



MAKING WAVES

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Asia Pacific: the Need for Regional Strategic Balancing

- Imron Cotan

When the Cold-War era ended, Russia lost its military stronghold around the world and was reduced to a mere “regional power”. Since then, its influence has also been challenged by countries that had traditionally fallen under its sphere of influence, the latest being Ukraine.

Meanwhile, the US emerged triumphantly to become the sole superpower with the capability to project its military power virtually anywhere in the world by using its military bases, which are scattered worldwide, including in the Asia-Pacific region. The maintenance of these military bases augured well with the US’ forward-strategy military doctrine, dictating that it would only engage in military campaigns outside of US territory. The US government was, therefore, shocked when al-Qaeda brought the theatre of war to US soil in September 2001, by attacking the financial centre of New York and the Pentagon.

The US’ reaction to the 9/11 attacks was as forceful as it was deadly. Under the banner of a War on Terror, the US led international coalition forces to invade Afghanistan, Iraq and Libya. It is also currently engaging in low-level military support to topple President Bashar al-Assad of Syria.

As part of a P5 plus Germany endeavour, the US is still bogged down in coercing Iran not to produce nuclear weapons. The results so far have been tremendous. China is now the world’s second-largest economy after the US. The Economist has asserted that China will bypass the US by 2021. Its economic growth is predicted to reach 7.5 percent this year. China also owns roughly 30 percent of the world’s foreign reserves, with around US \$4.5 trillion at its disposal.

Commensurate with its economic prowess, China has increased its defense spending. The National People's Congress agreed last March to put aside \$132 billion for military spending in 2014, an increase of around 12 percent from 2013. The Economist, however, has speculated that a 40 percent increase is more likely. Thus far, the Chinese government is in full control of the situation, although low-level conflict in Xinjiang and the tug-of-war with the Dalai Lama continue unabated.

The rise of China as a regional power has irked the US as the sole military power-projecting country. Apparently, the US is convinced that its lack of focus on the region for decades had enabled China to emerge as an awesome competitor. US President Barack Obama accordingly decided to refocus his administration's attention on this region by introducing his "pivot-Asia policy", believing that "the dominant issues of the 21st century will be decided in that region", as former US Assistant Secretary of State for East Asian and Pacific affairs Kurt Campbell said in an interview with the Foreign Policy Initiative.

Constantly confronted with recurring problems, notably in Afghanistan, Iraq, Libya, Syria and Iran, the US seems ill resourced to play a determining role in Asia Pacific, creating manoeuvring room for China.

The world is, therefore, witnessing the emergence of Chinese assertiveness, especially on issues considered central to its national interests, such as the overlapping territorial claims in the South China Sea and the East China Sea. China has taken a number of steps to assert its claims over these disputed territories, including issuing legislation to incorporate them into its territory; amending Chinese passports, depicting the contested zones as part of China; sending research and military expeditions to the contested territories, and establishing an Air Defense Identification Zone in the East China Sea.

The contesting countries, as well as the US have refuted all these moves. If these simmering tensions are not checked, the potential for open conflict will become a chilling reality. The hope that the US with its Asia pivot will provide a counter balance to China is an over-statement; the country is fully preoccupied with the conflicts in Afghanistan, Iraq, Libya and Syria, as well as with Iran.

The emergence of the Islamic State (IS) militant group in Iraq and Syria has further complicated the US' agenda. It is, therefore, fair to assume that the US' strategic rebalancing in Asia Pacific has now stalled, enabling China to continue to assert its power — at least until the US has managed to free itself from these ongoing problems. It is going to be a long ride.

So, what can countries in the Asia-Pacific region do to help preserve the peace, security and stability needed to further their respective development programs? Finally, they must invite China to help build regional connectivity by investing heavily in sea, land and air infrastructure projects across Asia Pacific, which would augur well with China's "Go Global Investment" policy and with its drive to internationalize its currency, the renminbi.

The more China invests, the less likely it would rock the boat. Countries in the region should persuade China to do so before the US returns to this region in full swing. By then, China would already have a solid soft-power base in this dynamic and resourceful region.

Arguably, the next government in Indonesia should also seriously contemplate this approach, as it needs to live with the reality that the US will continue to be a military power-projecting country, while China's efforts to become a key player are unstoppable.

Source: [Jakarta Post](#), 16 Sep 2014

The End of American Naval Supremacy?

- [Michael Rubin](#)

One of the most depressing things when I first went to Iraqi Kurdistan in the year 2000 was that while so many Iraqis understood that Iraqi President Saddam Hussein's wars and decisions had frozen them in time, few truly understood the exponential advance of the rest of the world. Fourteen years ago, for example,

students at Sulaimani University were still learning BASIC in their computer classes and faculty trained in the East Bloc had little concept of email let alone the Internet.

Therefore, it seems to be the case with the United States and our military planners now. Four days before the Russian invasion of Ukraine, Secretary of Defense Chuck Hagel spoke of how American forces would soon be at pre-World War II numbers. Sequestration will force a further retraction. Adm. James "Ace" Lyons, U.S. Navy (retired) has noted that he commanded more ships in the Pacific Ocean during the Carter administration than exist in the entire U.S. Navy today. Whereas Democrats and Republican administrations both once sought the capability to fight two major wars simultaneously, the Pentagon now would have trouble mustering forces for one such conflict. This, of course, would be an open invitation for rogues and adversaries to take action while the United States is down or distracted. Enemies do not take a pause just because Congress does. China most certainly has not.

Since World War II, the Navy has provided the backbone of America's military strength, enabling the projection of force across the globe. In addition, the aircraft carrier is the pride of the Navy, a veritable floating city and an immense system-melding people with technology. This is certainly the case with the USS Gerald R. Ford; the Navy's newest carrier officially launched this past November, and the first of the new, post-Nimitz Class carrier. The Navy has invested more than \$12 billion in the Ford and its new Electromagnetic Aircraft Launch System. If carriers have a lifespan of 50 years (assuming the Pentagon can conduct regular maintenance and overhauls), then will the Ford last until 2064?

Not if China has its way. China's economic health and internal stability might be exaggerated, but its military build-up is not. China does not try to do everything the U.S. military can do, but it has instead concentrated on negating America's strengths while pursuing its own, for example, with hypersonic aircraft. The Chinese make no secret of their work to develop anti-satellite weaponry, but it is their work to develop carrier-killer missiles that should really frighten Congress and American military planners. Imagine a single hypersonic missile that can sink a ship carrying 5,000 Americans without any efficient defense. Like a car accident in slow motion, it appears that defense and naval analysts acknowledge the problem

but the United States appears unable or unwilling to invest in what is necessary to counter the threat. Instead, as the Chinese continue to develop and deploy the missile, the Chuck Hagel defense simply seems to be stay beyond the range of the missile, effectively ceding Taiwan, Japan, South Korea, and most of Southeast Asia to a Chinese sphere of influence.

The potentially supersonic speed, small radar signature, and very low altitude flight profile of cruise missiles stress air defense systems and airborne surveillance and tracking radars, increasing the likelihood that they will successfully penetrate defenses.

Moreover, cruise missiles can be produced cheaply, allowing China to acquire large quantities of them. This is important because it could allow the PLA to exploit simple arithmetic in overcoming U.S. and allied missile defense systems. That is, the PLA could launch enough cruise missiles to simply overwhelm existing missile defense systems. Indeed, the report states Beijing believes that cruise missiles possess a 9:1 cost advantage over defenses against them. Thus, the PLA might exploit a quantity over quality approach, the exact opposite of the kind of force structure the U.S. military has outlined for its future. "Employed in salvos, perhaps in tandem with ballistic missiles, cruise missiles could saturate defenses with large numbers of missiles arriving at a specific target in a short time," the report notes.

Senior Guan told us that the gross weight of this missile is only about one ton, but it can hit targets more than a hundred kilometers away and can quickly hit and sink or seriously damage 3,000-ton battleships. Does this small missile really have such great power?

There is a serious problem when adversaries develop technologies to neutralize the next generation of America's Navy even before that generation is fully deployed. The United States has not lost a carrier in battle since World War II. Ignoring problems or convincing ourselves that the unthinkable will not happen, or believing that diplomacy can neutralize the vulnerability, is policy malpractice. Not only does it waste tens of billions of dollars but it puts the lives of American servicemen at risk and the security of America's allies.

Perhaps it's time to ask Secretary Hagel what he sees the second-order effects of losing uncontested naval supremacy might be? Whether he sees uncontested naval supremacy as a worthwhile goal, and, if so—nothing can be taken for granted in the age of Obama—how the United States will maintain its naval supremacy in the face of Chinese anti-ship cruise and carrier killer missile developments.

Source: [Commentary Magazine](#), 16 Sep 2014

Senkakus See Rise in China's Fishing Forays

Yomiuri Shimbun

The number of intrusions into Japanese territorial waters near the Senkaku Islands in Okinawa by the Chinese fishing boats, has been rapidly increasing since the start of this year, suggesting a change in China's strategy.

Two years have passed since Japan's nationalization of the Senkaku Islands. Chinese government vessels, which carry similar equipment to Japan Coast Guard patrol vessels, have been less active.

However, the number of intrusions into territorial waters by Chinese fishing boats in 2014 has increased more than 25-fold compared with that of 2011, before the nationalization of the islands. Japanese authorities assume that Beijing intends to make its insistence that the islands are part of China's territory an established fact, by continuing illegal fishing activities.

The JCG reinforced its patrol vessels to strengthen measures to deal with Chinese government vessels. "From now on, it will be important to deal with fishing boats as well," a JCG official said.

Speaking about Chinese fishing boats at a press conference on Sept. 9, JCG Commandant Yuji Sato said, "The frequency of their intrusions into [Japan's] territorial waters has risen rapidly."

According to JCG's statistics, the number of Chinese fishing boats that have intruded into Japanese territorial waters near the Senkaku Islands was eight in 2011. The number rose to 39 in 2012 and to 88 in 2013. On the other hand, the number of intrusions into Japanese territorial waters by Chinese government vessels has been on the decline.

Experts on the issue assume that China also needs to send government vessels to the South China Sea, where China is engaged in similar confrontations with other countries.

Before, it was common for Chinese government vessels to enter territorial waters near the Senkaku Islands in fleets of five. A senior JCG official said, "Recently, they came in fleets of three or four in many cases." Regarding the increase in the number of intrusions by Chinese fishing boats, some JCG officials assume that the reason may be separate from China's claims of sovereignty on the islands. This summer, because of changes in sea currents, the number of fish near Japanese territorial waters also increased. The JCG officials said the Chinese fishing boats' moves may be reflecting the change.

However, about 1,000 Chinese fishing boats usually operate in seas near the Senkaku Islands. It is unnatural that the number of Chinese fishing boats should suddenly increase in the small area of waters that lies within Japanese territory, within a 22-kilometer radius of the Senkaku Islands. "Basically, we had better think that warships, government vessels and fishing boats are taking concerted actions to secure [China's] maritime interests," Sato said.

