



# MAKING WAVES

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### **Greening the blue: Indian Navy meets energy challenge – Analysis**

- Kapil Narula

The Indian Navy (IN) announced a slew of 'green initiatives' on the eve of World Environment Day, which was celebrated on June 5, 2014. The project is being steered under the guidance of Admiral R.K. Dhowan, Chief of the Naval Staff, who has stressed on the need to implement various measures for protecting the environment in various functional domains of the IN.

The four domains across which these initiatives will be implemented are operations, administration, maintenance and infrastructure & community living. Exhaustive guidelines in the form of an 'Energy Conservation Roadmap' have been drawn up to implement the initiatives and various units and formations of the IN have been directed by the Naval Head Quarters (NHQ) to closely monitor the progress.

Following directives have been issued under the green initiatives:

- (a) Measuring energy consumption level.
- (b) Incorporating energy efficiency from ab-initio stages in all future acquisition and infrastructure projects.
- (c) Identifying Key Result Areas (KRAs) for infrastructure and community living projects such as green buildings, waste recycling, water conservation and harnessing of renewable energy.
- (d) Conducting awareness drives and programmes on energy conservation and environment protection.

While IN's bid to adopt green initiatives is extremely laudable and deserves all appreciation, the issue deserves a closer analysis.

#### *IN's Energy Challenges*

The IN extensively uses petroleum products for operation of its platforms such as ships, submarines and aircrafts. This has resulted in an ever-increasing energy bill for the IN. Extensive use of energy, directly, by combustion of fuel in ships, and indirectly, by use of electricity in maintenance and repair of sea-going vessels also

leads to Green House Gas (GHG) emissions, causing irreversible environmental damage. Diminishing global fossil fuel reserves, sustained increase in the real price of oil along with its accompanying volatility, and India's increased oil import dependency over the last couple of years are other concerns for the IN.

Thus there are three major emerging energy and environmental challenges for the IN:

- (a) The ever increasing energy bill
- (b) The environmental aspects of unrestricted energy usage and
- (c) The growing risk associated with fossil fuel dependence

While the initiatives were adopted under the umbrella term of 'green initiatives', the intention is clearly to address environmental as well as energy challenges. Hence IN has rightly linked environmental concerns with the root cause of the problem, which is excessive and sub-optimal energy usage and proposes to tackle both issues together. This is also evident in the press release which stated that "there is a compelling need to optimally utilize energy resources while ensuring that each rupee is stretched to the maximum".

#### *Response strategies*

Energy Conservation, Energy Efficiency and Renewable Energy (RE) are the three triads, which can support the transition to a green IN. While Energy Conservation can be implemented by behavioural and managerial changes, Energy Efficiency is the cheapest, fastest and the surest way to address energy and environmental concerns. Increasing generation of RE at various distributed locations and integrating it with the electricity grid in the regions endowed with alternative energy resources is also a viable solution.

This idea has also gained traction due to the falling costs of solar power, which has led to an exponential increase in the installed capacity of solar Photovoltaic (PV) plants in the last couple of years. The above three aspects can, therefore, be applied in various domains in the IN, according to the degree of ease of implementation and availability of technical expertise after carrying out a cost-benefit analysis.

'We cannot reduce what we cannot measure'. Hence, the first step towards reducing energy use is to measure energy consumption. This aspect has received specific attention in the present proposal, and a framework to measure energy consumption levels has been initiated, based on which future energy reduction goals would be identified. Although measuring energy use in various facets of operations in the IN is a time-consuming task, which is cost intensive, recording energy usage over time is essential to benchmark energy consumption. This is more so as most of the

operations in the IN are tailor made and do not have one to one correspondence in the commercial industry. Notwithstanding the initial hurdles, once the right technology is in place to monitor energy consumption, the task of recording energy use becomes automatic and yields a large amount of data, which can be analysed both online and offline for implementing an energy management programme effectively.

Energy efficiency, which is driven by advances in technology, is also called as the fifth fuel after coal, oil, natural gas and renewable energy. Energy efficiency is therefore the cornerstone of any energy reduction programme. Energy efficiency can be achieved onboard ships by hydrodynamic ship design, incorporating energy efficiency in the design of main propulsion system, selecting optimal sized engines/generators and efficient auxiliary systems such as air conditioning/refrigeration systems onboard ships.

In fact, energy efficiency standards are now mandatory in commercial shipping, which includes adoption of Energy Efficiency Design Index (EEDI) (which is applicable to new ships) and the Ship Energy Efficiency Management Plan (SEEMP) (applicable to all ships). Both these measures have been enforced from Jan 1, 2013.

There will also be the 'low hanging fruits', such as use of energy efficient lighting, installation of automatic power factor correctors, managing peak loads in industrial establishments etc. which can be implemented at low cost without much effort. These fruits need to be harvested first, as they have short payback time and will reap rich dividends over their entire lifetime. Success in these programmes will also help in streamlining the administrative processes and will impart momentum to implement the remainder of the programme.

#### *Lessons from US Navy*

The US Department of the Navy (DON) has realised that energy is critical for its success and they have taken a lead in energy reforms by adopting a well-defined energy strategy. The DON in its 'Operational Energy Strategy' has set aggressive goals to reduce the amount of energy needed for military operations, expand the portfolio of available energy options (from fossil fuels to RE) and ensure their timely delivery via a reliable electricity grid.

In line with this strategy, the US navy has set a goal to deploy the 21st-century 'Great Green Fleet' by 2016. The US Navy has also set a target of generating 25 percent of all electricity used by US military installations from RE by 2025. To meet these goals, an organisational structure with clear responsibilities and earmarked funding has been put in place. Apart from this, the DON has an energy programme which ensures energy-efficient acquisition, energy management (governance,

planning, programming, budgeting) and technology development, implements behavioural changes (training, awards and incentives) and forges strategic partnerships with industry and research organisations. The multifaceted approach adopted by the US Navy is noteworthy and is a right example for all growing navies of the world.

### *Way Ahead*

Cost savings, increasing the strategic reach of sea-going platforms (as opposed to mid-sea refuelling), increased operational efficiency, demonstrating environmental stewardship, and developing a robust and resilient energy architecture are few benefits that will accrue to the IN by adopting the 'Green Initiatives'. While the framework is in place, a lot depends on how effectively these steps will be implemented in the near term. Although energy accounting and accurate monitoring is the key to the success of the programme, capacity building and allocation of financial resources from the existing budget of the IN remains a key challenge, which needs to be addressed for demonstrating long-term commitment to the programme.

Though a beginning has been made, the next logical step for the IN is to adopt an integrated energy policy. As defined by the Government of India, the policy "covers all sources of energy and addresses various aspects of energy supply and usage including security of supply, ...energy pricing, as well as energy efficiency and environmental concerns". Such an approach will provide an overarching framework under which, various interrelated energy and environmental issues can be addressed in the future.

### *Conclusion*

Energy is a precious commodity and a key enabler of military combat power, which should, therefore, be considered a strategic resource by the IN. Hence, it is crucial that the risks associated with energy supply disruption should be mitigated by effectively managing supply and demand of energy. IN's bid to adopt green initiatives is laudable and deserves appreciation. All measures implemented as 'green initiatives' will go a long way in reducing the carbon footprint of the IN.

This landmark step clearly signifies that the IN is preparing to tackle energy and environmental challenges head on, and is on the right path to transition into a navy that is energy conscious and environmentally responsible.

Source: [eurasiareview](#), 3<sup>rd</sup> August 2014

## **A bold maritime strategy for Taiwan**

- Patrick Cronin

Taiwan's future security hinges on developing a new maritime strategy of active diplomacy and asymmetric defense. Although President Ma Ying-jeou has initiated creative peace proposals amid rising maritime tensions in Asia, Taiwan's voice has largely been ignored. Meanwhile, China's increasing military modernization and assertiveness in the East and South China Seas is widening an already unfavorable military balance of power across the Taiwan Strait.

President Ma deserves greater recognition for easing cross-Strait tensions. The normalization of ties with the Mainland has been pursued through more than a score of agreements as well as implementation of the so-called "three links" of direct air, sea and postal services. But normalization has produced unintended effects for the region. In particular, the relatively low profile of the cross-Strait issue in recent years has enabled China to focus on consolidating power in its near seas.

Common sense calls for effective confidence-building measures to dampen nationalist zeal and reduce the escalatory potential of incidents at sea. Unfortunately, China has been singularly reluctant to adopt mutually agreeable and enforceable rules for good order at sea. Instead, it has deployed risky tactics to incrementally enhance its influence over its near seas.

In the East China Sea, Beijing has shelved a crisis prevention mechanism with Japan while persistently pursuing provocative maritime and air patrols. In the South China Sea, the Mainland has studiously avoided enacting a binding Code of Conduct even while it has, among other things, effectively dislodged the Philippine Coast Guard from Scarborough Reef and, until last month, had unilaterally deployed and aggressively defended an oil rig in disputed waters with Vietnam.

If China truly wanted to win the hearts and minds of its maritime neighbors, it would pursue a rules-based approach to finding a peaceful resolution of disputes. It could take East China Sea claims to the International Court of Justice. It could join the Philippines in its arbitration case before the International Tribunal on the Law of the Sea. And it could set up real hotlines and accede to a binding Code of Conduct.

Because China is not likely to alter its opposition to binding rules or its penchant for maritime coercion, there is a need and an opportunity to elevate Taiwan's voice and ideas for preventing conflict in the East and South China Seas.

As regional foreign ministers descend on the capital of Myanmar on August 10<sup>th</sup> for the Association of Southeast Asian Nations (ASEAN) Regional Forum, President Ma should unilaterally announce a bold new maritime strategy.

On the diplomatic side, President Ma should redefine Taiwan's maritime claims, not on the basis of historical rights but on the basis of contemporary international law. He should clarify that the vague nine-dashed line should be defined around land features consistent with the United Nations Convention on the Law of the Sea. Under this proposal President Ma would not concede or alter Taiwan's claim to sovereignty, but simply recognize that any claim will have to be consistent with modern international law.

Likewise, President Ma should also courageously announce a moratorium on infrastructure development of Itu Aba in the Spratly Islands. This would align Taiwan behind the recent U.S. call for a freeze on new infrastructure, which could catalyze ASEAN support for trying to preserve regional order. After all, there is no military threat to Itu Aba, and there are many other higher defense priorities facing Taiwan.

Through these diplomatic moves, Taiwan's voice can be lifted to reverse the deteriorating maritime security environment. President Ma would also be able to build on Taiwan's goodwill with both the Mainland and Japan. Further, a constructive role could enlarge Taiwan's political space.

If the recent Sunflower movement can be reduced to a single common goal, surely it is that the people of Taiwan want to be able to look forward to the future with confidence. This requires adequate defense and an abiding commitment to a rules-based system.

This is why Taiwan must continue to demonstrate a strong commitment to its own defense. As China's PLA modernizes and its budget grows, Taiwan must adopt a new asymmetric defense strategy that exploits the Mainland's vulnerabilities. Those weaknesses would be exposed should it try to invade Taiwan. Stealthy, mobile, survivable systems, and not the big-ticket defense items that have marked past defense policy, can help make Taiwan un-invadable.

Yet as PLA defense spending has more than tripled over the past decade, Taiwan's has remained stagnant. Taiwan will need to spend more on defense. This is especially true of an all-volunteer force, even one reduced in size, because of dramatic increases in personnel costs. This is yet another reason to reprogram the \$100 million set aside for infrastructure on Itu Aba.

As a trading nation like the United States, Taiwan's best long-term safeguard for its security will be to help support a regional and international system based on the rule of law. America will remain closely aligned with this Taiwan. Thus, bold diplomatic moves coupled with strategic defense spending can best ensure Taiwan's long-term security.

