



# MAKING WAVES

The Fortnightly e-News Brief of the National Maritime Foundation

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## **Chinese Takeaway: Lanka Pit-Stop**

- C Raja Mohan

An explanation often is worse than the presumed offence. Statements from Colombo and Beijing this week on the frequent appearance of Chinese submarines and ships at Sri Lankan ports are likely to worsen New Delhi's concerns rather than blunt them. Both Colombo and Beijing have countered India's concerns by stating that there is nothing unusual about Chinese naval visits to Lankan ports.

"It is an international common practice for a navy submarine to stop for refueling and crew refreshment at an overseas port," an official from China's defence ministry told China's news agency Xinhua. A Sri Lankan navy spokesperson did acknowledge the Chinese vessels' arrival at the Colombo port last week. He said "a submarine and a warship have docked at Colombo harbor" and added that this is "nothing unusual". "Since 2010, 230 warships have called at Colombo port from various countries on goodwill visits and for refueling and crew refreshment," the spokesman said.

Delhi's issue is not with the practice of international port calls in Lanka. The problem for India is that China is not just another country. Given India's security problems with China on its northern frontiers, it is extremely sensitive to potential Chinese naval presence on its maritime frontiers to the south. Equally important is the nature of India's own security partnership with Sri Lanka. Delhi and Colombo have had a longstanding understanding that Lanka will not allow foreign military presence on its territory that could be inimical to Indian interests.

What Colombo and Beijing are telling Delhi is that Chinese naval presence in Sri Lanka is now routine and India should get used to it. Delhi quite clearly will find it hard to digest.

*BASES AND PLACES*

That China's naval profile in the Indian Ocean will continue to grow is now beyond doubt. But the security establishment in Delhi has good reasons not to jump to the conclusion that Sri Lanka is about to give a naval "base" to China.

First, there is nothing to suggest that the PLA Navy is now looking at military bases of the traditional kind, where a major power stations military personnel, weapons and other equipment to allow combat operations from the territory of another country. The proposition that China is acquiring a "string of pearls", or a series of military facilities, all across the Indian Ocean littoral has gained considerable traction in India. The story on the ground is a little more nuanced.

At this juncture, China has focused on gaining access to "pit-stops" all across the Indian Ocean littoral that will allow its navy to conduct "far sea operations". Since the end of 2008, the Chinese navy has been conducting counter-piracy missions in the Gulf of Aden. on their way in and out of the Gulf of Aden have been calling at a number of ports, including Colombo and Karachi, in the subcontinent. China has recently acquired a resupply facility in the Seychelles, located astride the sea lines of communication in the western Indian Ocean.

Analysts say that the Chinese navy could, in the near term, move beyond commercial "pit-stops" and seek more reliable and durable access to dual-use facilities that will make its operations in the Indian Ocean more sustainable. The most likely place for such a dual-use facility could be Karachi in Pakistan. Shared strategic interests, longstanding bilateral military cooperation, the transfer of Chinese naval equipment and the availability of facilities for repair and maintenance in Karachi could make Pakistan the natural host nation for China's first overseas naval facility.

### *COLOMBO CALCULUS*

How far Lanka might go in its naval collaboration with China is linked to the nature of Delhi's relations with Colombo. If Lanka is playing the China card, Beijing is happy to take full advantage. What we don't know is how Delhi might respond if Sri Lankan President Mahinda Rajapaksa overplayed his hand.

During his visit to Colombo last month, Chinese President Xi Jinping announced plans to deepen defence cooperation with Sri Lanka. Xi also declared that China will not interfere in the internal affairs of Sri Lanka and will not tolerate that by others (read India's approach on the question of Tamil minority rights in the island republic). Rajapaksa, in turn, has enthusiastically endorsed China's plans to build a Maritime Silk Road in the Indian Ocean. If Delhi wants to limit or reverse Colombo's strategic tilt towards China, it should start with a comprehensive review of its policy towards Sri Lanka.

Source: [Indian Express](#), 5 Nov 2014

### **Subs Challenge India's Control Over Sea Routes**

- R.S.Vasan

China has said that submarines docking in Colombo are routine calls and are for refuelling in anti-piracy missions in Gulf of Aden. But this is ridiculous. As the ultimate offensive weapon, even the thought of using submarines in anti-piracy ops is overkill. For that matter, even destroyers, frigates and corvettes are not cost-effective solutions in such missions. Modern offshore patrol vessels and special forces would be more than adequate. It is clear that the nuclear submarines that do not require any basing facility in times of war were here earlier this year to test India's response and the waters, literally. Operation from Indian Ocean provides these lethal platforms the nuclear option against all adversaries including India.

Conventional submarines, however, do require some form of support on extended missions, which explains the presence of an auxiliary during the recent visit. Colombo or Hambantota could well be on the radar of China for creation of such a facility. Sri Lanka may find it increasingly difficult to say no to such Chinese requests. Even PNS Ghazi, which ultimately met its watery grave off Vizag, was on a mission to sink Vikrant during 1971 war. It is on record that Ghazi was supported logistically by Sri Lanka on its passage to Bay of Bengal.

China is aware that its merchant fleet, which carries more than 80% of its energy needs, and its trade through the Sea Lines of Communication (SLOCs) happen under the watchful eyes of Indian Navy. If there is any spill-over of a conflict with India over land borders to the maritime domain, the Indian Navy is in a position to intercept these Chinese vessels even before they enter Malacca straits.

The presence of nuclear or conventional submarines in areas where the Indian Navy would like to exercise Sea Control would make this task of the Indian Navy a challenging one. It also needs to be borne in mind that the concept of operations of the Indian Navy is centered on the Carrier Task Force whose centre of gravity is the aircraft carrier. Nuclear and conventional submarines would be able to target the aircraft carrier.

Interdiction of merchant fleet by submarines and surface forces is a legacy from the World War though not witnessed since. What the deployment of the Chinese submarines would do as a game changer is challenge the modern surface forces of the Indian Navy in this possible task, to compel a shift in emphasis on anti-submarine forces. Sea Control by Indian Navy could become even more complicated should there be some synergy between Pakistan and China in operating sub-surface forces in the event of a maritime conflict.

The Indian Navy depends largely on its newly inducted P8i Boeing, the older Tu 142 M long-range maritime and antisubmarine aircraft operating from Rajali, a naval air station in Arakkonam, and IL38 aircraft from Goa to keep track of submarines. This is complemented by a dwindling strength of Integral Helicopters in the form of Sea King Mk 42B and Kamov. While there is a lot of public awareness of the acute shortage of submarines, the same is not the case when it comes to both surface and integral anti-submarine assets. Many new surface vessels suffer from the lack of an integral dedicated helicopter for anti-submarine warfare missions. The delay in the acquisition of Mine Counter Measure vessels from South Korea adds to the challenges of the Indian Navy to keep its channels and vital areas clear of possible mines that could be planted by the Chinese submarines, which are designed to do just that.

It is clear that the government has to move on fast track at many levels and work closely with the Navy to overcome the above deficiencies, which would dent the capability of the Indian Navy to pursue its missions. On the part of the Indian Navy, it would need to work on all contingencies by scenario building and work in a time bound manner to optimize the efficiency of the present capability to counter the designs of China till it achieves a balanced force structure.

Source: [Times of India](#), 5 Nov 2014

### **Dragon Dance in India's Ocean**

Neena Gopal

The suicide bombing coincided with the arrival of a new ISI chief at the helm, appointed with scant disregard to the India-leaning Sharif, who attempted to run with the Indian hare as well as the Chinese hound Barely six weeks after a Chinese submarine docked in Colombo port in mid-September this year, the Mahinda Rajapaksa government is clearly cocking a shoo at Delhi, in allowing a second Chinese submarine to dock in Sri Lankan waters this week.

It may not be a nuclear attack submarine, but it is part of the Chinese Navy's growing fleet, many armed with long range missiles, one of which surfaced in these waters earlier this year while on its way to the Gulf.

The fact that it showed up at all, for the second time, when it could have stayed underwater, undetected for months to come, underlines China's immediate intent to flag its displeasure with Prime Minister Narendra Modi's government, and as part of its long-term strategy to undermine India in its own waters. In India's Ocean. Unlike the previous Manmohan Singh government, Mr Modi has swiftly conveyed his displeasure in the strongest terms to Colombo, where ties are already tested by a Sri Lankan court's decision to award the death penalty to five fishermen from Tamil Nadu, charged with drug trafficking. The court ruling, only adding to the long list of irritants between the two countries, with India voting against Sri Lanka in the United Nations High Commissioner for Refugees (UNHCR) ruling on human rights violations



against the separatist Tamil Tigers in their death throes on the battlefield. It's something, the Rajapaksa government has clearly not been able to get past.

Beijing was furious with the Vietnamese Prime Minister Nguyen Tan Dung leaving our shores after an official visit, with the Indian made BrahMos anti-ship, supersonic cruise missile deal tucked, metaphorically, under his belt.

Given Hanoi's propensity to give China a bloody nose in battles past, this is Mr Modi's India, finally turning Hanoi into Delhi's eastern vanguard, part of the grand plan to make the new leadership in Beijing, think twice before it barrels its way into the disputed South China Sea, appropriating any more islands than it already lays claims to.

The submarine is Beijing's activation of its cat's paw in Mr Rajapaksa's Colombo, a wake-up call that our new Prime Minister ignores at his peril.

The Indian leader's priority therefore, as he heads for a landmark visit to Burma for an ASEAN meet on November 12-13, and then on to the G-20 in Australia the week after, and the Saarc summit in Kathmandu on November 22, must be to carve out his own "coalition of the willing" as a first step towards securing India's maritime boundaries.

Mr Modi has the opportunity here to overturn the previous government's pussy-footing on Beijing, and craft a new strategy to tackle the Chinese's barely concealed hostility and belligerence couched in platitudes, that is part of the foreign policy matrix towards its key Asian rival. It is only Mr Modi who can snap the noose of pearls that China tightened around India neck as the Manmohan Singh government dozed. The arrival of the Chinese sub, despite strong words to Sri Lankan defence secretary Gotabhaya Rajapaksa when the first sub docked on September 15, (even as Indian President Pranab Mukherjee was in Vietnam and Mr Modi had instructed troops to hold their ground when the Chinese destroyed Indian Army tents in Chumar) therefore, is indicative that the Chinese leadership may have found more than a willing partner in Colombo, to score points off its larger neighbour.

The fall-out from Mr Modi's newly muscular foreign policy with another Chinese patsy, Pakistan, where Indian soldiery have for weeks now met fire with fire over cross-border firings — hitherto not a part of India's strategy to counter Pakistan — has, it must be said, had the unintended consequence of gravely weakening the standing of the elected government of Prime Minister Nawaz Sharif.

The Sharifs had predicated their "third coming" in the hope that trade with India, on the cusp of an economic boom, would strengthen their support base in a Pakistan, where the military had seemed to take a back seat.

However, faced with the prospect of reclaiming its clout in Afghanistan and where India has much goodwill — the Pakistan Army is done with sitting in the barracks.

As its covert support to its pawn, the Imran Khan-led Tehreek-i-Insaf demonstrates, and the multiple fronts it has opened up on its own territory against a home-grown Taliban, as well as Afghanistan, and now Iran, the "deep state" will do everything in its power to limit the rise of the Sharifs, on the back of a resurgent India.