In most cases so far, Chinese fishing boats obeyed warnings from JCG patrol vessels and left Japanese territorial waters. "We have to take some action to deal with increasingly activity by the fishing boats," Sato said. In response to greater activity by the Chinese fishing boats, the JCG has had to reexamine its strategy. In its initial budget request for next fiscal year, the JCG included ¥12 billion for building six new patrol vessels and other measures. Since fiscal 2012, the JCG has built a patrol system exclusive for the Senkaku Islands with 12 large patrol vessels, and plans for further reinforcements. To cope with small fishing boats, the JCG will also increase the number of small, fast and maneuverable patrol vessels.

A senior JCG official said: “There is information that Chinese government vessels will be reinforced further. In the areas near the Senkaku Islands, we need to respond to both government vessels and fishing boats.” Senkaku waters are fertile fishing grounds where marbled bonito abound. Local anglers in Okinawa Prefecture have also voiced concerns about illegal fishing by Chinese fishing boats.

Source: [Japan News](#), 17 Sep 2014

Terror at Sea: Maritime Targeting by Terrorist Organizations

- Victor Asal

Maritime terrorism is not a prominent research topic. Terrorist attacks against maritime targets are very rare. The Global Terrorism Database (GTD) only notes 199 out of 98,000 attacks in 40 years, which is less than 0.2 percent of the total. Even rarer are attacks on water where the terrorists need to have some maritime capability to reach their targets. Yet the threat of terrorism is growing around the world, and an increase in maritime attacks might have a very serious impact on maritime trade and global peace and security.

Terrorist groups are often relatively conservative in their choice of strategy, tactics, and targets, and attacking a seaborne target is outside their logistical and training competence. Putting together attacks on land involving a car bomb, a suicide vest, or even a massed ambush with small arms have long been part of the terrorist repertoire (and thus part of the standard training for terrorist groups). Attacking a target at sea, however, requires materials – such as boats, large quantities of fuel (if the target is far from land), possibly seaworthy communications and navigation equipment – and training such as maritime navigation and ship operations – that are not necessarily widely known among traditional terrorist groups.

Organizational characteristics potentially relevant to maritime terrorism can roughly be divided into the two categories traditionally used to conduct threat assessments (either of states or terrorist organizations) – the capabilities of terrorist

organizations that would allow them to engage in maritime attacks and the ideas held by terrorist organizations that might lead them to want to engage in maritime attacks.

Here we investigate a few simple metrics of capacity – state sponsorship, size of the terrorist organization, the degree to which the terrorist group is networked with other terrorist organizations, involvement in the drug trade, and whether the terrorist group controls specific chunks of territory. Ideology may also matter given that religious groups like al-Qaeda have a keen awareness of the symbolic importance of their targets, and to the extent that they perceive maritime targets as emblematic of the global economic system dominated by the West.

The results are striking. With the possible exception of al-Qaeda-linked groups (which appear to be driving the ideology results), given a menu of potential modes of attack, and potential targets, maritime targets are not necessarily ideologically distinguishable from any other targets. Maritime targets can be either civilian or military targets, either soft or hard, meaning the general shift in terrorist attacks towards civilian, soft targets over the past several decades would not necessarily affect maritime targets one way or another. As a result, the beliefs that may lead some groups to attack different types of targets with certain modes of attack, such as religious groups being more willing to attack civilians, or more likely to attack hardened targets with suicide attacks, may be less relevant for maritime targets.

Cooperation between terrorists groups is an important organizational factor (such connections have been shown to be key in explaining terrorist organizational lethality). These connections may give them a wider population from which to obtain the personnel, material resources and training for a maritime attack, as well as encourage the transmission of ideas – strategies and tactics – that include the notion of maritime attacks, and how to carry them out. Like terrorist lethality, the key factor that drives an organization to be more likely to conduct maritime attacks is the number of connections with other terrorist organizations. Knowledge and connections seem to be driving such attacks and thus underline the importance of capabilities over ideology related to such

Other capability factors are important as well. Larger terrorist groups appear to be more likely to turn to maritime terrorism than smaller groups. Group size has been positively associated with the lethality of terrorist attacks. It would be unsurprising if the ability or desire to stage certain types of more sophisticated attacks is positively correlated with group size.

Control of territory was significant and in the expected (positive) direction. Since all terrorist groups based in landlocked territories were excluded from the models, we were specifically looking at groups that are based in a country with access to the ocean, and control at least some territory in that country. Groups that want to control territory, or that even end up controlling territory, may be the kinds of groups that want to set up territorial governance structures and build their economic and transport infrastructure to support their fight, both materially and ideologically (inasmuch as they are now providing a 'alternative' state). This support infrastructure could also include maritime transportation capabilities. The exercise of these capabilities could then logically lead to the ability and desire to carry out maritime attacks.

The organizational characteristics that are significant – organizational size, drug trafficking, control of territory, and network connections — suggest that it is relatively specific capabilities that lead to maritime terrorism. A terrorist group that has control over territory has the political breathing room and possibly the infrastructure to launch maritime attacks, while involvement in drug trafficking may lead terrorist groups to build up the capability to operate at sea, both to smuggle and to protect those smuggling routes. Finally, a well-connected terrorist group may bring in new strategies and capabilities that would give it the desire and the ability to carry out attacks at sea

Source: [Maritime-Executive](#) , 17 Sep 2014

Mideast Flare-up, Budget Cuts Could Affect Pacific Pivot

The Pacific pivot has been widely perceived as a U.S. effort to counterbalance a resurgent China. However, Russia wants to show that power in the region is more than a two-horse race.

President Barack Obama's decision to step up military operations against Islamic extremists in Iraq and Syria raises fresh doubts about the "Pacific pivot" — a shift of military and diplomatic resources to a region Washington feels is the highest U.S. priority in decades to come.

Defense experts say it's too early to know whether the new U.S. commitment in the Middle East — from where resources were being shifted to the Pacific — will stunt the ongoing rebalance. The boost in America's economic, diplomatic and military presence is well under way in the Pacific; a "whole-of-government" approach that the analysts say likely will not diminish with months of airstrikes in Iraq and Syria.

But the military already has been dealing with force reductions with the winding down of the wars in Iraq and Afghanistan amid deep budget cuts including across-the-board reductions imposed under sequestration. Without a major reversal of such cuts, the military is already headed toward tough decisions on what it can afford to do.

In his Sept. 10 speech to the nation, President Barack Obama seemed to be preparing the country for another long slog, calling the escalating U.S.-led military campaign against the jihadist Islamic State in Iraq a "steady, relentless effort" that he likened to the slow process of eradicating cancer. No one, including Obama, really knows what that will end up entailing. An air campaign is one thing. If down the road the campaign fails, involvement almost certainly would have to be stepped up, regardless of "no boots on the ground" statements today.

Obama came around reluctantly to military reengagement in Iraq, particularly since he spent his first three years in office pulling the last U.S. troops out of the country to make good his campaign promise. His hesitancy undoubtedly reflects concern over the fate of one of his highest priorities: the reinvigoration of

American influence in the Asia-Pacific, where the U.S. has more important interests than in the Middle East.

America's partners, allies and adversaries in Asia could interpret the move in Iraq in dramatically different ways, experts say, regardless of reality. Perception versus reality has plagued the rebalance initiative since then Secretary of State Hillary Clinton first articulated it during a speech to the Association of Southeast Asian Nations in July 2010. "With each new personnel move in the Obama administration or crisis in another region come the perennial questions about waning American attention to the Asia-Pacific and whether the 'pivot' or 'rebalance' is ephemeral in nature," wrote Kurt Campbell, head of The Asia Group and a former assistant secretary of state for East Asian and Pacific affairs, last year.

Some Asian countries are now wondering the same, asking "whether the United States must necessarily pay less attention to Asia if we're paying more attention to the Middle East," said Denny Roy, a senior fellow at the East-West Centre in Honolulu who focuses on Pacific security. Their doubts come in part from how the administration originally "sold" the Asia shift as a "pivot," implying that the U.S. was "going to start putting less emphasis on the Middle East because the war's winding down there, and therefore we're going to put more attention on Asia," Denny said.

"That was probably an inaccurate and probably unwise characterization to begin with, but that helps to reinforce the idea that there's only a limited amount of U.S. attention to go around." Kenneth G. Lieberthal, a senior fellow in foreign policy at the Brookings Institution in Washington, D.C., has been critical of the "rebalance" terminology since it was first used because "it suggested that we had basically neglected Asia for a decade while we focused on the Middle East and now we can neglect the Middle East in order to focus on Asia, with the assumption that we cannot both walk and chew gum at the same time."

Still, the implications for rebalance — or "reinvigoration," as he prefers to call it — in light of the U.S. back in Iraq are "complicated."

“I don’t think it’s a matter of any effort that goes into one part of the world has to be taken away in that measure from some other part of the world,” he said. “I think what has always been at issue here is American statecraft, our ability to make smart decisions and execute them effectively, our focus, and the extent to which the issues that we are engaging in are seen to be at least broadly of interest, in this case, for those in East and Southeast Asia.”

China, which has criticized the rebalance as an attempt to contain its growth, sees the strengthening of Sunni fundamentalism in Iraq and Syria as exacerbating its own domestic terrorist threat in its northwest province, Lieberthal said. China also has assets to protect in Afghanistan and has invested heavily in Iraq, Iran and Saudi Arabia, he said.

“I think countries in Southeast Asia are also paying a lot of attention to how we deal with this threat, who joins with us, and how smart we are — or not smart,” he said. Of course, deeper involvement in Iraq by the U.S. could be cheered for all the wrong reasons. In commentary published this month in *The Diplomat*, Robert Dujarric, director of the Institute of Contemporary Asian Studies at Temple University in Tokyo, concluded, “For Beijing and Pyongyang, however, the more resources Americans invest in the War of the Iraqi Succession, the better it will be for them.”

Army Col. Bryan Truesdell, a former fellow at the Asia-Pacific Centre for Security Studies in Honolulu, where this summer he authored an analysis of the military’s role in the rebalance, said America’s Asian partners look at actions more than rhetoric in judging the endurance of the rebalance.

At the operational levels of the pivot, “it is typically our actions and where we place our funding, where we build facilities, where we have provided cooperation” that are measured by other countries. Those efforts are now several years in the making and unlikely to be sidetracked by Iraq operations. As to whether Iraq — and possibly the Ukraine region — will siphon off resources that otherwise would have been devoted to Asia, “the jury is still out,” but the U.S. is still projecting its national power into the region economically, diplomatically and militarily, Truesdell said.

“I think we’re doing as well as we can to balance all of those approaches while we rebalance -- certainly the Department of Defense is -- toward the area that the president has deemed his highest priority, second only to the defense of the homeland,” he said.

Source: [Star and Stripes](#) , 22 Sep 2014

The Oceans in 21st Century

- Muhammad Azam Khan

Humankind did not take to the sea except for some intertwined and inseparable reasons. The four cardinal attributes, sea as a resource, as a medium of transportation and exchange, as a medium for information and the spread of ideas and as a medium of dominance have stood the test of times. Throughout history, sea routes have been more important than land. For better or worse, the Europeans created new empires and changed the world. And they did it by sea. Arabs too were great seafarers. They were sailing the waters of the Indian Ocean thousands of years before Vasco da Gama.