Source: [warontherocks](http://warontherocks.com), 4<sup>th</sup> August 2014

### **BRICS: The Oceanic Connections – Analysis**

-Vijay Sakhuja

At the 6th summit at Fortaleza in Brazil, the BRICS (Brazil, Russia, India, China and South Africa) countries announced a seed capital of US\$50 billion and US\$100 billion Contingent Reserve Arrangement (CRA) for the New Development Bank which would support infrastructure and development projects of the developing world. This has attracted international attention and has been labelled as an attempt by the 'emerging economies' to challenge the well-established global financial institutions such as the World Bank and International Monetary Fund (IMF) which are 'controlled' by the developed world.

These emerging economies are coastal states and the constants of geography endow them with enormous economic muscle. The Exclusive Economic Zones provide them with enormous quantities of living and non-living resources and the long coastlines are dotted with major ports. They have invested enormous capital to build maritime infrastructure and some of them are keen to support global projects such as the Maritime Silk Route mooted by China and the development of the Northern Sea Route (NSR) through the Arctic by Russia. In essence, the BRICS countries are highly dependent on the seas and are connected with each other through the Atlantic, Pacific, Indian and the Arctic Oceans over which more than 90 per cent of global trade by volume is transported.

Maritime security has been high on the agenda of the BRICS nations and the respective leaders have supported cooperative security structures based on the belief that the benefits of cooperation must be enjoyed by the whole maritime community. Significantly, four of the five BRICS countries have been actively engaged in counter-piracy operations in the Gulf of Aden. They have worked closely to support UN resolutions and cooperated with other nations at bilateral and multilateral levels to fight piracy. However, they have not explored the possibility of operating under the BRICS banner. This does not preclude them from conceptualising programmes and exercises to respond to myriad maritime asymmetric threats and challenges faced by the international community. It will be useful to mention that India, Brazil and South Africa (IBSA) are already engaged in

trilateral maritime cooperation and have held exercises to address issues relating to maritime security. Such an arrangement can also be explored for the BRICS nations.

Geographically, the BRICS countries are located in different continents, yet have common interests in the Polar Regions i.e. the Arctic and the Antarctic. Till very recently, these nations had focused on scientific studies and established research stations in the Polar Regions. They have now expanded their interests to include resources and trade through the NSR. Among these, Russia is an Arctic country and climate-induced changes in the region directly affect it. Its other interests include routes through the Arctic which are navigable during summer months and offshore living and non-living resources particularly oil and gas which can now be exploited. China and India too have interests in the Arctic and have recently been inducted into the Arctic Council. Both countries have set up research stations to study climate, weather, geology and atmospheric sciences and are looking for opportunities to exploit the resources in the region. Brazil and South Africa have interests in Antarctica and send scientific expeditions to the region. Given the transnational and transoceanic nature of the impact of changes in the Polar Regions, BRICS countries are important stakeholders in any discourse, development and policy formulation for the Arctic and Antarctica. The BRICS countries are parties to the Antarctic Treaty Consultative Meeting (ATCM) and could develop common research programmes for the Polar Regions, undertake joint scientific expeditions, and share data.

One of the significant maritime projects currently under development by the BRICS countries involves the fiber optic cable from the Pacific to the Atlantic through the Indian Ocean. This 34,000 km long and 12.8 terabit capacity network, the third longest underwater cable in the world, connects Vladivostok in Russia, Shantou in China, Chennai in India, Cape Town in South Africa and Fortaleza in Brazil. This will help the BRICS to develop an exclusive and secure intranet and transact critical financial and security data. Apparently, the cable is meant to circumvent attempts to eavesdrop on the digital data sent through networks owned by IT companies which are alleged to have supplied information/records to the National Security Agency (NSA) of the US. It is important to mention that underwater cables are not free from the dangers of data interception and theft and the US possesses capabilities to undertake such covert operations.

In essence, the maritime domain offers the BRICS countries opportunities to develop common understanding on a host of issues that range from sustainable resource development, trade, safety and security of sea lanes, and ocean governance. These issues can potentially foster mutual trust and cooperation among the BRICS partners and contribute to global security.

Source: [eurasiareview](#), 4<sup>th</sup> August 2014

## **Russia becomes world leader in the supply of naval armaments**

- Dmitry Litovkin

Even as India has delayed announcing the results of a tender to supply the Indian Navy with non-nuclear submarines, Delhi has approached Moscow regarding the sale of two of Russia's newest Amur class submarines. Defence News noted this was done to circumvent a strict requirement of Indian law that any military procurement be conducted solely on the basis of a tender. According to the British website, India would only be able to take this step if she needed to procure such technology at very short notice.

### *Russia is helping the Indian Navy*

The Indian Navy is planning to procure six new submarines under Project 75I. The programme to supply these vessels has for a number of reasons fallen more than four years behind schedule. It is envisaged that the first of six submarines will be accepted into service this year. According to Indian expert and retired Captain Shyam Kumar Singh, the delays with Project 75I coupled with delays in delivery of the Scorpène submarines have led to a reduction in the Indian Navy's submarine fleet to an almost critical level.

In Captain Singh's opinion, it is this shortage that has led to the start of direct talks with Russia. He believes that even if a tender were announced in the near future, it would take more than 10 years for the first of these submarines to be delivered. That is to say by that time not only would the submarines have been manufactured to obsolete specifications, but they would be fitted with ineffective naval weapons systems. In this case Russia is the only country capable not only of supplying submarines quickly, but of taking into account the customer's requirements for the latest weaponry within the context of their own armed forces.

### *The importance of modularity*

In recent years Moscow has emerged among the global leaders in terms of supplying naval military technology and occupies 27 percent of the global market. According to President Vladimir Putin, the share of naval technology in the export portfolio of the state corporation Rosoboronexport is 15 percent. The order portfolio for the supply of Russian armament reached \$50 billion. Around 400 Russian built ships and submarines are in service with the armed forces of 27 countries around the world.

The popularity of Russian naval military technology lies in its comparatively low cost and its extremely high combat effectiveness says Ruslan Pukhov, Head of the Centre for Political Research (TsentrAST). Apart from that Russia is currently implementing a large-scale programme to modernise its own fleet. Billions of roubles have been invested in modernising production, as a result of which Russian yards have not only increased the rate at which military vessels are launched, but their quality has also improved considerably.

Another significant aspect to the shipbuilding programme is that Russian Design Bureaus are offering both Russian naval personnel and those from overseas, ships and submarines manufactured according to a modular principle. These 'modules' are like 'Lego' building blocks with which a customer can put a military vessel together independently according to their specific requirements, integrating the weapons systems into its design.

#### *Optional extras*

Large anti-submarine vessels such as the 11356, 11541 and the Gepard 3.9 (cheetah) designs, as well as the 20382 Tigr (tiger) corvettes, for which the hull and superstructure are manufactured using 'stealth' technology, as well as the small 12300 Skorpion (scorpion) and 20970 Katran (dogfish) missile launches serve as examples of this. They are completely different vessels in terms of displacement, class and also in the combat roles that they perform. They may however have weapons systems in common.

This is also the case when it comes to the state of the art Russian anti-ship cruise missiles, the Klub-S for submarines and Klub-N for surface ships. There is also a Klub-M a coastal version of this missile, which apart from anything else can be hidden in an everyday ship container.

This means that any dry cargo ship can be turned into a military strike vessel. The Klub missile systems are designed to strike surface ships, submarines and coastal assets under intensive fire and radio-electronic interference. They include the ZM-54E cruise missiles with a detachable supersonic warhead, which is capable of developing a speed of Mach 3.0 in its final stage, and overcome the air defence systems on practically any surface vessel. Another example is the 91RE1 system, which delivers a high-speed self-guiding torpedo with a range of 40-50 km designed to strike any submarine. The ZM-14E cruise missile designed to strike ground targets is capable of destroying any coastal assets within its range.

The Klub-S system is fitted to Russia's newest Amur class submarines. At the behest of the customer the vessel can be fitted with the more powerful Russo-Indian BrahMos cruise missiles. The 'modularity' or as the automobile manufacturer would say optional extras in the design of a ship allow even a nation of modest means to

procure a vessel, which is capable of posing a serious threat even to a larger and more powerful carrier force.

Source: [in.rbth](http://in.rbth), 8<sup>th</sup> August 2014

### **Bangladesh's Sonadia port dilemma: Is the US Navy the answer?**

- Sheikh Rahman

Bangladesh faces a tough challenge in going ahead with plans to set up a deep seaport at Sonadia due to various implications for both national security and regional stability. The naval strategies of China, India, and the United States are on a collision course, as all three naval powers are vying for a strategic presence in the Bay of Bengal. A presence in the Bay is aimed at furthering the strategic objectives of these external powers in the Indian Ocean and the Pacific, including the positioning and counter-positioning of naval fleets, establishing naval bases and surveillance stations, and ensuring accessibility to key ports via joint naval exercises.

The government of Bangladesh recently put off deciding on signing a Memorandum of Understanding (MOU) with the Chinese for the construction of the Sonadia port. This delay in signing off on the contract reflects heightened perceptions of strategic and security risks of late, mainly stemming from the potential strategic use of the Sonadia port by an external power, which could cause serious ripples in Bangladesh's national security outlook. The awarding of a deep seaport would have serious consequences in terms of Bangladesh's role in the region, and maybe even globally. Any rash and uncalculated decision on the Sonadia port by the government could undermine national security and regional stability. Ongoing bilateral economic and security cooperation between Bangladesh and China, India, and the United States also risks being adversely affected unless the port is awarded to a neutral third party.

China has evidently gained the confidence of the leadership in Dhaka with prospects of closer economic and defense cooperation, culminating in the announcement of a strategic partnership. However, the momentum of this growing relationship between Dhaka and Beijing suddenly 'stalled' due to this recent decision to defer the signing of the MOU on the port, which was supposed to be signed during the recent visit of the prime minister to Beijing but was dropped from the agenda at the very last moment, putting the two countries' bilateral relations in serious jeopardy.

Chinese delegates have offered a total of \$5B for the construction of the Sonadia port. They have expressed an interest in financing, designing, and building the facility, along with being involved in the ongoing operations and maintenance of the port once construction is complete. The main point of disagreement that arose during

negotiations with the Bangladesh government revolved around Chinese insistence on retaining the right to 'design the facility.' Design of the facility by the Chinese would allow them to control the scope, which could mean future upgrades for strategic use of the Sonadia port via the installation of surveillance equipment and berths for navy warships. A Chinese naval presence at Sonadia would counterpoise the Indian Naval Headquarters of the Eastern Command at Vishakapatnam and pose a threat to regional stability. The China threat is thought to be one of the top priorities of the Modi Government. On his first foreign excursion to Bhutan, Prime Minister Modi entered into an agreement with the Himalayan Kingdom that neither of the neighbors will allow their territories to be used for any purposes inimical to the other – a means of preventing any inroads from the Chinese into the South Asia region. Therefore it is extremely unlikely that India would react favorably to any request from Bangladesh to allow the Chinese entry into the Bay of Bengal.

A Chinese naval presence in the Bay would also go against the national interests of Bangladesh. External trade through the port of Chittagong and the exploration and production of oil and gas from the deep sea blocks in the Bay of Bengal will be halted in the event of an outbreak of hostilities between rival powers. Allowing the PLA Navy access to the Bay of Bengal would also go against the principle of 'friendship to all, malice to none' by allowing the use of Bangladeshi territory in a way that is 'inimical to India.'