In fact, if Sunday's suicide bomber on the Wagah border had detonated himself on the Indian side as he had apparently planned, ties between India and the civilian government in Pakistan, would have been irreparably damaged. If, it isn't already.

The suicide bombing, incidentally, coincided with the arrival of a new ISI chief at the helm, appointed with scant disregard to the India-leaning Prime Minister Sharif, who attempted to run with the Indian hare as well as the Chinese hound.

Most Sri Lanka hands believe, similarly, that the Sri Lankan President Rajapaksa's playing ball with the Chinese has a great deal to do with India's own feeble diplomacy, its unwillingness to turn a skewed trade imbalance in Colombo's favour, pushing Colombo to reach out to the Chinese to revive their war-ravaged economy. The buzz is that President Rajapaksa also believes he can win re-election on an anti-India plank and could push for an early presidential poll this coming January.

Chinese funds into Sri Lanka for the last two years alone is set at \$2.18 billion, with analysts saying that of the total assistance in 2005-2013, only two per cent is a grant. With the rest, a loan, Lankan Opposition leaders, including the powerful

Buddhist clergy have already started a whisper campaign against the government on the dangers posed to the nation's independence and sovereignty, if the government cannot service its debt.

While Sri Lanka says there is no Chinese military involvement on the island, India would do well to reach out to the Rajapaksas, particularly the powerful defence secretary, the President's point man on India, and make it clear that unlike the time when former Pre-sident reportedly allowed the Sirimavo Bandaranaike Pakistan Navy free transit to Dhaka, at the height of the 1971 Bangladesh war, India under Mr Modi, no longer an absentee power, will not countenance an enemy in its waters.

Source: [Srilanka Guardian](#) , 7 Nov 2014

### **India, Iran, and the West**

- Hrishabh Sandilya

Why the development of the Chabahar port could be a significant development for Asian security.

Late in October, the Indian cabinet, led by Prime Minister Narendra Modi, made a final decision to support the Iranian Chabahar port project on the shores of the Arabian Sea. Although the news of this decision was lost to a world focused on elections and the Ebola pandemic, it remains a significant development in the context of Asian security, and embodies a confident new direction in Indian foreign policy. It also provides the West with a trustworthy partner to help with negotiations with Iran.

The much-touted port project is located in Sistan and Baluchestan, Iran's restive border province that abuts Pakistan in the south-east of the country. Not even a hundred kilometers separate Chabahar from Gwadar, another mega port project located in Pakistan's Baluchistan region, which was completed in 2006 with Chinese support. The Pakistani government was keen to develop an outlet for Baluchistan's abundant resources and find an alternative to Karachi, its largest port, which is

located tantalizingly close to Indian territory. Chabahar fulfills similar ambitions for Iran, as it seeks to develop an alternative channel to Bandar Abbas and its other major ports that line the Straits of Hormuz and the Persian Gulf – narrow waterways that are easily blocked – with its strategic location on the tip of the Indian Ocean. By developing the port, and the transport infrastructure that connects it, Iran hopes to quell the unrest in Sistan and Baluchestan with development and, more importantly, offer another trade route to access landlocked Afghanistan and the rest of Central Asia.

Chabahar lies eight hundred kilometers from Zaranj, the Afghan border city that provides access to the rest of the country. In 2009, India completed work on the Zaranj Delaram road, which connects Zaranj on the country's western margins to the garland shaped Highway A01, which drapes the country and links its major cities to the capital Kabul, and in turn forms part of the wider Asian highway project, feeding into border roads that link Uzbekistan, Tajikistan, and Afghanistan. For India, this is all part of the bigger picture as it seeks an alternative route to Afghanistan and Central Asia that circumvents Pakistan, its tetchy neighbor, which has thrown a spanner in India's aims to engage with the region further by refusing or limiting access for trade to and from India through its borders. The curse of geography leaves India with only a theoretical border in Kashmir with Afghanistan's Wakhan corridor, yet that part of Kashmir remains in Pakistan's hands across the Line of Control. Chabahar, only a day's sail from western Indian ports, is slowly emerging as the only viable route for India to ramp up its trade with Afghanistan and Central Asia – economic activity that it views as a necessary step to maintain the overall security of the region and its interests there.

In Afghanistan, both India and Iran supported the Tajik-led Northern Alliance in the decades of civil war that followed the Soviet withdrawal, and, in a sense, were both on the losing side, when the Pakistan-backed Taliban emerged in power at the end of the struggle. The Taliban was inimical to the interests of India and Iran and it showed: Iran and the Taliban nearly fought a war in 1998 over the killing of Iranian diplomats and journalists in the Taliban's capture of Mazar-i-Sharif. India, too, suffered as the Taliban-led Afghanistan proved a fertile breeding ground for anti-

India jihadist groups who used the Pashtun heartlands as a base for terror attacks in Kashmir and other parts of India.

Reinforcing its commitment to the Chabahar project, the Indian government announced a strategic investment plan to convert berths in the port into a container and multi-purpose cargo terminal. While the initial commitment of \$85 million remains small, it signifies an end to the policy paralysis and lack of decision making that plagued Indian foreign and trade policy in the dying months of the previous government. If things go well, and India is able to leverage its investment to boost trade and send the supplies and aid it has promised the Afghan government, it is reasonable to assume that India will be willing to make an increased commitment to Chabahar, similar to the Chinese investment in Gwadar, in the future. Iran's offer to make the province a free-trade zone and offer India preferential tariffs for its exports en route to Afghanistan and Central Asia is also a game-changer and bodes well for the development of Chabahar.

As the United States and the International Security Assistance Force begin their departure from Afghanistan, the country remains in a precarious situation, with a divisive presidential election reinforcing ethno-linguistic divisions and the re-emergence of an increasingly confident Taliban, and its Haqqani Network ally. India, Iran, and the West share many of the same concerns that are premised on maintaining Afghan unity and preventing the country from regressing into a 1990s-style calculus, pitting groups against each other on ethnic, linguistic, and religious lines. The emergence, too, of the Islamic State (IS) on Iran's western border in Iraq and the Taliban's alleged readiness to work with the IS in Afghanistan and Pakistan is reminiscent of its tie-up with Al Qaeda and a scenario that Iran, India, and the West would be desperate to avoid.

A détente between Iran and the West, at a time when geopolitical tensions in West and South Asia are at a peak, is perhaps too much to expect. But with the West finding itself being sucked into conflict zones and situations all over the region, it would make sense to try and take forward a meaningful dialogue with Iran, one that goes beyond the nuclear issue that seems to have tied both sides down. With Iran turning down the rhetoric a notch since the arrival of President Hassan Rouhani,

perhaps this is a golden opportunity for the West and Iran to engage with each other, with a more confident India that is trusted by both sides serving as interlocutor.

Source: [Diplomat](#) , 9 Nov 2014

## **Chinese Boogeyman: Why India is misreading Chinese intentions in Sri Lanka**

- Ranga Jaisuriya

Quite predictably, New Delhi raised concerns after a Chinese submarine and a support vessel docked at the Colombo Port on October 31 in a second such visit by the PLA (Navy) submarines in two months. The two vessels, a Song-Class submarine Changzheng-2 and a Submarine Support Vessel Chang Xing Duo (Chan Xing Sea) docked at the port for five days for refuelling and crew refreshment and left later last week. They were returning from anti-piracy operations in the Gulf of Aden.

another Chinese submarine, a long-range deployment vehicle, which was on its way to the Gulf of Aden, docked at the Colombo Port, a day before the Sri Lankan visit by Chinese President Xi Jinping. It was the first port call made by a Chinese submarine in the Indian Ocean region and rang alarm bells in New Delhi.

India's defence realists have adopted their own Monroe doctrine. They carved out South Asia and the Indian Ocean region as New Delhi's sphere of influence and fought tooth and nail to keep other global powers away. One main reason for India's decision to destabilize Sri Lanka in the 80's was the then J R Jayawardene-administration's tilt towards Washington. New Delhi remained a main non-Warsaw bloc ally of the Soviet Union until the collapse of the communist empire. Some of the Indian concerns that led to its intervention in Sri Lanka, such as the possible leasing of the Trincomalee oil tank farm to the United States and a setting up of the Voice of America Radio Station in Iranamadu were later addressed in the Indo-Lanka Peace accord, which brought an end to the Indian support to Tamil separatist groups. Some Indian observers have now alleged that the visits of Chinese submarines at the

Colombo Port are violating the spirit of the 1987 accord. In an exchange of letters between the two heads of states as part of the Indo-Lanka Accord, Sri Lanka agreed that “Trincomalee or any other port would not be made available for the military use of any country in a manner prejudicial to India’s interests.”

In fact, its submarine fleet and increasing naval power are at the core of China’s offensive capability. According to a recent study by RAND, the Chinese submarine fleet would increase up to 75 by 2020, making it impossible for the United States to defend Taiwan in a future conflict.

in terms of naval capabilities, as well as in the other arms of defence, India is lagging far behind China. The controversy over the visit of their submarines took Beijing by surprise. The Chinese have expected that their role in anti-piracy operation would be touted by the other great powers as a display of China’s willingness to take more global responsibilities, commensurate to its growing size. Since 2008, Chinese warships have escorted more than 5,400 vessels, and thwarted more than 30 potential pirate attacks and rescued more than 40 commercial ships, according to Chinese state media.

To unpack its full potential, India should embark on bold economic reforms, for which many have pinned hopes on Prime Minister Modi. Failure to reform, would procrastinate India’s relative weakness vis-a-vis China. A weak India has implications far beyond its borders. It simply dampens the allure of democracy at a time China’s authoritarian model proves that it is capable of creating wealth. That poses a challenge far greater than the perceived threat posed by the Chinese submarines in the Colombo port.

Sri Lanka also has lessons to learn. First, what we are witnessing is the unfolding of a great power rivalry, which is still at its incipient stage. Both, China and India have extended financial resources to Sri Lanka; however, the country should desist from the temptation to play a ‘great game.’ Such misadventures were fraught with danger in the past. "Since its independence, India’s defence realists have adopted their own Monroe doctrine. They carved out South Asia and the Indian Ocean region as New Delhi’s sphere of influence and fought tooth and nail to keep other global powers

away. One main reason for India's decision to destabilize Sri Lanka in the 80's was the then J R Jayawardene-administration's tilt towards Washington. "

Second; in the international system, small states are constrained and their influence is extremely limited; surely they don't have the luxury for self-aggrandizement in the matters where great powers consider their interests are at stake. Thucydides' description of Melian dialogue remains more or less relevant in the international system even 2000 years later.

Third; countries big and small are learning from their histories. The most important foreign policy lesson in the recent Sri Lankan history is the heavy price we paid for JR's defiance to New Delhi. Had it not been for that fatal mistake, Sri Lanka would have been a different place.

Fourth; India may be crying 'wolf' over Chinese submarines and its concerns may be far from reality. However, Sri Lanka has no option but to attend to them. Sri Lanka has to adjust its behavior, based on the signals emanating from New Delhi. It has to comply with them. For the average folks on the streets that may sound slavish. But, that would be in the self-interest of Sri Lanka. After all, that is exactly what a rational state actor would do to ensure its survival.