To an observer in space, the planet earth would appear as a globe largely covered by water. Nearly 71 percent of this planet constitutes oceans averaging a depth of about 4 km. The remaining 29 percent of continental area is dwelling for a global population that now exceeds 7 billion.

The world cargo fleet currently comprises of 67,232 ships. These ships play a vital role in facilitating international trade and sustaining a well-integrated supply chain of global economy. Besides information technology, it is the merchant shipping industry that has helped create globalization. Highly specialized ships capable of carrying specific categories and even sub-categories of cargo like liquid products, gaseous products, mineral ores, vehicles, containerized cargo etc have contributed to increased efficiency and reduced freight rates. The bulk of global trade is however transported as containerized cargo that come in standard 20 feet or 40 feet sizes and measured in Tonnes Equivalent Units.

Oceans have always, and shall play an even more crucial role in geo-politics of this century. As resources on land continue to shrink at rapid pace and countries vie for economic dominance, oceans are steadily assuming a centre stage for contest of sea based natural resources. Interacting with geography on one hand and various state and non-state actors pursuing their individual or collective interests on the other, the 21st century has now come to be commonly known as the 'Maritime Century'.

The ocean resources are too huge to comprehend over 150,000 species of animals, 16,000 types of fish, billions of tons of plankton, huge quantities of mineral, salts, millions of tons of iron and manganese in the form of nodules, big reserves of gas and oil, also gold, nickel, silver, molybdenum and diamonds are to name a few. However, these resources are now under enormous threat because of multitude of manmade and natural reasons.

Global warming resulting in rising seas and natural disasters, unchecked pollution of oceans, and indiscriminate exploitation of marine living resources present some of the formidable challenges to the economy and population coastal states. Major urban centers, industrial cities and towns of Indian Ocean are situated on or near the coastline. Vast urban areas become trap when natural disasters hit. Besides, the mega cities on the shores of the Indian Ocean discharge large amounts of untreated effluents daily into sea.

Continued unplanned industrialization of the Karachi coastal areas has degraded the natural environment. It has destroyed habitats while unabated pollution constitutes serious threat to the coastal amenities, and productive potential of coastal ecosystems. Approximately, 80 percent of the untreated municipal and industrial waste discharge into the sea mostly via public sewers, nallahs, the Gizri/ Korangi Creek, Lyari and Malir Rivers. The coastal areas of Karachi receive more than 400 million gal/day of untreated effluents (nearly 60 percent is industrial waste and 40 percent is domestic waste). Only 10 percent is partially treated from the sewage treatment plants located in Mauripur, Mehmoodabad and Korangi. Consequently, Pakistan's fish and seafood industry worth US \$1.2 billion per annum and livelihood of an estimated 1.5 million people is at peril.

Pakistan is placed as the sixth most populous country in the world. To ensure food security for an expanding population and advance the cause economic prosperity, Pakistan will have to turn towards the sea in earnest. Over the past decade, Pakistan navy has taken several initiatives to make the country's decision makers, intelligentsia, and other stakeholders' conscious of the urgent and compelling need to have a clear-cut vision and policy that can revitalize the national maritime sector. As chief sentinel of the national maritime interests, Pakistan Navy has, in addition made huge contribution to ensure security and stability in the western Indian Ocean region. What is now needed is a national awakening to what may be conveniently called the 'Century of Oceans'.

Source: [Pakistan Today](#) , 24 Sep 2014

Air-Sea Battle Concept Carries Risks in Possible Conflict with China

- Erik Slavin

The Raleigh Burke-class guided-missile destroyer USS Mustin manoeuvres alongside the Lewis and Clark-class dry cargo ship USNS Pecos to conduct replenishment-at-sea during Valiant Shield 2014.

U.S. Navy

While the United States may welcome China's peaceful rise, last week's Valiant Shield exercise over the western Pacific Ocean plainly showed that Washington is hedging its bets on the "peaceful" part.

The U.S. military training brought 18,000 U.S. service members together to fight a sophisticated enemy trying to block U.S. access to international waters and airspace.

Exercise officials scrupulously avoided any indication that this imagined enemy was any particular nation. Such is the diplomatic dance involved with China, America's second- largest trading partner behind Canada. However, China is the only nation in the Asia-Pacific region building the large-scale type of "anti-access,

area-denial” capability that exercise participants fought against. The exercise tested the Air-Sea Battle concept, a set of tactics that first blinds an enemy’s communications in space and cyberspace, and then destroys land- and sea-based weapons platforms.

“Air-Sea Battle is about China — no doubt,” said Aaron Friedberg, a Princeton University professor who published a book this year on Air-Sea Battle and its alternatives. “We have exaggerated concerns about offending the Chinese. I think at some point we have to be more candid.”

However, analysts differ over whether Air-Sea Battle’s existence deters China from potential aggression, or whether it increases the chances of a globally devastating war.

Among Air-Sea Battle advocates and detractors alike, few believe there is much good about a conflict between China and the United States. Choosing a deterrent is about choosing “the least bad strategy,” according to T.X. Hammes, a National Defense University senior fellow and retired Marine colonel.

Disrupt, destroy, defeat

China has not fired a shot at any of its neighbours recently, but its attempts at what Defense Secretary Chuck Hagel has deemed “force and coercion” have increased.

Chinese ships engaged in low-level standoffs with Vietnam and the Philippines over territorial sovereignty in the South China Sea; in Vietnam’s case, a fishing boat sank after a ramming incident with a larger Chinese vessel in May. China is building missiles like the Dong Feng- 21D, a ballistic missile with a manoeuvrable re-entry vehicle that is designed to strike a moving aircraft carrier. If it works, that could keep some of America’s most potent weapons out of striking range.

Although the U.S. military maintains ship and land-based interceptor missiles, shooting down a volley of advanced ballistic missiles is far from a guaranteed success. That is why the “tip of the spear” in an Air-Sea Battle isn’t made up of ground troops or pilots — it’s computer hackers or, in military terms, cyber warriors.

At the beginning of the fight, the U.S. aims squarely at the web of networks and satellites controlling the enemy's missiles and other weaponry in a "blinding campaign." It is a critical component of Air-Sea Battle, but it is also the biggest unknown, Friedberg said. The military keeps so much of its cyber defence planning classified that it's impossible for anyone on the outside to analyze it. Navy ships, Army missile defence batteries and other methods would attempt to intercept any missiles that made it to launch.

Blockade and Bargain

Supporters of Air-Sea Battle view its potential to cripple the People's Liberation Army as so disruptive that it threatens the Chinese Communist Party's survival. That deters the party leadership from taking any overly aggressive action in the Asia-Pacific region, thereby guaranteeing regional stability and the free flow of world commerce. Hammes, the National Defense University scholar, views it as a dangerous, escalatory concept that could even lead to a nuclear war. "The Navy has stated categorically that Air-Sea Battle isn't a strategy, and they're right," Hammes said. "It's a concept without strategy, and that may be the most dangerous aspect."

American strategy should instead seek to minimize a conflict with China, according to Hammes. Assuming China strikes first in space or cyberspace, it immediately gains an advantage in those domains and jeopardizes Air-Sea Battle's chances of success, he said. As for destroying China's, land-based weapons platforms that are a tough act to pull off. China is converting to solid-fuel missiles, which launch within minutes, he said. Meanwhile, China's mobile missile launchers would be hard to find, Hammes said.

"The evidence we have is that it's not doable," Hammes said. "We hunted Scuds in the desert (in the Gulf War), and we still never killed one. Imagine shuttling around on the complex terrain of China." Conventional ballistic missile attacks on China could also be difficult to distinguish from nuclear ballistic missile attacks, which raises the possibility of a Chinese nuclear response, he said.

Proponents of Air-Sea Battle contend that while a blockade might be a good concurrent idea, it doesn't do anything to gain access to the seas and air China has

blocked. If blockading becomes America's strategy, it may not reassure U.S. allies in the region who are within or bordering a Chinese-enforced no-go zone.

"I don't think we can diminish that danger by not doing these things," he said. "[China] is already making preparations to do that ... so it's not like we're starting this competition."

Source: [Star and Stripes](#), 28 Sep 2014

India's Navy: Strong on Aircraft Carriers, Short of Submarines

- Ajai Shukla

Over the last six weeks, the Indian Navy commissioned three frontline warships, boosting its fleet to 140 vessels. Another 41 warships are being built in the country, including the 40,000-tonne aircraft carrier, INS Vikrant. All these will join a "blue water" navy that will radiate influence across the Indian Ocean.

This navy's strike power will centre on at least two carrier battle groups, self-sufficient flotillas built around a floating air base - the aircraft carrier. Each carrier will be escorted by multi-role corvettes, frigates and destroyers, which together handle threats from all three dimensions - underwater, surface and air. With its arsenal of weapons and sensors, the CBG dominates a huge chunk of ocean, establishing "sea control" wherever it moves.

Sea control is central to the outlook of the Indian Navy, which draws inspiration from Alfred Thayer Mahan, the 19th century US strategist. Mahan argued that a navy's primary task is to locate and destroy the enemy fleet, thereby dominating the sea and controlling commercial shipping. Essential for this is the powerful surface fleet that India is building.

Given its Mahanian outlook and superior surface fleet, the Indian Navy would, in any future war with Pakistan, seek sea control over the northern Arabian Sea by sending one, or even two, CBGs to destroy or degrade Pakistan's surface fleet.

With that done, the attack would shift to coastal installations and to supporting the land battle through amphibious landings.

"Indian sea control would complicate Pakistan's defense dilemma. In addition to defending 2,900-odd kilometers of land border, Pakistan would then have to defend an additional 1,046 kilometers of coastal boundary," points out Vice Admiral (Retired) Pradeep Chauhan, a highly regarded naval strategist who has commanded the aircraft carrier, INS Viraat.

This combination of sea control and sea denial would also play out in a war with China. Sea control would be quickly imposed over China's SLOCs through the Indian Ocean, since our CBGs would enjoy proximity to bases; and to shore-based air support from the "unsinkable aircraft carrier", that is the Andaman & Nicobar Islands. Even as China's oil supplies and trade are strangled, Indian submarines would block the People's Liberation Army (Navy) from the Indian Ocean, at the straits of Malacca, Sunda, Lombok and Ombai Wetar. With 77 major surface warships, 60 submarines, 55 amphibious ships, and 85 missile boats, it is vital to hold the PLA(N) at bay.

Here lies India's weakness. With just 14 submarines in its fleet, the navy's sea denial capacity is less convincing than its ability for sea control - which stems from a far-sighted decision in the 1950 s to include aircraft carriers in the fleet. Sea control against Pakistan In establishing sea control across the northern Arabian Sea, the Indian Navy would fight a tricky battle in coastal waters against the Pakistan Navy. The latter, outnumbered and outgunned, knows it would get quickly wiped out on the open seas. It is likely, therefore, to withdraw close to the Pakistan coast where the Pakistan Air Force would provide it air cover.

