific Security Interests

- Robert Farley

Despite enjoying a long Pacific coastline, the Latin American navies have historically projected power into the Pacific only with great reluctance. While the Brazilian Navy actively participated in both World Wars on the Allied side, its operations were largely limited to the Atlantic.

The naval commitments of the eastern Pacific states vary considerably. The Mexican Navy, for example, punches dramatically under its weight. Mexican GDP is higher, PPP adjusted, than Malaysia, South Korea, or Thailand, but Mexican defense spending is remarkably low. The Mexican Navy has only two World War II vintage destroyers and six Cold War vintage frigates, with no submarines and minimal naval air. The situation gets better in South America; Ecuador operates two frigates and two submarines, Colombia four of each, and Peru six of each. Most of the submarines are Type 209 or similar diesel-electrics, the frigates 1970s-era European transfers.

The Chilean Navy has long held pride of place among the Latin American navies on the Pacific coast. As early as the late 19th century, Chile determined to embark on competition with Brazil and Argentina for naval supremacy in South America. Shortly prior to World War I, Chile contracted for the construction of a pair of modern battleships in the United Kingdom. At the outbreak of war both were seized by the Royal Navy, becoming the super-dreadnought HMS *Canada* and (eventually) the aircraft carrier HMS *Eagle*. HMS *Canada*, after serving at Jutland, was eventually returned to Chile to become *Almirante Latorre*.

The United States Navy gave some thought to attempting to lease *Almirante Latorre* in the wake of the Pearl Harbor attack. However, Chile was reluctant to allow the ship to participate in another world war under another flag, and the Americans did not pursue the issue. Today, the Chilean Navy is one of the largest and most modern fleets in the region, boasting four modern submarines and eight relatively modern frigates. Chile also has an array of Pacific Ocean island bases.

However, none of the Pacific navies (or any Latin American navy) possess a modern amphibious assault ship, or any vessel capable of projecting naval aviation. It's not hard to come up with an explanation for why Mexico in particular and Latin American more generally have shirked naval spending; the presence of the United States Navy serves to manage most critical maritime threats. The Latin American countries also tend to have fewer of the littoral territorial disputes that characterize modern East Asian international relations.

Nevertheless, Latin American navies face the same problems as many other global navies: protection of legitimate commerce, management of drug and human trafficking, and even occasional piracy. Were U.S. naval hegemony to wane, the

Latin American navies might have to take up a greater part of the maritime burden. Some signs suggest that the Pacific coast navies have become increasingly integrated into the Pacific maritime system. Chile, Colombia, Peru, and Mexico participated in the 2012 RIMPAC exercises, and each of the four is expected to participate again in 2014.

Nevertheless, there is relatively little reason to think that the South American navies, even along the continent's Pacific coast, will seek to play a larger role in Asia-Pacific security affairs in the near future. Although several Latin American countries enjoy growing trade with China and other East Asian states, they continue to rely primarily on the USN and other regional navies for the maintenance of maritime affairs. In the future, it will be interesting to see whether any of the Latin American fleets develop closer relationships with the PLAN, perhaps to the extent of diversifying supply of ships, submarines, and aircraft.

Source: [Diplomat](#), 27th June, 2014

China's Maritime Offensive

- J. F. Kelly, Jr.

While American and European attention has been focused on Russian territorial grabs in Ukraine, China has been aggressively asserting its sovereignty claims far beyond the limits of its territorial sea, provoking skirmishes with Vietnamese and Philippine maritime forces. China's expanded sovereignty claims over most of the vast South China Sea ought to be, arguably, of far greater concern to the United States than alleged Russian revanchist intentions regarding former Soviet republics on its eastern border.

America, unlike present-day European nations, is a Pacific as well as an Atlantic power and the Obama Administration has announced a policy of realigning its military assets to provide greater emphasis on the Pacific theatre. Unfortunately for that policy, our navy will have to implement it with a rapidly shrinking fleet over an area much larger than the Atlantic and containing more logistical challenges as well as threats to our vital interests. As capable as our newer ships are, they can only be in one place at a time and they have a lot more area to cover in the Pacific, so fleet size does matter. So far, the much-vaunted "pivot to the Pacific" has consisted largely of talk, planning and more ship visits.

Meanwhile, China has escalated already-heightened tensions with its neighbors by deploying a huge oil rig accompanied by dozens of military and civilian vessels near the disputed Paracels Islands. This action demonstrates its determination to pursue drilling for oil in distant areas of the South China Sea that China regards as its

sovereign territory, extending well into areas claimed by Vietnam and the Philippines and others as their exclusive economic zones.

The South China Sea covers more than one and one –third million square miles, larger than the Caribbean Sea. It is bounded by heavily populated nations with growing economies and economic zones that are being encroached upon by China. About one-third of the world’s maritime shipping passes through its busy waters. It is the gateway between the Pacific and Indian Oceans just as the Caribbean is the gateway between the Atlantic and the Pacific Oceans. China claims of sovereignty over nearly all of the South China Sea make no more sense than Venezuela claiming sovereignty over most of the Caribbean would.

Why is it our concern? It’s because the United States is a maritime nation, relying on maritime shipping for approximately 90% of our imports and exports. To say that we have a vital interest in the area is putting it mildly. Additionally, we have treaty relationships with the Republic of the Philippines, a former U.S. territory, whose adjacent waters, shoals and small islands to its west are the subject of Chinese territorial claims. We also have close ties with others nations who border on the South China Sea and with Japan and South Korea to the north who rely on many vital imports, especially oil and petroleum products from the Middle East, passing through the area.

It is essential, therefore, that China be prevented from any attempt to exert control over this vast area of international waters, especially any attempt to regulate or interfere with maritime or air traffic. The United States Navy is the only maritime force in the world with the capability and reach necessary to prevent a determined China from doing this. This will require more ships and aircraft. True, other nations, especially Japan, need to step up to the growing threat and expand their maritime forces but the United States must of necessity remain the dominant naval force in the region for the foreseeable future. There is much at stake.

Americans need to wake up to the fact that to remain the world’s largest and strongest economy, we must maintain, not just a navy that is larger numerically or more capable than that of any potential adversary, but one large enough numerically and capable enough to protect its far-flung vital interest. The size of our navy must be driven by its unique mission, not the size of other navies. Our current ship-building rates are simply woefully insufficient to meet the growing challenge. Since it takes at least five years to procure, build and deploy a warship, the hour is late, the threat is real and the consequences of inaction increasing daily.

Source: [Coronado News](#), 26th June, 2014

Reaching a Milestone

-Harsh V Pant

Describing the addition of INS Vikramaditya to the Indian Navy as a “historic” step and underscoring India’s growing naval prowess, Prime Minister Narendra Modi a few days back dedicated India’s largest warship off Goa coast in Arabian Sea to the nation. In his first visit outside Delhi after taking over as the prime minister, Modi embarked on the ‘carrier at sea’ by helicopter and witnessed a host of exercises by the frontline warships and aircraft to celebrate a major milestone.

INS Vikramaditya joined the Indian Navy in November 2013 and was commissioned by former defence minister AK Antony last November at Russia’s Sevmash shipyard. The 44,500 tonne warship is a modified Kiev-class aircraft carrier and is equipped with MiG-29K naval combat aircraft along with Kamov 31 and Kamov 28 anti-submarine warfare and maritime surveillance helicopters. India remains the only Asian power to have two aircraft carriers in active service even as China is rapidly making forays towards acquiring two more aircraft carriers after commissioning its first aircraft carrier Liaoning in 2012.

Even as Indian Navy is increasing its profile, it remains beset with problems underlined by a number of accidents on its submarines. One of most significant ones was last year in August when INS Sindhurakshak, one of the 10 Kilo-class boats that form the backbone of India’s ageing conventional submarine force, sank, after explosions at the naval dockyard in Mumbai, killing 18 crewmen. Together these developments underscored the giant strides that India has made, but also the challenges that remain, as the country strives to emerge as a naval power.

It was last year only that India joined the elite club of nations that have demonstrated the capability to design and build their own aircraft carriers. INS Vikrant, as the ship is called, was launched with great fanfare in August as a sign of India’s coming of age as a naval power. A few days before the government had announced that the reactor in INS Arihant, the first Indian-built nuclear-powered submarine, had gone critical. Then Prime Minister Manmohan Singh had called the activation of the reactor aboard Arihant a “giant stride in ... our indigenous technological capabilities.”

This project, conducted over more than a decade of highly secret work, completes India’s nuclear “triad” along with existing delivery systems using missiles and aircraft. And the submarine’s ballistic missiles will give India a second-strike capability. Under development for the past eight years, Vikrant is expected to begin sea trials this year. The carrier will not only help India defend its coasts but will also allow the projection of power much further off its shores, something naval planners have long desired. India is pursuing naval expansion with an eye on China, and Arihant, Vikrant and Vikramaditya notwithstanding, the country has nautical miles to go before it can catch up with its powerful neighbour, which has made significant advances in the waters surrounding India. The aircraft carrier is critical for the Indian Navy, which is

anxious to maintain its presence in the shipping lanes of the Indian Ocean and Arabian Sea, especially in light of China's big naval build-up. In 2012 China commissioned its first aircraft carrier, Liaoning, a refurbished vessel purchased from Ukraine in 1998 and is also working on its own indigenous carrier.

India remains heavily dependent on imports to meet its defence requirements, so its recent successes are particularly important. It was with this in mind that Modi, during his dedication of INS Vikramaditya, stressed on the need for self-reliance in defence equipment manufacturing, and suggested that India should "give immense importance to latest technology". He questioned why should India import defence equipment and why India can't "send our defence equipment to other nations."

The Indian Navy wants to be a serious blue-water force and is working hard to achieve that goal. Indian naval planners have long argued that if it is to maintain continuous operational readiness in the Indian Ocean, protect sea lanes in the Gulf and monitor Chinese activities in the Bay of Bengal, it needs at least three carriers and five nuclear subs. With INS Vikramaditya and a second Indian-built carrier, INS Vishal, in the wings, India could have three operating carriers by 2019.

On the other hand, recent submarine disasters are a reminder of enduring safety and reliability problems. The Indian Navy has a poor accident record, with several mishaps in recent years. Sindhurakshak had been reintroduced to service only last year, after a refit in Russia. The accident was a reminder that while India's surface-fleet expansion has been progressing well, the submarine fleet is ageing, and replacement boats are not on track.

Apart from China, other powers are also developing their naval might. Japan's commissioning of a third helicopter carrier, the Izumo, has raised hackles in Beijing, which has referred to it as an "aircraft carrier in disguise." Also, India's naval engagement with east- and south-east-Asian states is integral to its two-decades-old "Look East" policy. Countries ranging from the Philippines, Thailand and Indonesia to Vietnam and Myanmar have been pushing India to assume a higher profile.

India is training sailors from Myanmar and at least four "offshore patrol vehicles" for that country are under construction in Indian shipyards. The navy has also been supplying spares to Hanoi for its Russian-origin ships and missile boats, and has extended a \$100- million (Dh367mn) credit line to Vietnam for the purchase of patrol boats.

The Indian Navy will remain an indispensable tool for furthering national foreign policy. But as resources dry up with the decline in economic growth, naval planners will have to think more carefully about what comes next if India wants to emerge as a serious naval power.

Source: [Deccan Herald](#), 27th June, 2014



Malaysian Navy Foils Pirate Attack in South China Sea

Malaysia's navy has fought off a pirate attack on a tanker off its east coast in the South China Sea, the International Maritime Bureau. The Malaysian force was assisted by the Indonesian and Singaporean navies in fending off the attack late Saturday, said Noel Choong, head of the IMB's Kuala Lumpur-based Piracy Reporting Centre.

The pirates fled the Singapore-managed tanker after navy patrol boats arrived before they could loot the vessel, the international body said. "The Malaysian navy quickly dispatched a patrol boat and managed to intercept the tanker. Pirates managed to escape before the arrival of the naval boat," the IMB said in a report.

It added that the crew and cargo were safe, but gave no further details about the tanker or the pirates. There has been a spate of pirate attacks recently in waters off Indonesia, Singapore and Malaysia. The United Nations warned that Southeast Asia has become the world's piracy hotspot, after an international clampdown slashed the number of hijackings off the coast of war-torn Somalia. Attacks in Southeast Asia topped 150 last year after starting an upward trend since 2010, the UN Institute for Training and Research (UNITAR) said in a report. Piracy reports in the region had steadily dropped in previous years following stepped-up patrols and cooperation between neighbouring countries to secure waterways.