Source: [Daily Mirror](#) , 10 Nov 2014

### **Maritime Connectivity Within**

- Dimas Muhamad

In English there is a term used to embody the place where we have a profound historical and cultural bond, namely homeland. It is rather fascinating when we compare it to Indonesian because the term that has the closest meaning to it is Tanah air, which literally means land and water. As if our ancestors wanted to emphasize that the land is not the only place where we belong, our vast seas are also our home.



In this light, it is only natural that President Joko “Jokowi” Widodo has envisaged the notion of a maritime axis for Indonesia. As the world’s largest archipelago, we simply cannot afford to turn away from our seas. In the upcoming ASEAN Summit in Myanmar, President Jokowi is expected to further highlight his vision of the maritime axis along with maritime connectivity.

Without solid connectivity and infrastructure, the theme of this year’s summit, which is to move forward to a prosperous community, will barely materialize. A robust connectivity will enhance productivity, augment trade, reduce logistical costs and bolster economic development.

In other words, connectivity is the path toward prosperity. Research cited by the World Bank concludes that a doubling of spending on infrastructure capital raises a nation’s GDP by roughly 10 percent. Maritime connectivity is even more vital considering that maritime transportation is responsible for 80 percent of global trade volume. Notwithstanding its evident benefits, our own maritime connectivity remains abysmal. In Indonesia only 4 percent of freight is delivered by sea. Based on the World Bank’s latest Liner Shipping Connectivity index, which measures how connected a country is to the global shipping network, we rank 48th behind Singapore, Malaysia, Vietnam and Thailand. The cost of shipping a container from Padang to Jakarta is three times higher than the cost of dispatching that container from Jakarta to Singapore.

The government has not been twiddling its thumbs. In 2014 the central government allocated over Rp 200 trillion for infrastructure, double the amount in 2010. The government understands that since the cost of infrastructure development is going through the roof, investment is urgently needed.

This is where ASEAN steps in. Over the past few years, regional connectivity has been at the top of its agenda. In 2010 ASEAN hammered out its own Master Plan on ASEAN Connectivity which is a groundbreaking guideline to orchestrate a concerted effort to promote regional linkage.

Maritime connectivity is an integral element of the MPAC as mirrored in one of its strategies namely to accomplish integrated, efficient and competitive maritime

transportation whose key actions include improving the capacity of 47 designated ports and establishing efficient shipping routes. ASEAN has also kick-started the ASEAN Infrastructure Fund (AIF) aimed at assisting the financing of infrastructure projects in ASEAN.

As excellent as the master plan is, we need to expedite its implementation. For instance, a part of the plan to invigorate the Malacca-Dumai (in Riau) shipping route is only planned to start more than four years after the plan's adoption. The plan already has a scorecard mechanism to assess its implementation. However, it needs to incorporate more measurable indicators. For instance on the strategy of achieving an integrated maritime transportation system, the impact indicator could be the increase in seaborne trade flow.

The AIF is projected to grant loans of \$300 million per year but the infrastructure needs in the region stand at \$60 billion per year. It needs to expand its capital base, this can be done for instance by working together with the fledgling Asian Infrastructure Investment Bank initiated by China.

When all is said and done, ultimately overhauling our maritime connectivity depends on our own commitment and endeavours. Moreover enhancing ASEAN connectivity while our national connectivity remained lagging would only be counterproductive, especially when the ASEAN Economic Community is just around the corner.

To this end it is imperative for the government to strengthen our public private partnership (PPP) program to support infrastructure development, by overcoming regulatory bottlenecks, formulating competitive profit-sharing frameworks and improving the bankability of our infrastructure projects. However to boost our own connectivity we can and should make the most of what ASEAN has to offer including through conforming to the standards set in the MPAC, exchanges of best practice and obtaining funding from the AIF.

Currently our seas are more of a wall rather than a bridge. In order to transform this we have no other choice but to revitalize our maritime connectivity which necessitates our government not only working alone but also in collaboration with the private sector and the international community including ASEAN.

Only when all hands are on deck can we change our seas from being the barrier that keeps us apart into a unifier that binds our Tanah air together, that is when we can unleash our full potential and when the true maritime axis will emerge.

Source: [Jakarta Post](#), 12 Nov 2014

## **Maritime Challenges**

- SALMAN HAIDAR

The Modi government has got off to a flying start in external relations. The Prime Minister has been very active, has made a number of visits abroad and has received many significant foreign visitors, so that there has been an energetic projection of the country and its priorities. Important decisions have been taken for ambitious and far-reaching infrastructure projects that will draw India closer to its regional associates, as part of the general raising of the country's international profile. The strong thrust in domestic affairs that has characterized the government since it took over would appear to have been carried, with similar results, into the realm of its dealings abroad.

While the heightened external activity is to be welcomed, it does not mean that some of the tough, underlying issues that have often disturbed and complicated relations in the neighborhood have been put to rest. Consider, for example, the unexpected storm that broke out a few days ago when the court in Sri Lanka passed the death sentence on five Indian fishermen who have been in custody in that country for some years. This decision provoked high indignation in India, especially in the State of Tamil Nadu, which is always sensitive to developments that affect fellow Tamils in Sri Lanka. There were public demonstrations and in some parts of the State life was brought to a standstill. The media was active and emotional, while the Government of India was drawn in and promised all necessary assistance to the sailors when they went in appeal against the verdict. Diplomatic channels have been activated through the Foreign Office in New Delhi and the matter is expected to figure in the discussions between the two Prime Ministers when they meet in Kathmandu on the margins of the SAARC summit. It thus has the makings of a full-blown issue between

the two countries, and, to add to it, the strongly stated demands in India for action to support the sailors may have tapped into the ever-present fear in the smaller neighbor of overbearing treatment by India.

The charges on which the Indian sailors have been convicted relate to heroin smuggling, which is a capital offence in many countries, including several in the Gulf and in South-east Asia, and even if the crime does not draw the death penalty, it is always treated as a very serious offence. India itself shows no leniency to drug traffickers. What it can now be expected to do is to make a concentrated effort on behalf of the convicted sailors to ensure that they have all the assistance they require to pursue their appeal through the Sri Lanka legal system. At the same time, New Delhi can be expected to make appropriate representations to the Sri Lankan authorities to ensure proper treatment for the Indian nationals, especially in the demand for the extreme penalty. Internationally, and not in India alone, opinion has turned away from capital punishment, and even though the Indian sailors have been condemned, it can be expected that there will be prolonged efforts in many quarters to ward off the sentence.

The consequences of the current issue, if not properly handled, can reach beyond bilateral matters and raise further issues. India has always been aware of the importance of Sri Lanka for its own maritime security and has actively discouraged the presence of foreign powers in the area. When NAM was at its height, India, in close partnership with Sri Lanka, was at the forefront of the UN-sponsored effort to keep the major powers away from the Indian Ocean, which it wished to maintain as a zone of peace. The international situation has evolved since then but Indian sensitivities over any foreign military presence in its environs, including Sri Lanka, have remained strong. Any downturn in Indo-SL relations can encourage strong foreign powers to be more active and bid for access to naval facilities in Sri Lanka and thereby create difficulties for the strategic balance of the entire region. Dealing with this situation entails caution on India so as to leave no room for developments that could adversely affect the country's wider strategic interests.

One recent event that underlines India's strategic concerns in Sri Lanka occurred not long ago when that country agreed to permit a Chinese submarine to dock in one of its harbors. This is something that caused disquiet in India, which had represented

against the move and made known its reservations about the opening of harbours in Sri Lanka to Chinese naval vessels. Even so, Sri Lanka went ahead, apparently unwilling to deny China despite India's reservations. On behalf of Sri Lanka it could be argued that such visits are occasional events and their importance should not be exaggerated, but yet India's sensitivity in this matter remains strong: as mentioned above, India has always been very watchful about the entry of third parties into its vicinity and the Indian Ocean area has been one of its prime areas of concern.

These recent events involving Sri Lanka point to some of the many challenges to be faced by India in handling relationships with close neighbors. At the same time, it is steadily becoming more important that closer regional cooperation should provide a launch pad for India and the whole of South Asia to participate more actively in wider regional and global events. All around us, major developments are taking place that are designed to transform Asia and restore it to the forefront of global affairs. The urge to create new linkages and revive traditional ones has resonated throughout the region, and China has taken the lead in announcing plans for stronger connections, including a revived Maritime Silk Road. What shape this will take is not yet clear but it does portend a great increase in commercial activity on the high seas. Security issues will also loom larger as sea-borne traffic increases. India has the capacity and the ambition to participate in this projected enlargement of contact across the oceans, where it will be one of the key participants. Visions of what the future can hold should act as an incentive to strengthen ties within the region so that it is not held back by unresolved disputes that inhibit collective action. Some such disputes, like that between India and Pakistan, may not be ready for resolution but even there it is important that the effort should be made and processes of dialogue and negotiation be initiated. India is now seen as a country on the threshold of great achievements. All the more reason to find a way out of the troublesome issues that have retarded its progress.

Source: [The Statesman](#) , 12 Nov 2014

## **Modi's Australia Visit: Maritime Cooperation in Focus**

- Abhijit Singh

As Prime Minister Narendra Modi prepares to leave for Brisbane for the G-20 summit, there is considerable excitement among India's maritime analysts. On completion of the world leaders' meet, the prime minister will then have bilateral talks with Australian prime minister. Among a range of issues, maritime cooperation is expected to top the agenda for discussions.

Ever since Canberra officially declared its interests in the Indian Ocean last year, there has been hectic speculation about the possibility of an India-Australia maritime security arrangement in the Indian Ocean Region. Indeed, over the past few years Australia has been trying to strengthen its nautical posture in the Indian Ocean. As a part of its Indian Ocean outreach it has started reviving its ties with regional states, especially its relationship with India – a key security provider in the IOR.

In a series of bilateral visits and official declarations recently, Canberra has expressed a desire for a deeper, more purposeful maritime association with New Delhi. Last year, on a special invitation from Australia, the Indian Navy (IN) sent its latest indigenous warship INS Sahyadri to participate in the International Fleet Review in Sydney – a move widely perceived as a sign of a growing nautical convergence.

Not only was India one of the few Indian Ocean states to have been invited to the IFR, the maritime interaction stood out as being the first concrete achievement in a set of deliverables envisaged during a landmark bilateral interaction last year. It was during AK Antony's visit to Canberra in June 2013 – the first ever by an Indian minister of defence – that India and Australia had agreed to conduct regular ministerial level meetings, frequent exchanges between the defence establishments, and effective diplomatic and maritime collaboration – both in the Indian Ocean Region (through the IONS and the IORA) and the Asia-Pacific region (via the East

Asia Summit, ASEAN Regional Forum and ASEAN Defence Ministers' Meeting-Plus).

Since then, India and Australia have been giving serious consideration to proposals for a more substantive naval collaboration. In his visit to New Delhi a few weeks ago, Prime Minister Tony Abbott discussed the prospects for greater cooperation in the maritime domain. The joint statement at the end of the visit reaffirmed a common desire for a “peaceful, prosperous and stable Asia-Pacific region, underpinned by cooperative mechanisms”. The maritime collaboration now stretches across the policy and operational spheres, and is exemplified by the decision to conduct defence policy dialogues, armed forces staff talks, professional military exchanges, and even a bilateral naval exercise – the first of which will be held next year. Considering that the last time the two navies had a structured operational engagement was during exercise-Malabar in 2007, the developing correspondence of maritime interests seems even more substantial.