The decision not to sign the MOU has disappointed the Chinese side, and it risks producing resentment that could result in the withdrawal of China's pledges of economic and security assistance. This would effectively deprive Bangladesh of the option of playing the 'China card,' which would force it back under the Indian umbrella. Since Bangladesh has desperately tried to keep out of complete surrender to the whims of its neighboring power, perhaps a partnership with the United States may be the only viable alternative. At present, the Pacific Command of the US Navy and the Bangladesh navy are holding joint naval exercises in the Bay of Bengal. Under President Obama's Asia 'pivot' policy, the US Navy plans to relocate about 60 percent of its naval assets to the region. This would allow the United States to use the Bay of Bengal as a second theater in containing Chinese expansion beyond Myanmar. To this end, access to the Chittagong port and the Bay of Bengal would provide an excellent strategic fit for the US Navy.

A convergence of interests between a global superpower and a smaller emergent economy in South Asia could make for a mutually beneficial security partnership. US naval ships operating in the Pacific and the Indian Ocean would find it convenient to use the port facilities in Chittagong for repair and refurbishment, in addition to the possible policing of the Bay of Bengal. Assurances from the United States with respect to Bangladesh's security dilemma could come after the Hasina regime demonstrates its willingness to reconcile with the opposition and bolster the country's democratic credentials.

The US Navy would be perfect for the role of a balancer in the Bay of Bengal, fending off the dangers of Chinese expansionism and Indian dominance. Bangladesh can accept any one of a range of other offers for financing a deep seaport on the Bay of Bengal, whether from the Norwegians, the United Arab Emirates (UAE), Japan, and/or a consortium from Europe. And any option for the strategic use of a commercial hub at Sonadia should be off the table on the grounds of national security.

Source: geopolitical monitor, 13<sup>th</sup> August 2014



### **Japan's increased defence posture is a welcome change that strengthens the U.S. alliance and security**

Japan's new program to allow its self-defense forces to take on greater responsibility is being debated in Japan, but it is fully supported by the United States, and for good reason. An increased Japanese defense posture greatly strengthens security and the prospects for peace in the Asia-Pacific region.

The U.S.-Japan alliance has long been the cornerstone of our defense policy for Asia, but Japan's role has been constrained by post-World War II constitutional requirements. This has meant, for example, that even if a United States Navy ship were under attack and a ship of Japan's navy, the Japan Maritime Self-Defense Force, sailed nearby, the Japanese ship could not assist.

Prime Minister Shinzo Abe's cabinet recently adopted a resolution that allows such assistance, authorizing collective self-defense and aid to a friendly country under attack. Japan's parliament still must approve the change.

U.S. forces, particularly the Navy's Seventh Fleet headquartered in Yokosuka, will be prime beneficiaries of a new Japanese defense policy, this at a time when our special relationship with Japan grows even more crucial.

North Korea continues to rattle its nuclear-tipped missiles, and the defense of the Korean peninsula is a major assignment of the Seventh Fleet. China encroaches on its maritime neighbors. Congress squeezes the U.S. defense budget.

What most Americans don't realize is that Japan and the United States already share much of the same military burden. U.S. troops, planes and ships defend Japan, but Japan contributes significantly in support of our military, to the tune of \$2 billion a year. Our Navy ships are constantly deployed throughout the region from rent-free Japanese ports and bases, and they are supported directly by skilled Japanese workers who help maintain bases and shipyard operations.

Without Japan's support, the United States simply would not be able to afford our Navy in the numbers and quality of ships that we enjoy today.

Now Japan will be able to do more, in its own defense, assisting its allies, and contributing to greater security and peace in Asia. Our officials are working on revisions to the 1997 military cooperation guidelines to produce "a more robust Alliance and greater shared responsibilities," according to a joint announcement by Japan and the U.S. last October.

With the historic change from restricted self-defense to the norm of other countries, Japan's defense forces will be able to assist an American Navy ship that comes under attack outside Japan's coastal waters. Japanese minesweepers will be able to enter regional waters to assist U.S. forces operating there. Japan's advanced technology can be integrated with the U.S. military and used to shoot down a ballistic missile directed at U.S. forces or ships, as well as Japanese population centers or defense forces.

Beyond military coordination, more defense responsibilities for Japan also mean a greater ability to form coalitions with neighboring countries that can deter aggression.

The United States, particularly our military and especially our Navy, is fortunate to have Japan as a partner in the Asia Pacific, where our alliance has stood for more than 50 years as a bulwark of stability and peace.

Japan's defense forces will now have the flexibility to realize the full potential of this robust alliance with the United States. Not only both our countries but the entire world will benefit, and prospects for enduring peace will be significantly increased.

Source: [Huffington Post](#), 1<sup>st</sup> August 2014

### **U.S, Indian Navy and JMSDF leaders discuss Malabar success during conference aboard John S. McCain**

WATERS EAST OF OKINAWA (NNS) -- Senior leaders from the U.S. and Indian navies, and Japan Maritime Self-Defense Force (JMSDF), met aboard Arleigh-Burke class guided-missile destroyer USS John S. McCain (DDG 56) July 29 during Malabar 2014.

Malabar 2014 is a U.S. Navy, Indian Navy, and Japan Maritime Self-Defense Force trilateral naval field training exercise aimed to improve our collective maritime relationship and increase understanding in multinational operations.

Indian Navy Rear Adm. Atul Kumar Jain, flag officer commanding Eastern Fleet, Japan Maritime Self-Defense Force Rear Adm. Hidetoshi Iwasaki, commander, Escort Flotilla 2, Capt. Shan M. Byrne, commander, Destroyer Squadron (DESRON) 15 and Cmdr. Chase Sargeant, commanding officer of John S. McCain came together to discuss the exercise.

"Today was the third in a series of senior commander meetings during Malabar, where we have had the opportunity to visit each other's ships, see their capabilities, and coordinate for the exercise," said Byrne. "We've built some close friendships between JMSDF and the Indian navy. Malabar is a long-standing exercise that has,

and will continue to be a crucial contributor to the interoperability of the 7th fleet and its allies."

In its 12th year, Malabar continues its mission to build relations and maritime strategy between the U.S. Navy and its partners in the Indo-Asia Pacific region, while contributing to the freedom of navigation, over-flight, and lawful commerce of the sea.

According to Sargeant, this year's Malabar has been considered a great success with exercises such as helicopter cross-deck landings, visit, board, search and seizure (VBSS) drills, replenishments at sea, submarine familiarization and a large scale photo operation all having been completed with nearly flawless precision.

"This ship's participation in Malabar has been extremely rewarding, not only as a training exercise, but also as a cultural experience," said Sargeant. "I've found that Sailors of the U.S. Navy, Indian Navy, and Japan Maritime Self-Defense Force share the quality of perseverance. Malabar 2014 has been an overwhelming success, and we look forward to the opportunity to again work side by side with these two great naval nations."

John S. McCain is on patrol with the George Washington Carrier Strike Group in the 7th Fleet area of responsibility supporting security and stability in the Indo-Asia-Pacific region.

Source: [navy.mil](http://navy.mil), 1<sup>st</sup> August 2014

### **Coast Guard gets fast patrol vessel 'Amal'**

PANAJI: Officers of the Indian Coast Guard, Goa region received a fast patrol vessel ICGS 'Amal' at Mormugao Port Trust's 'Breakwater Berth' on Thursday morning.

Designed and built at the Cochin shipyard (CSL), ICGS 'Amal' is the Coast Guard's first brand new vessel in Goa. The 50m long vessel is the 7th in the series of 20 fast patrol vessels being constructed for the Coast Guard by CSL and was inducted into the force on July 18.

Source: [TOI](http://TOI), 1<sup>st</sup> August 2014

### **Japan to Help Vietnam Enhance its Maritime Enforcement Capability**

HANOI--Japan said Friday it would help Vietnam improve its maritime law enforcement capability, at a time when both countries are involved in disputes at sea

with China."I hope that this support will contribute to the enhancement of Vietnam's maritime law enforcement capability," Mr. Kishida said.

The two diplomats also stressed the importance of maintaining peace and stability in the South China Sea and the East China Sea, and agreed to boost economic and education cooperation between the two countries.

China in May deployed an oil rig in waters offshore Vietnam, leading to tense encounters between Vietnamese and Chinese vessels and triggering deadly riots in Vietnam. The drilling rig was moved out of the contested area last month.

Source: [Nasdaq](#), 1<sup>st</sup> August 2014

### **Indian Navy gets facility for uninterrupted communication with submarines**

To establish uninterrupted communication with its deployed ships, especially submarines, the Navy has operationalised a facility at Tirunelveli in Tamil Nadu which will help it to remain in touch with its strategic vessels across its areas of interest.

"Navy Chief Admiral RK Dhowan inaugurated a new state-of- the-art 'Very Low Frequency' (VLF) transmitting station at INS Kattaboman in Tirunelveli which would provide a boost to the Navys ability to communicate with deployed ships and submarines on an uninterrupted basis throughout the year," a Navy release said here on Thursday.

"India is among a handful of nations in the world that have such a capability. VLF radio waves are used for communicating with submarines that are underwater," it said.

India has only one nuclear submarine 'INS Chakra', which has been leased from Russia, in its fleet. It is planning to induct the indigenously-developed and built INS Arihant in the near future.It has also plans of building more than three nuclear submarines of the Arihant Class in the next few years.

"Being a Navy that deploys globally to represent and protect Indian national interests, the service has an elaborate communication infrastructure, including modern satellite communication facilities, to link and network its deployed units with their home bases and command and control centres," the Navy said.

The new facility has been constructed by Indian private sector firm L&T and boasts of the highest mast structures in the country.

Source: [Brahmand](#), 1<sup>st</sup>August 2014

## **China confirms new generation long-range missiles**

China has acknowledged the existence of a new intercontinental ballistic missile said to be capable of carrying multiple nuclear warheads as far as the United States, state-run media reported Friday.

A government environmental monitoring centre in Shaanxi said on its website that a military facility in the province was developing Dongfeng-41 (DF-41) missiles, the Global Times reported.

The DF-41 is designed to have a range of 12,000 kilometres (7,500 miles), according to a report by Jane's Strategic Weapon Systems, putting it among the world's longest-range missiles.

It is "possibly capable of carrying multiple independently targetable re-entry vehicles", the US Defense Department said in a report in June, referring to a payload of several nuclear warheads. China's military is highly secretive, and the Global Times said it had not previously acknowledged the existence of the DF-41.

The original government web post appeared to have been deleted on Friday, but the newspaper posted a screengrab.

It also quoted a Chinese military analyst as saying: "As the US continues to strengthen its missile defence system, developing third generation nuclear weapons capable of carrying multiple warheads is the trend."

China's defence ministry in January responded to reports that it had tested a hypersonic missile delivery vehicle by saying that any military experiments were "not targeted at any country and at any specific goals".

It made the same response last December when asked about reports that it had tested the DF-41. Tensions between Washington and Beijing have risen in recent months over territorial disputes with US allies in the East and South China Seas, and cyber-hacking.

Beijing has boosted its military spending by double digit amounts for several years as it seeks to modernise its armed forces, and now has the world's second biggest military outlays after the US. Chinese President Xi Jinping said last month that any confrontation between the two powers "will surely spell disaster for both countries and for the world".

China's previous longest range missile was the DF-5A, which can carry a single warhead as far as 12,000 km, according to Jane's. The DF-5A had its first test flight in 1971, and has to be fuelled for around two hours prior to firing, limiting its effectiveness as a weapon, according to analysts.

Source: [Global Post](#), 1<sup>st</sup> August 2014

### **Joint drills boost Chinese navy**

Missile destroyer CNS Harbin conducts live fire exercises during a naval drill this year. The Chinese Navy has been striving to hone its combat capability through joint drills and rigorous training since the start of the year. During Joint Sea 2014, conducted in late May in the East China Sea, the Chinese and Russian navies strengthened their cooperation and capabilities in maritime operations.