Source: [NDTV](#), 15th June, 2014

Obama Sends Ships to Iraq

U.S. Navy ships in the Persian Gulf are said to be an immediate response from President Obama over the growing violence in Iraq territory and an increasing Islamic extremist threat. The ships are reportedly on governmental assignment to offer military assistance to Iraq and help stand against Islam insurgents. However, News Oxy also reveals this Monday, June 16, 2014, that Obama has given very stern orders regarding the usage and designation of these American vessels in order to better protect the lives of U.S. soldiers and our allies under attack.

While it is true that President Obama has said he hopes to withdraw overall military forces in Iraq over time, sending Navy ships in Persian Gulf territory this week is purported to be a new defense measure instituted to provide assistance and "confront the threat of ISIL," the Islamic State of Iraq and the Levant. Advanced U.S. cruisers and battleships will be making an appearance in the violence-ridden country, including the dispatching of such vessels as a guided-missile cruiser, a

missile destroyed, the U.S.S. Philippines, and even the U.S.S. George H.W. Bush battleship.

According to a statement announced by the Pentagon, these Navy ships and naval support vessels are being assigned to the war-torn area in an effort to “protect the lives of all Americans in Iraq” should military threats be set against them, including Islamic insurgents, extremists, or foreign terrorists. The American battleships are said to carry live weaponry, including Tomahawk missiles, and are expected to make the move into the Persian Gulf.

As cited by DB Techno News earlier today, several fighter jets linked with the USS George H.W. Bush battleship have also been dispatched by President Obama to reach Iraq in due time. This sudden surge of armed support is being sent to Iraq, including allotting ships to the Persian Gulf, because Islamic militants in ISIL are reportedly continuing to claim considerable stretches of territory throughout the country, particularly in the territories north of Baghdad.

With the extremists’ looming threat still hanging over the capital, war tensions are at an all-time high and even food prices in the area are said to have skyrocketed. Greater security measures by both U.S. allies and Iraqi officials have been put into place to more effectively protect the city of over seven million residents.

Persian Gulf regions have also been in great contention following more bombings and recent deaths in Iraq, especially in the Baghdad area. The decision to send U.S. Navy ships and work with American support teams is said by Iraq Foreign Minister Hoshyar Zebar to “only be successful if Iraqi leaders were willing to put aside differences and implement a coordinated and effective approach to forge the national unity necessary to move the country forward and confront the threat of ISIL.” Although the still dangerous situation in the Middle East does not always receive the national news attention that it should, officials have acknowledged that both the U.S. Army and Marines are bravely working to retake area lands like Mosul and Tikrit that have once again fallen under the grip of foreign enemies and rebel insurgents. President Obama still seems to waver over how much military support should be provided by our nation to the Iraq government.

Source: [Examiner](#), 16th June, 2014

PM Modi Likely to Induct Warship INS Kolkata in Mumbai Soon

After dedicating aircraft carrier INS Vikramaditya to the nation, Prime Minister Narendra Modi is likely to induct country's largest indigenously-built warship INS Kolkata in Mumbai in the next few weeks.

The Prime Minister has already been invited to induct the largest indigenously-built warship, which is constructed by the Mazagon Dockyards Limited and has been

designed by Navy's design bureau, defence officials said. The 6,800 tonne warship, which is over three years behind schedule, is a technology demonstrator and will showcase a giant leap in shipbuilding technology in the country, they said.

INS Kolkata will be a part of the Kolkata Class destroyers of the Indian Navy which will include follow-on ships by the name of INS Kochin and INS Chennai respectively. The keel of the warship was laid down in September 2003 and the ship was launched in 2006.

Its original commissioning was planned in 2010 but due to several project delays, it will now happen in 2014. The ship had also suffered a mishap during the trial phase when a Navy officer lost his life during an incident in the fire-fighting equipment of the vessel. As part of her pre-commissioning weapon trials at sea, INS Kolkata test-fired a BrahMos missile, off Karwar's coast, earlier this month.

India is also building an over 40,000 tonne Indigenous Aircraft Carrier christened INS Vikrant but it will take another three-four years before it gets inducted into the Navy. The INS Vikramaditya procured from Russia at the cost of over Rs 15,000 crore is so far the biggest vessel in the maritime force and is expected to hold this position for at least another decade.

Source: [IBN](#), 17th June, 2014

US, India, Japan to Hold Trilateral Naval Exercise

India, the United States, and Japan are gearing up for the next iteration of the Malabar series of naval exercises. The exercise this year will take place in the northern Pacific and will involve naval assets from all three countries. The exercise is seen as a symbol of growing trilateral security cooperation between these three democracies. The Malabar exercise will precede India's "Yudh Abhyas" counter-terror exercise in Uttarakhand, which is scheduled to take place in September with U.S. forces, according to a Times of India report. Both Malabar and Yudh Abhyas represent the two most significant military exercises that the Indian armed forces have been involved in since Narendra Modi and the Bharatiya Janata Party's (BJP) electoral victory.

According to the Times of India, the Indian navy will be sending four to five ships, including a *Rajput*-class destroyer and a *Shivalik*-class stealth frigate. *The Diplomat* was not able to verify which U.S. or Japanese ships will participate in the exercise. "The warships will first head for the 'Indra' exercise with Russia off Vladivostok and then reach the North Pacific towards end-July for the Malabar exercises, which apart from India and U.S. will include Japan," notes one anonymous Indian official.

The exercise has been regarded by China as an attempt at containment by India, Japan and the United States. Despite China's participation in the United States' RIMPAC exercise this year, Malabar continues to be reminder of the burgeoning cooperation between Asia's largest democracy and its richest one. For China, which lacks immediate access to the Indian Ocean and does not enjoy the immediate access to Pacific sea lines that Japan does, Malabar is a source of concern. India and Japan also conducted their first bilateral naval exercise in 2012 and prime ministers Modi and Abe look keen to continue this trend.

The first time India and Japan jointly held a naval exercise — along with three other nations — China issued a formal demarche. That was for Malabar 2007, which was held in the Bay of Bengal, significantly away from Chinese shores. That this year's exercise will take place in the northern Pacific is likely to raise Beijing's ire as tensions remain high with Tokyo over disputed islets in the East China Sea.

China is attempting to reset relations with India following Modi's election and will be watching India's continued strategic convergence with Japan closely. Prime Minister Modi is set to visit Abe in Tokyo in early July to expand the strategic partnership between the two countries.

Source: [Diplomat](#), 19th June, 2014

Chinese Navy Officers Visit Eastern Naval Command in Vishakhapatnam

Senior Chinese Navy officers visited the Eastern Naval Command headquarters in Vishakhapatnam and discussed ways of improving ties between the two forces. "Rear Admiral Han Xiaohu, Commander PLAN Training Ship Task Group and Rear Admiral Li Jianjun, Assistant Chief of Staff and Political Commissar of PLA Dalian Naval Academy visited the Headquarters, Eastern Naval Command, today," a Navy release said.

The officers called on Eastern Naval Commander Vice Admiral Anil Chopra and held discussions on issues of mutual interest. They were accompanied by the Chinese Ambassador to India, Wei Wei and Defence Attaché of China to India Maj Gen Cai Ping. The two Chinese officers are deployed onboard the PLA Navy ships Zhenghe and Weifang that are on a four-day visit to Visakhapatnam. The Chinese Navy personnel visited ships of the Eastern Fleet and the Kursura submarine museum.

Source: [Zee News](#), 19th June, 2014

Philippines, United States to Hold Naval Exercises

Continuing bilateral relations, the Philippines and the United States will hold naval exercises in Subic Bay, with some activities near Scarborough come June 26, a Philippine Navy officer said.

Lieutenant Junior Grade Rommel Rodriguez, Philippine fleet public affairs Officer, said the Cooperation Afloat Readiness and Training (CARAT) would last until July 1 with the Philippine Navy and the United States Navy conducting maritime exercises near the disputed shoal in the West Philippine Sea (South China Sea).

According to Rodriguez, the 2014 version of CARAT would be its 20th and has the aim to strengthen the ties of the Philippine Navy, Philippine Marine Corps, United States Navy, and the United States Marine Corps and to promote "relationship and goodwill."

Activities will involve classroom style discussions on safety, maritime defense awareness flight operations, at-sea events and will be culminated in an amphibious operation facing the South China Sea in San Antonio town of Zambales province, an area close to Panatag Shoal (Scarborough Shoal) that is claimed by China but is within the Philippines' exclusive economic zone.

A joint concert between the US 7th Fleet Band the Philippine Fleet Band will also be held. There will also be a gunnery exercise in the vicinity of Luzon Sea on June 29. "[There will be] maritime interdiction operations, visit board search and seizure exercise at sea, diving exercise, communication exercise within the same area" he added. The war games will be held amid increasing tensions with China, but Rodriguez said the event is a "purely maritime training activity" and is no way related to the territorial row. "There is nothing to be worried about. This has nothing to do with Philippines-China dispute or the territorial dispute in the West Philippine Sea," he said. "CARAT is conducted every year and it has no connection with the current dispute, issue on territorial claims...Just to emphasize that both our navies have conducted CARAT activities in different areas in the Philippines," Rodriguez said.

Rodriguez said that China need not fret the exercises as it is focused solely on the two countries' co-operability and not on the feud with the mighty Asian nation. He added that the venues of the previous Carat exercises were not in the vicinity of the disputed area with Cebu playing hosts in 2009, Subic for 2010, 2013, and 2014, Palawan for 2011 and Mindanao for 2012. According to Rodriguez, around 1,000 troops from the two country's navies would participate in the maritime exercises. He added the United States Navy would use one of its destroyers, USS Halsey, a dock landing ship, USS Ashland, and a rescue ship, USS Safeguard.

There will also be an underwater construction team, Naval sea bees, choppers, SH60B sea hawk, mobile diving salvage unit, explosive ordnance disposal unit, two landing craft air cushion, company size amphibious assault vehicles. For their

counterparts, the Philippine Navy would use the BRP Ramon Alcaraz, which would be the venue of the kickoff, and BRP Emilio Jacinto.

It will also use Augusta helicopters, one Islander, a Naval Special Operations Group EOD team, three diving teams, two special boat teams, and two marine companies, communications team, band and logistics team and Seabees.

Source: Inquirer.net, 20th June, 2014

PLAN Inducts Two Type 056 Corvettes into South China Sea Fleet

China's People's Liberation Army Navy (PLAN) has commissioned two Jiangdao-class (Type 056) guided-missile corvettes into its South China Sea fleet, according to PLA-sponsored news outlets. *Luzhou* (592) and *Qinyuan* (589) were commissioned on 7 June and 11 June respectively. *Luzhou* was manufactured at Wuhan Shipyard in Hubei province while *Qinyuan* was built at the Huangpu Shipyard in Guangzhou.

The 1,500 tonne full-load displacement vessels have a length of 90 m and a beam of 11 m. They can reach a top speed of 25 kt and attain a standard range of 6482 km (3,500 n miles) at 16 kt.

According to *IHS Jane's Fighting Ships*, class vessels carry an eight-cell launcher aft for FL-3000N short-range surface-to-air missiles, four launchers for C-802 surface-to-surface missiles, a 76 mm AK-176 main gun, and two 30 mm cannons.

Source: Janes, 20th June, 2014

South Korea Holds Island Live-Fire Drill, Ignores Japan Protest

The South Korean navy held a rare live-fire drill near a set of disputed islands, brushing off angry protests from co-claimant Japan, which called the exercises "deplorable".

The Defence Ministry said the drill around the Seoul-controlled islets, called Dokdo by the South and Takeshima by Japan, is part of the military's "regular" national defence training. The navy and coastguard have staged joint exercises near Dokdo many times, but a live-fire drill is rare and it prompted an angry response from Japan. "Japan can never accept the drill given its position on Takeshima, and so we strongly demanded that the South Korean government stop its plans," Chief Cabinet Secretary Yoshihide Suga told reporters in Tokyo.

Suga, the government's top spokesman, said the decision to push ahead with the exercises was "extremely deplorable". Seoul dismissed the Japanese protests out of hand. "This is a military drill to bolster the defence of the Republic of Korea, so any

outside demand or interference is not a subject for consideration," ministry spokesman Wi Yong-Seop said.