And yet, the maritime interaction between the Indian navy and Royal Australian navy (RAN) hasn't attained the critical mass needed for a self-sustaining relationship. While it is true that the two navies have worked together in anti-piracy operations in the Gulf of Aden, the joint maritime endeavours still lack the momentum needed for a durable partnership. The statements of intent have been encouraging, but have not triggered operational cooperation in all areas of maritime security.

It is believed that while the Indian navy is keen to expand the scope of the 2015 exercises, a continuing political ambivalence prevents the injection of strategic content into the maritime relationship. If India-Australia maritime cooperation has to be taken to a higher level, however, the naval exercises next year will need to focus on high-end engagement. The extant template of operations that limits maritime interaction to exercises such as 'search and rescue' (SAR) and 'disaster relief and humanitarian assistance', will need to be expanded to include high-spectrum operations like anti-submarine warfare and anti-air drills, VBSS operations, Special Forces engagement etc.

From an Indian standpoint, it is pertinent that Canberra's options for maritime partnerships in the Indian Ocean are not limited. In recent days, Australia has

indicated its willingness to partner Seychelles and Mauritius, two key Indian Ocean island states, in a 'blue economy' project, meant to harness the potential of the Indian Ocean. This comes with the promise of greater capability for hydrocarbon exploration in the Seychelles' EEZ and better Australian technology to harvest renewable energy from the ocean's waves. The marine economy projects Canberra is willing to underwrite have considerable traction with many smaller Indian Ocean states.

Even in its maritime relationship with India, the impetus for bilateral collaboration has come from Australia. The extent to which Canberra regards cooperation with New Delhi as being critical for regional maritime security is clear from Australia's 2013 Defence White Paper, which prioritises relations with India and Indonesia. Interestingly, only a few months after the release of the White Paper, Australia released a Country Strategy Document on India, which identified the Indian Navy as possessing the most potential for a close maritime partnership.

The deepening of India-Australia maritime cooperation comes at a time when Canberra is drawing closer with Tokyo, and building a more pragmatic political relation with Jakarta. Reports from Canberra about a potential deal for the procurement of the Soryu class submarines from Japan, and the reinvigoration of a political dialogue with Indonesia to resolve the sea-boundary dispute are a sign that Australia is forging a network of strategic relationships in its near and extended neighbourhood. Strategic ties with Japan and Indonesia are a key factor in India's own geopolitical calculus, because of which New Delhi will be interested in observing the developing inter-regional synergies closely.

The most important factor driving India-Australia maritime security cooperation is the concept of the 'Indo-Pacific'. This novel geo-strategic construct, which integrates the Indian Ocean and Western Pacific Ocean into one unified theatre, is premised on the idea of stronger security cooperation between regional states. Officially recognised by Australia in its 2013 Defence White Paper, the concept is beginning to find greater acceptance in India. A number of Indian analysts now agree that in the implementation of the current government's 'Act East Policy' needs to legitimise the 'Indo-Pacific' concept – even if in a qualified sense. Some analysts even recommend the creation of Indo-Pacific 'middle power coalitions' – an informal arrangements



where the powers in the middle would make it a priority to strengthen and help one another, working in self-selecting groups, or 'minilateral' arrangements that do not include China or the United States.

The imperative for India to cooperate with Australia is also driven by the fact that the latter is in charge of both the Indian Ocean Naval Symposium (IONS) and the IORA. The Indian navy has been the motivating force behind the IONS initiative and is keen to see the grouping enhance its stature and utility. India has also, for the past few years, been the prime mover of the IORA agenda and realizes the need to engage with like-minded nations.

It will be in India's interests to develop a strong maritime relationship with Australia. In the past few weeks India has shown it is ready to refocus attention on its Indo-Pacific partnerships by reaching out to Japan, the US and Vietnam. A maritime security arrangement with Australia will serve as a good augury.

Source: [Eurasia Review](#) , 13 Nov 14



### **Kolkata to Get a Glimpse of INS Sumitra**

KOLKATA: Kolkata will get to catch a glimpse of India's latest indigenously built Naval Offshore Patrol Vessel, the INS Sumitra. Fourth and last in the series of Saryu-class of OPVs, the ship reached the city on Monday as part of the Navy Week celebrations. The INS Khukri, a missile corvette that was inducted in the navy in 1989, accompanied the INS Sumitra. INS Sumitra was commissioned in September this year.

"The INS Khukri derives its name from the original Khukri, an anti-submarine warfare corvette which played a pivotal role in the 1971 Indo-Pak War. Commanded by Captain Mahendra Nath Mulla, the Khukri was torpedoed and sunk by the PNS Hangor on December 9, 1971 in the country's western coast. She went down with 194 sailors. The present day INS Khukri has surface to surface missiles, 30 mm and 76.2 mm guns. Commanded by Commander Arun Mannath, it has a complement of 13 officers and 130 sailors. It will be a great opportunity for city residents, particularly children to board these ships and get of feel," said Commodore Ravi Ahluwalia, naval officer-in-charge, West Bengal.

The INS Sumitra is a much more advanced vessel with state-of-the-art equipment and sensors on board. Commanded by Commander Milind Mokashi, this NOPV is designed to undertake fleet support operations, coastal and offshore patrolling, ocean surveillance, monitoring of sea lines of communications and offshore assets and escort duties. The INS Saryu, the first ship of this class also undertook anti-piracy patrolling in the Gulf of Aden in 2013 and received several messages of gratitude from the captains of international cargo vessels.

The ships will be open for general viewing on Wednesday and Thursday. On Friday, school and college children can visit the ships. The Indian Naval Band based at Visakhapatnam will also visit Kolkata from Friday. The band will perform at Lascar Memorial, ICCR Auditorium, Tollygunge Club and Pronsep Ghat.

Navy Day is celebrated on December 4 to commemorate Operation Trident. On this day in 1971, missile boats of the Indian Navy bombed Karachi harbour, causing severe devastation. The theme for this year's Navy Day is "Indian Navy - Ensuring Secure Seas for A Resurgent Nation".

"As part of the celebrations in Kolkata, the Navy Wives Welfare Association will blind schools and old age homes with voluntary donations from service personnel and their families. A film show for special children has been planned at the cinema hall in Fort William. There will be a painting competition for children. Medical camps will also be organized for residents of Sagar Island and Kulpi on October 31 and November 14," Ahluwalia added.

Source: [Times of India](#), 3 Nov 2014

### **'Ghost' Ship Could Offer Unique Platform For Navy's Unmanned Surface Vehicle Autonomous Swarm Technology**

In May 2014, the naval chief of Iran's powerful Revolutionary Guard voiced a warning to the United States: Iran would target American aircraft carriers in the Persian Gulf if a war between the two countries ever broke out. Admiral Ali Fadawi, who heads the hardline Guard's naval forces, said that the immense size of the U.S. carriers makes them an "easy target." He added that the Guard navy had already carried out exercises targeting mockups of American warships; in one case, said Fadawi, it took only 50 seconds to destroy one of them.

Critics might scoff, but Iran's saber rattling elicits uncomfortable memories of the U.S.S. Cole bombing in October 2000, in which 17 U.S. sailors were killed and 39 injured in an al-Qaeda attack in a Yemeni port. In that attack, a small craft approached the destroyer, and an explosion occurred afterward, creating a 40-by-60-foot gash in the ship's side.

To guard against such attacks, the U.S. Navy and the Office of Naval Research are developing a high-tech solution: unmanned surface vehicles (USVs) autonomous swarm technology. In theory, acting in tandem as a "swarm" of robot boats, a group

of USVs using this technology could approach an enemy vessel like sharks circling their prey, without any humans on board. Each robot boat would transmit radar views to the others, so the group would share the same situational awareness. In summer 2014, the Navy conducted the first large-scale demonstration of a swarm of autonomous boats—five boats cruising simultaneously—on the James River.

The Navy claims USV technology can be scaled up to involve as many as 30 boats at a time, but there are many technical hurdles to be overcome due to the ever-changing sea surface. Other vessels can block the USVs' contact with each other, while waves can degrade the efficiency of their sensors. Autonomous USVs require fast, accurate perception, but degraded situational awareness and high speeds can make this impossible. Several naval experts have judged that what is needed to ensure protection against swarms of enemy boats is a more stable marine platform.

Based in Portsmouth, NH, Juliet Marine Systems is aiming to provide just this sort of stable platform via its product called Ghost. Comparable to an attack helicopter on water, Ghost is a high-speed attack craft designed to protect vital waterways. Using supercavitation technology and high-performance jet engines, Ghost achieves high speed and hull friction reduction. Its large fuel capacity allows for long-term missions, and its heavy weapons payload capacity ensures it can be stocked with weapons. What makes Ghost unique is its combination of speed, maneuverability and endurance, all essential to engaging potential enemy swarms before they reach their attack range.

Gregory E. Sancioff, President and CEO of Juliet Marine Systems, says, "We believe Ghost can potentially offer the Navy exactly the type of stability on the water that its USV technology needs to operate effectively. As a stable platform in all types of water conditions, Ghost might allow us to wage a proper defense against enemy swarms."

Source: [News Wise](#), 4 Nov 2014

## **U.S. Navy to Deploy Cutting-Edge Spy Drone to Okinawa**

The U.S. Navy plans to deploy the Triton large unmanned surveillance aircraft, now under development, to Okinawa Prefecture, Adm. Jonathan Greenert, chief of naval operations, said Tuesday.

The navy aims to deploy the aircraft by the end of 2017, Greenert said in a speech.

The Triton, an upgrade of the U.S. Air Force's Global Hawk drone, has expansive maritime surveillance capabilities. The navy is believed to be considering operating the new drone in the East China Sea, sources familiar with the matter said.

Source: [Japan Times](#), 5 Nov 2014

## **Security Beefed up at Kolkata Port After Terror Alert; Navy Ships Withdrawn**

Patrolling has been intensified at the Kolkata Port Trust following inputs of threat perception at the port and its installations, reports suggested on Tuesday. The terror alert was reportedly received on Monday night after a couple of intercepts suggested that Kolkata Port was under threat of terror attack. After a meeting with all stakeholders yesterday, West Bengal government, Coast Guard, CISF, Navy and Army, it was decided to sanitise the port.

Also, INS Khukri and INS Sumitra have been sent to undisclosed location after intelligence intercepts said that there were threats of attack on Navy warships as well. The Indian Navy warships had docked at Kolkata for Navy week celebrations but now have gone back to sea. They were scheduled to be anchored in Kolkata till Friday. They were to be opened to the public on Wednesday and Thursday this week.

The Coast Guard has reportedly been told to intensify sea patrolling and the Central Industrial Security Force (CISF) has been asked to enhance patrolling at the various

installations and sensitive points at the port. Also the local police have been asked to be vigilant at Kolkata and Haldia.

A senior Kolkata police official was quoted by PTI as saying that said that inputs had been received from central security agencies that there might be a terror attack in Kolkata, especially in the port area. "We have beefed up security in the port area and have put the entire city under security blanket," he said.

However, when asked whether the withdrawal of the ships were because of the terror alert, Defence CPRO Group Captain T K Singha said "no, it has nothing to do with any terror alert. The recall of ships is strictly due to operational reasons."

A Defence press statement issued in Kolkata said "the alacrity by which Indian warships are ready for operation at a short notice was demonstrated by the quick turnaround of the two visiting warships amply showcasing Indian Navy's prompt readiness as the two warships are set to sail out within hours of a recall to the sea for undisclosed 'operational reasons' on orders by Eastern Naval Command HQ, today."

