



MAKING WAVES

The Fortnightly e-News Brief of the National Maritime Foundation

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Should West be Worried by Russia Naval Moves?

- James Kraska

Just as Russian ground forces have moved into Ukraine, in recent weeks Russian air and naval forces have conducted a handful of high-visibility deployments throughout the oceans and airspace of the global commons. Should the West be worried?

Generally, these operations comply with the international “rules of the road” at sea and in the air, and comply with international law. All nations are entitled to freedom of navigation and over flight in the global commons. Thus, the deployments should be seen as great power theater, rather than as a violation of international law. Yet they also dispel any doubt that we now live in a tri-polar world, with a revanchist Russia and China bent on upending the U.S.-led global order in Europe and Asia, respectively.

Russia, for its part, is using its naval power to underscore the nation’s relevance and global reach. Indeed, this month Russia pledged to expand its forays into the Caribbean Sea and the Gulf of Mexico. The announcement follows an incident in June, when two Russian strategic bombers, bristling with intelligence-gathering electronics, came within 50 miles of the coast of California.

Since the eruption of war in Syria, Russia has added at least four warships, a spy ship, and a repair ship to its forward operating base in Tartus, Syria, as part of its new standing Mediterranean Task Force. Even more interesting, the Russian cruiser Varyag led a four-ship flotilla to waters off northeast Australia during last week’s G20 summit in Brisbane. After HMAS Parramatta led three Royal Australian Navy warships and maritime patrol aircraft to monitor them, Russia explained that the flotilla was testing their range capability, “in case they have to do climate change research in the Antarctic,” and that the ships could, if necessary, protect Russian President Vladimir Putin, who attended the summit.

These deployments complement Russian naval and air operations in the Arctic Ocean and Pacific Ocean. After a 15-year hiatus, in 2007, Russia resumed its long-range surveillance and strategic bomber flights in the Arctic region. These flights annoy Canada and worry the Nordic states, but seem to do more to cement ties between NATO and Finland and Sweden than anything. This October, the Swedish Navy spent a week patrolling the inner archipelago near Stockholm after sonar tracks of the seabed confirmed a “plausible foreign underwater operation.”

Rear Admiral Anders Grønbak stated that while the mysterious craft could not have been a submarine, the incident resurrected comparisons to an incident in 1981 when a Soviet submarine ran aground and surfaced just two kilometers from the main Swedish naval base at Karlskrona.

Russian strategic reconnaissance bomber flights reportedly fly near Japan more than 100 times a year, sometimes overflying the entire length of the island chain from Okinawa to Hokkaido. These patrols unnerve the Japan Self-Defense Force, which sends aircraft to intercept them.

In each of these cases, Russian naval and air forces serve as the tip of the spear for Kremlin diplomacy. Common threads run throughout each deployment. First, Russia is reaping past investments in naval force structure. Last year, the country reportedly added 36 ships to its inventory, allowing the Russian navy to replicate its worldwide operations of the Cold War. In Russia’s view, the deployments are a return to normalcy.

Second, the deployments are designed to convey to the world that Russia is a nation of global consequence, with the ability to project power in any region. With the Russian Federation headed for demographic ruin in the coming decades and the nation’s one-trick economy wholly dependent on the sagging oil and gas market, Russia desperately seeks to revive the trappings of its former glory. Third, in contrast to Russia’s invasion of Ukraine, which undermines the core proscription against armed intervention in the United Nations Charter, Russia’s naval and air deployments are entirely consistent with international law, and in particular the United Nations Convention on the Law of the Sea .

The navigational rules set forth in UNCLOS reflect customary international law and are binding on all nations. Ships and aircraft of all nations, including warships, submarines, and military aircraft, are entitled to exercise high seas freedoms beyond any coastal State's 12 nautical mile territorial sea. The only limitation on these operations is that they must be "peaceful" under the U.N. Charter in that they cannot unlawfully use or threaten the use of force. Within 12 miles, ships – but not aircraft – may transit in innocent passage, a much more restrictive rule than the UN Charter may.

The uptick in Russian air and sea operations is a reminder that the principle of freedom of navigation in the global commons entitles all states the unimpeded use of the oceans and international airspace.