A total of 19 naval ships and aircraft were involved, including a light destroyer and a Lynx anti-submarine helicopter. A Navy spokesman said the exercise was playing out defence scenarios against a variety of potential antagonists, "including North Korea". The Dokdo-Takeshima islands have been the subject of a bitter and decades-old territorial dispute between South Korea and Japan.

The row escalated in 2012 following a surprise Dokdo visit by then South Korean President Lee Myung-Bak. Relations between the two neighbours are currently at their lowest ebb for years, with Washington viewing the rift between its two main Asian military allies with growing alarm. The tensions are largely linked to Japan's 1910-45 colonial rule over the Korean peninsula.

Many South Koreans believe Japan has failed to properly atone for abuses carried out during the occupation. The live-fire drill came as Japan began a controversial review of its landmark 1993 apology over the use of many South Korean and Chinese women as wartime sex slaves for its troops.

Japan is also embroiled in a territorial dispute with China over a separate set of islands in the East China Sea. The Japanese coastguard said two Chinese coastguard vessels had encroached Friday within the 12-nautical-mile band around one of the Senkaku islands, which China also claims and calls the Diaoyus.

Source: [brecorder](#), 20th June, 2014

Vice-Admiral Cheema Takes over as Chief of Southern Naval Command

Vice Admiral Surinder Pal Singh Cheema assumed office as the Commander-in-Chief of the Southern Naval Command at a ceremonial parade held at INS Garuda.

Vice Admiral Cheema had been serving as the Commander-in-Chief of the Strategic Forces Command, a Tri-Services Command responsible for all nuclear forces of the country. He has also served as the Chief of Integrated Defence Staff (CISC) to the Chairman, Chiefs of Staff Committee. The Southern Naval Command is his third posting as Commander-in-Chief since being promoted to the grade in August 2012.

An alumnus of the National Defence Academy (NDA), Khadakwasla, the Defence Services Staff College (DSSC), Wellington and the College of Naval Warfare (CNW), Mumbai, Vice Admiral Cheema was commissioned into the Indian Navy on January 1, 1977. He is a specialist in Missile and Gunnery and spent majority of his time on afloat and operational appointments. Vice Admiral Cheema had been the commanding officer of five frontline ships of the Indian Navy- the missile boat INS Nishank, Mauritian Coast Guard OPV Vigilant, missile corvette INS Khanjar, stealth frigate INS Trishul and the prestigious aircraft carrier INS Viraat.

His appointments ashore include the Commandant of the Naval Academy and Commanding Officer INS Mandovi.

On promotion to the flag rank in May 2006, he was appointed ACNS, Information Warfare and Operations (IW & Ops) at the naval headquarters. His other flag appointments include the Chief of Staff, Western Naval Command, Flag Officer Commanding Western Fleet, Controller Personnel Services, IHQ MoD (Navy), DCIDS Perspective Planning and Force Development (PP&FD) and DCIDS (DOT). The Vice Admiral is a recipient of the Nau Sena Medal, AVSM and PVSM.

Source: [Indian Express](#), 20th June, 2014

China to Implement Silk Road Plans with All Parties

Chinese State Councilor Yang Jiechi said that China will carry forward the spirit of the ancient Silk Road, and work actively to build the Silk Road economic belt and the 21st century Maritime Silk Road.

Yang made the remarks when addressing the opening ceremony of the two-day Third World Peace Forum at Tsinghua University in Beijing. Yang said for centuries, the Silk Road has been a synonym for peace, cooperation, openness, inclusiveness, mutual learning and mutual benefit and this spirit has been passed on from generation to generation.

Chinese President Xi Jinping, during his visit to Central and Southeast Asian countries last fall, put forward the two initiatives of building an economic belt along the ancient Silk Road and a 21st century Maritime Silk Road respectively, thus breathing new life into the time-honoured wonder, he said. He said many countries in Southeast Asia, South Asia, Central Asia, the Middle East and Europe as well as Russia have welcomed and voiced support for the plans.

On May, 2014, President Xi put forth an initiative for common, comprehensive, cooperative, and sustainable security in Asia, at the fourth summit of the Conference on Interaction and Confidence Building Measures in Asia. Yang said the concept has a major and far-reaching significance for enhancing mutual trust and cooperation among the countries and bringing about lasting peace and common prosperity in the region and the world.

The concept has reflected consensus among Asian countries, said Yang, adding that it gives expression to the wisdom of Asia, as it accommodates the continent's diversity and difference and echoes the common desire of all Asian people for peace and stability in the region. It has enriched ideas on security cooperation, as it calls on Asian nations to strive to jointly build a road for Asian security that is shared by all, he said. The idea has increased dynamism for security cooperation in Asia and the world, he said, noting that the formulation and implementation of the Asian security

concept shows to the world that the continent's countries have the wisdom and capability to promote peace and prosperity in the region through enhanced cooperation.

Nations outside the region should take into full account the real conditions of the region, respect the reasonable concerns of the regional countries, and join us in working to enhance rather than compromise regional security and development, he said. About 500 guests attended the forum, including former Malaysian Prime Minister Abdullah Haji Ahmad Badawi, former Pakistani Prime Minister Shaukat Aziz, former French Prime Minister Dominique Galouzeau de Villepin, former Japanese Prime Minister Yukio Hatoyama and former European Union foreign policy chief Javier Solana.

Source: [Xinhua](#), 21st June, 2014

China Urges Peaceful Development of Seas by All Countries

China, involved in a growing dispute with its neighbours over the energy-rich South China Sea, wants to promote peaceful development of the oceans, Premier Li Keqiang said, warning conflicts in the past had only brought “disaster for humanity”.

China claims almost the entire ocean, rejecting rival claims to parts of it from Vietnam, the Philippines, Taiwan, Malaysia and Brunei in one of Asia’s most intractable disputes and a possible flashpoint. It also has a long-running dispute with Japan in the East China Sea. “China will unswervingly follow the path of peaceful development and firmly oppose any act of hegemony in maritime affairs,” Li said at a maritime summit in Greece in comments carried by China’s Foreign Ministry website. “Developing the oceans through cooperation has helped many nations flourish, while resorting to conflict to fight over the sea has only brought disaster for humanity.”

Concern over China’s motives has risen in the region after China sent four more oil rigs into the South China Sea, less than two months after it positioned a giant drilling platform in waters claimed by Vietnam around the Paracel Islands.

The lack of any breakthrough in the dispute suggests China and Vietnam are far from resolving one of the worst breakdowns in relations since they fought a brief war in 1979. Among the obstacles is Beijing’s demand for compensation for anti-Chinese riots that erupted in Vietnam after the drilling platform was deployed at the beginning of May.

Speaking at a forum in Beijing on Saturday, China’s top diplomat, State Councillor Yang Jiechi, who visited Vietnam this week to discuss the rig dispute, said China had both the patience and sincerity to push for talks to resolve such spats.

But China would not sacrifice its sovereignty, he added. "China will not trade its core interests and will not swallow the bitter pill of harming China's sovereignty, security and development interests," said Yang, who outranks the foreign minister.

China's state news agency Xinhua, in a report late on Friday, accused Vietnam of encouraging trawlers to fish in disputed waters around the Paracel Islands by using financial incentives, saying the problem was rampant. "Vietnamese seized by Chinese law enforcement authorities for illegal fishing confessed that they were given large subsidies by the Vietnamese government to fish in 'disputed waters'," Xinhua said in the English-language report.

The Philippines said this week it will ask an international arbitration tribunal in the Hague to make a speedy ruling on its dispute with China over exploiting waters in the South China Sea after Beijing refused to take part in the proceedings.

Source: [China Daily Mail](#), 23rd June, 2014

U.S. Issues New Plan to Combat Piracy, Enhance Maritime Security

A new plan released by the Obama administration June 20 lays out "scalable, flexible frameworks on specific maritime issues" that will guide U.S. actions against piracy and in support of maritime security.

The U.S. Counter Piracy and Maritime Security Action Plan "affirms the vital national interest of the United States in maritime security and recognizes that nations have a common interest in achieving two complementary objectives: facilitating the vibrant maritime commerce that underpins economic security; and protecting against piracy, robbery at sea, and related maritime crime," according to the "Background" section of the report.

The United States has long been a leader in maritime security, including in countering the threat of piracy, the White House Office said in a press release announcing the report, adding that since 2009, the United States has organized and led the international effort that has seen successful pirate attacks decline off the coast of Somalia dramatically.

In the spirit of this leadership and commitment to ensuring safety at sea, the United States developed the Counter Piracy and Maritime Security Action Plan. The plan implements the National Strategy for Maritime Security and the Policy for the Repression of Piracy and other Criminal Acts of Violence at Sea.

The United States will continue to seek to strengthen regional governance and rule of law to maintain the safety and security of mariners preserve freedom of the seas and promote free flow of commerce through lawful economic activity.

The plan aims to provide clear strategic guidance for counter piracy efforts and affirms that the United States will use all appropriate instruments of national power to repress piracy and related maritime crimes.

The Counter Piracy and Maritime Security Action Plan focuses on three core areas: prevention of attacks, response to acts of maritime crime, enhancing maritime security and governance.

It also provides specific frameworks for the Horn of Africa and Gulf of Guinea regions that establish tailored, specific methodology for these regions and provide guidance on how the United States will respond to the regional threats associated with the varying geographic, political and legal environments.

The new Counter Piracy and Maritime Security Action Plan supersedes the Countering Piracy off the Horn of Africa: Partnership & Action Plan of 2008, according to the White House

Source: [AllAfrica](#), 23rd June, 2014

Arun Jaitley to Address Top Navy Brass

In his maiden visit to any conference of the force, the Defence Minister is expected to communicate the major objectives of the government to the maritime force, a Navy official said. The conference, which was earlier slated to take place in April, was delayed following resignations by the then Navy chief Admiral DK Joshi and Western Naval commander Vice Admiral Shekhar Sinha. The development of major infrastructure projects such as Project Seabird in Karwar would also be high on agenda of the commanders' conference along with the warship maintenance and their safety.

On the aging fleet of around 140 different types of combat vessels with the maritime force, officials said the Navy has around 50 new warships while others are relatively old and the top commanders would discuss ways to keep them in good shape through proper maintenance practices.

Due to a spate of mishaps involving its warships, Joshi had to resign from his office owning moral responsibility of all the minor and major accidents. The meeting is also scheduled to discuss measures for strengthening coastal security which has been flagged as a key priority area by Prime Minister Narendra Modi, they said. The force will also review the status of its major infrastructure projects such as Project Seabird, which has been in the making for almost 40 years and the expansion of runway in Andaman and Nicobar Islands under Project Baaz, they said. In the run-up to the conference, all the three chiefs of commands of the maritime force called on the Navy chief and discussed various issues of 'operational and administrative' nature. The three commanders included Eastern Navy Commander

Vice Admiral Satish Soni, Western Naval Chief Vice Admiral Anil Chopra and the Southern Naval Commander Vice Admiral SPS Cheema.

Source: [Jagran](#), 23rd June, 2014

Russian Arctic: A New Promised Land for Oil Giants

Tens of degrees below zero during winter and home to endangered species and remote infrastructure -- welcome to the Russian Arctic, a new promised land for oil companies despite clear obstacles. "The Arctic is one of the world's largest remaining regions of undiscovered conventional oil and natural gas resources," said Rex Tillerson, chief executive for US giant ExxonMobil, during a major industry conference in Moscow.

Tim Dodson, a senior executive at Norwegian group Statoil and who was speaking also at the World Petroleum Congress, said the Arctic "is one of the very few remaining areas with the potential to make huge discoveries". More than 20 percent of the world's hydrocarbon reserves yet to be discovered are situated in the Arctic, according to a 2008 report by government agency the US Geological Survey (USGS). Such reserves are said to be located largely in Russia, stretching from Western Siberia to the extreme east of the country.

While Tillerson stresses that the Arctic "is not unfamiliar territory" for the oil industry - large fields have been explored and exploited for decades in Alaska, the north of Norway and in Russia's Sakhalin region -- Dodson is quick to point out the challenges. "The climatic conditions are probably the most visible challenge. Ice, snow, cold and darkness all contribute to an environment that can be both hostile and beautiful." Dodson added: "To unlock the full potential of the Arctic and also to make Arctic projects commercially viable and globally competitive, we need new technology and innovative business models."