Source: [Zee News](#), 5 Nov 2014

### **Indian Navy Subs Can Soon Stay Longer Under Water**

Indian scientists have developed technology that will enable the navy's conventional non-nuclear submarines stay under water for up to two weeks before replenishing their oxygen supply, thus increasing their stealth capabilities.

"Conventional submarines usually need to come to the surface every three to four days for replenishing their oxygen supply," an official of the Defence Research and Development Organisation, which has developed the Air Independent Propulsion system, told IANS, speaking on condition of anonymity. For the replenishment, a diesel submarine has to come to periscope depth and raise its snorkel, which makes it vulnerable to detection. "With AIP, a conventional submarine can stay under water

for up to two weeks," the official said, adding that India is the only non-Western nation to have developed the technology.

AIP can replace or supplement the diesel-electric propulsion systems of conventional submarines. It also makes a vessel noise-free. The system, which is in an advanced stage of development, will be mounted on last two of the six Scorpene submarines being manufactured in India in collaboration with France. These two submarines are expected to be ready in a couple of years, along with the AIP system. "We took up the project in 2010, and the work is in an advanced stage. The tests are going on," the official said.

"So far it is not clear who will be making the six new conventional submarines, but if it is successful in the Scorpene, it will open the door for its incorporation in other submarines as well," the official said.

The official said the Naval Materials Research Laboratory based in Ambarnath in Maharashtra, which has developed the AIP, has already tied up with several Indian Public Sector Units and the private sector as partners in the project. Production will start as soon as the final tests are over.

Source: [Silicon India](#), 6 Nov 2014

### **China to Have 10,000-Ton Coast Guard Vessel in East China Sea by Next Year**

China is likely to deploy its first 10,000-ton coast guard vessel to patrol the disputed waters of the East China Sea, where it currently has a territorial dispute with Japan who administers a small group of islands called the Senkakus (Chinese claim them as the Diaoyutai and Taiwan as the Diaoyu). This should begin next year according to Tokyo's Yomiuri Shimbun.

The 10,000-ton patrol boat is still under construction in China. Beijing purchased 40 high-powered diesel engines from Germany to power those large ships referred as "monsters" in Japan. Currently, the Japanese Coast Guard's two Shikishima-class

boats are the world's largest patrol vessels. The tonnage of Shikishima and its sister ship, Akitsushima is 7,175. As for China, the largest patrol vessel is Haijian 50 with a displacement of 4,000 tons.

Since the serial number of the 10,000-ton patrol boat is 2901, the Japanese newspaper concluded that it will be deployed to the East China Sea Branch of the Chinese coast guard like all other vessels with 2 at the beginning of their serial number. The newspaper also pointed out that this new vessel is capable to carry a helicopter. The construction of the vessel is almost completed, and the report said it is likely to begin its service with the Chinese Coast Guard next year.

Source: [Want China Times](#), 7 Nov 2014

### **New Delhi Woos Island States, but China Looms Large in Indian Ocean**

Indian Navy chief Admiral R K Dhowan arrived in Seychelles on Thursday, where he will gift an India-built fast attack craft (FAC) to the island country. Another FAC gifted in 2005 continues to serve the Seychelles coast guard.

Meanwhile, three frontline naval warships, on a two-month deployment in the southern Indian Ocean, arrived in the Seychelles capital, Port Victoria, on Thursday, to underline New Delhi's close relations with a crucial maritime partner.

Building relations in the Indian Ocean, New Delhi has also gifted naval vessels to Mauritius, the Maldives and Sri Lanka. The Sri Lanka Navy flagship, called SLNS Sayura, is an offshore patrol vessel (OPV) provided by India. Goa Shipyards is currently building two more OPVs for the Sri Lanka Navy. The Indian Navy accepts PLA(N)'s growing presence is inevitable. Since 2008, eighteen Chinese naval task forces — of increasing capability — have operated in the Indian Ocean, supporting the international effort against piracy.

Anti-piracy provided Chinese warships a legitimate reason to spend extended periods in the Indian Ocean, strengthening relationships with littoral states. "The PLA(N) has exploited the anti-piracy effort to consolidate its presence in the region.



Each task force consists of three major warships; while one is on station, another is on its way back and a third is en route. These flotillas make port visits to show the Chinese flag,” says a serving Indian admiral. Yet, there is concern in New Delhi that PLA(N) submarines are now paying port visits — allegedly here for anti-piracy patrols. China’s defence ministry has claimed the submarine which docked at Colombo “was on an escort mission to the Gulf of Aden and Somalia”. Indian navy planners scoff at the notion that fighting pirates requires a submarine escort. New Delhi is as concerned at Colombo opening its doors to China, despite official and unofficial agreements with New Delhi on protecting India’s sphere of influence. In an exchange of letters in end-July 1987, following the signing of the Indo-Sri Lanka Agreement to Establish Peace and Normalcy in Sri Lanka (also referred to as the Indo-Sri Lanka Accord) the two countries had agreed that “Trincomalee or any other ports in Sri Lanka will not be made available for military use by any country in a manner prejudicial to India’s interests.”

Even so, since the agreement does not define “India’s interests”, Colombo can classify the Chinese submarine’s visit as a routine matter. Explaining the PLA(N) submarine’s visit, Sri Lanka said: “This is nothing unusual. Since 2010, 230 warships have called at Colombo port from various countries on goodwill visits and for refuelling and crew refreshment.” New Delhi has demonstrated restraint, conveying its displeasure to Colombo only privately. However, New Delhi policymakers say Sri Lanka would cross an Indian red line if it permitted a PLA(N) nuclear submarine to visit Sri Lanka.

“Conventional submarines legitimately visit foreign ports for restocking, and for rest and recreation of crews. But a visit by a nuclear submarine requires an extraordinarily close political relationship. Only very close friends allow a nuclear submarine to visit each other’s ports,” says a high-ranking defence ministry official. A second Indian red line would be a PLA(N) visit to Trincomalee. With its superb deep-water harbour and its proximity to India, this port is especially sensitive for New Delhi. That is why Trincomalee was cited in the 1987 agreement.

Besides, Trincomalee is off the international shipping routes, being located in northeastern Sri Lanka. “Regular shipping does not go past Trincomalee; a visit to that port would indicate a special interest,” says the MoD official. Colombo’s

deference to Beijing is believed to stem from a two-fold interest. The first is to play India off against China, in the manner of many small states. Second, Beijing deploys financial resources to Sri Lanka that are irresistible to Colombo.

Indian aid to Sri Lanka has also been rising. From Rs 15-25 crore a decade ago, the allocation for Sri Lanka has jumped to Rs 500 crore in the current budget, almost as much as the Rs 676 crore allocated to Afghanistan.

Even so, this is dwarfed by China's investments in Sri Lanka, which are nudging \$5 billion over the past decade, with another \$2.1 billion committed as loans. Furthermore, Beijing's self-serving principle of "non-interference in internal affairs" is welcomed by Colombo, while New Delhi has voted in the UN against Sri Lanka's human rights record during the closing period of the war against the Liberation Tigers of Tamil Eelam.

Source: [Business-Standard](#), 7 Nov 2014

### **Still Missing After Naval Ship's Hull Cracked and it Sank**

Nearly 18 hours after a naval ship sank off the coastal city of Visakhapatnam, an extensive search operation is underway to locate four people who remain missing after the accident. One sailor died and 23 others on the ship were rescued last night after the ship sank at about 8 pm. Every person on the ship was wearing a life jacket, said officials.

Sources say a crack in the hull of the 31-year-old ship experienced flooding in one of the compartments. Seven ships and two helicopters are searching an area of 50,000 square kilometres off the eastern coast of Andhra Pradesh. The vessel was on a routine exercise to recover practice torpedoes fired by fleet ships, when it started sinking, said sources. Navy Chief Admiral R K Dhowan, who was abroad on an official trip, is expected to reach India soon. The navy has experienced a spate of accidents at a time when it is trying to modernise and expand its reach to keep up with the rising maritime ambitions of neighbour China. The dangers of the ageing

fleet of the navy have been highlighted with a series of accidents in the last few months.

A fire aboard a conventional submarine killed two officers off the Mumbai coast in February this year which led to the immediate resignation of the then Indian Navy chief. In August last year, the INS Sindhurakshak burst into flames in Mumbai harbour, killing 18 sailors and sinking the vessel.

Source: [NDTV](#), 7 Nov 2014

### **Vessel Mishap: Rescue Operations Launched by Indian Navy For 4 Missing Personnel**

The Ministry of Defense on Friday said a full scale Search and Rescue (SAR) operation has been launched by the Indian Navy for the four personnel reported missing in a mishap involving a Torpedo Recovery Vessel (TRV A-72), which sank off the coast of Visakhapatnam on Thursday.

"Nine ships of the Eastern Fleet and a few aircraft including Boeing P8I, Dorniers, Sea King 42C and Chetak helicopters have been deployed through the night to search for the missing personnel," the Ministry said in a statement.

At the time of the incident there were 29 personnel on board. "One sailor has lost his life during the rescue operation and four personnel (one officer and three sailors) are still reported missing. Twenty four personnel have been rescued safely by the Search and Rescue (SAR) ships dispatched to the area," it said.

"As per the initial reports, the probable reason for sinking of the vessel seems to be ingress of sea-water (flooding) in the Engine Room and Aft Steering Compartment of the vessel. A Board of Inquiry headed by a Captain has been constituted to investigate into the circumstances leading to the mishap," it said. TRV is an auxiliary vessel which is used to recover practice torpedoes fired by fleet ships and submarines. The ship is 23 meters long and 6.5 meters at the beam. The ship was

built by Goa Shipyard Limited in 1983 and has served the Indian Navy for the last thirty one years.

Source: [India Blooms](#), 7 Nov 2014

### **Eye on China, India and US Set to Ramp up Joint Naval Drills**

India and the US are set to deepen and broaden their bilateral military exercises to include more warfare components involving nuclear submarines and aircraft carriers. They would also invite more countries to join the Malabar exercises as the two nations share concerns about the growing Chinese naval presence in the Indian Ocean.

Both the Indian and US navies have been warily watching the growing Chinese naval presence in the Indian Ocean, especially its submarine manoeuvres. In the recent weeks, India conveyed its displeasure to the Sri Lankan government at least twice over its decision to permit Chinese submarines to dock in its ports.

Source: [Times of India](#) , 8 Nov 2014

### **Roles And Responsibilities Beyond the Asia-Pacific Region**

Chinese President Xi Jinping welcomes leaders before the opening ceremony at the fourth Conference on Interaction and Confidence Building Measures in Asia summit in Shanghai, China, May 2014.

China's rise presents new opportunities for the United States and China to work together and leverage the comparative advantages of two great nations to jointly combat global challenges. The United States and China are already working together to provide maritime security in the Gulf of Aden, for example, an important global shipping channel where piracy is a common problem. Chinese naval warships are actively patrolling pirate-infested waters to protect civilian traffic, and the Chinese navy is engaging in unprecedented operational coordination with the United States

and other nations that deploy ships to the region. In 2013, for example, the U.S. and Chinese navies conducted joint counter-piracy drills that included landing a U.S. navy helicopter on a Chinese destroyer and a Chinese helicopter on a U.S. destroyer—an exchange that required deep military-to-military operational coordination. From a U.S. perspective, China’s growing role in Gulf of Aden counter-piracy operations is an ideal example of how a rising China can take on new responsibilities to support common security objectives around the world.