During the weeklong exercise, 14 ships, two submarines and nine fixed-wing aircraft from the two navies practiced tactical maneuvers including air defense, an anti-ship attack, anti-submarine combat and rescuing hijacked vessels.

This exercise was the third of its kind and followed joint drills off the coast of Russia's Far East in July 2013 and the Yellow Sea in April 2012. Compared with the previous two exercises, Vice-Admiral Tian Zhong, deputy commander of the People's Liberation Army navy, said this year's drill featured a more realistic combat environment and higher integration in communication.

In July, the Chinese navy sent a fleet to take part in the US-led Pacific Rim joint exercises off Hawaii. The fleet of four ships, including the missile destroyer Haikou and missile frigate Yueyang, is the second largest in the drill, following that of the US Navy.

The Chinese vessels have taken part in a series of events during the world's largest international maritime exercise, including gun-firing, maritime security operations, surface warship maneuvers and humanitarian rescue and disaster relief.

The PLA Navy has also organized several major patrol and training operations over the past seven months, sending ships and submarines to the South China Sea, western Pacific Ocean and eastern Indian Ocean to test its combat capabilities.

Source: [ecns.cn](http://ecns.cn), 1<sup>st</sup> August 2014

### **RIMPAC inspires Beijing to establish joint East China Sea command centre**

Chinese vessels that joined the Rim of the Pacific Exercise (RIMPAC) this year have docked at Pearl Harbor after the world's largest naval exercise was concluded on July 30 in Hawaii, and the spokesperson for China's Ministry of Defense Geng Yansheng said that China plans to establish a collaborative command center in the East China Sea in response to the changes that its participation signifies.

A 13-ship fleet was formed by naval forces from countries, such as China, the United States, France, Brunei and Mexico.

After the 22-day military drill was launched on July 9, the fleet conducted over ten collaborative maritime missions, including sea blockade task execution, firings with main guns, exchange of military medical know-how, underway replenishment, helicopter landings on the vessels of other countries, maritime search and rescue missions, anti-piracy operations and naval diving.

The China's People's Liberation Army Navy had a fruitful experience after conducting exchanges and cooperating with the naval forces of other countries.

The closing ceremony for RIMPAC 2014 is scheduled to be held on Aug. 1 in Hawaii. The four ships that China sent for the naval training exercises are set to leave Pearl Harbor on July 4 and three of them will visit San Diego, while the Type 920 Hospital Ship is heading to Tonga, Fiji, Vanuatu and Papua New Guinea to provide medical services.

China sent out advanced vessels that are only second to those sent by the US Navy among the 23 participating countries in the RIMPAC exercises.

China's participation signalled that the PLA Navy is no longer a force that is only capable of conducting military activities in offshore waters and that it is now a combat fleet that will be able to effectively support China's allies.

Even though the total displacement of the PLA Navy still lags behind that of the US Navy, its forces have improved substantially over recent years.

Source: [wantchinatimes](http://www.wantchinatimes.com), 3<sup>rd</sup> August 2014

### **Chinese firm signs \$478.9 million Kenya Lamu port deal**

NAIROBI, KENYA—A Chinese firm has signed a \$478.9 million deal to construct three berths at Kenyan Indian Ocean port of Lamu, the Kenyan president's office said in a statement late on Friday. The project is part of the Lamu Port South Sudan Ethiopia Transport, or LAPSSET, corridor and at completion, the port will have 32 berths, the statement said.

The contract was signed by the Kenya Ports Authority and China Communication Construction Company, and witnessed by President Uhuru Kenyatta, setting the stage for the construction work to start in September.

The signing comes a day after Presidents Kenyatta, Yoweri Museveni of Uganda and Salva Kiir of South Sudan, and Ethiopia's Prime Minister Hailemariam Desalegn met in Nairobi to discuss joint financing options for the \$24 billion transport corridor project, the statement said.

“LAPSSET projects encompass other infrastructure components and facilities, including roads, railway, airports, oil refineries, oil pipeline, fibre optic cable and high grand falls,” Mr. Kenyatta said. “All these components are intended to be implemented as a package that will result in the development of an integrated transport and economic corridor.”

Kenya is likely to play a key role in the emerging East Africa oil and gas industry with a new export terminal at Lamu and a crude oil pipeline enabling oil exports to Asia beginning 2017, a recent Ecobank Research report says.

“In the light of Kenya’s recent discoveries of mineral resources such as oil, coal and gas, the need for the Lamu Port and the corridor cannot be gainsaid,” Mr. Kenyatta said. “Our country must develop the additional transport and infrastructure capacity to harness the immense mineral wealth that our country is now discovering.”

Source: [WSJ](#), 3<sup>rd</sup> August 2014

### **US Navy F/A-18s to use Exelis’ electronic warfare technology**

The US Navy has taken delivery of the first nine next-generation electronic self-protection systems from Exelis for integration into F/A-18 fighters. The delivery includes ALQ-214(V) 4/5, which can now be integrated on F/A-18E/F Super Hornets and F/A-18C/D Hornets.

The ALQ-214(V) 4/5 is the latest version of the onboard jammer subsystem in the integrated defensive electronic countermeasures (IDECM) suite. Being delivered as part of a \$91m deal signed in May with the US Navy, the subsystem will help aircrew in competing environments to address anti-access and area-denial challenges.

In addition, the new system is aimed at assuring that both F/A-18E/F Super Hornets and F/A-18C/D Hornets, together with their crews, are safe from the latest, dynamic radio frequency threats.

Exelis integrated electronic warfare systems business area vice-president and general manager Joe Rambala said: "With enhanced software programmability and reduced size and weight, our latest system ensures that naval aviators stay ahead of emerging electronic threats.

"Exelis has helped advance the navy's electronic warfare mission for more than 16 years, and this milestone extends our record to 198 months of on-time delivery to the IDECM programme."

Manufactured at the Exelis Electronic Systems (ES) facility in Clifton, New Jersey, US, the ALQ-214(V) 4/5 is the enhanced version of the ALQ-214(V)3.

Source: [naval-technology](#), 3<sup>rd</sup> August 2014

### **Severe storm leaves 600 Indian fishermen missing**

India's coast guard has launched a search for some 600 fishermen who have not made contact after a storm overnight in the Bay of Bengal, an official said.

About 40 trawlers have not returned to port following the storm off the coast of West Bengal in eastern India, an official from a fishermen's association said.

"We have been trying to contact the trawlers," Fishermen's Welfare Association chief Bijan Maity said. "All our efforts were in vain because of the inclement weather and storm," he told AFP.

The coast guard was preparing to search for the trawlers using a boat and an aircraft after receiving "distress calls" from the association about the fishermen, an official said.

"The search operation will begin soon," B.N. Mahato, a coast guard official stationed in West Bengal, told AFP.

During storms in the Bay of Bengal, many captains find themselves unable to return to port and take refuge with their boats and crews along the coast including in neighbouring states such as Orissa.

Storms and cyclones over the Bay of Bengal kill hundreds every year, destroying homes and farmland in Bangladesh and in India's eastern coastal states.

Source: [9news](#), 4<sup>th</sup> August 2014

### **PM to induct indigenously-built warship INS Kolkata**

Prime Minister Narendra Modi is likely to induct country's largest indigenously-built warship INS Kolkata in Mumbai in the third week of August.

The Prime Minister has been invited in the third week of August to induct the largest indigenously-built warship, which is constructed by the Mazagon Dockyards Limited and has been designed by Navy's design bureau, defence officials said.

The 6,800 tonne warship, which is over three years behind schedule, is a technology demonstrator and will showcase a giant leap in shipbuilding technology in the country, they said.

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

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

India is also building an over 40,000 tonne Indigenous Aircraft Carrier christened INS Vikrant but it will take another three-four years before it gets inducted into the Navy.

The INS Vikramaditya procured from Russia at the cost of over Rs 15,000 crore is so far the biggest vessel in the maritime force and is expected to hold this position for at least another decade.

Source: [Business-Standard](#), 4<sup>th</sup> August 2014

### **Apollo, Alcatel-Lucent send 7.2 Tbps across transatlantic submarine system**

Submarine network operator Apollo and Alcatel-Lucent (Euronext Paris and NYSE: ALU) say they have sent 7.2 Tbps per fiber pair across the Apollo South undersea cable system that connects France to the United States. The optical transmissions ran a distance of 6,500 km.

The 7.2 Tbps was an aggregate of 100 Gbps wavelengths and represented a 9X increase of the submarine cable system's original design capacity. The two parties recently upgraded Apollo North, which connects the UK to the US, with 100-Gbps technology as well.

The 7.2-Tbps demonstration used the Alcatel-Lucent 1620 Light Manager submarine line terminal equipment equipped with coherent transmission technology, including advanced forward error correction and proprietary modulation and pulse shaping techniques. The system was tested fully loaded with 80 wavelengths modulated at 100 gbps across the full spectrum, using a flexible modulation scheme that Alcatel-Lucent says matches transmission format to line performance.

"Fully loading all bands on Apollo South was a substantial undertaking which Alcatel-Lucent completed with a minimum of fuss and no customer disruption," said Richard Elliot, managing director of Apollo. "Proving the current maximum capacity of 7.2

Tbps per fiber pair has clarified what we expected to be the case, that Apollo could carry around four times the current entire Atlantic traffic in use today on all cables. This cable system, which has proved to be the most reliable Atlantic system ever, by a long way, has massive expansion capability leaving it well placed for the foreseeable future."

Source: [lightwaveonline](http://lightwaveonline.com), 4<sup>th</sup> August 2014

### **Japan defence paper warns over China's 'dangerous acts' in sea, air**

TOKYO (AFP) - Japan warned Tuesday that China's "dangerous acts" over territorial claims in the East China Sea could lead to "unintended consequences" in the region, as fears grow of a potential military clash.

The comments appeared in an annual defence white paper approved by Prime Minister Shinzo Abe's cabinet, with the report heaping criticism on Beijing's unilateral declaration of an Air Defence Identification Zone (ADIZ) late last year.

The ADIZ - which overlaps on territory claimed by Japan - sparked regional criticism as well as condemnation from Washington, while commentators have voiced concern over the possibility of an armed conflict between the Asian powers.

Tokyo's paper noted that China's military budget had quadrupled over the past decade on the back of an "increasingly severe" security environment.

Source: [Straitstimes](http://straitstimes.com), 5<sup>th</sup> August 2014

### **18th Chinese naval escort taskforce sets sail**

The 18th naval escort taskforce under the Navy of the Chinese People's Liberation Army sets sail from a naval port in Zhanjiang, south China's Guangdong province, to the Gulf of Aden and waters off the Somalia coast at 09:00 on August 1, 2014, to take over the escort mission of the 17th Chinese naval escort taskforce.

Du Jingchen, deputy commander of the PLA Navy, came to the port to see off and address the 18th naval escort taskforce.

The 18th Chinese naval escort taskforce consists of the amphibious dock landing ship "Changbaishan", the guided missile frigate "Yuncheng" and the comprehensive supply ship "Chaohu Lake". In addition, three ship-borne helicopters, nearly 100 special operation members and over 800 officers and men were on board.

It is the first time for the "Changbaishan" ship to execute an escort mission. The "Chaohu Lake" ship is currently executing the escort mission with the 17th Chinese naval escort taskforce and it will continue to execute escort missions with the 18th escort taskforce.

Zhang Chuanshu, deputy chief of staff of the South China Sea Fleet, and Zhou Minggui, political commissar of a destroyer flotilla, will assume the commander and political commissar of the taskforce respectively.