Oleg Mikhaylov, vice-president for oil and gas production at Russian group Bashneft, insisted that exploration of the Russian Arctic "will require significant support from the Russian government in addition to investments by private corporations". He told the gathering in Moscow: "If you envision full-scale development of the Arctic you have to envision moving millions of tonnes of supplies to one of the most remote regions of the world."

Mikhaylov said this would require expansion of railroad infrastructure and the building of a network of ports, in addition to other major constructions. Global warming has in recent times caused the Arctic ice cap to melt and open new navigation routes leading to previously inaccessible raw materials.

But there are clear risks and according to Mikhaylov, dealing with an oil spill offshore in the Arctic "would be an even more daunting challenge" than the 2010 BP oil

disaster in the Gulf of Mexico. Environmental groups such as Greenpeace are keen to point out such risks, occasionally at the risk of consequences to themselves.

Russian security forces in September detained 30 Greenpeace activists and journalists and seized their Arctic Sunrise ship following protests over an offshore oil rig owned by Russian energy giant Gazprom. The 30, including four Russians, were detained for around two months before being bailed and then benefiting from a Kremlin-backed amnesty.

Non-governmental organisations such as Greenpeace claim that Arctic oil and gas exploration not only harms a fragile ecosystem -- home to endangered species such as polar bears and cetaceans -- but also accelerates climate change. Faced with such obstacles, energy companies need to achieve technological breakthroughs or see the high costs associated with such exploration potentially end certain Arctic projects. For now though the drilling continues. Statoil for example is in the process of designing a new class of drilling ships, specially adapted to withstand extreme Arctic weather conditions. And French group Total has for a number of years worked with Gazprom to find a cost-effective way of exploiting the giant gas field of Shtokman in the Barents Sea.

Source: [lankabusinessonline](http://lankabusinessonline.com), 24th June, 2014

Japan, Philippines Leaders Eye Maritime Security in Tokyo Talks

Prime Minister Shinzo Abe and Philippine President Benigno Aquino held a meeting in Tokyo on Tuesday at which they are likely to affirm closer ties in ensuring maritime security amid China's increasing assertiveness in the South and East China seas.

Abe and Aquino are expected to reaffirm their opposition to any attempt to alter the status quo by force or coercion, apparently taking aim at China's muscle-flexing in the seas, according to Japanese officials.

China has been challenging Japan's control of the Senkaku Islands in the East China Sea, while the Philippines is involved in territorial disputes in the South China Sea with Beijing and its smaller neighbors.

Last week, Philippine Foreign Secretary Albert del Rosario said Manila plans to ask the U.N. arbitral tribunal to make a speedy ruling on its dispute with China over exploiting waters in the South China Sea after Beijing refused to take part in the proceedings. Del Rosario said Manila hopes to get the ruling by next year.

In the meeting with Aquino, Abe is also likely to brief him about discussions in Japan on his bid to change the government's interpretation of the Constitution to allow Japan to exercise the right to collective self-defense.

After meeting Abe in Tokyo, Aquino is scheduled to attend a Japan International Cooperation Agency-sponsored event in Hiroshima on the peace process on Mindanao Island in southern Philippines.

Source: [Global Post](#), 24th June, 2014

At Navy Drills, US and China Try to Forge Relationship

Chinese warships will join US-led naval drills off Hawaii for the first time this week, in a significant but mainly symbolic effort by the two powers' fighting forces to make friends, not war.

Rising giant China and superpower the United States frequently find themselves at loggerheads as Beijing asserts itself in maritime disputes with neighbours and Washington seeks to shore up its influence in Asia. Forging friendly ties - or at least an understanding - between the two heavyweights' militaries is a key to preventing any unintended clashes from escalating, analysts say. Yet "mil-to-mil" ties remain stunted by disputes and suspicions which have sharpened in recent years as each side accuses the other of inflaming tensions over contested islands in the East and South China Seas, aggressive cyber-spying and other issues. "It's pretty important," said Michael O'Hanlon, a senior fellow at the US-based Brookings Institution and author of a book on US-China relations. "We have a situation where small crises or skirmishes blowing up into bigger things is one of our chief worries, and a situation where US-PLA ties at the military level are underdeveloped."

Four ships of the People's Liberation Army Navy with an estimated 1,100 sailors on board - a missile destroyer, missile frigate, supply ship and hospital ship - will join the US and more than 20 other countries in the six-day "Rim of the Pacific" drills that begin in and around Hawaii on 26th June, 2014. The RIMPAC exercises, normally held every two years, began in 1971 but it is the first time Chinese vessels have taken part. The head of US Pacific Command, Admiral Samuel Locklear, said: "This was a big step for the Chinese to commit to this, particularly in an exercise commanded by a US commander. "We just have to get past these issues that are historical in nature that are causing the region problems," he added. "And if we keep working at it we'll get through them."

Beijing has also touted its participation, with the official Xinhua news agency running an essay by naval academy researcher Zhang Junshe saying it "will have great benefits for the elimination of misunderstandings, the avoidance of misjudgment, and the promotion of mutual trust". China's involvement marks "a very good step", O'Hanlon said in an email. "In isolation it doesn't do a great deal of course, but it provides the basis for more." Beijing and Washington regularly pledge to strengthen ties across the board, and Presidents Xi Jinping and Barack Obama held an informal get-to-know-you summit in California soon after the Chinese leader took office last

year. Both militaries have extended other invitations, including tours of one another's aircraft carriers and high-level meetings.

But despite the positive rhetoric, tensions have grown - particularly over their roles in Asia - and spilled into unusual public confrontations. China has emphatically asserted its claims to islands claimed or controlled by Japan, Vietnam and the Philippines, and desires greater global stature, stressing that its standing with the US must reflect a "new model of great-power relations".

Washington announced a "pivot" to Asia in 2011, including a stronger military presence, with Obama declaring that his country "has been and always will be a Pacific nation". At the Shangri-La Dialogue security summit in Singapore a month ago, US Defense Secretary Chuck Hagel accused Beijing of "destabilising" actions while China's army deputy chief of staff Wang Guanzhong criticised his words as "full of incitement, threats, and intimidation" and the US as "stoking fires".

Cyber-spying is another flashpoint for angry rhetoric, with both sides casting the other as the aggressor. "You have had a series of incidents that make people pessimistic about the relationship," said Peking University international relations professor Jia Qingguo. "At the moment the relationship is at a relative low," he said. "I don't know if it has reached the lowest point yet."

Mil-to-mil contacts between the two have been on-again, off-again for decades. The US suspended them for four years after China's 1989 crackdown on Tiananmen Square pro-democracy protesters. Since they have faltered under other crises, including in 1995-96 when China conducted missile exercises directed at Taiwan, in 1999 when NATO bombed China's embassy in Belgrade, and in 2001 when a US spy plane and Chinese fighter jet collided over the South China Sea. The "mil-mil relationship is the weakest link between the two countries and they often got suspended whenever something happened", Jia said.

But both sides increasingly recognise the need to improve ties despite disagreements, said Jingdong Yuan, an Asia-Pacific security expert at the University of Sydney. A crucial step would be for the militaries to come up with protocols to prevent an unintended conflict from spiraling, he added. "They both I think are coming to realise that mutual trust is both imperative but also very challenging to build," he said.

Source: [NDTV](#), 24th June, 2014

India's First Indigenous Anti-Submarine Warfare Ship Ready

India's first indigenously-built anti-submarine warfare corvette INS Kamorta is ready to be commissioned into the Indian Navy next month, defence officials said. Built by the Garden Reach Shipbuilders & Engineers Ltd (GRSE), Kolkata, it will be the first

warship armed with an indigenous rocket launcher for anti-submarine warfare, they said. The corvette is readying to sail out from GRSE's fitting-out jetty in Kolkata to join the Navy's eastern fleet at Vishakhapatnam in July, officials said.

The sophisticated front line warship with stealth features will also be the first warship armed with the new trainable chaff launcher - Kavach. With an approximate displacement of 3400 tonnes, it can achieve a maximum speed of 25 knots. It is powered by four indigenously designed 3888 KW diesel engines at 1050 rpm and can cover nearly 3,500 nautical miles at 18 knots. The overall length of the ship is 109 meters and is nearly 13 meters wide at its maximum bulge.

With about 90 per cent of the ship being indigenous, it is also capable of deploying a helicopter, adding considerable punch to the ship's anti-submarine capability. It is also the first naval ship fitted with bow mounted 'Sonar' (sound navigation and ranging) for enhanced underwater surveillance. Integration of indigenous surveillance radar (Revathi) for surface and air surveillance is another first on any Indian warship. Each ship will be manned by 14 officers and 150 sailors. With reverse osmosis plant for fresh water generation, sewage treatment plant with vacuum toilet facilities totally compliant with International Maritime Organisation regulations, the warship measures up to all stringent regulatory needs to operate across oceans of the world.

The sturdy warship is the first in its class of four ASW corvettes being built for the Indian Navy. Named after islands in Andaman & Nicobar and Lakshwadeep archipelago, ASW corvettes Kadmatt, Kiltan and Kavaratti are to follow suit progressively.

Source: [Outlook](#), 24th June, 2014

Nigeria Donates \$ 0.15m to IMO

Efforts by the International Maritime Organization (IMO) to tackle piracy, armed robbery against ships and illicit maritime activity in the Gulf of Guinea received a major boost as Nigeria pledged US\$100,000 to the West and Central Africa Maritime Security Trust Fund. Nigeria's Minister of Transport, Senator Idris Umar, who led Nigeria's delegation to the ongoing IMO Council meeting in London, also pledged a further US\$50,000 to IMO's general Technical Cooperation Fund.

The IMO's strategy for implementing sustainable maritime security measures in West and Central Africa outlines IMO's undertaken and programmed work to implement all of the key areas identified in the Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa, adopted formally in Yaoundé, in June 2013, by Heads of State or their representatives from 25 West and Central African countries, including 13

Presidents, as well as implementation of the MoU developed by IMO and the Maritime Organisation for West and Central Africa (MOWCA).

IMO's initiatives take place within the wider context of United Nations Security Council resolutions 2018 (2011) and 2039 (2012); United Nations General Assembly resolutions including resolution 67/78 on Oceans and the law of the sea; the Zone of Peace and Cooperation in the South Atlantic; the maritime strategies of the African Union, the Economic Community of Central African States (ECCAS), the Economic Community of West African States (ECOWAS) and the Gulf of Guinea Commission (GGC).

The 28th session of the IMO Assembly in December 2013, unanimously adopted resolution A.1069 (28) on prevention and suppression of piracy, armed robbery against ships and illicit maritime activity in the Gulf of Guinea.

The resolution, inter alia, appealed to states in the region, in close cooperation with international and regional organisations, to take all measures possible within the provisions of international law, to ensure that all acts or attempted acts of piracy, armed robbery against ships and other illicit maritime activities were terminated forthwith and any plans for committing such acts are also forthwith abandoned; and any hijacked ships, kidnapped seafarers held on them and any other persons on board such ships were immediately and unconditionally released and that no harm was caused to them.

Source: [Nigerian Tribune](#), 25th June, 2014

\$52.5M Economic Impact from Military's RIMPAC Maritime Exercise to Hawaii

The military's Rim of the Pacific exercise, or RIMPAC, which will bring 25,000 people from 23 nations to Hawaii starting on Thursday through the end of July, is expected to have an initial economic impact of \$52.5 million based on the number of exercise participants and their time in port, according to a state report.

But by the end of the biennial maritime warfare exercises, which brings dozens of ships from nearly two dozen countries to create better military relations, the overall economic impact is expected to be tens of millions of dollars higher than \$52.5 million after purchases of supplies, fuel, food or the spending by family and friends of participants are calculated, the Hawaii Department of Business Economic Development and Tourism report said.

RIMPAC will be held in the ocean and in the air around Hawaii for five weeks. It is being hosted by the Hawaii-based U.S. Pacific Fleet and led by the U.S. Third Fleet, which is headquartered in San Diego.

The exercise, held on even-numbered years in Honolulu, will be based at Navy Region Hawaii, which includes Joint Base Pearl Harbor-Hickam and the Pacific Missile Range Facility on Kauai. Training will also be held at Marine Corps Base Hawaii at Kaneohe Bay in Windward Oahu as well as at several other locations in the state.

Source: [Pacific Business News](#), 24th June, 2014

China, ASEAN Officials Meet in Indonesia

China and ASEAN are holding two days of talks on policy in the South China Sea. Senior officials from the joint working group are meeting in Bali, Indonesia.