When U.S. and Chinese leaders try to move from limited operational cooperation in one area to mutual dependence on issues that either side considers to be a critical national interest, however, the situation begins to unravel. At a fundamental level, U.S. and Chinese leaders still have very different views about what their respective roles and responsibilities should be in the global community. They also have fundamentally different interests on many global issues, and that limits the degree to which these nations are willing to depend on one another. When critical national interest are at stake, instead of engaging in true partnership, U.S. and Chinese leaders generally follow a “cooperate in some areas but hedge in others” approach: even when they are working closely together on a common problem, both sides also take measures to prepare for a potential double-cross. The result is that both nations spend more resources than they would if they could work together as true strategic partners.

China’s rise is making this “cooperate but hedge” approach increasingly difficult to maintain, because as China grows in power and influence, it has new incentives and opportunities to hedge in big ways that can then become a growing concern for the United States. For example, as China’s economy grows, the nation is becoming increasingly dependent on imported oil from the Middle East, and that gives Chinese leaders a dual incentive to deepen regional security cooperation with the United States while simultaneously strengthening ties with Iran, Sudan, and other oil-producing nations that the United States views as adversaries. From a Chinese perspective, trade relationships with U.S. adversaries—such as Iran—are a useful hedge to ensure that China will have steady access to at least some oil supplies in the event of a future U.S.-China conflict. From a U.S. perspective, those relationships make it difficult to achieve critical Middle East security goals.

The United States and China would both benefit from opportunities to cooperate more and hedge less. To move in that direction, the first step is to clarify the suspicions that drive hedging behavior on both sides and think creatively about how those suspicions might be overcome. In October 2014, the Center for American Progress convened a group of rising U.S. and Chinese scholars to discuss these and other difficult issues in the bilateral relationship. This essay collection presents the views of the security experts who led this portion of the dialogue. For more detail on critical themes that emerged from the October 2014 closed-door track II discussions, see "Expanding the Frontier of U.S.-China Strategic Cooperation Will Require New

Source: [Centre for American Progress](#) , 10 Nov 2014

### **Jonathan Reiterates Commitment to Security of Maritime Boarder**

President Goodluck Jonathan of Nigeria has restated his government's commitment to providing security around Nigeria's maritime line.

Speaking on Monday on Monday while declaring open the Chief of Naval Staff Conference that commenced at Reverton Hotels in Lokoja, Kogi State, he stated that as major maritime nation, Nigeria must provide adequate capacity to harness her vast maritime potentials towards nation building.

Represented by the Permanent Secretary, Ministry of Defence, Alhaji Aliyu Suleiman Numa, the president explained that the collaboration with neighboring and other ECOWAS states was to ensure that access to Nigeria's exclusive Economic Zone and adjoining areas within the gulf of Guinea are secured and for legitimate exploitation activities.

He said, "I am sure you know my administration or watch as you would say in the Navy, this government has made concerted efforts towards providing your needs and we will continue to support your worthy endeavours to build and maintain a credible naval force we can all be proud of.

"I wish to reiterate therefore that my government will make sure that all your requirements are met because we have no choice."

He commended the Nigerian Navy for its collaborative efforts in tackling insurgency in north-eastern part of the country.

In address, the Chief of Naval Staff, Vice Admiral Usman Jubrin stated that the conference became imperative to assess and re-strategize for enhanced operational efficiency and contribute to more development of Nigeria in recognition of existing security challenges.

According to him, the theme of this year conference in context, will remain valid in the unforeseeable future. "First Nigeria relies on the sea for its economy with direct impact on socio-political economy," he said. "And secondly, maritime security is a vital component of Nigeria's security policy, which also in the context of international politics has fundamentally changed due to globalization", he said.

The state governor, Capt. Idris Wada who was represented by his Deputy, Yomi Awoniyi commended the Nigerian Navy for playing active role in the security affairs of the country.

Wada also lauded the Navy for establishing two commands in Kogi State.

Source: [World Stage Group](#), 10 Nov 2014

### **Coast Guard to State: We Need Land in Karwar**

Stating that finding a suitable place for Coast Guard infrastructure was a challenge in the state, Indian Coast Guard has requested Karnataka government to provide land at Karwar on priority.

Indian Coast Guard Region (West) Commander Inspector General SPS Basra made this request in the presence of Governor Vajubhai Rudabhai Vala during his welcome address on the occasion of Commissioning of Air Cushion Vehicles H-196 and H-198 at Mangaluru on Monday.

“In the coming years, Indian Coast Guard will continue to induct newer platforms and build support infrastructure for these new inductions. The proposed augmentation will take us to 150 surface platforms and 100 aircraft by 2018. Induction of these assets will strengthen the already existing capability of Coast Guard to respond to any challenges,” he said. “But the real challenge of Indian Coast Guard especially in Karnataka, will be to find a suitable place for Coast Guard infrastructure.

I would request the state authorities to hand over land at Karwar on priority so that these ACVs could freely operate and provide assistance to the fishermen in distress,” he said. Activists have been opposing handing over land near Tagore Beach in Karwar to the Coast Guard arguing that people of Karwar and Ankola have already lost a large extent of land.

Source: [Deccan Chronicle](#), 11 Nov 14

### **Aquino to Raise Sea Row in ASEAN**

President Aquino will meet with his counterparts from major security allies Japan and Australia on the sidelines of the two-day 25th Association of Southeast Asian Nations summit opening Wednesday where he is expected to talk about China’s intrusions in the West Philippine Sea.

The President is scheduled to meet one-on-one with Japanese Prime Minister Shinzo Abe Wednesday afternoon. He is to meet later with Australian Prime Minister Tony Abbott. The Philippines has received strong support from Japan and Australia in maritime security cooperation and capability enhancement.

Japan also has a territorial dispute with China over the Senkaku islands in the East China Sea, while Australia has voiced concern over the maritime dispute in the South China Sea. Aquino met with Abe on June 24, at the height of tension over China’s insistence on claiming the entire South China Sea. The dispute with China and the upcoming ASEAN economic integration are uppermost in the President’s agenda for the ASEAN summit in Burma.



This is the first time the President will sit down at the biennial ASEAN summit with leaders of other rival claimants of areas in the South China Sea—China, Vietnam, Malaysia and Brunei—since the Philippines in March formally challenged China’s claim in an arbitral tribunal based in The Hague.

The Philippines has underscored peaceful means and respect for international law to settle the dispute in the face of the intrusion of Chinese ships into the country’s 370-kilometer exclusive economic zone.

The President is also expected to tackle with fellow leaders the threat of the Ebola outbreak, climate change mitigation and global security concerns during the ASEAN summit and the ninth East Asia Summit that will follow.

Source: [Inquirer. Net](#) , 12 Nov 2014

### **Terror Attack on Egypt Naval Vessel Leaves 8 Servicemen Missing**

The Egyptian military said one of its navy vessels came under “terrorist” attack in the Mediterranean on Wednesday, leaving five servicemen injured and eight others missing at sea. Four boats used by the assailants were destroyed and 32 of the suspected militants were arrested, the military said in a statement. The Egyptian government is fighting an Islamist militant insurgency that has killed scores of policemen and soldiers, but a maritime attack is unprecedented.

An earlier report on the official MENA news agency reported that a naval vessel had been set alight in an exchange of fire with assailants about 70 kilometres (45 miles) from Egypt’s shore.

It said the air force was called in to deal with the assailants. The military said it was a “terrorist” attack that took place on Wednesday morning off the coast of the Damietta province in the country’s north east. “Search and rescue operations have evacuated five wounded servicemen to a military hospital... and there are still eight personnel lost and the search continues,” it said in the statement.

The military said it destroyed “four boats used by the armed assailants, including terrorists, and arrested 32 people”.

Those captured were under interrogation, the statement added. It was not immediately clear what the naval boat was doing so far offshore, and whether it was on a routine patrol anticipated by militants. A military source told AFP the assailants used "fishing boats" and did not appear to have deployed rocket propelled grenades or heavier weapons. Drug traffickers and illegal migrant smugglers who have been intercepted by the Egyptian navy in the past use the Mediterranean Sea.

There have been no recorded attacks at sea by the Sinai-based militants who launched an insurgency after the army overthrew Islamist president Mohamed Morsi last year. Wednesday's incident comes days after the main militant group, Ansar Bayt al-Maqdis, pledged its allegiance to the Islamic State organization in Iraq and Syria. It is believed to have been behind a multi-stage attack on an army checkpoint in North Sinai last month that killed at least 30 soldiers, and wounded a senior officer.

Several of its members who carried out attacks, including an attempt to assassinate the interior minister last year, have previously fought and trained alongside Islamist rebels in Syria.

Source: [Times of Israel](#) , 13 Nov 2014

### **Indian Ocean States Place Faith in Patrol Ships**

Several Indian Ocean littoral states are acquiring maritime patrol craft to counter piracy, drugs and arms smuggling, people trafficking and illegal fishing, as well as for search and rescue, surveillance and anti-pollution missions. On 6 November, the Seychelles Coast Guard took delivery of the 46m PS Constant, donated by the Indian government. Formerly known as INS Tarasa, the ship will be used to secure the country's 1.34M km<sup>2</sup> exclusive economic zone. At the handover ceremony, Indian Navy Admiral Robin Dhowan said, "The seas around us are gaining importance because of their linkages with the blue economy. The Indian Ocean has emerged as the world's centre of gravity in the maritime domain."

By year's end, Mauritius expects to take delivery of CGS Barracuda, a 74m offshore patrol vessel built by Garden Reach Shipbuilders & Engineers of Kolkata, to replace CGS Vigilant, which has been unusable since 2006. In April, Mauritius placed a \$6M order with Goa Shipyard, Mormugao, for 10 interceptor crafts to tackle smugglers, unlicensed ferries and illegal fishing.

Last month, the Kenyan government said it will acquire a new offshore patrol vessel. Its main role will be to stamp out illegal, unregulated and unlicensed fishing in Kenya's EEZ, which costs the country \$111M a year.

Source: [I H S Maritime 360](#) , 13 Nov 2014

### **Presenting Maritime Doctrine**

President Joko “Jokowi” Widodo (center) and Foreign Minister Retno LP Marsudi (left) attend the Second ASEAN-US Summit meeting in Naypyitaw on Thursday.

Amid rising rivalry and a string of border tensions in the region, President Joko “Jokowi” Widodo presented leaders of East Asia and several powerhouse nations with his maritime axis doctrine that will define his administration’s policies for the next five years.

In his speech during the East Asia Summit on Thursday, held in Myanmar’s new capital, Naypyitaw, Jokowi presented his audience with a complete exposition of his foreign policy doctrine: Indonesia as a maritime fulcrum, the power between two oceans.

Fully aware that a major transition is taking place in the 21st century from the West to East Asia, Jokowi underscored Indonesia’s growing importance as a nation that lies at the center of the geographic, economic and political changes that are sweeping across the globe.

“Thus, as a maritime country, Indonesia should assert itself as the World Maritime Axis. This position opens opportunities for Indonesia to develop regional and international cooperation for the prosperity of the people,” he said in his five-minute

address. The President also explained that as the World Maritime Axis, Indonesia was certainly interested in participating in determining the future of the Indian and Pacific Ocean region.