"The Israeli Barak missile, which was bought in 2001, for the first time provided the Indian Navy with genuine air defense capability. The LR-SAM will make air defense even more reliable," asserts Chauhan. Until the LR-SAM is operational, Indian warships remain critically vulnerable to air and missile attack, but the navy believes it will be worth the wait. "This (delay) is the price that you pay when you go in for high-tech, state-of-the-art systems", says Vice Admiral Satish Soni, who heads Eastern Naval Command.

After coming within range of Pakistan's surface fleet, Indian warships would launch an air-sea attack - striking Pakistani warships with anti-ship missiles like the Brahmos, from ranges of up to 300 kilometers; and with fighter aircraft launched from the aircraft carrier.

Detracting from India's convincing naval superiority in the Indian Ocean region is only its vulnerability to enemy submarines. This stems not just from a depleted submarines force, but also neglect of the capability to detect and destroy enemy submarines.

Source: [Business-Standard](#) , 30 Sep 2014



Indonesian Naval Ships on Goodwill Visit to Kochi

Indonesian Naval Ships KRI John Lie (358) and KRI Usman Harun (359), both Bung Tomo Class Multirole Light frigates, are on a goodwill visit to Kochi from September 14 to 16.

Captain Antonius Widyoutomo commands KRI John Lie, while Captain Didong Rio Duta Purwo K, S.T.M.A.P. is commanding KRI Usman Harun. Various professional and social interactions are scheduled between the Southern Naval Command and the visiting ships during the visit.

The commanding officers of the visiting ships called on Vice-Admiral SPS Cheema Flag Officer Commanding-in-Chief, Southern Naval Command.

The other interactions included reciprocator visits by specialist officers and the other officers of both the navies. Indian Navy personnel visited the Indonesian ships, and Indonesian Navy personnel visited the Indian Navy's training facilities at the Southern Naval Command.

Vessel belonging to the same class, had visited Kochi. The Bung Tomo Class ships, which were inducted recently into the Indonesian Navy, are equipped to combat aerial, surface and sub-surface threats. Before arriving in Kochi, the ships had visited Salalah in Oman. The ships are scheduled to leave for Jakarta on September 16.

Source: [Indian Express](#), 16 Sep 2014

Xi Jinping Heads to Sri Lanka Seeking to Boost Trade and Maritime Ties

President Xi Jinping will begin his first state visit to Sri Lanka, seeking to bolster already strong ties with the island just days after Japan's prime minister launched a rival bid for influence. China is already the biggest foreign investor in Sri Lanka and

during his visit; Xi will launch construction of a new US \$ 1.4 billion port city being built with funding from Beijing.

The new development will go up next to a US \$ 500 million Chinese-owned container terminal, the only mega port in South Asia and a powerful reminder of Beijing is growing influence in a region that India has historically dominated.

China is increasingly asserting its influence in the Indian Ocean, with Sri Lanka a midway point on one of the world's busiest international shipping lanes. However, it faces competition from Japan, which relies on the same maritime trade routes and is eager to increase its influence in the region. Xi's visit comes in the same month Japanese Prime Minister Shinzo Abe travelled to Sri Lanka, securing an agreement that the two countries would forge stronger maritime links. The ambitious port city project being developed by Sri Lanka Ports Authority with Chinese backing will include a luxury marina and a Formula 1 racetrack.

Sri Lanka Ports Authority chief Priyath Bandu said the port would be "based on commercial interests". "We will not allow our ports for any military purposes," he said. "There is nothing for anyone to fear." A ship loaded with containers ready for departure at the new Chinese-majority owned Colombo International Container Terminal in Colombo.

Beijing has already financed the construction of Sri Lanka's second international airport and another deep-sea port in the southern district of Hambantota, the home constituency of President Mahinda Rajapakse.

During his visit, Xi is expected to commission the third phase of a 900-megawatt coal power plant China has built in the island's northwestern coast. However, a military aircraft maintenance facility Sri Lanka sought to establish with Chinese help has been in limbo since India privately objected to its chosen venue, the eastern port district of Trincomalee. Trincomalee is a natural deep-sea harbor, which allied forces used as a staging post during the Second World War and is still considered strategically important.

The president heads to Sri Lanka after a two-day visit to the Maldives, which agreed to greater cooperation with Beijing on economic and security issues. He

also secured Maldivian backing for Xi's "21st century maritime Silk Road" – an attempt to revive the historic trade route by boosting maritime cooperation between China and other Asian nations that has already won Sri Lanka's support.

Source: [SCMP](#) , 16 Sep 2014

India Strengthen Coastal Security to Prevent Intrusion

Following inputs that some suspicious persons, having terror links, might intrude into India from Sri Lanka via sea route, Ramanathapuram District administration and police have strengthened coastal security by constituting 'Coastal Security Committee'. The committee was formed recently with nodal officers from various security agencies such as Indian Coast Guard (ICG), Navy Coastal Security Group, Q Branch police, Special Branch police, district police and departments such as Fisheries and Forest as members for sharing intelligence on happenings in the sea to ensure coordinated action.

"The committee is active and working well, sharing information on whatever happened in the sea," Superintendent of Police N.M. Mylvahanan told reporters on Monday. As part of strengthening coastal security, the district police had planted "sources" in all the 184 hamlets along the 276-km-long coastline in the district, he said. The Special Branch police and Panchayat liaison officers (PLOs) in each police station were in touch with the "sources" to intercept suspicious persons or anyone who landed on the coast at odd hours, he said.

Besides, a surveillance team of district and marine police had been set up to keep round-the-clock surveillance from a watchtower at Mukuntharayar Chathiram in Dhanushkodi. The unused tower, which was built by the Tourism Department, had been renovated and would be handed over to the police in a couple of days, he said.

The team would be given night vision binoculars and a police guard post was being set up at Dhanushkodi to scale up security. Armed Tamil Nadu Special Police personnel would be posted, he said.

As intruders could land on the stretch of shallow waters between Olaikuda near Rameswaram and Arichalmunai in Dhanushkodi, it had been suggested to the marine police to maintain patrolling there. The ICG and naval detachment could also introduce a permanent patrolling system on this stretch to serve as deterrence to intruders, Mr. Mylvahanan said.

Source: [Daily Mirror](#) , 16 Sep 2014

US Cruise Missile Submarines Deployed to Asia-Pacific

Two of the US Navy's four Ohio-class cruise missile submarines have been deployed to the Asia-Pacific to cruise disputed waters in the East China Sea, South China Sea and the Philippine Sea, according to the London-based Jane's Defence Review.

Docked at Singapore's Changi Naval Base between Aug. 10-15, the USS Michigan is one of the Ohio-class submarines currently operating in Asian waters. The vessel had been underwater for three months before making its scheduled call. Equipped with 154 Tomahawk land-attack cruise missiles as well as a large complement of special operations personnel, the USS Michigan is an intimidating peacemaker in the region, the article said.

Captain Benjamin Pearson, commanding officer of the USS Michigan, said that the vessel has been deployed in the Western Pacific since December 2013 conducting surveillance, training and other undisclosed missions. "We do operations in the East China Sea, South China Sea and Philippine Sea. This area is like our big backyard," Pearson said. Within just six minutes, an Ohio-class boat is capable of launching all 154 Tomahawk land-attack cruise missiles.

The USS Michigan brings unique capabilities to fleet operations in the region, said lieutenant commander Aaron Kakiel, a representative for the USN's Commander Submarine Group 7. It enables the US Navy in the Asia-Pacific the wide strike capability it needs to engage heavily defended and high value targets at a range in excess of 1,000 nautical miles. In addition to the USS Michigan, the USS North

Carolina, a Virginia-class attack submarine, was also deployed to the region in late 2013 from Pearl Harbor, Jane's said.

The USS North Carolina docked at the Changi Naval Base to stock up on supplies four months prior to the Michigan's visit. The deployment of the two nuclear-powered strategic submarines is reportedly part of Washington's rebalancing in the region. Under this strategy, the United States plans to reallocate of up to 60% of its naval assets to the Far East by 2020 as a way to watch China's maritime expansion in the region.

The US base at Guam, into which the government is pouring money to bolster its facilities, supports the two lurking giants further reported China's Global Times. In addition to Singapore, the US nuclear-powered submarines had visited other major allies in the Western Pacific including Australia, Japan, South Korea and the Philippines as well.

Source: [Want China Times](#) , 16 Sep 2014

Poseidon 2014 Maritime Operation Support Exercise Starts in China

The Poseidon 2014 actual-troop maritime operation support exercise, conducted by the East China Sea Fleet of the Chinese People's Liberation Army Navy (PLAN), has started along the dockside of Zhoushan naval port in east China's Zhejiang province.

The three-day exercise involves crew from operational support vessels, destroyers, frigates, local law-enforcement vessels and helicopters and submarines, spanning a range of armed services and local forces in the air, sea and underwater. "The exercise has been themed towards nine original-combat subjects." Furthermore, the participating troops will be divided into five groups, including search and supply, tactical reconnaissance, sweeping survey group for channel opening and a submarine rescue and lifesaving group.

The exercise has been themed towards nine original-combat subjects, including support for maritime law-enforcement forces to execute right-protection and law-enforcement missions, military and local joint-target verification, military and local joint rescue, military and local joint maritime emergency channel opening and wrecked submarine rescue.

Earlier this month, China carried out bilateral naval exercises with the Republic of Singapore Navy (RSN), which involved a range of shore-based and at-sea training events targeted at dealing with shared maritime security priorities, while bolstering interoperability. As part of efforts to bolster its missile defense, China recently rolled out the new HongQi-10 surface-to-air missile system, which is claimed to be capable of reducing the risk from low-altitude anti-ship missiles and aircraft.

Source: [Naval-Technology](#) , 18 Sep 2014

The Link between Illegal Fishing and Piracy

Government authorities and shipping industry insiders are increasingly concerned that maritime piracy will rise globally as huge, commercial fishing firms—especially the ones that operate illegally—drive anglers from poor countries out of business.

Local fishermen who have plied their trade for generations in Latin America, Africa, Asia and even Northern Europe increasingly find their livelihood threatened by commercial fishing operations whose scale and more advanced vessels are just too much to compete against. Though it is impossible to quantify how many pirates were once fishermen, experts agree that many small fishermen have turned to stealing from big merchant ships as their fisheries have been wiped out.

"When people don't have any way of feeding their families by fishing, they don't have many options," meaning some will turn to maritime crime, said Lisa Speer, director of the international oceans program at the Natural Resources Defense Council.

Source: [CNBC](#) , 19 Sep 2014

China Plans for Nuke Subs near US Coast

So far, there has been no news about Chinese nuclear submarine cruising near the US. There has been official confirmation from China that a Chinese nuclear submarine operated in the Indian Ocean for a short period.

US nuclear submarine commander Benjamin Person (transliteration from Chinese) recently laughed at China, saying that Chinese nuclear submarines had never been active near the United States. He is happy that his nuclear submarine has been active in the seas near China for a long time.

This article comments on Person's words, saying that China obviously lags behind the US, but it has been making great efforts to catch up. China has established a coastal anti-submarine network, improved, and upgraded the equipment of its anti-submarine aircraft and warships.

Source: [Infowars](#) , 20 Sep 2014

Chinese Fleet of Warships Docks at Iran's Bandar Abbas

Chinese fleet of warships has docked into the southern Iranian port city of Bandar Abbas. The fleet, comprising a warship and a destroyer, docked on Saturday for the first time ever.