It is learnt that since December 26 of 2008, the PLA Navy has dispatched 17 taskforces to execute escort missions on a regular and continual basis. They have safely escorted 5,670 Chinese and foreign ships, and successfully rescued, protected and helped over 60 Chinese and foreign ships. They also cooperated with navies of different countries and have successfully deterred the pirates' savage activities.

Source: [ecns.cn](http://ecns.cn), 5<sup>th</sup> August 2014

### **Pirates' free tanker hijacked off Ghana coast**

An oil tanker hijacked off the coast of Ghana in July has been released by pirates, the International Maritime Bureau has confirmed.

Besides cargo officer Yeo Eu Loone, 38, there were 12 Chinese, six Myanmar nationals and two Koreans in the crew, Seoul's Foreign Ministry said.

Owners of the MT Hai Soon 6 – flying a Kiribati flag – have also confirmed that the bunker barge had been released after the pirates stole part of the ship's cargo around 60 nautical miles east of Lagos, Nigeria. All 21 sailors are reported to be safe, the Live Piracy & Armed Robbery Report 2014 of the IMB revealed.

The MT Hai Soon 6 was boarded and hijacked by a group of 10 armed pirates in a wooden boat on July 25th about 46 nautical miles south of Anloga in the West African nation of Ghana during bunkering operations. The mother vessel immediately reported the incident to the IMB Piracy Reporting Centre, prompting an alert to all ships in the area to be on guard for the hijacked tanker.

The vessel was last reported to be sailing in a south-easterly direction towards Nigerian waters before all contact was lost. The IMB said that the owners of the Hai Soon 6 re-established contact with the vessel on August 3rd in Nigerian waters, and it was reported that the pirates had stolen part of the cargo by transferring it to pirate vessels.

It is not clear whether a ransom has been paid, and the hijacking appeared to have

been aimed at stealing fuel. The IMB reports that West African piracy accounted to up to 19 percent of attacks worldwide last year. Nigerian pirates were the most active, being involved in 31 of 51 attacks reported in the region.

“We heard the good news of the release and subsequently located the vessel in exactly the place we expected to, off the Niger Delta and over 200 miles from the point that the Hai Soon 6 went missing,” the Chief Operating Officer of Dryad Maritime, Ian Millen, told the Captain.

Millen added: “The bad news is that this is the third successful cargo theft this year in West Africa. From Angola in the south to Ghana in the west, 2014 has seen Nigerian gangs continue to demonstrate their ability to hijack vessels at considerable range from the criminal’s origins, invariably in the Niger Delta.

“The fact that they manage to take and retain control of a vessel, remaining undetected for up to a week, whilst organizing an STS operation to offload the cargo, tells you all you need to know about the relative abilities of the gangs and the regional states that are struggling to deal with this problem. The initiative very clearly lies with the bad guys and turning the tables on them is long overdue.”

Source: [Ghanaweb](#), 5<sup>th</sup> August 2014

### **7th Fleet, PLA(N) North Sea Fleet leadership hold constructive senior-level talks**

More than 50 senior officers from U.S. 7th Fleet and the Peoples Liberation Army Navy (PLAN) North Sea Fleet met Aug. 6, to discuss increasing cooperation, future exercise opportunities and improved communication between the fleets.

North Sea Fleet Commander Rear Adm. Yuan Yubai hosted 7th Fleet commander, Vice Adm. Robert Thomas, and fleet leaders for a 90-minute roundtable staff exchange. The constructive talks included discussion of Codes for Unplanned Encounters at Sea (CUES), humanitarian assistance and disaster relief operations, search and rescue procedures, and potential opportunities for future exercises and exchanges.

The senior leaders from both navies remarked how the fleets have many more similarities than differences. “We don’t have the same parents, but we are like brothers,” said Yuan.

The meeting allowed for open and frank discussion amongst all participants and included a questions and answer session with each fleet commander. Lt. Cmdr. Guan Qiwu, executive officer of CNS Harbin, asked Vice Adm. Thomas about opportunities for future cooperation.

“Do you think PLAN officers can visit 7th Fleet ships and receive training?” asked Guan. “I can see a future where both our navies work closely in operations and exercises, exchange information and train with each other. I look forward to the next opportunity,” said Thomas. “CUES is a great example. It’s a foundation we can build on for future cooperation. Bridge-to-bridge communication is getting better every day, and our CUES interaction preceding this visit was our most advanced to date.”

Leaders also discussed counter-piracy efforts in the Gulf of Aden, efforts to remove chemical weapons in Syria, and rendering assistance during Operation Damayan. “The PLA(N) is a global navy. I am confident we can work together to improve security and stability in the Indo-Asia-Pacific,” said Thomas.

The staff talks ended on a positive note with both parties agreeing that the 7th Fleet and North Sea Fleet relationship will grow in the future.

“I had a number of productive meetings with Rear Adm. Yuan and I’m already seeing positive signs the 7th Fleet and North Sea Fleet relationship will grow,” said Thomas.

Established in 1943 in Australia, and based in Qingdao at the end of World War II, 7th Fleet has been promoting security and stability for more than 70 years. 7th Fleet’s area of operation spans from the International Date Line in the East to the India/Pakistan border in the West, and from the Kuril Islands in the North to the Antarctic in the South.

USS Blue Ridge (LCC 19) has been forward deployed to Yokosuka, Japan for 34 years. As the flagship for Commander, U.S. 7th Fleet, Vice Adm. Robert L. Thomas, Blue Ridge is vital in maintaining partnerships in the 7th Fleet area of operations.

Source: [dvidshub](#), 6<sup>th</sup> August 2014

### **China ships in disputed waters after Japan warning**

Chinese coastguard ships sailed into waters off Japanese-controlled islands in the East China Sea on Wednesday, officials said, after Tokyo's annual defence paper warned over China's "dangerous acts" near the disputed archipelago.

The report, published Tuesday, said frequent appearances by Chinese ships in the area could lead to "unintended consequences", as fears grow over a potential military clash between the Asian powers. Three Chinese vessels sailed into territorial waters that extend 12 nautical miles around one of the Senkaku islands, which China also claims and calls the Diaoyus, the Japanese coastguard said.

The ships entered the area around 10:00 am local time (0100 GMT) and left about two hours later, it said. Despite the rising tensions, Japan and China's coastguard are

currently taking part in three-day joint drills, which started Tuesday, alongside counterparts from the United States and Russia.

The peculiar timing saw coastguard members who sometimes play cat and mouse at sea taking part in diving drills, among other exercises. Tokyo nationalised some of the islands nearly two years ago, setting off a diplomatic row with Beijing, although the two countries still occasionally work together on exercises such as the coastguard drills.

Since the dispute flared anew, Chinese vessels and aircraft have regularly approached the islands, with Japan's coastguard in hot pursuit. China responded to Tuesday's defence paper by saying Japan was "deliberately creating a 'Chinese threat' as an excuse to adjust its military policy".

The paper may dent Japanese Prime Minister Shinzo Abe's bid to hold talks with Chinese President Xi Jinping during a regional meeting in Beijing in November. Abe and Xi, both strong nationalists, have not held a bilateral summit since they both came to power more than 18 months ago.

Source: [abs-cbnnews](http://abs-cbnnews.com), 6<sup>th</sup> August 2014

### **VP-45 launches first P-8A CTOT Harpoon missile at RIMPAC**

Patrol Squadron (VP)-45 Combat Aircrew Four (CAC)-4 recently completed the first P-8A Coordinated Time on Top (CTOT) AGM-84D live missile shot with a Japan Maritime Self Defense Force (JMSDF) P-3C crew during RIMPAC 2014.

The missile shot was comprised of a P-8A-launched AGM-84D Harpoon missile and a JMSDF P-3C-launched ATM-84D Harpoon telemetry missile. The result was a successful strike against a surface target – with both missiles arriving simultaneously.

The challenging exercise displayed the P-8A Poseidon's ability to coordinate with a foreign asset to deliver air-to-surface missiles on a target.

"This on-target shot represents the tip of the iceberg for current and future capabilities of the Poseidon," said Lt. Cmdr. Carl White, officer in charge of the detachment.

"The P-8A platform will be an invaluable anti-surface warfare (ASuW) asset of the Maritime Patrol and Reconnaissance Force for decades to come."

Lt. Justin Rogers, tactical coordinator of CAC-4, said "This live-fire CTOT exercise took several months of preparation, planning and coordination with a myriad of

organizations, including Commander Patrol and Reconnaissance Group (CPRG), Commander Patrol and Reconnaissance Wing 2 (CPRW-2) and CPRW-11.”

Rogers also noted the participation of Maritime Patrol and Reconnaissance Weapons School (MPRWS), VP-30), VP-26, Air Test and Evaluation Squadron (VX)-1, Pacific Missile Range Facility (PMRF), Fleet Weapons Support Team (FWST), Mobile Tactical Operations Centers (MTOC)-1 and -5, in addition to the expertise demonstrated by the JMSDF P-3C Orion aircrew.

White concluded, “We look forward to continuing the relationships we built at RIMPAC during on our upcoming deployment to the 7th Fleet Area of Responsibility.”

On the 24th anniversary of the RIMPAC exercise, the P-8A Poseidon showcased its abilities in joint anti-submarine warfare, anti-surface warfare, and intelligence surveillance reconnaissance scenarios. The VP-45 Pelicans joined a coalition of 22 participant countries and six observer countries that worked together to execute RIMPAC 2014, a massive training evolution involving 48 surface ships, six submarines, more than 200 aircraft, and 25,000 personnel.

Source: [jaxairnews.jacksonville](http://jaxairnews.jacksonville), 6<sup>th</sup> August 2014

### **U.S., Pacific partners begin proliferation security exercise**

The United States and its Asia-Pacific partners are hosting a Proliferation Security Initiative exercise here, the first in what is to be an annual rotation.

The Proliferation Security Initiative, or PSI, is a global effort launched in May 2003 to stop trafficking of weapons of mass destruction, their delivery systems and related materials to and from states and non-state actors of proliferation concern.

Eric Rosenbach, acting principal deputy assistant secretary of defense for global strategic affairs, kicked off the opening ceremony Aug. 4 for Fortune Guard 2014 at the Asia-Pacific Center for Security Studies.

“PSI exercises are an important way that endorsing nations demonstrate this intention to act while enhancing their capability and capacity to do so,” Rosenbach said. “The scenarios we’ll explore in Fortune Guard reflect the real-world challenges we face, from dual-use commodities to maritime and air proliferation streams.”

Navy Adm. Harry B. Harris Jr., commander of U.S. Pacific Fleet, was the keynote speaker and stressed the importance of engaging key audience participants and demonstrating its viability for countering the proliferation of weapons of mass destruction and increasing the capabilities of countries in the region to contribute to the effort.

“PSI has brought together an international community capable of acting at a moment’s notice who are committed to planning and training for any possible contingencies or eventualities, and who are willing to work together, government to government, to facilitate rapid decision-making. ... And now we’re upping our game, as we gather for the first exercise under the annual Asia-Pacific exercise rotation, starting here in the United States, then next year New Zealand, then Australia, Singapore, the Republic of Korea and Japan,” Harris said. “Together, we are taking the next great step in preventing the proliferation of WMD, their delivery systems and related materials. And we’re taking that great step together.”

Rosenbach noted that New Zealand, Australia, Singapore, Japan and South Korea all have all held at least one PSI exercise over the last six years.

“Building on this robust level of activity in concert with these partners, Exercise Fortune Guard represents the launch of a new level of commitment to PSI in the Asia-Pacific,” he said. “Each year, one of the Asia-Pacific exercise rotation partners will host a PSI exercise, offering the region a key platform for cooperation on the critical threat of WMD proliferation and for the building of capacities needed to effectively counter this threat.