“We want the Indian and Pacific Oceans to remain peaceful and safe for world trade instead of being a battlefield for natural resources, territorial conflicts and maritime supremacy,” said the former furniture businessman.

“Indonesia is obligated to build its maritime defense power. This is necessary not only to secure its maritime wealth and sovereignty but also to take responsibility for safeguarding navigation safety and maritime security.” Cabinet Secretary Andi Widjajanto said that based on that pillar Indonesia would have to shift its defense priority to the sea.

“Maritime defense will be a combination of the coast guard and the Navy so that as the world’s largest archipelago we will have a significant increase in the number of patrol and battle ships,” said Andi, who is a defense and security expert by training. Foreign affairs observer Rizal Sukma of the Centre for Strategic and International Studies said that Jokowi’s foreign policy doctrine, which positioned Indonesia as a maritime fulcrum, reflected his deep understanding of Indonesia’s geopolitical position, its identity as a maritime nation and its developmental goals.

“This also means Indonesia’s free and active principle finds a new manifestation in a novel strategic context of changing global and regional power relations,” said Rizal, who is advising Jokowi during his nine-day diplomatic blitz that covers China, Myanmar and Australia. “Indonesia will face the tremendous challenge of staying true to its free and active principle,” Rizal added.

Jokowi chose the East Asia Summit to showcase his maritime axis doctrine as the forum plays an important role in regional security, stability and economic prosperity. The EAS brought together leaders from the 10 ASEAN member states: Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam, as well as presidents from the US and South Korea and prime ministers from China, Russia, Australia, India, New Zealand and Japan.

The 18 East Asia Summit member- countries represent collectively 55 percent of the world's population and account for around 56 percent of global GDP. The summit released a joint declaration on various issues, from calls to curb the Islamic State (IS) in Iraq and Syria to the deadly Ebola virus outbreak.

#### *Five pillars of the Maritime Axis doctrine*

- (a) Rebuild Indonesia's maritime culture. As a country that is made up of 17,000 islands, the nation must realize that its future is largely determined by how it manages the oceans.
- (b) Indonesia will maintain and manage sea resources with a focus on establishing sovereignty over sea-based food products.
- (c) The country will prioritize infrastructure and maritime connectivity development by building sea tolls and deep sea ports while also improving the shipping industry, logistics and maritime tourism.
- (d) Through maritime diplomacy, Indonesia must end the sources of conflict at sea, such as fish thefts, violation of sovereignty, territorial disputes, piracy and pollution.
- (e) As a country that is the bridge between two oceans, Indonesia is obligated to build its maritime defense power.

Source: [Jakarta Post](#) , 14 Nov 14

#### **ASEAN, China to Increase Mutual Trust for Maritime Security**

Southeast Asian countries agreed here on Thursday to increase mutual trust with China to enhance maritime security and resolve disputes by peaceful means without resorting to threat or use of force. In a chairman's statement issued after the 17th leaders' meeting between the Association of Southeast Asian Nations countries and China, the ASEAN reaffirmed the importance of maintaining peace, stability and maritime security in the region.

The ASEAN reaffirmed its commitment to the full and effective implementation of the Declaration on the Conduct of Parties in the South China Sea in its entirety as well

as to work towards the early conclusion of a Code of Conduct in the South China Sea. The statement also voiced support for the implementation of early harvest measures, including the adoption of the first list of commonalities on COC consultation, the establishment of a hotline platform among search and rescue agencies, a hotline among foreign ministries on maritime emergencies, and a table-top exercise on search and rescue.

The ASEAN agreed to designate the year 2015 as the ASEAN-China Year of Maritime Cooperation, welcoming China's comprehensive plan for utilizing the ASEAN-China Maritime Cooperation Fund to provide financial support for their cooperation in the areas of maritime connectivity, marine science and technology, as well as maritime scientific research, search and rescue, disaster management and navigation safety.

Myanmar President U Thein Sein, whose country holds the rotating chair of the ASEAN this year, presided over meeting in the Myanmar capital of Nay Pyi Taw, which was attended by leaders of ASEAN countries and Chinese Premier Li Keqiang.

Source: [CCTV.Com](http://CCTV.Com) , 14 Nov 14



### **Port Pilot on Board Container Ship when it hit Another Vessel**

The person handling container ship San Felipe when it brushed against another vessel, Al Riffa, at Westports Wharf 20 was a port pilot.

The collision, which occurred on Tuesday night, resulted in both vessels catching fire. Bernhard Schulte Shipmanagement spokesman Patrick Adamson confirmed this when contacted. "It was a pilot on board the vessel but the actual events will be part of the official investigations," said Adamson from Newcastle, England.

Bernhard Schulte Shipmanagement manages San Felipe while Al Riffa belongs to the United Arab Shipping Company. Adamson added the ongoing investigations would identify the circumstances behind the collision.

He said San Felipe was carrying a variety of goods at the time of the mishap. According to him, it was too early to say if his company would be seeking compensation from the relevant parties for what happened.

"Let's just wait for the investigations to be completed," Adamson said.

A shipping industry source, who declined to be named, said Al Riffa was carrying empty containers when the incident occurred.

The other vessel was carrying some dangerous goods, which caught fire and the flames jumped to Al Riffa when the collision occurred, he claimed. He said repairs were currently being carried out and Al Riffa was expected to be seaworthy again within the next two to three days. He said UASC's legal department might look into matters related to the mishap.

Fire engines from Port Klang, Kota Raja and Andalas fire stations managed to extinguish the fire on both the vessels.

Al Riffa had to be towed out to sea, as the fire took a little longer than San Felipe's to be put out. Firefighters doused both ships with sea-water to put out the flames. No one was injured and losses were yet to be known.

Source: [Star Online](#), 2 Nov 2014

### **Head of Largest Chinese Shipping Group Says Trade Slowdown Will Persist**

The head of Cosco, China's largest state-run shipping group, expects the world's shipping industry to experience a slowdown for the next two years, due to persistent overcapacity and weak demand.

Ma Zehua, the chairman of China Ocean Shipping Co. (Cosco), said that outlook for the shipping industry, a major barometer of global economic health, will remain challenging even as the US economic recovery gathers pace and the EU debt crisis eases.

"There are many speculative investments in the market with shipowners and leasing firms making orders for new ships," said Ma, adding that existing orders for new ships from all shipping companies have exceeded 10% of the current global fleet.

According to Ma, this fleet is already in excess, with a flux of shipping capacity continuing to put pressure on freight rates. Ma said that according to Cosco's analysis, demand growth for shipments is expected to be around 5% this year, much less than the average annual double-digit growth rate experienced during the previous shipping boom, before the onset of the 2008 global financial crisis.

Ma's bearish comments come following Cosco's announcement last week that it swung to a third-quarter net profit of 1.62 billion yuan (US \$265-million), compared with a net loss of 1.04 billion yuan in the same period last year. The Shanghai and Hong Kong-listed company's growth was largely thanks to government subsidies and strict cost control.



The shipping conglomerate, the largest in China, received government subsidies of 1.52 billion yuan during the third quarter, after policies were unveiled in 2013 to subsidise shipping operators replacing older cargo ships with new ones. Cosco has scrapped 47 ships so far this year and its third-quarter profit came after major losses in the first nine months of 2014, with a net loss of 1.99 billion yuan up to October.

Source: [Big News Network](#) , 8 Nov 2014

### **Wreck of Container Ship offend Both Environmentally and Culturally**

The Bay of Plenty Regional Council has released its report on an application to leave the remains of the ill-fated container vessel, the Liberian flagged MV Rena wreck in place on Otaiti/Astrolabe Reef, concluding that while full removal of the ship and her contents from the Reef was 'technically possible', it was not feasible given the high health and safety risks associated with full removal, thereby recommending that the application to leave the vessel in its current state should be granted.

Since grounding on the reef approximately 12 nautical miles off the coast of Tauranga, Bay of Plenty, on October 5, 2011, salvage work of the box vessel has been carried out continuously, with an initial focus on collecting oil, contaminants and the recovery of containers, eight of which contained hazardous cargo, and which has latterly switched primarily to debris field removal from the reef itself. The ship ran aground with over 1,650 tonnes of fuel oil plus a cargo of around 1,368 containers, any one of which could in a semi-submerged state be the cause of another maritime accident whilst a variety of cargoes seeped out. Since the ship foundered the event has been described as 'New Zealand's worst maritime environmental disaster'.

During storms and high seas in January 2012 and in the aftermath of Cyclone Lusi in March 2014, the wreck split, shifted, and the aft section has now slipped further down the Reef into deeper water to rest at a depth of 56 metres below the lowest astronomical tide mark (LAT). Prior to the March 2014 event, salvage teams had partially removed the upper level of the vessel's accommodation block leaving the

highest part of the aft section approximately -24 metres LAT after the March 2014 movement.

The report notes that any operation of a full wreck removal will never take the Reef back to its Pre-Rena state as it would not be technically possible to recover every last piece of the wreck down to the last degree of contamination in the sediments. Regional Council Chief Executive Mary-Anne Macleod said:

“The report concludes that the damage already caused by the grounding, coupled with the difficulty and high health and safety risks of full wreck removal essentially restricts the options available. The Council’s report recommends that, provided key issues can be adequately addressed through the consent process, including consideration of cultural concerns, the Application should be granted. The Council has also recommended a number of conditions for the Environment Court to consider if the consent is granted.

“There will likely be extensive further damage to the structure and ecology of the reef from on-going salvage, and further discharge of contaminants [if the Rena was removed]. These issues will be discussed at a future Council meeting. Some key concerns with the Proposal need to be further considered through the consent process. These include potential long-term adverse effects of copper on the local environment and the reef ecology, potential cumulative effects of any future discharges and cultural effects.”

The possibility of letting the ship rest as and where she currently lies, has engendered spirited objections from many beyond the normal range of environmental protectionist groups. The Otaiti/Astrolabe Reef is a site of considerable cultural significance to the Māori people lying adjacent to Motiti Island where Ngātoro-i-rangi, one of the most important figures in the native religion spent most of his last years and where many maritime battles were traditionally fought. A report in June 2103 went in some depth into the history and importance of the site to local residents. Many Maori believe that the reef should be completely cleansed of all traces of the wrecked vessel or the site will be ‘spoilt’.

Source: [Handy Shipping Guide](#), 9 Nov 2014

## **Bibby Ship Management forms Strategic Alliance**

Bibby-USM Shipping is a joint venture, formed by Bibby Ship Management and United Ship Management, to diversify operations into North Asia. Bibby Ship Management has formed a strategic alliance with Singapore Company, United Ship Management to develop its business opportunities in the growing Chinese market.

The joint venture, called Bibby-USM Shipping Pvt. Ltd, has been set up as an independent company by both companies to help diversify operations into the North Asia region, targeting China and Taiwan for specialist sectors such as offshore, oil and gas, LPG and LNG. Drawing on each company's expertise, Bibby-USM Shipping Pte Ltd will offer a series of comprehensive one-stop-shop marine services such as technical management; consultancy; crew management; offshore training; surveying and marine travel.

Mohan, Managing Director of Bibby Ship Management's Singapore operation, said: "We are looking forward to working with United Ship Management to venture into the Chinese market through Bibby-USM Shipping Pvt. Ltd. We believe the alliance will open up new opportunities for us in this fast moving and important shipping region. It is an exciting time for our business and for the maritime industry as we expand further afield."