On the agenda is the Implementation of the Declaration on the Conduct of Parties in the South China Sea. China and ASEAN will discuss an approach on the development of the Code of Conduct. They will also consider a draft progress report on the implementation of the Declaration and the Code process.

The report will be submitted for notation at the ASEAN Post Ministerial Conference Session with China in August in Nay Pyi Taw in Myanmar. Earlier, the Chinese government urged the ASEAN members to commit themselves to a full and effective implementation of the Declaration, enhance practical maritime cooperation, and steadily move forward the negotiation process of a Code of Conduct.

Source: [Ecns.cn](#), 24th June, 2014

South Korea Gains Right to Explore Deep-Sea Mines in Indian Ocean

South Korea has secured an exclusive right to explore a vast area of underwater mines in the Indian Ocean, the government said. An agreement was signed Tuesday between South Korea's Ministry of Oceans and Fisheries, and the International Seabed Authority (ISA) that allows South Korea to explore an area of 10,000 square kilometers for hydrothermal mineral deposits in the middle of the Indian Ocean.

The agreement gives South Korea exclusive exploration rights for 15 years until 2029, after which the country can demand exclusive development rights to a 2,500-square-kilometer area within the exploration zone, according to the ministry. "With the agreement, the country secured an advantageous position to extract deep-sea minerals, a strategic source of resources in the future," the ministry said in a press release.

Hydrothermal mineral deposits are metallic minerals formed by the precipitation of solids from mineral-laden water that's heated, in most cases, by magma. Most common forms of hydrothermal deposits include manganese ores.

The latest agreement with the ISA puts the total area of underwater mines being explored or developed by South Korea at 112,000 square kilometers, including a 75,000-square-kilometer zone in the Pacific Ocean that is believed to hold up to 560 million tons of manganese ores, worth some US\$370 billion.

South Korea is currently developing a deep-sea mining robot, MineRo, which can harvest mineral deposits at a depth of up to 5,000 meters.

Source: [yonhapnews](http://yonhapnews.com), 25th June, 2014

India and Sri Lanka Streamlining Procedures for Release of Fishermen

India and Sri Lanka stressed on streamlining procedures for the release and repatriation of fishermen apprehended by the maritime forces of the two countries while fishing in each other's waters.

At a delegation-level meeting, Indian Coast Guard chief Vice Admiral Anurag Thapliyal and his Sri Lankan counterpart Rear Admiral Ravindra Wijegunaratne also discussed ways of further strengthening their operational cooperation and other security issues. "During discussions, it was mutually agreed to strengthen the cooperation on evolving a collaborative approach in addressing a spectrum of maritime issues concerning safety and security and further streamlining the procedure for release or repatriation of fishermen," a Coast Guard release said.

The arrest of Indian fishermen by Sri Lankan Navy and Coast Guard has been a contentious issue between the two countries. The Sri Lankan Coast Guard chief is in India on a four-day visit which started. The focus of the meeting was on "further strengthening the operational level interaction for search and rescue, preservation and protection of maritime environment, revalidating standard operating procedures and communication procedures between the two Coast Guards."

The three-member Sri Lankan delegation also called on Navy chief Admiral R K Dhowan and Defence Secretary R K Mathur and deliberated on issues of common maritime interests.

Source: [Zeeneews](http://zeenews.com), 25th June, 2014

UN Officials Spotlight Vital Role of Seafarers in Global Trade, Transport

Seaborne trade is the engine room of the global economy, senior United Nations officials declared today, marking the 'Day of the Seafarer' by calling on people everywhere to recognize the seafarers who, with quiet dedication, keep the wheels of the world in motion.

Today marks the fourth Seafarer's Day, which aims to promote full appreciation for the work of seafarers and their role in modern societies. The event underlines the importance of this type of job and stresses the challenges that seafarers face on a daily basis. Ports all around the world are busy, never-sleeping hubs where ships are ready to sail towards new destinations, with cargos containing a great amount of people's daily goods.

Since the epoch of ancient Greeks and Romans, traditional commerce has taken place via the sea. The ships of those Empires transported goods simply from one city to another. Later in history, commerce spread around the entire world as ships began to sail from one continent to the other. Today, the practice of maritime commerce is still a major force for transporting goods throughout the world. Indeed, day in and day out, year in and year out, all manner of resources such as iron, minerals, and coal, as well as food, clothes, furniture, vehicles reach their destinations via trips on the world's waterways.

"Without shipping, the bulk transport of vital raw materials, affordable food and manufactured goods would simply not be possible" said UN Secretary-General Ban Ki-moon in his message on the Day, stressing the role of seafarers in ensuring that the benefits of globalization can be more evenly distributed. Working on ships transporting cargo is often hard and challenging. Seafarers are likely to spend many hours with tough living conditions and with limited opportunities for social interaction or relaxation, said Mr. Ban. They often have to deal with difficult weather conditions and with the constant threat of piracy and shipwrecking.

Moreover, those who spend most of their time working on boats are also likely to experience constant separation from the loved ones for months. "Over many years, the United Nations, through the International Maritime Organization (IMO) and other agencies, has strived to make seafaring a safer occupation and shipping a greener and cleaner industry. Seafarers themselves seek to implement and maintain the highest possible safety and environmental standards," stressed the UN chief.

The maritime transport industry is central to the livelihoods of billions of people; and the industry, in turn, relies on seafarers. "Without them, international trade would grind to a halt. On the Day of the Seafarer, I ask people everywhere to recognize the seafarers who, with quiet dedication, keep the wheels of the world in motion," said the Secretary-General. On the 2013 Day, the annual campaign, led by the IMO was particularly successful, urging people to express appreciation for seafarers and their essential contributions to all, reaching some 300,000 Facebook users and more than 10 million people on Twitter.

Online platforms could be successful paths to raise awareness about the lives of seafarers and the issues affecting their jobs. They could also spotlight the huge amounts of goods that have been delivered worldwide thanks to their hard work.

Source: [UN News](#), 25th June, 2014

New Map Boosts China's Maritime Claims

China has unveiled a new official map of the country giving greater play to its claims on the South China Sea, state media said on 25th June, 2014, making the disputed waters and its numerous islets and reefs more clearly seem like national territory.

Previous maps published by the government already include China's claims to most of the South China Sea, but in a little box normally in a bottom corner to enable the rest of the country to fit on the map. The new, longer map dispenses with the box, and shows continental China along with its self-declared sea boundary in the South China Sea - stretching right down to the coasts of Malaysia, Vietnam and the Philippines - on one complete map. "The islands of the South China Sea on the traditional map of China are shown in a cut-away box, and readers cannot fully, directly know the full map of China," the ruling Communist Party's official People's Daily said on its website.

Old maps make the South China Sea's islands appear more like an appendage rather than an integral part of the country, which the new map makes "obvious with a single glance", the report added. "This vertical map of China has important meaning for promoting citizens' better understanding of ... maintaining (our) maritime rights and territorial integrity," an unnamed official with the map's publishers told the newspaper.

China's foreign ministry said people should not read too much into the issuing of the new map. "The goal is to serve the Chinese public. As for the intentions, I think there is no need to make too much of any association here," ministry spokeswoman Hua Chunying told a daily news briefing. "China's position on the South China Sea issue is consistent and extremely clear. Our stance has not changed."

Beijing claims about 90 percent of the South China Sea, but parts of the potentially energy-rich waters are also subject to claims by the Philippines, Vietnam, Malaysia, Brunei and Taiwan. Tensions have risen sharply in the region in recent months, especially between China and both Vietnam and the Philippines. China's positioning of an oil rig in waters claimed by both Beijing and Hanoi last month has led to ramming at sea between ships from both countries and anti-Chinese violence in Vietnam.

Source: [Maritime Executive](#), 25th June, 2014

EU Moves Forward on Maritime Strategy

The 28 nations within the European Union (EU) on 24 June gave approval for the European Commission (EC) to flesh out the details for an EU maritime security strategy. Their decision means the EC can now draw up concrete initiatives to boost

exchanges of maritime awareness and surveillance data across Europe's civil and marine authorities - including navies - and propose other support measures such as dual-use technology development, common training, and multinational research programmes.

The potential development of a maritime strategy represents "a significant step forward in safeguarding the EU's maritime security interests against a plethora of risks and threats in the global maritime domain", said Greek Foreign Minister Evangelos Venizelos, after approval was granted by EU foreign ministers in Luxembourg. Greece holds the EU's rotating six-month presidency until 30 June.

The ministers' decision was based on a set of ideas contained in a 6 March 2014 policy paper presented by the Commission. The paper outlines future actions needed to secure the EU against a wide range of risks to its maritime security interests, including: international organised crime; restrictions on freedom of navigation such as piracy and armed robbery at sea; proliferation of weapons of mass destruction; terrorist acts against ships, cargo and passengers, and ports and other critical maritime infrastructure; cyber-attacks on maritime or navigational information systems; and environmental risks.

The EU's maritime security will be reinforced by promoting the pooling and sharing of capabilities among the 28 member states, and increased EU funding for targeted dual-use technology development. Additionally, crisis response times and the protection of critical maritime infrastructure will be strengthened with common risk analysis, said the EC. As the 6 March paper noted, maritime surveillance "is still largely organised along sectoral and national lines. This may result in a sub-optimal use of available surveillance capabilities."

In a statement issued after the ministers' decision, Maria Damanaki, European Commissioner for maritime affairs, said "today's threats call for a coordinated response". She added that the EC will define a rolling action plan by the end of 2014 to implement the strategy.

The gestation of the European Union's maritime security strategy has been long, although for a number of years European nations (both individually and collectively) have been focusing on how to improve maritime security in European waters. With input from a number of senior retired naval and government personnel known as the 'Wise Pens', the EU's thinking on the premises around which to build such a strategy have gradually been coming together.

The EU was of course quick to put support for some of these premises into practice, rapidly standing up Operation 'Atalanta' to take on the task of countering Somali piracy. Central to this move was the need to protect member state trade, and especially energy, security interests. Indeed, the issue of energy security is a key driver in the evolution of the EU's maritime strategy thinking: with Cyprus, for example, making significant offshore resource finds but being unable to provide

security for them, there is an argument that such a matter is the responsibility of the EU as a whole; as member states also look to protect energy supply from regions such as the Arctic, the need to develop a maritime security strategy to support protection of supply at distance is an important factor in why the EU is looking to have greater influence over Arctic security matters, and indeed to have an enduring EU presence in the Indian Ocean.

It will be interesting to see how the co-operative, pan-European strategy will reflect approaches taken by individual nations, such as the United Kingdom in its recently published national maritime security strategy.

For a number of years, debates about what the EU should do to improve maritime situational awareness have focused on improving surveillance capacity. This is of course key in broadening coverage. However, with many European member states reducing naval force and other maritime security asset levels, this raises the question of the extent to which EU navies and maritime agencies have the capacity to react at sea to an increasing number of risks that the broader surveillance capability in principle will reveal.

In terms of surface ships, collectively the EU member states have a large number of assets which, if pooled and shared, could provide a value greater than the sum of the parts. Whether more ships could be procured in a more cost-effective manner, at a time of enduring budget challenges, raises the question of the extent to which individual member states within Europe could find ways to co-operate more regularly in terms of shipbuilding.

Source: [Janes](#), 25th June, 2014

China Accuses Japan of Endangering Warships

China has accused the Japanese Maritime Self-Defense Force (JMSDF) of endangering its vessels on 22 June as they sailed from the Pacific Ocean to the East China Sea.

A People's Liberation Army (PLA)-sponsored media outlet said that the Hatsuyuki-class guided missile destroyer *Asayuki* (DD 132) and a P-3C anti-submarine warfare (ASW) aircraft "tailed" its convoy of three vessels as they sailed through the 30 km-wide Osumi strait. The PLAN convoy consisted of two Jiangwei II (Type 053H3)-class guided missile frigates, *Mianyang* (528) and *Sanya* (565), and one Fuqing-class replenishment vessel, *Hongzhu* (881).

The Chinese Ministry of National Defence admonished the JMSDF manoeuvres as interference in routine Chinese military activities and called on their Japanese counterparts to ensure that there would be no repeat of such incidents in the future.

The Ministry has also warned that China reserves the right to take further action should it happen again but it has stopped short of elaborating about what such measures would entail. The Osumi strait off the Kagoshima Prefecture is a key transit point for vessels travelling from the Pacific Ocean to the East China Sea. In May 2012 *IHS Jane's* reported that three Chinese warships were spotted sailing through the strait, marking the first confirmed crossing in nine years.