The Chinese fleet docked into the Iranian territorial waters with the purpose of increasing interaction between the Islamic Republic and China. It was returning from a mission in the Gulf of Aden. On March 4, 2013, the 24th fleet of Iran's Navy, comprising Sabalan destroyer and Kharg helicopter carrier, docked at China's port city of Zhangjiagang after sailing 13,000 kilometers in 40 days. The Iranian Navy said in a statement on September 17 that Iran's naval forces rescued a Chinese container ship from an attack by pirates in the Gulf of Aden. It added that five boats, each containing five armed pirates, attacked the Chinese ship, Xin Lian Yun Gang, in an attempt to hijack the vessel, but the Iranian Navy's 31st fleet of war vessels foiled the move.

The Chinese vessel was reportedly on its way from Singapore to the port of Jeddah in Saudi Arabia when it came under attack. It continued its voyage after being rescued from the pirates. In April 2012, Iran's naval forces also rescued a Chinese cargo vessel seized by Somali pirates in international waters off the southern Iranian port city of Bandar Jask and detained the hijackers.

Source: [Press tv](#) , 20 Sep 2014

China and Russia's Nuclear Submarines Capable of Striking American Bases

China and Russia's nuclear submarine capabilities have been increasing rapidly in recent years and the U.S. Navy is already assessing how it will change its strategy based upon recent advancements in technology. A U.S. Navy Admiral is also warning that both the Chinese and Russian navy are becoming capable of striking American bases.

In a related report by The Inquisitor, the Russian military successfully tested a Bulava intercontinental ballistic missile (ICBM) launched from the Russian nuclear submarine the Vladimir Monomakh. The test nuclear missile flew from the White Sea near Russia's border with Finland and hit its target nearly 3,500 miles away on the Kamchatka peninsula north of Japan. This was considered significant since the Bulava ICBM has suffered repeated glitches in the past, which lead to launch failures. Vladimir Putin also discussed a 2016-2025 Russian nuclear weapons modernization program focused on creating a "guaranteed nuclear deterrent."

Navy vice Adm. Michael Connor made a comparison to the Cold War when discussing recent world events, but also seemed to indicate that China was a potential threat instead of just Russia.

"The Soviet Union devolved into Russia but they kept their nuclear capabilities," Connor said. "They are now re-growing those capabilities and others. As they re-grow, we find that modern Russia appears to have some aspirations both territory-wise and influence-wise that are reminiscent of the way they behaved when we

had the Soviet Union. The world has become multi-polar and we have competition for global influence and power from a rising China — which is also very much on our mind.

The Chinese have had ballistic missile submarines in some form for a while. Their pace has accelerated and they have several nuclear ballistic missile submarines and are continuing to build more.”

The Office of Naval Intelligence (ONI) believes the Chinese Navy is now “increasingly capable of striking targets hundreds of miles from the Chinese mainland” and the deployment of the Jin SSBN “would mark China’s first credible at-sea-second-strike nuclear capability.” ONI even believes China’s nuclear ICBM aboard the new submarine would “enable the Jin to strike Hawaii, Alaska and possibly western portions of CONUS [continental United States] from East Asian waters.” According to Stars and Stripes, China’s nuclear weapons capabilities have also been augmented by the HK-6 bomber, a nuclear-capable aircraft with a range of about 2,000 miles, and the Dong Feng-41 ICBM, capable of launching multiple nuclear warheads.

An article from China Daily Mail reports that the Chinese language news site Qianzhan is claiming, “China’s reclamation in key areas in the South China Sea will enable China to set up naval and air bases for anti-submarine aircrafts and warships to contain US nuclear submarines.” In addition, when “China’s new nuclear submarines have been commissioned and communication technology improved, Chinese nuclear submarines will be able to operate near the U.S.” The article does note that since China’s nuclear weapons have long-range capability some believe “it is not necessary for Chinese strategic nuclear submarines to cruise near the U.S. to make American people nervous.”

Source: [Inquisitor](#) , 20 Sep 2014

All Naval Ships will soon have Stealth Features

All Indian naval ships will have stealth features in future and some of the designs have already been incorporated in the existing platforms, according to V. Bhujanga Rao, Director-General (Naval Systems and Materials), Defence Research and Development Organization.

He said DRDO labs have the capability to design and develop stealth technologies for the naval vessels. While the Naval Science and Technological Laboratory, Visakhapatnam was the lead facility, other labs like the Naval Materials Research Laboratory and the Naval Physical and Oceanographic Laboratory were contributing towards this end.

Dr. Rao said there was a difference in designing stealth features for a ship as opposed to that for an aircraft. While the focus would be in reducing infrared and radar cross section signatures for an aircraft, many other aspects have to be dealt with while making “silent ships.” Besides infrared and radar, the signatures of acoustics, magnetic, electric and hydrodynamic wake have to be minimized.

For miles, together hydrodynamic wake would give “tell-tale” signal that something was lurking, he added. Signature management was itself a concept, which includes shaping of a ship to the lowest signature. There would be more stealth characteristics in over-the-deck portion as lot of metallic components get replaced by composites. The exhaust too would be at the minimal level. “We have done some work on all these things. Ours is quite silent (stealth technology) and good enough to handle our enemies,” Dr. Rao said.

Under-water weapons

All future designs of the ships like corvettes, frigates and submarines would be incorporated with stealth features. He said that besides developing stealth platforms, the DRDO labs were working on under-water weapons, decoys, mines as also design of warships and submersibles. As regards underwater weapons, lightweight torpedoes were already given to the Navy. Another advanced torpedo, ‘Varunastra’ would be delivered to the Navy by the year-end or early next year.

Also an advanced version of decoy named 'Mareecha' has already been tested in real conditions and had proved quite effective. "We are trying to hand it over to the Navy by year end," he said. The decoys were meant to confuse enemy torpedoes. Newly designed state-of-the-art underwater mines were under production by KELTRON. The underwater mines are used to lay minefields and obstruct the movement of enemy ships during hostilities.

Source: [The Hindu](#) , 21 Sep 2014

Navy Conducts Coastal Security Review Meeting

A Coastal Security Review Meeting was today held at the Southern Naval Command to review preparedness of various agencies involved in coastal security of Kerala and Lakshadweep Islands.

Senior functionaries attended the meeting chaired by Captain Simon Mathai, Kerala Naval Officer-in-Charge, from Indian Navy, Indian Coast Guard, and Coastal District. During the meeting, a comprehensive review of the steps already initiated to safeguard the coast was carried out. Besides, new initiatives to improve coordination and joint operations, optimum utilization of available resources and additional measures required to strengthen coastal security were discussed, a naval press release said.

Among the issues discussed were the progress on Registration of Fishing Boats, issue of Biometric Identity Cards to Fishermen, Notification and Monitoring of Fish Landing Centers, audit of minor ports as per International Ship and Port Facility Security (ISPS) code, Security of LNG Petro net and Single Point Mooring and commissioning of coastal Police Stations.

The delegates also utilized the opportunity to visit the state of the art, newly constructed Joint Operations Centre as well as the Fast Interceptor Craft inducted by the Navy for Force Protection.

The Coastal Security Mechanism was reviewed following the 26/11 Mumbai terror attacks from the sea. Two major Coastal Security Exercises named Theera-Vetta are conducted every year along the coast of Kerala, the Lakshadweep and Minicoy Islands.

Source: [Business-Standard](#), 24 Sep 2014

PLA Navy Submarine Visits Sri Lanka

The Sri Lanka News website reported on September 19, 2014 that a Chinese Navy type-039 (Codenamed "Song" class by the NATO) conventional submarine recently visited Colombo of Sri Lanka, along with the "Changxing Island" submarine support ship of the North China Sea Fleet under the Chinese People's Liberation Army Navy (PLAN).

It is reported that the Chinese Navy type-039 submarine "Great Wall No. 329" and the submarine support ship "Changxing Island" visited Colombo from September 7 to September 14. They docked at the pier of Colombo International Container Terminals, which was built by China with an investment of US \$ 500 million.

Sources from the Sri Lanka Navy said that Chinese naval fleet would visit Colombo in October and November. It is also reported that the type-039 conventional submarines is the second-generation conventional submarines independently designed and built by China.

The type-039 submarines integrated new concepts of conventional submarines of Western countries with extensive use of new energy, automation equipment, advanced sonar system and new weapons. Although the Chinese Navy has equipped with Kilo-class, type-039A and type-039B conventional submarines in recent years, the type-039 submarines remain an important part of China's naval submarine forces.

Moreover, it is said that this is the first time for the Chinese Navy to send submarine to visit foreign country, and the first time for the Chinese conventional

submarine to be confirmed appearance in the Indian Ocean. India's largest English-language magazine India Today reported in March this year that PLA Navy's type-093 attack nuclear submarine held a two-month-long voyage deployment in the Indian Ocean, starting from December 13, 2013 and ended on February 12, 2014.

It is said the Foreign Affairs Office of China's Ministry of National Defense informed Indian military attaches to China of the submarine deployment to show "respect for India" on December 3 last year. The Ministry of National Defense of China also notified this deployment to five countries including the United States, Singapore, Indonesia, Pakistan and Russia.

Source: [Mod. Gov](#) , 24 Sep 2014

PLA Navy Enters Persian Gulf as US Bombs Islamic State

While the United States launched air strikes against the Islamic State in Syria with F-22 stealth fighters, a destroyer and a frigate belonging to the People's Liberation Army Navy entered the Persian Gulf to conduct joint naval exercises with Iran, according to our sister paper Want Daily. The US airstrikes on Sept. 23 carried out with support from Bahrain, Jordan, Qatar, Saudi Arabia and the United Arab Emirates, primarily targeted an Islamic State stronghold in Raqqa in what the paper said was the first time F-22 Raptors have been seen in action against a terror organization.

Changchun, a Type 052C guided-missile destroyer, and Changzhou, a Type 054A guided-missile frigate from the East Sea Fleet of the PLA Navy, arrived at Bandar Abbas in southern Iran on their way to the Gulf of Aden. The warships plan to stay in Iran from Sept. 20-25. The PLA Navy and the Islamic Republic of Iran Navy launched the joint exercises on Wednesday.

The visit of two Chinese warships to the Iranian port is not an important event in itself; however, this is the first time that the People's Republic of China has conducted joint exercises with Iran. China needs Iran's cooperation to penetrate a

US maritime blockade when it is deployed, according to the Global Times, a nationalistic tabloid under the Communist Party mouthpiece People's Daily. The paper said that China must make sure that the Strait of Hormuz is not under US or Western control.

China is aware that the strait accounts for roughly 40% of all globally traded oil, and therefore Iran is an extremely important partner for China. Huang Dong, a military analyst from Macau, said China is not provoking the United States but sending its warships to the Persian Gulf to let Washington know that the PLA Navy has the capability to defend the Strait of Hormuz and the Indian Ocean; both considered Beijing's new lifelines.