“Fortune Guard is the first exercise in this series,” he continued, “and we are appreciative of our partners’ efforts in helping to plan this dynamic exercise that will focus on sharing skills and best practices related to interdiction -- from rapid, national-level decision-making to operational tactics and procedures.”

Defense Secretary Chuck Hagel invited Australia, Brunei, Cambodia, Canada, Japan, Malaysia, Marshall Islands, Mongolia, New Zealand, Papua New Guinea, Philippines, South Korea, Samoa, Singapore, Sri Lanka, Thailand, Vanuatu and Vietnam to participate in Fortune Guard 2014. The secretary also invited several other nations -- including China, India, Indonesia, Micronesia, Palau and the Association of Southeast Asian Nations -- to observe tabletop discussions during Fortune Guard.

Participating nations are expected to conduct a tabletop exercise, a live exercise at sea on the USNS Henry J. Kaiser, and a port exercise at Joint Base Pearl Harbor-Hickam.

The tabletop exercise will focus on national-level decision-making in interdiction scenarios. Which agencies engage, at what level, and at what point in process? Thinking through these challenges in advance can better prepare all participants for real-world scenarios, officials said.

The live sea exercise will include a simulated WMD-related cargo, and participants will witness special operations teams boarding and searching the ship. South

Korean, Japanese and U.S. maritime forces will participate, and the Australian navy will provide role players.

Meanwhile, another group of exercise participants will engage in an academic seminar, with topics ranging from Norway's firsthand account of operations in the destruction of Syria's chemical materials to the relationship between United Nations Security Council Resolution 1540 and the Proliferation Security Initiative.

On the final day of the exercise, the participants will have the opportunity to see capability demonstrations from tactical teams from Japan, Singapore and the United States related to the simulated detection of radiological and proliferation-related materials aboard a C-17 aircraft and shipping container.

"We must always remember that the fate of all nations in the Indo-Asia-Pacific is inextricably linked together," Rosenbach said. "Security and stability in this region of the world comes from the united effort of like-minded nations, and like-minded people -- people like many of you in the audience here today, people who are aware of the challenges, ... aware of the opportunities ... and aware of the dangers we all face together, now ... and in the future. By working together toward a common goal, we have an opportunity to help shape a brighter and more prosperous world for all of us."

Source: [defense.gov](http://defense.gov), 6<sup>th</sup> August 2014

### **Navy, Coast Guard up their vigil on harbour**

VISAKHAPATNAM: In light of the incident involving the Mumbai-based merchant vessel Jalavahini trying to enter Vizag harbour, without prior permission from the port authorities Monday, the Indian Navy and Indian Coast Guard in New Delhi on Wednesday reportedly asked the port authorities to send a report immediately. According to sources, the Indian Navy and Indian Coast Guard authorities looked into the incident with their local officials. They also organised a high level meeting with Visakhapatnam Port Trust officials. However, the marine police of Andhra Pradesh wasn't involved.

During the meeting, officials of the three wings came to the conclusion that distressed former captain of the ship, Manmohan Singh out of fear from his own crew tried to enter Vizag harbour, the headquarters of Eastern Naval Command. "In view of the trade and national economy, we never disturb the operations of any merchant vessel, unless there is clear information to check. However, the Jalavahini incident is a wakeup call for us," a senior naval official said.

A senior cop in the marine police said that there was no communication from the Navy, Port and Indian Coast Guard about the meeting. "On the first day of the incident, we visited the harbour. But, our role was almost zero. There were no clear

guidelines for us to register cases in this regard, but the civic cops are looking into it.”

Meanwhile, on Wednesday, Jalavahini was berthed in the inner harbour and steel was being loaded into it. The mentally distressed captain was sent to King George Hospital. The VPT authorities said that the vessel will leave Friday morning, after the completion of cargo loading operation.

Source: [Indianexpress](#), 7<sup>th</sup> August 2014

### **MLC may detain vessels not complying with new labour law**

The Maritime Labour Convention (MLC), an international agreement to safeguard seafarers' rights, may detain North Sea supply vessels and support ships in port that do not comply with new maritime labour law, Pinsent Masons shipping and maritime law specialist Katie Williams has warned.

Effective in the UK from 7 August, the new law also holds for sea-going commercial ships. Under legislation, ship owners will be responsible for ensuring seafarers' basic levels of pay, sick pay, holiday entitlement and medical care. If seafarers are not satisfied, they can lodge a complaint against their employer or the ship owner.

Williams said: "Traditionally grievances or disputes over wages or other working terms would have been a private employment issue between seafarer and employer, but this law creates a new and specific complaints procedure which can be directed squarely at ship owners or operators who will face the same obligations as the employer.

"The MLC is something of a revolution in seafarer's employment rights and ship owners and vessel operators should seek specialist advice on existing contractual and commercial relationships, and new obligations they must now address."

Though, many UK operators follow the MLC law, some foreign vessels moving through UK waters may not comply with the standards.

Williams said that, in such cases, the UK's enforcement body, the Maritime and Coastguard Agency, could order the detention of ships docking at Aberdeen Harbour and other UK ports.

"The Maritime Labour Convention consolidates what has been in place in the UK for some years, but a major change is that for the first time it has an enforcement mechanism with real 'teeth'." Alternatively, a vessel compliant in the UK may be detained in a foreign port and could lead to expensive delays.

Currently, 63 countries have signed up with the MLC, which has ordered vessel detentions in ten cases involving ships in Canada, Denmark, the Russian Federation and Spain that were moving under the flags of Cyprus, Liberia, the Netherlands, Panama and Tanzania.

Source: [ship-technology](#), 8<sup>th</sup> August 2014

### **China wants India to play key role in 'Silk Road' plan**

With China firming up in the coming two or three months a “masterplan” for its ambitious land and maritime “new Silk Road” project, a top official has said that Beijing wants India to play a key role in the initiative.

Beijing envisages an economic corridor linking its south-western Yunnan province through Myanmar to Kolkata as a key segment of a land-based “Silk Road economic belt”, and is also planning to boost ties with port cities, such as Chennai, through a “Maritime Silk Road” starting out from south-eastern Fujian province and linking littoral countries in the region.

Outlining the plan, Gao Zhenting, Counsellor, Department of International Economic Affairs of the Chinese Foreign Ministry, said the masterplan, which envisages renewing the old Silk Road linkages connecting China to South Asia, Central Asia and Europe, would be unveiled in two or three months.

The plan is expected to emphasise infrastructure projects aimed at boosting regional connectivity, as well as a range of initiatives such as maritime connectivity and ecological cooperation.

“After the “one belt” and “one road” plan is ready, the Chinese government will have further communication with Indian government on how to promote our cooperation in this field,” he said speaking to The Hindu in Xian, the provincial capital of Shaanxi that was the historical starting point of the old Silk Road. Today, the province is among selected regions has been tasked with taking forward the new initiative.

“On maritime cooperation, we would like the participation of all ports along the maritime Silk Road, and priority will be given to establishing Special Economic Zones and industrial parks in these areas,” he said.

Chinese President Xi Jinping first announced the economic belt on a visit to Kazakhstan in September 2013, and unveiled the Maritime Silk Road plan when visiting Southeast Asia in October 2013.

Source: [thehindu](#), 10<sup>th</sup> August 2014

## **Piracy still a threat – maritime security union**

In spite of a global drop in maritime piracy, the threat still remains, especially off West Africa and sporadically off the Horn of Africa, according to the World MarSec Union.

Dave Daniel Rachimi, CEO of the World MarSec Union (WMU), noted that there are still occasional acts of piracy along the Yemeni and Omani coastlines, and there has been a significant rise in piracy activity in the Straits of Malacca, as well as in Malaysian and Indonesian waters - the International Maritime Bureau has recorded 133 incidents of piracy and robbery at sea around the world for the first seven months of this year.

Rachimi told defenceWeb that piracy has risen enormously off Nigeria, Benin and Togo. For example, on 9 August a product tanker 200 nautical miles off Nigeria was attacked by up to three pirate boats operating from a suspected mother-ship. The pirates fired on the vessel and unsuccessfully attempted to board it, according to Dryad Maritime.

“It is unusual to see an attempted hijack of an underway tanker at such ranges from the shore and the numbers of craft involved suggest that this was an attempt at cargo theft. This could be a real game changer for this specific type of crime if repeated; one that would match the strategic shock earlier in the year when a tanker, MT Kerala, was snatched from an anchorage off Angola,” said Ian Millen, Chief Operating Officer of Dryad Maritime. “The victim vessel was in transit between a Gulf of Guinea port and a destination further south. If the departure and destination ports were known, and the mother ship had suitable equipment fit, it is possible that the pirates could sit along the likely route and intercept the vessel whilst underway.”

With attacks against ships still ongoing and the nature of pirate operations changing, it seems there is still the need for maritime security. Private maritime security companies (PMSCs) are quick to point out that no ship with armed guards on board has ever been hijacked.

With attacks against ships still ongoing and the nature of pirate operations changing, it seems there is still the need for maritime security. Private maritime security companies (PMSCs) are quick to point out that no ship with armed guards on board has ever been hijacked.

Rachimi told defenceWeb that his union, the only PMSC union in the world, was set up to protect tankers, cargo vessels, container vessels, cattle ships, passenger vessels and general cargo vessels. The idea for the union originated four years ago out of a need to regulate the business of securing ships that travel in pirated waters.

Members pay a yearly fee to join the union under the conditions that they uphold its rules and protocols, meaning that they are expected to conduct business under the highest standards of the law, and to treat each member and associates fairly and justly. "We only hire trained military to protect cargo and we vet various PMSC companies so that if a ship owner would use our resources they are basically guaranteed a safe and lucrative mission," Rachimi said.

One of the benefits of the WMU is that it is able to offer economies of scale through its ability to purchase mission equipment in bulk. This extends to 35 high risk area (HRA) ports and includes armoury vessels, protective gear, satellite phones, kidnap and ransom insurance, security guard insurance, flights, hotels etc.

At the moment WMU counts 35 PMSCs that use its services (this totals 15% of all registered PMSCs), including members and non-member PMSCs. Membership is being expanded to agents, logistical partners, etc. Going forward, WMU will use an independent external examiner to test weapons proficiency, medic kits and operating procedures before, during, and after a mission.

Source: [defenceweb](#), 11<sup>th</sup> August 2014

### **Russia-Ukraine conflict not affecting warship projects: Navy**

The Navy today said it was taking steps to ensure that its warship programmes are not affected due to the conflict in Ukraine which supplies engines and other critical equipment for its projects.

"The main supplier of engines and generators for our warships 'Zoraya' is not in conflict-affected areas of Ukraine and thus we are not affected", Navy's Controller of Warship Production and Acquisition Vice Admiral AV Subhedar told reporters said.

He said the Indian naval attache in Kiev, Ukraine, has analysed the situation and given a report that most of the suppliers of the Navy are located outside the conflict zone. There is an ongoing conflict in areas of Ukraine where pro-Russian militia and government troops are engaged in a battle.

Source: [firstpost](#), 13<sup>th</sup> August 2014

### **India: Diversifying arms purchases**

India needs to diversify its arms imports. Although it is one of the world's largest arms importers, most of India's weapons come from Russia. Over the last five years, according to the Stockholm International Peace Research Institute (SIPRI), Russia accounted for about \$15 billion of the \$20 billion in arms that India imported, or about

three-quarters. That level of dependence is unhealthy: One of the reasons why India bought the Jaguar Bomber from a European consortium in the 1970s was the concern that India was becoming dependent on Soviet weapons.