Source: [CNN World](#) , 18 Nov 2014

US, Japan, Australia Boost Maritime Cooperation

- Ankit Panda

For the first time since 2007, the leaders of the United States, Australia, and Japan met on the sidelines of the G 20 conference in Brisbane, Australia and agreed to deepen their military cooperation. Specifically, U.S. President Barack Obama, Australian Prime Minister Tony Abbott, and Japanese Prime Minister Shinzo Abe agreed to deepen their cooperation on maritime security. The meeting took place despite its potential to antagonize Beijing, which complains of U.S.-allied states in the Asia-Pacific aspiring to "contain" its rise. The meeting between the three allies came a week after the U.S. and China concluded a landmark agreement on climate change and after Japan and China held high-level diplomatic meetings for the first time in nearly two years.

The three leaders issued a joint statement following the meeting in which they noted that they had agreed to "deepen the already strong security and defense cooperation" between themselves. The U.S., Australia, and Japan conduct maritime exercises together and share intelligence. The joint statement emphasized their bid to boost"

maritime security capacity building,” and emphasized the need for the “peaceful resolution of maritime disputes in accordance with international law.” In addition to maritime security, the three leaders addressed another persistent security threat in Asia, namely North Korea’s nuclear program. They resolved to continue to work toward “eliminating the North Korean nuclear and missile threat” and “addressing human rights in North Korea including the abductions issue.” The abduction issue was likely included in the statement at the insistence of Japanese Prime Minister Shinzo Abe. Abe’s government has been engaging North Korea diplomatically on the abductions issue over the past year.

According to the *Associated Press*, U.S. officials insist that the trilateral talks were not “meant to send a message to China.” This is despite remarks by the U.S. president that China should “adhere to the same rules as other nations — whether in trade or on the seas.” Aside from Asian maritime security, the three leaders stood together against Russia, noting that they opposed “Russia’s purported annexation of Crimea and its actions to destabilize eastern Ukraine,” and further stated their intention to bring “to justice those responsible for the downing of Flight MH17.” The trilateral statement added to a growing chorus of international pressure on Russian President Vladimir Putin at the G 20 over his country’s role in the ongoing crisis in Ukraine.

The meeting between these three leaders harkens back to a now-defunct 2007 initiative by Japanese Prime Minister Shinzo Abe during his first term dubbed the “quadrilateral security dialogue”. The QSD included India in addition to Japan, Australia, and the United States, and drew criticism from Beijing as a brazen attempt at containment by the Asia-Pacific’s three most powerful democracies in addition to the United States. Since then, bilateral cooperation has deepened between each of these countries, but trilateral arrangements (including U.S.-Japan-India, and U.S.-Japan-Australia) have grown at a slower pace. This year’s G20 provided an opportune moment for trilateral coordination on security cooperation and comes at a time when China’s actions in its near seas have grown increasingly assertive.

Source: [The Diplomat](#) , 19 Nov 2014

The Modi Government is Showing Increasing Willingness to Stand Up to China by Forging Regional Alliances

- Darshana M Baruah

However, India has been unable to meet the expectations of its ASEAN friends, who more often than not complain about New Delhi not doing enough in the security domain. While India continues to maintain its distance from any "contain China" strategy, recent developments suggest that New Delhi is more willing to listen to its ASEAN neighbours. Prime Minister Narendra Modi's maiden presence at the 9th East Asia Summit and the 12th India-ASEAN summit in Myanmar last week provides a glimpse into India's willingness to be involved in regional security issues beyond its shores.

Maritime security

Under the leadership of Modi, the new government has renewed its interest in maritime security and has recognised the need to be involved in shaping the changing security architecture of the Indo-Pacific.

In boosting defence ties, India is also focusing on strengthening its maritime partnerships with the navies of the region such as Australia, Japan, Singapore and Vietnam. India offered a US \$100 million line of credit to Vietnam, which was reiterated during the visit of the Vietnamese Prime Minister Nguyen Tan Dung to Delhi in October. Hanoi in turn is looking to use the credit to buy new naval vessels from New Delhi in an effort to strengthen its maritime defence in the South China Sea. Delhi must now also look to strengthen its maritime partnership with Jakarta under the leadership of President Joko Widodo - the new leader in Indonesia paying special attention to the maritime strategy of the country.