Source: [Want China Times](#) , 24 Sep 2014

The Russian Navy Is Aiming to Be Much Larger Than the US Navy

Russia's plan to add 80 new warships to its Black Sea fleet will put the country's navy even further ahead of the US Navy in terms of sheer numbers. Both countries had been on nearly equal footing with nearly 300 warships before Russia moved ahead of the US with the seizure of 51 Ukrainian vessels after invading the Crimean peninsula in March, Kyiv Post reported. The new ones, planned for use by 2020 at a second Russian base on the Black Sea, would put the Black Sea fleet alone at 206 vessels, according to Vice Admiral Alexander Vitko.

The expansion is best understood as both a cause and a part of the growing tension between NATO and Russia because of its annexation of Crimea and its sponsoring of the Assad regime in Syria. There, too, its navy's reach is at stake: Syria hosts Russia's only port in the Mediterranean, where Russian ships can refuel without making the long trip through the straits that traditionally divide Europe and Asia.

However, depending on how you measure size, the US is likely to hold on to its naval supremacy. "As much as the US Navy has shrunk since the end of the Cold War, in terms of tonnage, its battle fleet, by one estimate, is still larger than the

next 13 navies combined - and 11 of those 13 navies are U.S. allies or partners" , then Secretary of Defense Robert Gates told an audience at the Naval War College in Rhode Island in 2009. "In terms of capabilities, the over-match is even greater." Gates went on to say that, the US will maintain its 11 active aircraft carriers through 2040 at least, much more than any other country owns.

The Mistral-class helicopter carrier Vladivostok is seen at the STX Les Chantiers de l' At antique shipyard site in Saint-Nazaire, September 4, 2014. Naval assets have often served as currency in diplomatic statements. After hesitating for weeks, France finally pulled the plug on the sale and delivery of warships to Russia, part of a criticized \$1.7 billion arms deal that had been agreed to before Russia's aggressive move in Crimea.

Chinese ships docked at Iran's main port for "a friendly visit," China's state-owned news agency Xinhua reported. The New York Times reported that Iranian navy members announced joint drills in safety at sea and combating piracy, though the unprecedented visit also signals close ties between the two governments: China is Iran's biggest buyer of oil.

Source: [Business Insider](#) , 24 Sep 2014

Coast Guard to Get Dedicated Jetty at New Mangalore Port

A coastal city that houses Indian Coast Guard's district headquarters No.3 apparently is on top of Coast Guard headquarters in New Delhi. This can be gauged from the fact that ICG authorities are earnestly pursuing a move to acquire 180 metres of waterfront at New Mangalore Port and one acre of land abutting the waterfront so that they can have a dedicated jetty for operations by its offshore patrol vessels.

The waterfront is right at the harbour edge on the western docks of the port. A major reason for ICG pursuing this move is their intent to station an advanced offshore patrol vessel here. The Coast Guard at present has three offshore and

inshore patrol vessels - Kasturba Gandhi, Savithri Bhai Phule and Rajdoot, with the fourth one, Amartya, on its way to the city and expected by October end.

Deputy inspector general Rajmani Sharma, commander, Coast Guard Karnataka, said Coast Guard operations are not hindered by lack of a dedicated jetty. "We owe it to New Mangalore Port Trust authorities who have been very accommodative to facilitate our unhindered operations at the port," Rajmani told TOI, adding that having a dedicated jetty will only add to operational readiness of the Coast Guard in Karnataka.

Source: [Times of India](#) , 26 Sep 2014

New PLAN Carrier Needs Time to Be Ready

The People's Liberation Army Navy marked the second anniversary of the commissioning of the aircraft carrier CNS Liaoning on Thursday, but experts said more time is needed to hone its combat readiness. The CNS Liaoning, a refitted Soviet-era carrier, was commissioned in Dalian, Liaoning province, on Sept 25, 2012.

The ship has engaged in research and training missions, and it continues to sail the oceans, PLA Daily said on its micro blog. "We must be able to protect our territorial waters and win possible conflicts," Senior Captain Mei Wen, political commissar of the carrier, told the newspaper.

"While in the open seas, we must make sure that we are able to sail as far as we want and can safeguard our turf." "We must be strong enough to maintain the nation's overseas economic interests and strategic channels." The vessel has just completed its first maintenance stop at a Dalian shipyard, a process that lasted five months from mid-April, according to an earlier report. The crew and pilots of the carrier-based J-15 fighter jets have been put through a succession of rigorous training programs and tests over the past two years.

The vessel largest mission took place in December in the South China Sea. During a 37-day exercise, the carrier conducted more than 100 drills and training procedures designed to test the stress resistance of its structures, its sailing speed in deep water, its navigational capabilities and the reliability of its weapons and equipment.

It also took part in a formation drill with other Chinese ships and submarines, a move many observers believe indicates that a carrier battle group has taken shape. However, it will take years for the CNS Liaoning to achieve full combat capability, said Zhang Junshe, a senior researcher from the PLA Naval Military Studies Research Institute.

The crews of the carrier and the other vessels and submarines, as well as the pilots, will have to learn to work effectively with each other, and this is likely to be a slow process, he added. "This is understandable as the navy designated the ship as a platform for research, testing and training. It must have spent most of the past two years testing systems, finding defects and coordinating operations with aircraft. "In addition, the limited number of aircraft in the PLA navy that are suitable for carrier-based operations also restricts the ship's training operations." Wang Ya'nan, deputy editor-in-chief of Aerospace Knowledge magazine, said: "The basic functions of the CNS Liaoning's systems have been tested, so the next stage will focus on testing its combat capability and improving the pilots' skills.

Source: [ECNS](#) , 26 Sep 2014

South China Sea Row Endanger Philippines Maritime Industry

The Philippine maritime sector can be "very seriously affected" if China continues to assert its "indisputable sovereignty" in the South China Sea through its nine-dash line claim, a maritime law expert said Friday. "The way that China is asserting sovereignty in the South China Sea [through the nine-dash line], the logical effect is that they can decide to not allow seafarers to cross the South China Sea then you would all be out of jobs," Batongbacal said before students from Maritime schools.

"There are so many practical implications on the loss of freedom of navigation in the South China Sea," he said. "Definitely, the maritime industry of the Philippines, all of Asia, will be very, very seriously affected."

China has maintained control over large portions of the South China Sea including parts of the West Philippine Sea despite protests and an ongoing arbitration case before the International Tribunal on the Law of the Sea.

The Philippines provides around 375,000 sailors to the world's shipping industry. Luis Cruz, Assistant Secretary for ASEAN Affairs of the Department of Foreign Affairs (DFA), said that the situation in the South China Sea about freedom of navigation could become a "dangerous situation."

"If China decides they have the right to interdict vessels that do not get permission from them, they can intercept international carriers and naval vessels which is a dangerous situation," he said in an interview following the forum. Philippines and China are locked in a maritime dispute over the South China Sea where China was previously spotted conducting reclamation activities in several reefs - believed to be a precursor to the construction of military bases.

Source: [Asia One](#) , 27 Sep 2014

China and Pakistan Begin Joint Naval Exercise

After their visit to Iran, the Changchun, a Type 052 C guided-missile destroyer, and Changzhou, a Type 054 A guided-missile frigate of the PLA Navy's 17th Escort Task Force, arrived at Karachi on Sept. 27 to prepare for a joint naval exercise with Pakistan, according to the state-run Xinhua News Agency.

Both vessels from the PLA Navy's East Sea Fleet are on their way to the Gulf of Aden to conduct anti-piracy missions. They stopped by in Iran and Pakistan to conduct a joint naval exercise with the two nations. The Chinese and Iranian navies carried out drills on anti-access and aerial denial strategies against the United

States at Bandar Abbas. At Karachi, China is trying to solidify its relationship with Pakistan through launching a joint exercise as well.

Huang Xinjian, commander of the 17th Escort Task Force, said during the welcome ceremony that the people of China and Pakistan are "like brothers from one family." He believes the visit of two Chinese warships to Pakistan will strengthen the partnership between Beijing and Islamabad.

Even though Pakistan is a close military partner to the United States, it is a major ally to China because both nations consider India as a threat to their borders. To extend its influence into the Indian Ocean, China signed a contract in 2009 with Pakistan to build four F-22P Zulfiquar-class frigates based on the Type 053H3 frigate. On Sep. 6, a group of Pakistan Taliban militants attacked Karachi attempting to capture the PNS Zulfiquar. The terrorists wanted to use the C-802 anti-ship missile against the US aircraft carriers, according to a China News Service report. In addition to Zulfiquar-class frigates, China also exported two Azmat-class fast-attack craft to Pakistan in 2010. The first vessel began its service in April 2012.

Source: [Want China Times](#) , 29 Sep 2014

Chinese Navy's Missile Destroyer 'Chongqing' Retires

The Chinese People's Liberation Army Navy (PLAN) held a decommissioning ceremony for the guided missile destroyer "Chongqing" (hull number: 133) at a naval port of the East China Sea Fleet on the morning of September 26, 2014.

The "Chongqing", one of the first-generation missile destroyers made by China, was put into service in December 1983. In the past 31 years, the "Chongqing" warship has covered a voyage of more than 150,000 sea miles with a total endurance of 15,522 hours.

The destroyer has completed more than 60 major tasks such as combat readiness patrols and military exercises. In October 1987, the destroyer "Chongqing" reached

the waters of the Zengmu Reef, which is the southernmost of the Nansha Islands in the South China Sea, for patrol.

That was the first time for the PLAN to reach there and claim China's sovereignty over the waters. In July 2013, the destroyer, at its "advanced age" of 30, went on its last expedition to participate in the joint exercise of the three services organized by the PLA headquarters/departments. The "Chongqing" warship will be used as the training support facility for the midshipmen of the Logistics College of the Naval University of Engineering, according to sources.

Source: [ECNS](#) , 30 Sep 2014

China Reef Development: A Prelude to Air Zone

China's reclamation and development of disputed reefs in the West Philippine Sea is apparently part of Beijing's plan to establish an Air Defense Identification Zone in the region, a senior security official said yesterday.

The source, citing military studies and continuous territorial monitoring, warned that China is very close to establishing full control of the region from other claimant countries – the Philippines, Malaysia, Vietnam, Brunei and Taiwan.

“China is just waiting for the completion of its naval and air facility development projects over Cuarteron Reef, Chigua Reef, Mabini Reef and Burgos Reef before declaring the ADIZ similar to what it did in the East China Sea,” the official said.

Aerial survey by the Western Command over these reefs showed that the area is now teeming with construction activities. The reclaimed reefs are located well within the Philippines 200-nautical mile exclusive economic zone and are under the territorial jurisdiction of Kalayaan Island, a municipality of Palawan. The island-town is located right in the middle of the hotly contested Spratlys archipelago.

Aside from air and naval facilities, Beijing is also putting up tourism facilities on these artificial islets, including swimming pools and hotels to accommodate tourists from China.

In November last year, China was widely criticized by Japan and the United States when it established the ADIZ covering most of the East China Sea, including the Japanese controlled Senkaku Islands or Diaoyu Islands to the Chinese. Japan and China have claims over the Senkakus or Diaoyus, a dispute that has resulted in maritime actions and near air confrontation.