India began diversifying when it awarded a contract for advanced air force fighters to France, though negotiations for the Rafale have dragged on interminably and have yet to be completed. India also buys some significant quantities of Israeli weapons.

But New Delhi has not sufficiently tapped the U.S., without question the country with the most advanced military technology in the world. Although the U.S. is India's second largest source of weapons, it accounted for less than seven percent of India's arms imports in value terms over the last five years. It is time that India diversified its arms sources by getting more of its weapons from the U.S., especially when cutting-edge technology is involved, as in advanced drones.

There are multiple advantages for India in making better use of U.S. weapons options. First, New Delhi could negotiate the development of state-of-the-art drone technologies, in which the U.S. has the most experience, with drones – or unmanned aerial vehicles (UAVs) – such as the MQ-8 Fire Scout and/or long-range drones such as the MQ-9 Reaper or even the older Predator B. This would add a new dimension to UAVs with persistent capabilities for India, and it would also help kick start investments in this sector.

A U.S. senator recently proposed the joint manufacturing of weapons system, including drones. As the Indian military moves towards network-centric warfare, the importance of UAV technology will increase as it forms an important nodal center for intelligence gathering and dissemination. Currently the fleet of Searcher and long-range Heron drones is a good one, but there are operational limitations because of Missile Technology Control Regime (MTCR) guidelines, which restrict the sale of unmanned systems that fly more than 300 km and can carry payloads more than or equal to 500 kg.

Source: [thediplomat](http://thediplomat.com), 13<sup>th</sup> August 2014

### **US to monitor Chinese actions in South China Sea after rebuff**

The United States will monitor the South China Sea to see whether “de-escalatory steps” are being taken, a US State Department official said, a day after China resisted pressure to rein in actions in the disputed waters.

The official spoke as US Secretary of State John Kerry arrived in Sydney for talks on regional security with Australian officials that will also involve Defence Secretary Chuck Hagel.

A US proposal for a freeze on provocative acts in the South China Sea got a cool response from China and some Southeast Asian nations at a regional meeting at the weekend, an apparent setback to US efforts to thwart China's assertive moves.

The US official said the United States would follow up on those talks by assessing an ASEAN-China meeting due in a few weeks time on implementing a 2002 declaration on conduct in the South China Sea, something that "equates to the freeze." "We will also be monitoring the actual situation around the rocks, reefs, and shoals in the South China Sea," he said.

China's Xinhua state news agency accused Washington of "stoking the flames," and "further emboldening countries like the Philippines and Vietnam to take a hardline stance against China, raising suspicion over the real intention of the United States and make an amicable solution more difficult to reach."

Source: [omantribune](#), 14<sup>th</sup> August 2014

### **ASEAN to boost cooperation with India in various fields**

The ASEAN, considered one of the world's fastest growing regions, today resolved to significantly enhance cooperation with India in combating growing challenges of maritime security, terrorism, drug trafficking and cyber crime besides expanding trade ties. The 10-nation grouping, particularly emphasised on close engagement with India to deal with issues relating to maritime security, freedom of navigation and maritime security in the seas of the region.

The comments by ASEAN (Association of Southeast Asian Nations) came on a day when the dispute relating to China's territorial claims over the South China Sea was dominating the meeting of foreign ministers of the powerful bloc here.

"We agreed to further promote maritime cooperation to address common challenges on maritime issues," the ASEAN said in a statement.

Addressing the 12th India-ASEAN meeting here, External Affairs Minister Sushma Swaraj had yesterday said India supported freedom of navigation and access to resources in the South China Sea in accordance with principles of international law, including the 1982 UN Convention on the Law of the Sea.

State-run ONGC Videsh Limited has operation in number of oil blocks in South China Sea which were offered to it by Vietnam. China has been objecting to India's oil exploration projects in the disputed waters.

The ASEAN said there should be greater cooperation between the member countries of the grouping and India in combating transnational and non-traditional security challenges and specifically sought better coordination to deal with combating terrorism, illicit drug trafficking, human trafficking and cyber crime.

Source: [business-standard](#), 14<sup>th</sup> August 2014



### **Indo-Bangla trial coastal shipping from mid October**

An agreement has already been made between the two friendly neighbours to open up sea routes in order to further improve the bilateral trade.

Director-General of Shipping Gautam Chatterjee disclosed at a recent seminar that at a recent ministerial meeting in Dhaka, the shipping arrangements were almost finalised and the trial run may start as early as October this year. He said it was also agreed that Bangladesh side would draw a draft agreement and the standard operating procedures on the basis of the decisions reached.

Bangladesh officials had asked Indian officials to get IRS to inspect the vessels to meet the vessel standard protocol and according to them there are some 20 vessels from Bangladesh that can meet the Indian standards.

In the absence of direct shipping arrangement; India and Bangladesh are now heavily dependent on costly land routes for the \$6-billion bilateral trade. According to rough calculation coastal shipping may reduce the costs of transportation by 20 to 40 per cent, when compared to rail or road transportation, ensuring greater competitiveness to exporters on either side.

In 2012, both the nations have already identified a number of ports for operating such services. While the Indian ports include Paradip, Visakhapatnam and Haldia, those in Bangladesh will be Chittagong, Mongla and Pangaon.

There was a difference of opinion on the quality of vessels to be used but it was finally agreed to use of smaller vessels to keep the transport costs low. While Dhaka wanted major relaxation on fitness of vessels; India insisted that to ensure maritime safety, Bangladeshi vessels should go through the standards set by the Indian Registrar of Shipping (IRS). After nearly a year of persuasion, Bangladesh recently agreed to the proposal and identified 20-25 vessels for the purpose.

Meantime, Area Manager of Food Corporation of India at Tripura's capital Agartala, B G Bhuiya told bdnews24 : "At present on trial basis we are trying to get some 10,000 MT of food grain from southern part of India through the river ports and road of Bangladesh to Tripura." By 2nd August half of the consignment in small vessels is likely to reach Ashuganj port, he said.

"From there Bangladesh trucks shall directly carry the food-grains to our central warehouse at Nandanager which is around 7 km from the international border. If this is successful then we can increase our intake through sea."

India is also constructing a bridge over the river Feni that will connect Sabroom with Chittagong. He also informed that FCI is constructing a large warehouse in bordering Shantirbazar area close to Sabroom.

Recently in order to stress the need to improve port connectivity, the newly appointed Indian Shipping Minister Nitin Gadkari announced an ambitious plan to double the capacity of 12 major Indian ports from the current 800 million metric tonnes to 1,600 mmts in the next five years.

Source: [bdnews24](http://bdnews24.com), 1<sup>st</sup> August 2014

### **India floats port development plans**

The government of India is currently developing plans to increase overall tonnage capacity at major ports from 800 million tons to 1.6 billion tons over the next five years, according to Indian Shipping Minister Nitin Gadkari.

Infrastructure developments are the key focus for Prime Minister Narendra Modi, who is looking for private investment to progress the planned improvements.

Gadkari said: "The 12 major ports have already drawn up an action plan for an additional capacity of 500 million tons, with projects of 350 million tons due to commence during this fiscal year (2014/15)."

Gadkari explained that the country's GDP could be boosted by 2% if key infrastructure sectors are developed to their potential."

Emphasis was placed on improved operational efficiency and connectivity, not only to remain competitive with other ports, but also to speed up the movement of cargo and ease congestion at harbours.

Source: [porttechnology](http://porttechnology.com), 1<sup>st</sup> August 2014

### **Indian ports in dire need of proper connectivity, dredging**

VISAKHAPATNAM: Rather than an increase in the number of new ports, the Indian port sector requires proper connectivity, particularly with roads and inland waters, to grow further. Even as the Indian maritime agenda 2010-2020 envisages an increase

in the port capacity to more than three billion tonnes per annum, there is huge requirement for dredging in the country, Dredging Corporation of India (DCI) chairman and managing director DK Mohanty has observed.

Delivering a CEO lecture at GITAM School of International Business on the varisty premises here Saturday, Mohanty said that about 30 per cent cargo is handled in Europe through inland water transport, but India is yet to properly plan its water trade.

“Cargo handling is playing a key role in the present day world and big ships along with larger berths are planned in several countries to increase the cargo handling.” Explaining the importance of dredging activity to create initial depth for new harbors, he informed that at the end of 12th plan period, the DCI’s capacity will increase to 80 MCuM per annum, enabling the corporation to take up at least 805 of maintenance dredging works in Indian ports. There was a great need to nourish the beaches regularly to control beach erosion and DCI is pumping 2 lakh cubic meter sand every year towards the same, he said.

Source: [Indianexpress](#), 3<sup>rd</sup> August 2014

### **Cochin shipyard Ltd launches its tenth fast patrol vessel**

KOCHI: The Cochin Shipyard Ltd (CSL) launched the tenth of the 20 Fast Patrol Vessels (FPV) being built for the Indian Coast Guard. Ranjana Singh, wife of R K Singh, integrated financial adviser to the Director General of Indian Coast Guard, launched the vessel at a ceremony that was conducted at the Cochin Shipyard on Tuesday.

Cochin Shipyard director (operations) Captain R S Sundar, Coast Guard DIG T P Sadanandan, CSL finance director D Paul Ranjan, technical director Sunny Thomas and other senior officials of CSL and Indian Coast Guard were present on the occasion.

On the occasion, R K Singh laid the Keel of BY-511, the eleventh FPV. CSL has so far delivered seven vessels of the 20-vessel series and the eighth vessel is getting ready for sea trials.

The seventh vessel ICGS AMAL was handed over to the Indian Coast Guard on July 18. In 2013-14, CSL delivered five fast patrol vessels to the Indian Coast Guard and two high end Platform Supply Vessels to Norwegian owners.

Source: [Indianexpress](#), 6<sup>th</sup> August 2014

### **Corporate touch to get ports into ship shape**

NEW DELHI: India is readying a blueprint to corporatize its major ports to infuse professionalism and efficiency in their functioning, besides giving greater financial autonomy. The Nitin Gadkari-led ministry has initiated work on a cabinet note for the changes in law that could be introduced as soon as the winter session of Parliament, according to a senior ministry official.

"Corporatisation has its benefits...It will give these ports access to private capital... This should be the way forward," the official told ET. The initiative involves ports being converted into entities under the Companies Act.

This will give them flexibility in managing their affairs, operational autonomy and allow them to compete in a market environment. The new Narendra Modi-led government has identified infrastructure as one of its key focus areas and is in the process of streamlining mechanisms. India has 13 major sea ports, of which 12 are run directly by the government.

While Ennore port was established as a company, others are run as statutory public trusts, with the first being the Bombay Port Trust, under an Act dating back to 1879. Other ports were brought under an enabling central legislation—the Major Port Trusts Act—in 1963. About 70 per cent of the country's cargo moves through these 13 ports.

"The government is keen to revamp the structure.... An amendment could be brought in the winter session," the official said. Attempts to corporatize major ports in the past two decades have not been successful due to stiff resistance from workers.

A legislation to replace the Major Port Trusts Act and the Indian Port Act in 2011 by the UPA government didn't find favour with stakeholders. The shipping ministry was the only ministry in 2013-14 that achieved the 100 per cent target as set out by the Planning Commission.

Continuing with the momentum, it has lined up a host of initiatives for the current financial year. The ministry has 16 projects in the pipeline, involving a total investment of about Rs 5,000 crore, for this fiscal.

Another Rs 4,000 crore will be spent on completion of 46 awarded projects, according to targets spelt out by the Planning Commission at a meeting called by Prime Minister Modi.

Source: [articles.economictimes.indiatimes](http://articles.economictimes.indiatimes.com), 6<sup>th</sup> August 2014

### **Australia suffers without shipbuilding industry**

Closing down local shipbuilding is not a positive step commercially for an island nation, says the Australian Ship-owners Association.