Although China is allowed under international law to navigate these waters, the JMSDF has said during the 2012 incident that the crossing was "unusual" and that it would increase its monitoring of the area. This recent incident indicates that China may intend to use the strait more frequently in the future. The Osumi strait is a common transit route for the US Navy's 7th Fleet, which is based in Yokosuka near Tokyo.

Source: [Janes](#), 25th June, 2014

'Operation Hamla' Kick-Starts

A mock drill to test robustness of Puducherry's anti-terror security assets and surveillance 'Reds 0-Blues 0' read the final score-line after an event-filled game of sneak attacks and solid defence.

In fact, the whole 'reds' versus 'blues' match-up was more about game theory involving tactics, critical thinking and strategic decision-making than a game itself. 'Operation Hamla,' a multi-agency, or a multi-player if you like, which kick-started at 6 a.m. on 25th June, 2014 is a mock drill to test the reliability and the robustness of the city's anti-terror security assets and surveillance systems.

For the newly formed Indian Coast Guard District Head Quarters No. 13 headquartered in Puducherry, the drill marked the first time they were entirely managing an exercise of this scale and involving so many agencies.

Before it was upgraded last month as District Headquarters No. 13 of the Eastern Command, the unit was more or less doing a support role to the main show orchestrated by the Chennai headquarters. Through the day, intelligence inputs about potential infiltration along the porous coastline stretching up to Cuddalore and Karaikal kept surfacing but water-tight patrolling with boats and landward assets helped blues thwart the reds, a spokesman for the 'blues' said. "We even had a tip-off about an attack at the Pondicherry University in the evening but we were able to pre-empt an infiltration with strong surveillance," an official said.

'Operation Hamla', code-named so after the 26/11 Mumbai attacks where terrorists infiltrated the country through the sea route, is a bi-annual exercise involving the Navy, Indian Coast Guard, Ports, State police, Fisheries and Customs, Transport

and Highways departments. Fisher folk are also engaged in the operation as they are regarded as crucial 'eyes and ears' of vigilance.

District Headquarters No. 13 of the Eastern Command has its patrolling boundaries spread over about 60 nautical miles off the coastline in Puducherry, Cuddalore and Karaikal.

Barrier patrols will sustain surveillance across vantage and vulnerable spots, entry-exit points, vulnerable places of worship and fish landing grounds until the operation is formally called off.

Source: [Hindu](#), 25th June, 2014

Navy's Expansion, Growth Anchored on Self Reliance and Indigenisation: Admiral Dhowan

Complimenting all personnel of the Indian Navy for their professionalism and patriotism, Chief of Naval Staff (CNS) Admiral R.K. Dhowan exhorted them to prepare themselves and the Navy to meet the maritime security challenges being faced by the nation.

He also outlined three inter-related priorities-sustaining combat readiness, building capabilities for the future and addressing human resource challenges. Addressing the concluding session of the first edition of the biannual naval commanders' conference held here between June 24 and 26, Admiral Dhowan emphasised that combat readiness of the fleet and other operational formations is of prime importance and focused efforts are required at all levels to ensure sustained growth of the navy into a formidable multi-dimensional force.

Asserting that the induction of the INS Vikramaditya with integral fighter aircraft is a substantial boost to the navy's capabilities, the Admiral said the navy's surface capability is further poised for a quantum jump with the planned induction of Kolkata (P15 A Destroyer) and Kamorta (P 28 ASW Frigate) in the near future.

He also expressed satisfaction at the steady augmentation of assets in the aviation arm of the Navy with progressive induction of P 8I LRMR aircraft, commissioning of ALH squadron and induction of AJT aircraft. Discussions were also held on the ongoing LCA (Navy) project. Capability gaps resulting from the ageing submarine fleet, shortage of integral helicopters in the fleets and the need for Mine Counter Measure Vessels (MCMVs) were also discussed.

Admiral Dhowan discussed the self-reliance programme of the navy and stressed that indigenisation of platforms, weapons, sensors and equipment, through public as

well as private sectors, should remain an area of focus. He emphasized that the roadmap for the navy's expansion and growth would continue to remain anchored on self-reliance and indigenisation.

The chief of naval staff reviewed the 'coastal security construct' and was satisfied with the steady progress made in strengthening the coastal security apparatus viz. induction of FICs, ISVs and NC3 I project. He asserted the need to remain ever vigilant and focused towards our coastal security responsibilities, through proactive coordination with other maritime agencies and coastal states. He highlighted the Indian Navy's foreign cooperation initiatives and engagements, which he said are growing considerably and past efforts have borne fruit in various forms.

He reviewed progress of various infrastructure projects that are in pipeline and shall contribute towards futuristic capacity building. The need to adopt sustainable green technologies, re-cycling and waste management to reduce carbon footprint of our bases, in pursuance of the energy goals of our country were impressed upon by Admiral Dhowan.

He reiterated his vision to run a taut, effective and happy Navy. One of the highlights of the conference was the opportunity naval commanders' had to interact with Ministry of Defence officials and the other service chiefs. Army Chief General Bikram Singh and Air Chief Marshal Arup Raha also addressed top naval brass and discussed with them issues pertaining to joint operations and military synergy. Senior naval commander's discussed several important issues during the conference, including operational readiness, coastal security, maintenance philosophy and quality of refits for ensuring combat effectiveness of platforms, infra-structure development and foreign cooperation initiatives, amongst others.

Admiral Dhowan concluded the conference, which was inaugurated by Defence Minister Arun Jaitley, by saying: "We need to pull on the oars together to propel the Navy to greater heights.

Source: [Business Standard](#), 26th June, 2014

RIMPAC Starts in Hawaii

More than one month of naval maneuvers involving the militaries of 22 nations kicked off in Hawaii on Thursday. For the first time, China has sent vessels to participate in the Rim of the Pacific drills that the U.S. Pacific Fleet hosts every two years.

Thailand was initially among 23 nations expected to send units to Hawaii for the world's largest maritime exercises. But it's no longer doing so after its military

orchestrated a coup last month. The exercises will include disaster-relief training as well practice countering pirates, clearing mines, landing amphibious ships and searching for submarines.

Nine ships from Brunei, China, Singapore and the U.S. sailed together from Guam to Pearl Harbor. Capt. Patrick Kelly, the commander of USS Chosin, said the ships practiced communications, maneuvering and weapons-firing drills. They also held personnel exchanges. Brunei is also participating in the drills for the first time. China sent four ships, two helicopters, a commando unit and a diving team to Hawaii along with 1,100 Chinese officers and sailors.

A Chinese oiler, frigate and destroyer are expected to join a maritime interdiction operations task force drill. The hospital ship Peace Ark will participate in medical exchanges with other participants. China sent military observers to watch RIMPAC drills in 1998, but it has never sent ships before.

The exercises began in 1971. Most of the drills will take place in and around the Hawaiian Islands. As in 2012, a small part of it will take place off Southern California.

Sources: [Huffington Post](#), 26th June, 2014

Cambodian PM Meets Vietnamese Envoy, Talks on South China Sea

Cambodian Prime Minister Hun Sen met with a Vietnamese premier's special envoy in Phnom Penh, discussing on South China Sea and ASEAN-China Comprehensive Strategic Partnership.

Speaking with Vietnamese deputy foreign minister Pham Quang Vinh, Hun Sen said Cambodia and ASEAN always called on all parties concerned in the dispute to continue negotiations peacefully based on international laws and agreed documents. "We urge the continuation of the implementation of the Declaration on the Conduct of Parties in the South China Sea (DOC) towards the compilation of the Code of Conduct (COC)," said the Cambodian prime minister. Hun Sen also stressed the importance of ASEAN-China Comprehensive Strategic Partnership.

Source: [Xinhua](#), 26th June, 2014

India Deploys Warship in Persian Gulf

Stepping up its efforts to rescue Indians stuck in Iraq, the Indian Navy Saturday deployed its warship INS Mysore in the Persian Gulf, even as External Affairs Minister Sushma Swaraj has summoned the Indian envoys in Gulf countries for consultations on the Iraq situation.

To help Indians exit the non-conflict zones, India has also set up three camp offices to facilitate their departure. The “pro-active” moves are expected to build confidence in the large expatriate community and assuage their concerns.

While INS Mysore, along with another Indian Navy ship INS Tarkash, has been asked to remain on standby, the two warships may be pressed into evacuation operation once decisions in this regard are taken in New Delhi. As reported earlier, the Indian Air Force (IAF) too has been asked to keep two of its C-130 J transport aircraft on standby, citing their requirement in the evacuation of Indians.

MEA spokesperson Syed Akbaruddin said the 39 Indians who were kidnapped were “unharmred”, adding that they were working on some leads available about them. He said the mission was also in touch with 46 nurses in Tikrit and denied reports of any explosion in the compound they were staying in. There are close to 10,000 Indians in different parts of Iraq. Asked about how many were in the conflict zone of Mosul and Tikrit, the MEA spokesperson said it would not be possible to give the exact number but there could be “around 100” of them.

The deployment of INS Mysore and External Affairs Minister Sushma Swaraj’s meeting with the Indian envoys posted in Gulf nations including Kuwait, Qatar, Oman and Saudi Arabia, along with the ambassadors of these countries in India, come on the backdrop of a high-level committee meeting, which discussed the plan to evacuate 2,000 Indians from Iraq — one fifth of the total number.

It was decided at the meeting that a second team from the Ministry of External Affairs would be sent to Iraq to assess the ground situation as well as the number of Indian nationals willing to return home. Swaraj has approved the dispatch of former envoy Suresh Reddy to Iraq. Giving the details of the camp offices in Najaf, Karbala and Basra, Akbaruddin said the officers at these camps would go to the place of work of Indians and facilitate their departure if they wanted so. Besides travel documents, the ministry will also provide free air tickets in case they cannot afford them.

Source: [Indian Express](#), 29th June, 2014

A Digital Eye on Land and Sea

On land as well as the sea, surveillance technologies are being increasingly deployed for fighting crime and protecting our citizens. Surat in Gujarat, known as the diamond capital of the world, is making waves in the world of security since announcing its ‘Safe City’ project. The objective of the project is to better ensure the safety and security of residents while protecting the many key industries including diamonds, textiles, engineering, and oil and gas properties. A 24/7 video surveillance

and security command centre centrally monitors, aggregates and analyses multiple surveillance feeds, all to support proactive physical security management of the city.

The Indian Navy is steadily building its capabilities to safeguard the maritime interests of the country. Take for instance, its recent efforts to spruce up its maritime surveillance capability. It is doing what other navies are doing—that is, to deploy new technical solutions to minimise intrinsic operational risks and address concerns about potential conflicts of interest between oil and gas production, nature conservation programmes and the management of exploitable fish stocks.

Maritime surveillance capability is a critical component of maritime security, both in times of peace and conflict, and plays a crucial role in the security of the maritime zones of India, as also of the vast coastline. India's growing economic stature has brought in newer responsibilities for the Indian Navy around the Indian Ocean and beyond. The role played by the Indian Navy in the anti-piracy operations off the coast of Somalia and concerns on coastal security have added urgency since the 26/11 attacks.

Integrated maritime surveillance is about providing authorities interested or active in maritime surveillance with ways to exchange information and data. Sharing data will make surveillance cheaper and more effective. Earlier this year, the ministry of defence started its search for 12 'boom defence systems' (BDS) to protect Indian Navy assets in harbours and at sea from terror strikes and collisions. The BDS would protect Indian Navy ships at "anchorage in naval and commercial berths" from enemy surface and underwater craft and divers. The proposed BDS are capable of incapacitating the propellers and rudders of small boats entering restricted waters. Moreover, with the Indian Navy acquiring key advanced warships ranging from aircraft carrier INS Vikramaditya to stealth frigates, protecting these vessels from attacks is an important task.

The BDS is a tried and tested method for the defence of harbours and is aimed at shielding harbours from intruders and underwater vessels. The system works by placing underwater nets to prevent any intrusion. The system works even in the open sea, where warships can be vulnerable to attacks using small boats. The world woke up to the dangers of small craft being used as a bomb after the targeting of USS Cole. The destroyer was hit by a small craft in the Yemeni port of Aden on October 12, 2000. The attack had killed 17 American sailors. The UK based BAE Systems has a Panoramic Area Surveillance System (PASS), which brings together surveillance and data fusion technologies to demonstrate an innovative response to the demands of modern maritime security. Company officials said, "We have worked with Waterfall Solutions and Marine Electronic Systems to develop a technology demonstrator which provides a full 360 degree image, 30 degree elevation view which fuses infra-red video images with visible band images in real time to provide optimum performance under all conditions."