Local aviation official John Andrews had warned that China might attempt to establish another ADIZ in the South China Sea, as it aggressively pursues its encompassing maritime claim over the disputed region. “Once ADIZ is established in the region, it will not only affect our air and naval movements in our Kalayaan Island Group (KIG) but also other claimant countries,” said another security official.

He said China is rushing reclamation developments in the region because it intends to position its fighter jets and warships to enforce the ADIZ. At present, only Kalayaan town in Pag-asa Island has an airport while the remaining eight islets and reefs occupied by Filipino troops could be reached by Navy or civilian boats.

Source: [Phil Star](#) , 30 Sep 2014



Cochin Shipyard to Invest 1,200 Crore to Build Dry Dock

The development and modernization plans of Cochin Shipyard Ltd (CSL) have received a boost, with the Shipping Ministry approving a 1,200-crore investment to set up a dry dock to build LNG carrier ships.

In addition, other shipyards in the country will be making two more LNG ships and these will be the first of its kind to be made in India. Each of these ships will cost 1,500 crore, Shipping Minister Nithin Gadkari said on Monday, adding the initiative is part of the 'Make in India' plan announced by Prime Minister Narendra Modi in his Independence Day speech. CSL will also undertake building of dredgers for Paradip Port in Odisha in collaboration with foreign technology suppliers. The cost of the dredger is likely to be around 500 crore.

To promote the shipping industry in the country, the Ministry is coming out with a comprehensive shipbuilding scheme, which will encourage Indian shipyards to secure foreign shipbuilding orders as well as meeting the requirement of Indian ship owners, said Gadkari. CSL will also be building cargo and passenger vessels as well as dredgers for the inland water transport sector.

Terming the development "very positive", K Subramanian, Chairman and Managing Director, CSL, told *Business Line* that the company is looking at equity markets, debt funds and internal accruals to raise funds for the investment. The new dry dock will be much larger than the existing one. "We hope that the Government would also facilitate us low-cost funds for the purpose." The yard is in the process of reaching a tie-up with French engineering firm GTT for the construction of the LNG vessel and a team from the company will be here this week for talks.

CSL, which saw a net profit of 194 crore in the last fiscal on a turnover of 1,600 crore, is now looking at ramping up its order book position. "The order book position for the next two-three years is alright, but we need to look beyond that", Subramanian added. The yard, which has constructed over 40 high quality vessels

for overseas owners, has already taken over the existing ship repair facility of the Cochin Port Trust and is in the process of developing it into an international ship repair facility.

Source: [The Hindu](#) , 16 Sep 2014

Visakhapatnam to Get Rs 30k-Crore Port Project

Visakhapatnam Port Trust and Gangavaram Port are likely to face competition as a project to set up a third port is on the anvil in Visakhapatnam district. According to industry sources, KSR Maritime Projects is looking at establishing a port capable of handling around 100 million tonnes of cargo around Nakkapalle area at an estimated investment of nearly Rs 30,000 crore.

The port project is expected to be developed in four phases, as per the documents submitted to the ministry of environment and forests. The prefeasibility report states that the port will be designed to handle around 60 million tonnes of cargo per annum in about six years from the commencement of the project, which would later be expanded to handle around 100 million tonnes.

Confirming to TOI, chief executive officer of KSR Maritime Projects K Subba Reddy said, "We have asked the state government to provide land for the project. The port project spread over an area of around 3,500 acres will lead to an investment of around Rs 29,750 crore." He said, "In addition to berths to handle cargo, the focus will also be on setting up of a shipyard and ship repair centre plus a fishing harbor."

The project plan includes a fishery terminal for all fishing related operations, bulk cargo terminal essentially designed for bulk cargo operations, container terminal for container cargo and for petrochemical product vessels, Ro-Ro (roll on-roll off) and coastal terminal essentially designed for operation of Ro-Ro vessels. The coastal terminal will also include a trestle, which allows cargo-handling operations in open sea conditions at a depth of 20 metres.

The coastal and offshore infrastructure of the port includes not only the offshore infrastructure, but also land-based facilities of warehousing, fishing harbour infrastructure, and seafront-based industrial activity among others. The port project also includes plans of an integrated storage facility comprising transit and storage sheds, warehouses, tank age systems, Container Park and cold storages.

The project will have connectivity through Chennai-Vizag-Howrah rail corridor. Industry sources pointed out that with the petroleum, chemical, petrochemical investment region expected to come up along Vizag-Kakinada region, and plans to develop Vizag-Chennai industrial corridor, development of another port in next four to six years could augur well for the region.

"If the state government manages to establish electronic manufacturing clusters and get investments for the PCPIR, a port around Nakkapalle area would prove to be really beneficial for industries located in those clusters," said a shipping industry source.

Source: [Times of India](#) , 17 Sep 2014

Battling for Supremacy in Shipping World

As the shipping industry progresses toward bigger and ever more complex ships we are seeing shipbuilding giants battling for supremacy in building a better, bigger and more advanced vessel. The slightest upgrades in size or efficiency can bring in enormous profits or slash operational costs on a global scale.

As a result, the industry will soon see an even larger container ship than Maersk's Triple-E, as China Shipping Container Lines announces launching of the world's largest containership. The 400-meter vessel is one meter longer than the 399-meter Triple-E and will have the capacity to carry 19,100 standard 20-foot containers, or 830 more than its rival will, Bloomberg write citing CSCL as saying.

As explained by the vessel's builder, South Korean Hyundai Heavy Industries Co.(HHI), these vessels will cut fuel usage by one fifth when compared to the common 10,000-box variety.

In addition, HHI presented a new design feature for container vessels at this year's SMM exhibition and conference in Hamburg, dubbed the "Skybench". Battling for Supremacy in Shipping World. According to HHI, the patented concept, aimed at increasing the box intake of large container carriers, can extend cargo capacity by 450 teu on a 23-row wide 19,000-teu ship and by 350 teu on a 20-row wide 14,000-teu vessel.

The concept is said to be applicable to any large twin-island container ship. However, the proposed innovation could compensate for the capacity lost by gas-powered ships compared to heavy fuel oil vessels, due to the large size of liquefied natural gas (LNG) tanks; Container Management quoted Hyundai as saying.

As explained, the concept involves sliding the upper three decks of the accommodation block on a container ship, allowing for containers to be loaded and discharged from the otherwise unused space.

Source: [Port News](#) , 19 Sep 2014

China's First Automated Shipping Terminal Put into Operation in Haicang

A cargo ship from Shanghai drew into the 14th berth of Xiamen Haicang bonded terminal area to drop off equipment for the Xiamen Ocean Gate Container Terminal the first automated one in the country. All loading and delivery work will be done by machines, so very few workers will be seen at the new terminal, which has been nicknamed the "ghost terminal", said Wu Xinkui, deputy chief of Haicang district in Xiamen.

A video of the terminal in action showed a passing container being picked up by an automated bridge crane and being placed on an automated container truck.

Under the instruction of a GPS the truck moved to a designated freight yard before a gantry crane picked up the container again and placed it in a designated area.

Officials said that the terminal used an automatic simulation system to make sure that human workers were not needed. Compared to a traditional terminal, the automated version that will become operational in September can save 25 percent in energy and cut carbon emissions by 15 percent, said Wang Shenyuan, general manager of the technology department for the new terminal.

Construction of the terminal, which cost 658 million yuan (\$107 million), started on Oct 27 last year, and when complete its throughput is expected to reach 78,000 to 91,000 TEU per year, officials said.

The Haicang bonded terminal area has become a hub for Southeast China is international shipping industry. So far, the bonded terminal area has a freight throughput of 100 million tons and 10 million TEU of containers. There are 12 berths with a rating of 100,000 tons, which are under construction, and 10 berths with a handling capacity of 50, 0000 tons. The Haicang terminal area is China's most open, functional and convenient bonded area with the most favourable policies, according to officials.

The terminal area is also China's only bonded area that combines processing, logistics and a port area, said officials. The terminal area was one of the achievements of the Haicang Taiwanese investor district. The district is the countries earliest and biggest Taiwanese investor area and the first bonded port area west of the Taiwan Strait.

Haicang was a shabby fishing village 25 years ago but is now rated 20th among the country's 100 best districts. The district's GDP per capita, income per capita and farmer income per capita were all ranked as the best in the

SOURCE: [Xiamen](#) , 23 Sep 2014

Japan, China Hold 2nd Maritime Affairs Talks, Isles Row on Agenda

Japan and China have held their second intergovernmental talks on maritime affairs to discuss security and crisis management in the East China Sea including waters around the Japan-controlled Senkaku Islands, the Japanese Foreign Ministry said. It is hoped the dialogue will contribute to mending bilateral ties and pave the way for summit talks, which have not been held since Japanese Prime Minister Shinzo Abe assumed office in December 2012.

Representatives of the two countries, meeting in the city of Qingdao, eastern China, for two days from Tuesday, basically agreed to resume negotiations on making a bilateral maritime security mechanism involving defense officials operational as soon as possible, the ministry said.

Tokyo and Beijing also agreed to arrange to hold the next meeting in Japan sometime this year. The first maritime affairs talks were held in China in May 2012 and the second round was scheduled for the latter half of that year. In December 2011, then Japanese Prime Minister Yoshihiko Noda and Chinese Premier Wen Jiabao agreed to hold such talks.

Tensions over the sovereignty of the Senkakus, which China claims and calls Diaoyu, intensified after the Japanese government bought some of the islets from a private Japanese owner in 2012. China has since then frequently sent vessels into Japanese territorial waters near the Senkakus. Japan says the Senkakus are an integral part of its territory and no territorial dispute exists between Tokyo and Beijing.

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

Indian Navy Has Transformed From Buyer to Builder: Naval Chief

When the Prime Minister Narendra Modi was kicking off his ambitious “Make in India” campaign in New Delhi last week, for the Indian Navy, the call for strengthening domestic manufacturing was an icing on the cake; it was celebrating

the Golden Jubilee of indigenous warship design and construction. Few are aware that from seaward defence boards and tugs and eight INS Sandhyak survey ships to INS Nilgiri and Leander class ships based on borrowed Yarrow design to bigger broad beam Leander class ships with more speed and power, to Delhi class, Shivalik, Kolkota and Arihant ships and aircraft carrier Vikrant—all have been made in India.

In the last five decades, India's growing maritime self-reliance has facilitated the greater recognition of the role that India plays in providing stability in the Indian Ocean Region. The Directorate of Naval Design is the bedrock of all warship design activities in the country and has constructed 119 warships and submarines of various types and sizes in our shipyards as of date.

The recently commissioned warships INS Kolkata, INS Kamorta in August this year and INS Sumitra early this month aptly demonstrate the immense potential of the country in indigenous warship design and building capability. The focus of the navy has been indigenization of platforms, weapons, sensors and equipment, through participation of public and private sectors.