Japan, Vietnam military ties

One of Modi's first overseas visits was to Japan, an important player in the Indo-Pacific and embroiled in a potentially dangerous dispute with Beijing over the East China Sea. The Tokyo Declaration at the end of the visit on September 3 "attached

importance to the regularisation of bilateral maritime exercises as well as to Japan's continued participation in India-US Malabar series of exercises".

Earlier this year, New Delhi invited Japan to participate in the Malabar naval exercises. The trilateral war games in the Western Pacific have sparked concerns in Beijing. The joint statement at the end of Modi's visit to the US in September was of great significance both because it was the first time India had made a direct comment on dispute resolution in the South China Sea and that it was in a joint statement with Washington.

The statement read, "The leaders expressed concern about rising tensions over maritime territorial disputes, and affirmed the importance of safeguarding maritime security and ensuring freedom of navigation and over-flight throughout the region, especially in the South China Sea". The statement also urges all parties to resolve the dispute in a peaceful manner in accordance with international law, drawing criticisms from Beijing.

Furthermore, when the Vietnamese prime minister paid an official visit to India, the South China Sea was mentioned once again in their joint statement. The statement called for freedom of navigation through the South China Sea and urged all disputing parties to work toward the implementation of the Code of Conduct.

India's repeated mention of the South China Sea in joint statements definitely marks a shift in strategy on maritime security. Although New Delhi has previously remarked on the need to ensure maritime security and freedom of navigation in the region, it has never named any country or an area in dispute.

Time to end timidity towards China Continuing with the trend, Modi again emphasised the need to stabilise the South China Sea in the recently concluded 12th India-ASEAN Summit and the ninth East Asia Summit in Myanmar. At both forums, Modi emphasised the need to follow international norms to maintain peace and stability in the South China Sea, a comment directed at Beijing.

What is also of significance is India's choice of platforms in making these comments. In the face of a weakening American alliance in Asia, Modi's statement on the South China Sea with Obama signifies an increasing need for New Delhi to play a

leadership role in regional security. Perhaps India is finally gathering the political will to play a greater role as a security provider in the region.

Similarly, the joint statement with Vietnam is a reassurance to one of India's closest friends in Southeast Asia engaged in a sharp dispute with China. Modi also met with the leaders of the Philippines and Japan - two other nations embroiled in maritime disputes with China - signalling a greater willingness to play an active role in regional security. Beijing is mostly wary of such actions as it opposes internationalisation of the disputes in the contested waters, continuously warning other nations from engaging in the region. China is staunch in its demand that all disputes in the region be resolved bilaterally, without intervention or mediation from any other nation or multilateral institution.

On the other hand, countries like the Philippines and Vietnam are apprehensive about - facing their big neighbour alone at the negotiation table. Moreover, Beijing does not recognise the dispute in the South China Sea and considers the islands within the so-called nine-dash line (now 10-dash) part of its own territory. There is no doubt that New Delhi's interest in Southeast and East Asia is growing. India is looking to collaborate with the countries of the region at both economic and defence levels. With the Look East Policy gaining momentum as "Act East", the current Indian government's initiatives point in the right direction.

India has for far too long fought shy of its opportunities in the East in a bid to avoid upsetting China. However, with the changing regional security architecture and an expanding Chinese presence in the Indian Ocean, it is time that India stepped out of its "timidity towards China" frame and move forward with collaborations and engagements with key players in the region. It is also important to note that New Delhi is not engaged in any "China containment" policy and neither need it be. It is merely being vocal about its concerns, which is enough to assure its friends in Southeast Asia that India may slowly be ready to play the role of a security provider that the region needs.

Source: [The Nation](#) , 19 Nov 2014

Defense Spend, More Vessels Needed if Ocean Economy Is to Be Protected

- Kim Helfrich

A timely reminder that South Africa is going to have to invest heavily in maritime patrol and surveillance capabilities if the Presidential plan to unlock the ocean economy is to work came from the bridge, as it were, this week.