Twenty-four cameras in total make up the full 360 degree system with an innovative image stabilisation algorithm to overcome the need for heavy and complex mechanical stabilisation for the cameras. PASS enables a single user to monitor all directions at once, with the system also providing automatic alerts to crew when potential threats are detected, for instance small boats or fast attack craft approaching, thus enabling action or self defence measures to be taken.

The Boeing P8-I Long Range Maritime Reconnaissance (LRMR) aircraft, which the Indian Navy got recently, is the most sophisticated weapon system in its inventory yet. The aircraft, which is now being used for training by Indian naval personnel in coordination with the US Navy in the US, has the latest radars, electronic warfare systems, and weapons to kill hostile submarines, several of which lurk underwater in the Arabian Sea and Bay of Bengal around the Indian coast.

Built on the body of a civilian Boeing 737-800 jetliner with wings of 737-900, the P8-I is an attack aircraft, capable of discriminating between friendly and hostile vessels far away and then hit them with desired priority and lethality. Its key capability though is to detect and delete hostile submarines, as also small boats in shallow waters which pose the most serious threat to Indian naval assets.

Swedish company Saab has offered its Autonomous Underwater Vehicle, AUV 62, in response to the Indian Navy's requirement for self-propelled underwater targets. This AUV is designed for autonomous long term missions. The current configuration for the AUV is for training sonar operators in detecting, tracking and classifying a variable speed maneuvering underwater target on the ship's sonar system.

The modular approach adopted by Saab makes it possible for AUV 62 to be reconfigured for mine hunting, search and reconnaissance, mapping and sea bed profiling, and environmental monitoring. The performance of this platform has been successfully demonstrated to the Indian Navy's field evaluation trials team earlier this year.

Then, there is the Sea Giraffe range of radars that are amenable to multiple applications in surveillance and security roles. The 2D Sea Giraffe LT (SG LT) optimised for surface surveillance role is upgradable to a full multi-function 3D Sea Giraffe AMB (SG AMB) by upgrading the antenna and some additional software.

Without any doubt, surveillance systems equipped with the latest in technology are empowering authorities in creating a safe and secure environment for its citizens.

Source: [Financial Express](#), 30th June, 2014

Chinese Ships Edge towards Diaoyus in Stand-Off Over Japan's Military Plans

Two Chinese government ships sailed into disputed waters off Japan-administered islands in the East China Sea, amid concerns that Japan is seeking to “remilitarise” and bolster its defence.

The two vessels were sailing in territorial waters extending 12 nautical miles around one of the Senkaku islands, which China also claims and calls the Diaoyus, as of 10.30am on 30th June, 2014 according to the Japanese Coast Guard.

Since Tokyo nationalised some of the islands in September 2012, Chinese vessels and aircraft have regularly approached them, playing cat and mouse with the Japanese coastguard. Earlier this month Japan summoned the Chinese ambassador, as the two sides traded accusations of blame for a near-miss involving fighter jets over the East China Sea.

It was the second time in less than three weeks that Tokyo had accused Beijing of tailing aircraft near the hotly contested islands. In recent months China has also intensified its activity in the South China Sea, which it claims almost in its entirety. The ship incident today comes as Prime Minister Shinzo Abe pushes ahead with a controversial plan to loosen the constraints on Japan’s military and allow it to fight in defence of an ally, something currently banned under the pacifist constitution.

Beijing has repeatedly warned of what it says is the danger of Japan “remilitarizing” under Abe, and regularly lambasts Tokyo for its apparent lack of repentance for past misdeeds.

Source: [South China Morning Post](#), 30th June, 2014



Indian Shipping Industry Losing Steam

India has one of the largest merchant shipping fleets among developing countries and is ranked 16th in the world in terms of gross tonnage under its flag. But the overall share of Indian ships in the carriage of the country's overseas seaborne trade has been declining over the years. From about 31.5 per cent at the turn of the 20th century, this has shrunk to around 10.9 per cent in just over a decade. Approximately 95 per cent of the country's total trade by volume and 70 per cent by value is carried by ships. What is more, despite its significant fleet size in terms of gross tonnage, India only accounts for 1.1 per cent of total global trade by sea.

The trend can be largely attributed to the greater tax advantages available to a majority of foreign players vis-à-vis Indian flag vessels, particularly with respect to the current treatment of service tax on voyages and time charters, which make Indian shipping more expensive. This restrictive regime has resulted in an uneven playing field for national shipping lines in the country, resulting in stagnation of capacities and increased reliance on foreign flag vessels.

Indeed, the gross tonnage of India's shipping fleet has seen meagre growth from 6 million tonnes in 1980 to 10.4 million tonnes in December 2012. In comparison, a small city state like Singapore has transformed itself into a global cargo hub over the same period, with its gross tonnage rising from 8 million tonnes to 54 million tonnes in the corresponding period. Even arch-rival China, which had just 7 million tonnes of shipping capacity in 1980, has ramped up its fleet to gross tonnage of 38 million tonnes.

The poor state of the Indian shipping industry can also be seen in the fact that it is clearly over-aged, with more than 39 per cent of the fleet above 20 years old and just 26 per cent in the age group below five years. In contrast, the age profile of the world fleet reveals that 40 per cent of global tonnage is less than nine years of age and the share of vessels in the age group 20 years and above was around 37 per cent. Given that a younger age profile leads to higher efficiency and productivity of tonnage, the aged Indian ships are clearly at a disadvantage against the foreign competitors.

As a consequence, "flagging out" – the licensing of Indian flag vessels for use under another flag or open registries – has been limited. The share of vessels under foreign flags in the Indian fleet was around 19 per cent as of January 2012, compared to 85 per cent for Taiwan, 82 per cent for Japan, 45 per cent for China and 40 per cent for Korea.

Out of India's fleet, 70 per cent of the vessels with 10 per cent of the total gross tonnage are devoted to coastal operations, while the remaining 30 per cent with 90

per cent of gross tonnage are deployed for overseas trade. While 53 per cent of Indian tonnage is in the oil tanker category, 32 per cent was accounted for by dry cargo bulk carriers and 11 per cent by dry cargo liners, with offshore supply vessels making up the rest.

The National Transport Development Policy Committee has indicated that assuming that India intends to occupy the same position in the global shipping industry, at 1.1 per cent of total trade, an estimated investment of 2,500 crore needs to be made in the 12th Plan (2012-17) to create new capacities. But if the country seeks to expand its share of tonnage to 2.5 per cent of global capacity, it would have to spend 32,000 crore, while the requirement would be 80,000 crore for a 5 per cent share. But for this to occur, the government would also have to promulgate appropriate policies to assure cargo tie-ups under long-term charters. In addition, the restrictive policies impacting the sector would have to be rationalised. At the same time, internal administrative capacity would have to be created.

Source: [Hindu](#), 24th June, 2014

Gujarat Maritime Board Signs Pact with Sterling Biotech and Sterling Port for Developing Port at Dahej

The Gujarat Maritime Board has entered into a concessional agreement with city-based Sterling Biotech and Sterling Port for development of a greenfield port at Dahej in Bharuch district. "The project envisages investment of about Rs 4,060 crore over a period of 10-12 years," said Chetan Sandesara, Director of Sterling Biotech and Sterling Port.

The board had invited competitive bids for development of Dahej port in Bharuch district, on the build-own-operate-transfer (BOOT) basis. "After evaluation of offers from various bidders, Sterling Biotech, a listed Sandesara Group company, was short-listed for development of the project," the GMB said in a release.

The project has been awarded for a 30-year concession to Sterling Biotech for the development of an all-weather direct-berthing port for handling dry bulk, liquid bulk and container cargoes at Dahej. The environmental and CRZ clearances for the project have been received and the construction is under progress.

In the first phase, two solid cargo terminals, a liquid cargo terminal and a container terminal would be commissioned at the cost of about Rs 2,500 crore, while a terminal each for solid, liquid and container would be added in the second phase, the release said. The proximity of the port to states like Madhya Pradesh, Punjab and Haryana in addition to the cement and fertilizer plants nearby would contribute to the volume of trade that the port would handle. "The total port capacity of phase I and phase II would be 41 MMTPA. This would be a significant capacity addition in the

Gujarat's non-major ports having total capacity of 387 MMTPA at present," the release said.

Located along the Mumbai-Delhi Dedicated Freight Corridor, the port facility would serve the chemicals, petrochemicals, pharmaceuticals and engineering industries located near the port. Dahej also houses the first dedicated chemical terminal of India which is developed by Gujarat Chemical Port Company Ltd, and an LNG terminal developed by Petronet LNG Ltd.

Source: [Economic Times](#), 25th June, 2014

India to Hasten Construction of Chabahar Port in Iran

The government will encourage state-run ports to invest in overseas port projects using their internal accruals, shipping and transport minister Nitin Gadkari said on 25th June, 2014. He said Jawaharlal Nehru Port Trust (JNPT) and Kandla Port Trust are buying an equity stake in building a port in Iran. The Narendra Modi government has decided to hasten much-awaited construction of strategically critical Chabahar port in Iran that would give India easier access to Afghanistan and Central Asia via a shorter route. Gadkari did not disclose the details investments envisaged for the port in Iran. The government is planning a structure similar to the Port of Singapore Authority, which is owned by Singapore government. The Indian ministry has plans to have a large fund and will evaluate more international port projects. Gadkari said his ministry is in talks with the financial institutions such as IDFC Ltd for working out a mechanism to enable shipping companies and ports to raise dollar loans based on their dollar earnings. "Since ports are earning in dollars, they should be able to raise loans in dollar terms, thereby reducing their interest rates," he said. Vishwapati Trivedi, secretary, shipping minister has said the government is readying to take a slew of major decisions in the coming weeks for coastal shipping and inland waterways. "We are considering regulatory changes as well as budgetary support to promote coastal shipping and inland waterways," said Trivedi. The shipping minister said the government is keen on developing inland water transport, as a cost-effective, less-polluting, fuel saving transportation option.

Source: [Mint](#), 26th June, 2014



Japan Kills 30 Whales in First Hunt after Ban by ICJ

Japan has slaughtered 30 minke whales off its northeast coast, in the first hunt since the International Court of Justice (ICJ) the UN's top court, ordered Tokyo to stop killing the animals in the Antarctic, the government said.

The Japanese whaling fleet that left the northeastern fishing town of Ayukawa in April completed its mission last week, the Fisheries Agency said. It was the first campaign since the ICJ said in March that Japan's annual expedition to the Southern Ocean was a commercial activity masquerading as research.

The hunt, which takes place in spring and autumn in coastal waters and in the northwestern Pacific is also classified as "research whaling", but was not at issue in the ICJ case, which only addressed the Southern Ocean hunt.

Whalers killed 16 male and 14 female mammals, with an average length of about six meters, the agency said. Japan has hunted whales under a loophole in the 1986 global moratorium that allows lethal research on the mammals, but has made no secret of the fact that their meat ends up in restaurants and fish markets.

Tokyo called off the 2014-15 season for its Antarctic hunt, and said it would redesign the controversial whaling mission in a bid to make it more scientific. Prime Minister Shinzo Abe sparked fury in anti-whaling nations earlier this month when he told Parliament he would boost his efforts towards restarting commercial whaling.

Anti-whaling activists and nations, including Australia and New Zealand, had hoped that Tokyo would use the cover afforded by the ICJ ruling to extricate itself from a hardened position that whaling is an integral part of the culture and must be defended. Critics point out that while whale meat was once an important source of protein, few Japanese now eat it, despite government subsidies. However, a recent poll by a major national newspaper found a majority of those questioned supported Japan's right to hunt the mammals.

Observers say the tactics of anti-hunt groups like Sea Shepherd, whose boats have harassed whalers in the Southern Ocean, has galvanised support among the population, where demands for an end to the mission are sometimes painted as cultural imperialism.

Source: [dna](#), 17th June, 2014

El Nino's Complex Link to the Monsoon

In 1997, even before the monsoon began, waters of the equatorial Pacific Ocean had warmed sharply, leading to one of the most powerful El Nino events in the last century. As such a phenomenon typically suppresses monsoon rains over India, a severe drought was widely predicted. As it turned out, the monsoon that year ended with above average rains. Just five years later, in 2002, a moderate El Nino unexpectedly wrecked the monsoon and produced a massive drought.