That is not all, there are 41 ships and submarines under construction at various public and private shipyards within the country. Naval chief Admiral Robin Dhowan said, "We need to leverage the shipbuilding capacities and capabilities available in our private and public sectors in a holistic manner to ensure that we provide our indigenization vision the right impetus." He also urged the ship designers to work in synergy with all shipyards and domain experts and absorb the best practices available the world-over to ensure that our future warships meet best global standards in build quality, timelines and cost. "It is a matter of great pride that over the decades, we have transformed from a 'Buyer's Navy' to a 'Builders Navy'," he stated. Today designed India's first 37,500 ADS indigenous aircraft carrier Project 71, being built at Cochin Shipyard. Among others, Godavari and Brahmaputra class vessels, all steam propelled, and three Type 15 Delhi class, three Type 17 Shivaliks—all have been made

Source: [Financial Express](#) , 29 Sep 2014



Visakhapatnam in Coastal Cleanup

Nearly 6,000 people, including 3,000 personnel from various units of the Eastern Naval Command (ENC) and the Indian Coast Guard along with their families took part in the massive beach cleanup drive that was taken up along a 20 km stretch from RK beach to INS Kalinga, on International Coastal Cleanup Day.

Appreciating the efforts of the citizens in making the city clean and green, ENC chief of staff vice admiral Bimal Verma, who flagged off the programme at the Kursura Submarine Museum, said it was everybody's responsibility to keep beaches clean, which in turn will attract many more visitors and tourists. He also appreciated the involvement of children in large numbers in the drive. According to Indian Navy sources, two major naval units took up a cleanup drive inside the Naval Dockyard and Double Bridge area.

Source: [Times of India](#), 21 Sep 2014

Global Warming - Is it a Threat or a Benefit to the Arctic?

Is a warmer climate a threat or a benefit to the Arctic? For many in the North, the answer to that question is 'yes' but a changed climate is not without its impacts. As Aqqaluk Lynge, the former chair of the Inuit Circumpolar Council, said earlier "becoming rich comes at a price".

It is that message that Aleqa Hammond, the premier of Greenland, will deliver to the UN climate change summit this week as she explains, from a national leader's perspective, the dilemma of global warming in the Arctic.

Some of the changes facing the region could be for the economic better, such as the arrival of mackerel (and even tuna) off Greenland's coasts. In other cases, such as with the polar bear, the jury is still out. Thinner ice will affect its habitat and

hunting patterns, but the historical and genetic record may show that the species may be more adaptable than once thought. Culturally, global warming is not without its impacts either. In Greenland, for example, dog sledging is severely impacted by the reduction in the number of days that coastal waters are frozen. Even the iconic Iditarod dog-sledge race was affected this year. The impact on the region and its people has even become a subject for playwrights to reflect on.

And while glaciers retract and annual Arctic Ocean ice extents and thicknesses continue to decline, global warming, say scientists, is also having a geological impact: Greenland is reportedly rising 3 cm a year due to the decreased weight of the ice cap. In other places, it is melting permafrost that is causing the ground to heave, bringing with it a host of other problems, from the release of methane, to the re-awakening of pre-historic microbes.

While the scientific data appear to be incontrovertible, the question – beyond whether warmer temperatures are, on balance, a benefit or a threat – is whether global warming is caused by humans or whether it is a natural or even cosmic phenomenon. Critics of the theory that humans have had a hand in the warming temperatures point to the past. The climate, it is argued, has always fluctuated between warm and cold periods. For example, trees once covered parts of the region. And the first Norse settlers of Greenland disappeared due to the arrival of colder temperatures. Regardless of their causes, changes in the Arctic climate are a source of unease for some. For others, they are a sign that the North's star is rising. For many, it is both.

Source: [The Arctic Journal](#) , 22 Sep 2014

Pollution and Falling Fish Stocks Damage Gulf

As \$100 million of shiny new craft go on display at Auckland's On the Water Boat Show, the Hauraki Gulf has received a damning report about its health. Depleted fish stocks, new marine pests and pollution by toxic chemicals from the land are highlighted in an updated State of the Hauraki Gulf Report.

The findings show a continuing and steady decline on its 2011 state and Hauraki Gulf Forum chairperson John Tregidga has called a press conference for Monday to appeal for action "to stop the degradation". Two of Auckland Council's representatives on the multi-agency forum, Christine Fletcher and Mike Lee, yesterday broke ranks to express their frustration at lack of progress.

Mrs Fletcher said it was ironic the report was coming out when there was a focus on Auckland's marine environment with the boat show at Viaduct Harbour and a move to grow cruise ship visits and extend tourism in the inner gulf.

The lack of new measures by local bodies and government agencies seemed poor compared to the successful efforts by voluntary groups to protect native birds and bush.

Mr Lee said the forum was set up 15 years ago to look after the Gulf. "There is still abysmal knowledge of state of the Gulf fisheries and individual species - how can we monitor the state if we do not have information." Mr Lee said there had been no leadership and no progress towards establishing more marine reserves in the Gulf. "That's disgraceful."

Forum chairperson Mr Tregidga said he shared the disappointment. "But some good things have been done, for example, the councils' upgrading waste treatment plants, which has improved e-coli and phosphate levels.

"We know Fonterra and NZ Dairy are looking at farm practices and options. We are yet to see it in actual readings that we are getting in the science - it's not showing an improvement."

Down at the Viaduct, where 200 boats are on show and the crowd included many overseas buyers and media, NZ Marine Industries chief executive Peter Busfield said he was surprised that the report was unfavorable. "If you take away the Hauraki Gulf, you would not have a boating industry." "You need waterways to get experience and build the technology and expertise whether it is winning Olympic Games medals or sailing for the America's Cup, unless you had this playground next to you. From my observations, I've heard nothing from boating people about

problems in the Gulf and I saw dolphins and whales coming up under the Harbor Bridge last week and the fishing is good."

Mr Busfield said the marine industry around the Hauraki Gulf was worth \$1 billion and employed thousands of people.

Primary Industries Minister Nathan Guy said environmental impacts on the Hauraki Gulf and other water bodies in New Zealand have built up over generations, and from many different sources.

"This includes cameras and observers on vessels, GPS, 'move-on' rules, a maximum size limit for commercial logline fishers, and new scientific tagging research that will help confirm snapper population movements."

"As a Government we've introduced the first ever National Policy Statement on Freshwater, with bottom lines for water quality. "We are also investing over \$350 million towards cleaning up historical contamination of our waterways, assisted by many community groups and organizations."

Under pressure

- Snapper stocks marginally improved yet well below target for sustainable management.
- Four more Bryde's whales killed since 2011 due to ship strike and tangling in fishing gear.
- Water quality severely affected by nitrogen leaching - caused by dairy farming on Hauraki Plains - and increased sediment run-off.
- Toxic chemicals and heavy metal concentrations from Auckland estuaries.
- Four new foreign invasive marine species join six serious pests already established.

Source: [New Zealand Herald](#) , 27 Sep 2014

Ice Melt Dilutes Arctic Sea's CO₂ Clean-Up Role

New scientific research confirms that global warming is melting increasingly larger areas of Arctic sea ice – and reducing its vital function of removing CO₂ from the atmosphere. Reports revealed that the thickness and the area of the ice have both been in steady decline, leading to predictions that in a few decades. The Arctic ice cap has just passed its summer minimum – and it's the sixth lowest measure of sea ice recorded since 1978, according to scientists at the US space agency NASA.

For three decades, the shrinking Arctic ice – and the growing area of clear blue water exposed each summer – has been a cause of increasing alarm to climate scientists. Polar seasonal changes are measured annually by NASA, but reliable satellite data goes back only to 1978. For much of the 20th century, the Arctic was part of the Cold War zone, so only Soviet naval icebreakers and US nuclear submarines took consistent measurements – and neither side published the data.

But studies of 17th and 18th century whaling ships' logbooks and other records make it clear that the ice once stretched much further south each summer than it does today. Steady decline in the last 30 years, the thickness and the area of the ice have both been in steady decline, with predictions that in a few decades the Arctic Ocean could be virtually ice-free by September, opening up new sea routes between Asia and Europe.

This year could have been worse, although the area of ice fell to little more than 5 million square kilometres – significantly below the 1981-2010 average of 6.22 million sq km. “The summer started off relatively cool, and lacked the big storms or persistent winds that can break up ice and increase melting,” said Walter Meier, a research scientist at NASA's Goddard Space Flight Centre. “Even with a relatively cool year, the ice is so much thinner than it used to be. It is more susceptible to melting.”

Warming in the Arctic is likely to affect climate patterns in the temperate zones, and the state of the polar ice has become of such concern that researchers are using ground-based and sea-based monitors to explore the physics of the phenomenon. However, there is another reason for the attention: as polar ice diminishes, so does the planet's albino – its ability to reflect sunlight back into space.

Therefore, as the ice shrinks, the seas warm, making it more difficult for new ice to form. In addition, greater exposure to sunlight increases the probability that permafrost will thaw, releasing even more greenhouse gases locked in the frozen soils.

Now researchers have found another and unexpected example of climate feedback that could affect the cycle of warming. Climate scientist Dorte Haubjerg Søgaard, of the Greenland Institute of Natural Resources and the University of Southern Denmark, and research colleagues have discovered that sea ice itself is an agency that removes carbon dioxide from the atmosphere.

That the oceans absorb the stuff, and tuck it away as calcium carbonate or other marine minerals, is old news. “But we also thought that this did not apply to ocean areas covered by ice, because the ice was considered impenetrable,” Søgaard said. “However, new research shows that sea ice in the Arctic draws large amounts of CO₂ from the atmosphere into the ocean.”

Source: [Eco-Business](#) , 29 Sep 2014

Protected Corals Could Be Wiped Out by Deep Sea Mining

Mining phosphate from the seabed of the Chatham Rise would remove a protected coral species crucial to the local ecosystem, an Environmental Protection Agency hearing into a seabed-mining proposal was told this morning.

Benthic expert Professor Les Witling, a marine biologist with extensive experience – to the point of having seven new species named in his honor – was giving

evidence on behalf of the Deep Sea Conservation Coalition , Greenpeace and Kiwis Against Seabed mining to the hearing into Chatham Rock Phosphate's (CRP) application to mine a 5000 sq km area of the Chatham Rise for phosphate.

The company's sediment modeling shows that the mining waste would consist of small particles that, if pumped back into the water, would spread over a wide area. This, Professor Witling said, would create a kind of "soup" where no coral could grow.

The coral, *Goniocorella dumosa*, was a protected species under the Wildlife Act, and "one of the most important structure-forming, and thus habitat-creating, species on the Chatham Rise," he said. It was the dominant coral in the area and was the reason it is a "sensitive environment" under the EEZ Act.

The mining company suggested that artificial 'substrate' like concrete blocks could be placed, but Professor Witling calculated that it would take 164 million concrete blocks to cover only 20 per cent of the mined area, he said, making it prohibitively expensive, and nobody knew if the idea would work at all.

DSCC spokesperson Barry Weber noted that Chatham Rock Phosphate had admitted on Friday that placing these blocks could cost \$20 billion and render the entire project uneconomic.

He also pointed to the international protocols around the effect of another destructive practice – bottom trawling – on these sensitive ecosystems.

"International protocols aimed at avoiding all significant adverse impacts on vulnerable marine ecosystems. Yet this seabed mining proposal would see deliberate targeting of areas containing these vulnerable ecosystems," he said.

Source: [Business. Scoop](#) , 30 Sep 2014