The organization supports South Australian premier Jay Weatherill's call for a coordinated and constructive approach to be developed between the country's states and key industry associations to ensure major defence projects are not tendered overseas.

The move comes after defence minister David Johnston said that Australian shipyards won't have the capacity to build new navy supply ships without significant spending, so he is limiting the tender process for two new ships to Spanish and South Korean builders.

Teresa Lloyd, executive director of the Australian Ship-owners Association stated, "It is important to note that fostering a local shipbuilding industry goes beyond providing services to the Australian Defence Force. Commercial vessel operators also require local ship yards for servicing and repairs. It is an integral part of the maritime cluster."

Aside from the Australian Defence Force requirements, the 'scheduled' work that ship building and repair facilities undertake provide critical capability for the shipping industry as a whole. In the 2011-2012 period, there were 32,404 port calls at Australian ports. For a nation so highly reliant on the shipping industry not to have a network of repair facilities available is unfortunate at best. At worst, it places additional risks on the environment and safety as non-seaworthy vessels will now be required to make the much longer journey (by tow or on their own, even though compromised) to Singapore or elsewhere, says Lloyd.

"A major part of any maritime economic cluster is the shipbuilding and repair sector. Recently the Forgacs heavy-ship repair yard at Caincross in Brisbane closed. The reasons for the closure have been widely discussed however there is no doubt that recent decisions by regulatory authorities has so frustrated the shipping industry that it no longer makes commercial sense to persevere with perpetually changing government policy in order to use and support Australian businesses.

Source: [maritime-executive](#), 7<sup>th</sup> August 2014

### **World's first adoption of NSafe-Hull - A new plate for shipping with improved collision safety**

A bulk carrier adopting NSafe®-Hull first in the world was launched on 2nd August for Mitsui O.S.K. Lines, Ltd. NSafe®-Hull (a highly ductile steel plate for shipbuilding with improved collision safety) was developed by Nippon Steel & Sumitomo Metal

Corporation (hereinafter “NSSMC”) and adopted through the collaborative R&D by NSSMS, Imabari Shipbuilding Co., Ltd. and the National Maritime Research Institute (hereinafter “NMRI”).

NSafe®-Hull has excellent ductility, while maintaining the workability (e.g., machinability and weldability) of conventional steels, which substantially improves ship’s collision safety. NSSMC developed NSafe®-Hull through designing chemical composition and microstructural control in crystalline scale.

If a ship is made of NSafe®-Hull, because of superior ductility of the material, the energy absorbed before breaking hull could be roughly triple of one for a ship made of conventional steels, in case of side collision. It can therefore be said that NSafe®-Hull increases ship durability compared with conventional steels. Such higher safety level has been achieved by the cooperative research of the aforementioned three organizations on steel ductility and ship collision safety.

On the ship for Mitsui O.S.K. Lines, Ltd., approximately 3,000 tons of NSafe®-Hull, in total, was used for structural parts where high collision safety performance was required, such as the side plates of cargo holds and fuel tanks. NSafe®-Hull, if used for ship’s structure, owing to its improved anti-breaking performance in case of collision, contributes to preventing oil leakage resulting in environmental pollution and ingress of water into cargo holds, which directly leads to cargo damage and may result even in capsizing.

Source: [maritimesecurity](http://maritimesecurity.com), 11<sup>th</sup> August 2014



### **Indian ship recycling 'Extremely Regulated'**

Companies like Wirana in the ship recycling industry are known as cash buyers since they purchase the vessel from the original owners and then sell it to a ship recycler in any one of the ship recycling countries. For vessels purchased “as is,” the cash buyer takes over the vessel at the delivery port and then boards his own crew for the sailing of the vessel. In the meantime, the vessel is reflagged, given a new name and a fresh set of insurance cover for the voyage to the recycling yard.

In India, ship recycling activities are carried out at Alang West Coast. Alang has 175 active and licensed yards, which are leased by the government of Gujarat for a period of 10 years. The strength of Alang is that it relies upon the beaching tides in order to take maximum advantage of the force of the water in pushing the vessel up onto the beach. Both Alang and neighboring Jamnagar are under the aegis of the Gujarat Maritime Board.

In India there are approximately 25 licensing bodies, and the industry is extremely regulated. Ship recyclers spend their own funds to meet the standards of ISO without any financial or other support from any party. Currently at least 120 yards are certified with ISO 14001/9001 and OHSAS 18001 and at least 55 yards have ISO 30000 certification.

#### *Beaching vs. Drydocking*

The beaching method of ships has been successfully practiced for several years along the 10-kilometer beach at Alang, which has a very high tidal gradient, leaving vessels out of the water during low tide. A comparative life cycle assessment has been initiated of beachings compared to drydocking in India and involves estimating the environmental footprint of each for both facilities' construction and subsequent operation.

In the preliminary analysis it can clearly be seen that the benefits of the beaching method practiced at Alang for recycling are far superior to the drydock method. At Alang the following agencies are involved in clearances upon the arrival of a vessel:

1. Gujarat Maritime Board
2. Gujarat Pollution Control Board
3. Explosives Department (for tankers only)
4. Customs
5. Atomic Energy and Research Board.

In the unlikely event that the beaching method of ship recycling is banned, a far greater socio-economic harm will befall the more than 50,000 workers who are directly employed and about 500,000 workers who are indirectly employed in the recycling yards on the Indian subcontinent than any adverse impact on the environment.

### *Ship Recycling Versus Shipbreaking*

Often we see publications switching between the terms “ship recycling” and “shipbreaking,” and perhaps the confusion stems from a lack of knowledge about the eventual end use of the vessel and its contents by the yards. During the process of ship recycling the following items are recovered for reuse and recirculation:

- ship’s steel - this is the primary recycling material and is sold to steel re-rolling mills to convert into rods and bars, which are used in infrastructure projects
- ropes and chains - these are generally re-exported or reused by the ship recyclers themselves
- generators - used in garment manufacturing factories or in the agricultural sector
- boilers - used in rice and jute mills
- furniture, beds, cots, bunks, cabin materials, utensils - used by mid-tier households or public hospitals, emergency camps, hotels, motels, hostels, Red Cross and YMCA
- electrical items, appliances, irons, heaters, insulators - reused by industrial and agricultural units
- refrigerators - purchased by mid-tier households, small hotels and factories
- pipes and fittings, wires, coils, rubber - agricultural and domestic use
- oil and other products removed - depending on the quality, they are resold to licensed factories for their use
- sludges, paints, etc. – are disposed under the guidelines framed by the Gujarat Maritime Board into specific incinerators
- asbestos and hazardous materials – sent to pre-determined, government-approved landfill sites after being appropriately bagged, itemized and sealed.

This is only a partial listing. Everything on a vessel is either recycled or disposed of in accord with government regulations and ISO standards.

More than 8,000 vessels have been scrapped at Alang since 1983, generating steel output in excess of 100 million tons. In an average year Alang recycles about 350-400 vessels with annual sales from this activity of roughly \$1.8 billion. Certainly “breaking” would not generate this kind of income! – MarEx

Source: [maritime-executive](#), 7<sup>th</sup> August 2014

### **Plastic waste threatens marine life: UNEP**

Concern is growing over the threat that widespread plastic waste poses to marine life, with conservative estimates of the overall financial damage of plastics to marine ecosystems, at US \$13 billion each year; according to two reports of United Nations Environment Programme (UNEP).

'Valuing Plastic', a UNEP-supported report produced by the Plastic Disclosure Project (PDP) and Trucost, makes the business case for managing and disclosing plastic use in the consumer goods industry. It finds that the overall natural capital cost of plastic use in the consumer goods sector each year is US \$75 billion, financial impacts resulting from issues such as pollution of the marine environment or air pollution caused by incinerating plastic.

The report says that over 30 percent of the natural capital costs of plastic are due to greenhouse gas emissions from raw material extraction and processing. However, it notes that marine pollution is the largest downstream cost, and that the figure of US \$13 billion is likely a significant underestimate.

According to it, a large and unquantifiable amount of plastic waste enters the ocean from littering, poorly managed landfills, tourist activities and fisheries. Some of this material sinks to the ocean floor, while some floats and can travel over great distances on ocean currents, polluting shorelines and accumulating in massive mid-ocean gyres.

There have been many reliable reports of environmental damage due to plastic waste: mortality or illness when ingested by sea creatures such as turtles, entanglement of animals such as dolphins and whales, and damage to critical habitats such as coral reefs. There are also concerns about chemical contamination, invasive species spread by plastic fragments, and economic damage to the fishing and tourism industries in many countries, by, for example, fouling fishing equipment and polluting beaches.

The eleventh edition of the UNEP Year Book noted that one emerging issue is the increasing use of micro-plastics directly in consumer products, such as micro-beads in toothpaste, gels and facial cleansers. These micro-plastics tend not to be filtered out during sewage treatment, but are released directly into rivers, lakes and the ocean, it added.

"Communities of microbes have been discovered thriving on micro-plastics at multiple locations in the North Atlantic. This 'plastic sphere' can facilitate the transport of harmful microbes, pathogens and algal species. Micro-plastics have also been identified as a threat to larger organisms, such as the endangered northern right whale, which is potentially exposed to ingestion through filter-feeding," it

observed.

Production trends, use patterns and changing demographics are expected to cause increasing plastic use, and both reports call for companies, institutions and consumers to reduce their waste. 'Valuing Plastic' finds that consumer goods companies currently save US \$4 billion each year through good management of plastic, such as recycling, and that there is potential for greater savings. However, plastic use disclosure is poor; of 100 companies assessed, less than half reported any data relevant to plastic.

To mitigate the situation, the reports made the following recommendations. Companies should monitor their plastic use and publish the results in annual reports. It should commit to reducing the environmental impact of plastic through clear targets and deadlines, and innovate to increase resource efficiency and recycling.

Also, there should be an increased focus on awareness campaigns to discourage littering and prevent plastic waste from reaching the ocean. An application that allows consumers to check whether a product contains micro-beads is already available and is expanding its coverage internationally. Moreover, since plastic particles can be ingested by marine organisms and potentially accumulate and deliver toxins through the food web, efforts should be stepped up to fill the knowledge gaps and better understand the capacity of various plastics to absorb and transfer persistent, toxic and bio-accumulating chemicals.

Source: [brecorder](#), 2<sup>nd</sup> August 2014

### **MECA plans to identify vessels dumping ballast water illegally**

(MENAFN - Muscat Daily) Oman is planning to introduce a new system to identify ships discharging ballast water illegally in the country's waters leading to coastal and marine pollution.

A source in the Ministry of Environment and Climate Affairs (MECA) said, "Our aim is to identify ships that illegally discharge ballast water in Oman's waters."

The source added that the Gulf and the Arabian Sea are major shipping routes. "Some discharges of ballast water are in contravention of regulations which directly affect the safety of marine environment."

A ballast water system allows a ship to pump water in and out of very large tanks to compensate for a decrease or increase in cargo load, shallow draft conditions, or weather.

"This water contains different species of animals, fishes and plants. Scientists have

found that not all species survive these trips and some of them who survive can cause ecological, health and environmental problems, including loss of biological diversity. Many countries across the world are using satellite tracking system and many other similar systems to track the movement and activities of ships that discharge ballast water.

"We are yet to decide on the kind of system that we should use as it will require an integrated approach involving different ministries and organisations," added the source. "Our desalination plants are dependent on seawater. If the sea gets polluted due to the ballast water and other discharges from ships then it will not only affect the aquatic life, but it will also impact our water supply.

Source: [Menafn](#), 3<sup>rd</sup> August 2014