Kelvin Sun, Managing Director of United Ship Management, added, "With the new JV, we are confident and determined to be one of the major ship managers in these specialized and niche sectors."

According to a statement from the companies, Bibby Ship Management and United Ship Management will still be delivering their independent strategies outside of this specific target market.

Source: [Read MT](#) , 10 Nov 2014

## **China Shipping and China Merchants Join Forces**

China Shipping Group and China Merchants Group have inked a strategic cooperation agreement for the two companies to work together on terminal development, finance, and shipping services. In order to deal with the shipping downturn and promote the development of the shipping industry, the central government has been encouraging the cooperation and industry chain extension between major domestic players.

In August, China Merchants established a tanker jv China VLCC, with another shipping conglomerate in China, Sinotrans & CSC to secure the nation's oil shipping chain under the call of the central government. China Shipping, Cosco and Sinotrans & CSC also set up the C3 alliance earlier this year to jointly operate on container shipping services between China and Japan.

Source: [Sino Ship News](#) , 13 Nov 2014



### **Sea Giants Need Urgent Protection**

Basking sharks appear off British shores in spring and summer, yet despite their fearsome appearance, they are harmless filter feeders. The great predators of Britain's seas need protection from over-fishing, pollution, boat traffic and marine development, a report says. The Wildlife Trusts are calling on the government to create 17 protected zones for whales, dolphins, porpoises and sharks round the coasts of England and Wales.

Their report says current policy fails to safeguard cetaceans. The government says it is working to support the creatures. But it adds that it is not convinced protected zones offer the best way forward. The Trusts argue that survival rates will improve if ministers designate areas where nutrient-rich water wells up from the deep ocean, feeding plankton which in turn attract species of fish.

#### *'Glaring omission'*

These areas should be free from intensive boat-use, scallop-dredging, bottom trawling and noisy development of offshore structures like wind farms, they say. The UK Government is working towards what it calls an ecologically coherent network of Marine Protected Areas. But the Trusts' report said: "There's a glaring omission: the absence of protection for the nutrient-rich places on which marine mega fauna most depend."

It says in England and Wales only one Special Area of Conservation - in Cardigan Bay - has been designated specifically to protect for bottlenose dolphins. The Scottish government has earmarked three potential zones for protecting whales, dolphins and basking sharks.

Joan Edwards, of the Wildlife Trusts, told BBC News: "These charismatic creatures are under threat. There's a significant gap in marine protection policy - we have to do more." The report says the seas round the UK have 29 different species of whale,

dolphin and porpoise and the second largest shark in the world - the basking shark. It says the reported numbers of many of the creatures have been falling.

Source : [BBC News](#) , 4 Nov 2014

### **Our Oceans Stare Into the Abyss If We Don't Back Ban on Trawling**

The wildlife is thousands of years old, there are species upon species that have not yet been discovered and it is key to the survival of the planet. But environmentalists say our rich undersea habitat is now being destroyed.

The deep ocean environment is perhaps the most important and least understood of the planet's natural habitats. But in the west of Scotland it has been targeted by foreign fishing trawlers that drag heavy nets across the seabed, damaging everything in their path. The European Commission (EC) has proposed a ban, unleashing fury from the fishing industry and meeting opposition from the Scottish and UK Governments. But pressure is now mounting on ministers to back the ban, with a petition signed by nearly 15,000 people and promoted by a coalition of 10 environmental groups.

Allowing the trawling of the deep-sea bottom is like letting "Stonehenge be bulldozed", they say. But this is angrily disputed by fishing leaders, who attack environmentalists as "emotive" and the EC's proposed ban as a "knee-jerk reaction". The deep sea, defined as waters deeper than 200 metres, makes up 98% of all the space in which life on earth can develop. It is the world's richest source of wildlife, with an estimated one to 10 million species still to be discovered.

Off Scotland's shores, however can also provide rich pickings for fishing boats. French and Spanish trawlers report annual catches of around 6000 tonnes each. Much of this is from UK and Irish waters, including the northern Atlantic around Rockall to the west of Scotland. Some scientists have described deep-sea trawling as "the most destructive kind of fishing in history". Environmental groups point to more than 100 scientific studies suggesting that it is unsustainable and harmful to

underwater wildlife. They have also recruited more than 300 international scientists in support of a ban.

If Scots realised that foreign fishing boats were wrecking the nation's natural heritage they would be outraged, argued Claire Nouvian, director of the Bloom Association in Paris, which works to protect the deep ocean from trawling. She has been co-ordinating the campaign for a ban.

The UK Government's Fisheries Minister, George Eustice, has recently admitted that only 12 UK fishing boats trawl the deep-sea bottom below 600 metres. Nouvian contented that a ban would not lead to a single job loss in Scotland. She accused the fishing industry of "playing dirty" by trying to discredit environmental groups. "Deep-sea fisheries are a mistake of the past," she declared. "The Scottish and UK Governments will not be forgiven if they fail to seize this historic chance to preserve the UK's exceptional marine environment from the destruction imposed mainly by French and Spanish vessels."

The National Trust for Scotland, which argued that it was impossible for deep-sea fisheries to be sustainable, backed her. "Most deep-water species are incredibly long-lived," said the trust's senior nature conservation adviser, Dr Richard Luxmoore. "Anyone who claims to be managing these fisheries sustainably is trying to pull the wool over your eyes."

The fishing industry, however, insisted that it supported more sustainable deep-sea fisheries management and was working to protect coral and vulnerable environments to the west of Scotland. A blanket ban would be "completely disproportionate", according to Mike Park, chief executive of the Scottish White Fish Producers' Association in Fraserburgh.

He accused environmental groups of ignoring the science and thrusting the issue on the EC and the European Council of Ministers in pursuit of a "social ideology". A ban would have "serious socio-economic consequences for not just the Scottish but for the entire European Union fleet", he said.

"The long-term sustainable management of fish stocks requires intelligent regulation and not emotive, ill-thought-out, sweeping policies which have the potential to eradicate a sector and set a dangerous precedent."

Park pointed to scientific evidence that European regulations and the proposed network of marine protected areas around Scotland were protecting vulnerable ecosystems. "These areas are protected because they correspond to pristine or very low-impacted ecosystems," he said. "Marine Stonehenge has not been bulldozed."

Although he said it was not possible to verify how many fishing vessels were involved in deep-sea trawling, Park was certain that the proposed ban would cause UK boats problems. "There may only be 12 UK vessels involved. However, these are larger vessels making a significant contribution to coastal economies," he said.

The EC proposal for a ban on trawling the deep-sea bottom is due to be decided by the European Council of Ministers.

Source: [Herald Scotland](#), 09 Nov 2014

### **Making Measurement Visible**

"How do we know if the Baltic sea is healthy if we don't measure how fit it is?" says Johanna Laurila of the Baltic Marine Environment Protection Commission, usually referred to as HELCOM.

The issue has been however, that measurement needs a yardstick. Especially since the large, and ecologically high profile Baltic region has gathered a plethora of recommendations for monitoring of mammals and seabirds, fisheries, no indigenous species and benthic habitats. Given this, it is very easy to waste time and resources on reinventing the wheel - while other aspects get missed. Further, there's a need to 'show and tell' what's being done to comply with the EU Marine Strategy Framework Directive which requires reporting of monitoring activities, and on top of this, there's been a long term plan to get the Baltic to 'Good Environmental Status' (GES) by 2021.



However, recently there's been an effort to pull all the information together on what is monitored, where, when, how and by whom. The main thrust of this initiative has been to make it easy to find, and easy to access says Ms Laurila: "Before this manual there were many places to look for information - now everything is on one web-site."

Therefore, the new manual makes everything that is being done more visible, and – usefully – has a direct link to the GES indicators as well.

Source: [Maritime Journal](#) , 10 Nov 2014

### **Blue Growth and Environmental Challenges in the Baltic Sea**

The EU's recent Baltic Sea agenda for sustainable Blue Growth aims at making growth and a healthy marine environment "go hand in hand", towards a future where both areas prosper. But if the merger of economic growth with environmental health is to be successful in the Baltic Sea region, policymakers at all levels must base their decisions and measures on the best available scientific knowledge about the marine environment.

During the recent hearing of designated commissioner for the Environment, Maritime Affairs and Fisheries, Mr Karmenu Vella concluded that policy shouldn't be seen as a fight between economists and ecologists. The environment has to be "part and parcel" of any economic policies for the future, he said.

Merging economic growth with environmental action is a difficult and complex task. Investments in ecosystem recovery and environmental sustainability will undoubtedly create growth. On the other hand, economic growth might not necessarily be good for the environment.

Few places in Europe illustrate this complexity better than the Baltic Sea region. The recent Baltic Sea agenda for sustainable Blue Growth, adopted by the European Commission on 16 May, wants to make growth and a healthy marine environment "go hand in hand".

The Baltic Sea is a very sensitive marine ecosystem. For more than a century it has been under tremendous stress from human activities, and for many years the main marine focus lay on growth alone. We now pay a heavy price for this, in the form of heavier algal blooms, growing dead zones, decreasing fish stocks and other severe symptoms. Today, much of the economic growth in the Baltic Sea region is coupled with environmental strategies and measures, such as Blue Growth and others. But in order to get the best possible return from all these measures, and really make the merger of growth and a healthy marine environment a successful one, the policy must be based on the best available knowledge.

Based on current scientific knowledge of the Baltic Sea marine ecosystem, we at the Baltic Eye have identified a number of measures that we hope will help the Commission to address some of the threats facing the Baltic Sea marine environment:

#### *Fish and fisheries*

The recent changes in the cod stocks and the uncertainties in data and models for assessment calls for a precautionary approach. Catch limits and management should follow scientific advice. If next years landing obligation is to be successful, it must be properly monitored and controlled. All goals implemented within the multispecies plan to improve fisheries management, should prioritize long-term solutions and a healthy ecosystem before short-term maximized catch volumes. The overall fisheries management and advice system must take into account environmental changes and adapt a more integrated ecosystem approach.

#### *Eutrophication*

Increased efforts to reach individual farmers and provide farm-specific advice on sustainable practices, for example through national networks of agricultural advisors. The HELCOM countries jointly develop specific and binding actions to achieve the nutrient reduction targets of the BSAP. Increased recycling and a more efficient use of nutrients in animal manure and sewage. The Common Agricultural Policy should take better account of water quality concerns.

### *Contaminants*

Avoid replacing banned chemicals by substances whose environmental risks are unknown. Seriously consider introducing a ban on cosmetic products containing micro-plastic particles. Consider the interaction of several different chemicals (mixture), and their potential "cocktail effects" on the environment, in chemical authorization and legislation. Link the different EU legislations on chemicals and environmental directives more closely to each other.

### *Marine Protected Areas*

Make protected marine areas a central part in the long-term maritime plans of every Baltic state, and establish a cross-border coordination of political efforts. Integrate environmental issues better with fisheries management. Stronger considerations of habitat protection in fisheries management. The Common Fisheries Policy (CFP) refers to MSFD in article 11, stressing the *protection of the marine environment*. Further develop the use of scientific knowledge and analysed data, through for instance mapping, as crucial tools for effective planning and management of marine protected areas.

Source: [Euractiv](#) , 13 Nov 14