With another El Nino developing in the Pacific, there is considerable worry over its impact on this year's monsoon. With the onset of rains over Kerala delayed by a few days and the monsoon's subsequent northward progression stymied, those concerns are bound to escalate.

Although not every El Nino retards the monsoon, the Pacific becoming exceptionally warm greatly heightens the risk of a monsoon turning deficient. When the Pacific is neither unusually warm nor cool, there is only a 16 per cent chance of a monsoon ending in a drought. Rainfall data for 126 years indicates that the odds of a drought jump to over 40 per cent when there is an El Nino.

Almost a century has passed since Sir Gilbert Walker, then Director-General of Observatories in India, found indications that what happens far away in the Pacific affects the monsoon. Scientific understanding of what is known as the 'El Nino Southern Oscillation' (ENSO) has grown in leaps and bounds over recent decades. Nevertheless, predicting how an El Nino will shape up and, more importantly for India, forecasting what might thereby happen to the monsoon are still challenges.

There could be several factors influencing the interplay between an El Nino and the monsoon. For one thing, which part of the Pacific warms has an impact on the monsoon. El Nino come in two 'flavours,' noted K. Krishna Kumar, who was then with the Indian Institute of the Tropical Meteorology (IITM) in Pune, along with a group of other scientists in a paper published in *Science* in 2006.

In 1997, the eastern Pacific had become exceptionally warm, thereby limiting the atmospheric circulation changes that adversely affected the monsoon. It was when the sea surface temperature anomalies were highest in the central Pacific that an El Nino had drought-producing effects over India.

Central Pacific El Nino had appeared in 2002 as well as in 2004 and 2009, with all three years ending in drought, said Dr. Krishna Kumar, currently a consultant with the Qatar Meteorology Department. As this point in time, it was difficult to say which sort of El Nino would manifest this year, he told this correspondent. "The current generation of climate models does not have the capacity to distinguish whether a central or eastern Pacific El Nino will evolve." Besides, what happens in the Indian Ocean also shapes the course of the monsoon.

Toshio Yamagata's research group at the Japan Agency for Marine-Earth Science and Technology (JAMSTEC) has studied the 'Indian Ocean Dipole' (IOD) and its effect on rains over India. During a 'positive IOD', the eastern equatorial Indian Ocean off Sumatra in Indonesia becomes colder than normal while the western tropical part of the ocean near the African coast becomes unusually warm. Such an event has been found to be beneficial for the monsoon. On the other hand, a 'negative IOD,' when temperatures at either end of the Indian Ocean swing in the opposite direction, hampers the monsoon.

An IOD can counter or worsen an El Niño's impact on the monsoon, according to a paper by K. Ashok, currently at IITM in Pune, along with Dr. Yamagata that was published in *Geophysical Research Letters* in 2001. A positive IOD had facilitated normal or excess rainfall over India in 1983, 1994 and 1997 despite an El Niño in those years. But during years such as 1992, a negative IOD and El Niño had cooperatively produced deficit rainfall.

The latest prediction from the JAMSTEC group suggests a 'very high' probability of a negative IOD turning up this year. Sulochana Gadgil, a much respected atmospheric scientist who was with the Indian Institute of Science (IISc) in Bangalore, has along with colleagues been examining wind patterns over the equatorial Indian Ocean that are associated with changes in cloud formation.

During the positive phase of the 'Equatorial Indian Ocean Oscillation (EQUINOO),' there is enhanced cloud formation and rainfall in western part of the equatorial ocean near the African coast while such activity is suppressed near Sumatra.

This phase is associated with good rains over India. Its negative phase, when cloud formation and rainfall flares up near Indonesia, retards rains over India. While EQUINOO and IOD go in step during strong positive IOD events, such as in 1994 and 1997, they do not always do so, according to Prof. Gadgil. The severe drought of 2002, for instance, occurred when a moderate El Niño as well as strong negative EQUINOO together took a toll on the monsoon; that year, the IOD was slightly positive.

The fate of the monsoon depends to a large extent on the Pacific Ocean system and EQUINOO, she argues. While climate models can generate reasonable predictions of events in the Pacific and its impact on the monsoon, they are not able to do the same for EQUINOO.

"The monsoon has a mind of its own," cautioned Raghu Murtugudde, professor of atmospheric and oceanic sciences at the University of Maryland in the U.S. It was not a one-way street with an El Niño affecting the monsoon. What happened to the monsoon in the key months of July and August might determine how the El Niño evolved.

“We need to be able to forecast the monsoon without relying totally on the predictability of El Nino.”

Source: [Hindu](#), 18th June, 2014

What Happens in the Arctic Doesn't Stay in the Arctic

Living at Toolik Field Station—even as a non-scientist—it is easy to get caught up in the minutiae of scientific studies. The Arctic landscape is, in and of itself, attention grabbing; the puzzle of figuring out how it works, not to mention designing studies to figure out how it works, is even more so. Together, they can keep mind and body happily occupied for days, years, even decades, as they have for more than a few scientists here. At some point, however, journalistic habits kick in and I wonder: why? Why, beyond the quest for knowledge, spend so much time in a place that is so far away from the vast majority of human civilization and so different from the rest of the world?

Toolik, remote as it is, does not exist in a vacuum. As I was told today by George Kling, a principal investigator from the University of Michigan, what happens in the Arctic does not stay in the Arctic. Carbon dioxide and other greenhouse gases released into the atmosphere, which trap more heat from the sun, are the basis of global climate change. The Arctic could potentially release huge amounts of these gases. One of the reasons for this is permafrost, which contains about twice as much carbon as the atmosphere. If this carbon, which has been stored in the permafrost for thousands of years, is suddenly released when the permafrost thaws, it could drastically increase climate change—which overwhelming scientific evidence predicts will lead to more extreme weather events and rising sea levels around the world.

Chicks of a Lapland longspur, a North American songbird that migrates to the Arctic to breed, are tucked into nests in the tundra. A shift to taller, shrubbier vegetation due to climate change could potentially limit nesting habitat for the longspurs.

Just how much carbon dioxide the Arctic might release—and how quickly—is still a mystery. Carbon from thawed soil is released directly into the air, but 20 to 40 percent is also released from streams and lakes. To predict a more exact amount, scientists are developing a model of how water flows off the landscape into streams and how it moves through the streams. This is an especially complicated task in the so-called “beaded streams” of the Arctic. These streams run between small pools, or beads, creating areas where water and carbon can get trapped for a period of time before running farther downstream. In these pools, cold water sinks to the bottom and warm water sits on top in layers that can remain separate until events like a storm stir them together.

This phenomenon is important because it means only a certain amount of water—the water sitting on top—is exposed to sunlight. Researchers at Toolik have found that sunlight, as opposed to bacteria, is the driving force that turns carbon in Arctic streams into carbon dioxide gas in the air. The more carbon-containing water that is exposed to sunlight, the more is the potential for it to transform into carbon dioxide. Therefore, the two research projects are critical for determining how much carbon dioxide will be released by Arctic streams.

Imnavait Creek near Toolik Field Station is a “beaded stream”, a form characterized by small pools spaced along the stream like pearls strung on a necklace. Common in the Arctic, beaded streams are an important factor in the landscape’s capacity to release carbon dioxide, a gas that drives climate change.

This project is a perfect example of the complex relationships between scientific studies, and how impossible it is for one study to comprehensively answer a large question—such as how much climate change-inducing carbon dioxide the Arctic will release. On their own, many studies are uncovering just one small piece of the puzzle that may seem far removed from everyday life. Cumulatively, they can answer those larger questions, which do affect daily life. In the case of climate change, knowing how much carbon dioxide goes into the atmosphere can help tell us what to expect in the future—from floods in our coastal cities to droughts in our farm regions to quality problems in our drinking water.

Source: [Circle of Blue](#), 22nd June, 2014

A New China Dream: Beijing, a Sea-Port?

Like most of north China, Beijing is seriously short of water. The capital needs another 1.5 billion cubic meters a year for its more than 21 million people.

The answer that scientists and engineers of the Beijing Academy of Social Sciences have come up with is a massive canal that would link it to the sea. It would stretch 160 kilometers (almost 100 miles) and measure 1 kilometer wide. The water would be desalinized when it gets to Beijing, helping to quench the thirst of the capital.

Linking Beijing to the industrial city of Tianjin on the coast, the canal could accommodate 30,000 ton ships and make Beijing technically a new seaport. And the dew and mist along the waterway would also improve the local climate, pushing back the lurching threat of desertification. It is one of the many grand projects of a country flush with cash. It is also meant as a symbol of China’s ambition and risk taking. But its one problem may be a little too much ambition and risk.

The respected authorities at the Institute of Atmospheric Physics with the National Academy of Sciences have criticized the project as impractical.

Environmental issues have not been taken into account, such as the eventual salinization of the land through the canal cracks, making the surroundings unfit for any use, or such as the stench: depository of 200 million people's industry refuses and agricultural fertilizers, the area around the Bohai coast has some of the most polluted waters in China.

Some press report suggests the water to be desalinated in Tianjin, at the canal's intake. But this would be an enormous waste: part of the expensive, just reprocessed water would be lost, and shipping would pollute it again, even before Beijing's population had the chance of bringing the cup to its lips. And finally, as notices Xia Qing, a former director at the Research Academy of Environmental Sciences, "those fine inventors are defying physics: the land is high in the west and low in the east in this country: they are asking water to flow uphill".

Moreover, as French professional quotes, this project that would cost billions of dollars does not address the problem upfront and as such, is a blind rush forward. There are more direct, less costly solutions to achieve this control of water-resource. One is to change the piping system in Beijing (and in all China for that matter: this may take decades), which currently loses over one half of its content on the way. Another one is the recycling of "grey" sullied city water. And possibly the most efficient way would be to make the users pay their water at its true cost, the price of production. In its socialist tradition, the Chinese society considers water, and other resources like gasoline or electricity as commodities that the state should provide at subsidized rates, and in unlimited volumes: an expectation that is less and less easy to fulfill.

One may have noticed, by the way, that all those alternative remedies suppose a new perception of water as a rare and valuable resource. This in turn suggests the need for an education of the user as a citizen, aware of his duties towards the nation as a whole. It means that China will not save water without first engaging a dialogue between citizen and State, i.e. starting the first steps into a new democracy.

Keeping this perspective in mind, this monstrous sea-canal starts revealing some of its secret rationales. One motivation is this society's antic fight against streams and rivers prone to floods and droughts that even in recent years caused thousands to die. Over the dynasties, China always wanted to protect itself against hazards: in order to tame nature, it has been building gigantic canals, walls, dams for thousands of years.

Another motivation is a secret belief in the superiority of socialism: almost any Chinese, whether in favor of the regime or against it, keeps a blind faith in its capacity to achieve its goals and to pour enough means to break any opposing force, human or natural. Here again, a quest for revenge is also perceptible, however no more directed against winds or streams, but at those foreign invaders that, starting from the 19th centuries, threatened China's sovereignty.

In other words, mammoth-projects like the Tianjin-Beijing sea canal or the Three Gorges Dam have been partly devised to impress us. And indeed, they do: never on Earth were such Behemoth projects launched, nor such large resources deployed!

Source: [Hellenic Shipping](#), 23rd June, 2014

Polar Tankers Wins Prestigious Maritime Award from U.S. Coast Guard

The United States Coast Guard (USCG) today recognized Polar Tankers, Inc., a ConocoPhillips subsidiary, with the Rear Admiral William M. Benkert Osprey Award for Environmental Excellence. Vice Admiral Peter Neffenger, the USCG 29th Vice Commandant, presented the award at the American Petroleum Institute Tanker Conference.

The Benkert awards were created to recognize outstanding achievements in marine environmental protection that go beyond compliance with industry and regulatory standards. A committee reviews and scores award applications submitted biennially by maritime operators. The Osprey-level Benkert award is the highest environmental award given by the USCG.

Polar Tankers operates these Endeavour-class tankers in the Trans-Alaskan Pipeline System (TAPS) trade, loading crude oil in the Port of Valdez, Alaska, and delivering to terminals within Puget Sound, Wash.; San Francisco and LA/Long Beach, Calif.; and Hawaii.

Source: [Market Watch](#), 25th June, 2014