Commander Charl Maritz, Commander of the Valour Class frigate SAS Mendi , did not pull any punches when he addressed a Department of International Relations and Co-operation symposium on the blue economy and associated maritime security challenges. The symposium follows an announcement by President Jacob Zuma in October that the country will be looking to the seas surrounding it to boost national economic activity over at least the next 20 years. Speaking in Durban he said the ocean economy has the potential to contribute up to R177 billion to the economy and create a million jobs by 2033.

Speaking as a person closely involved with the operational side of the maritime domain, Maritz told symposium delegates “if one is earnest about the importance of the southern African maritime environment a justifiable monetary investment has to be made and also wholly supported”.

He said that with “only a handful of assets” the SA Navy (SAN) can only do either constabulary activities or naval warfare. “Operationally, for any navy and in this particular case the SAN, their use for constabulary tasks is a paradox. By virtue of their infrastructure, they are capable to conduct such tasks, but it is contrary and secondary to their primary focus. Many naval officers will oppose their use in constabulary tasks as it may dilute their higher end naval warfare focus and capabilities if they are ‘bogged down’ in coast guarding type duties. This raises the perpetual arguments for and against navies versus coast guards to service the maritime security needs of a country. The effects of these arguments, sometimes-active opposition, visibly spill over onto the operational and tactical conduct of maritime security.

“Political understanding is required that with only a handful of assets the SAN can only do one or the other. Each decision in support or opposition of either direction has its own explicit and inherent consequences. Additionally, it is rarely understood, or perhaps acknowledged, that to have just one maritime capability asset such as a ship or aircraft, permanently available for a particular task one requires an order of three to four of the same type to achieve a permanent rotation. For example; one ship on operations, one ship in maintenance and one ship conducting post maintenance and pre-mission work-up training. This is a significant, and continuous, monetary investment required to service a maritime security strategy,” he said, adding South Africa has more than 1.5 million square kilometres of ocean area jurisdiction.

Elaborating, Maritz said: “The SAN, by extension the SANDF [SA National Defence Force] has had a ship on station on Operation Copper in the Mozambique Channel almost permanently since January 2011. This effort has been jointly supported by the SAAF through an airborne maritime surveillance capability and is further supposed to be in co-operation with the Mozambique government and armed forces. Similarly, the SAN also participates in Operations Corona, Prosper and Festive Season, which, from the naval perspective, are all joint and co-operative constabulary activities to counter criminality around South Africa’s territorial maritime zone. Further verbal commitments for co-operation also see SAN ships deploy sporadically on East and West Coast patrols for similar purposes, supporting other SADC role-players.

“The next major operational patrol issue is embedded in the surveillance capability a country, or region can imprint over its maritime territories. The ability to source long range, persistent and relevant information on the maritime environment allows determination and/or prediction of where and when potential acts of maritime criminality may occur or give indication that they are. The intelligence bodies, organisations and networks responsible for surveillance analysis must then act as the conduit for warning and tasking of an enforcement platform.

“Once deployed, a single ship has a surveillance capability up to its own radar and visual horizons, seldom more than 30 nautical miles. It is thus localise asset that

needs to be directed onto an illicit activity. This direction should also account for the speed at which ships proceed and the distance to cover to gain contact with perpetrator. Justice cannot be delivered unless a culprit can be apprehended. Maritz said there were successes in combating maritime crime the world over giving the Horn of Africa as one example. He pointed out the global will and supported infrastructure to achieve these successes is massive.

“There are multiple task groups constituting more than 30 warships at any given time in this geographic hotspot. These are guided and directed by a variety of intelligence based shore organisations designed to have enforcement assets adequately positioned to achieve intercept on attempted piracy and criminality. Additionally the warships themselves are well suited, well prepared and well outfitted to conduct VBSS (visit, board, search and seize) while being efficiently mandated to act in the enforcement of maritime security strategies for the region.

“Despite all this effort and concentration of assets, the size and nature of ocean areas are so vast that the system is not fool proof. As security measures evolve, so too do measures taken by criminal elements to avoid them. This shows the evolving demands placed on a maritime security strategy and accentuates the need to keep such strategy relevant and supported.”

Source: [Defence Web](#) , 20 Nov 2014

Chinese Takeaway: Modi’s Indo-Pacific

- C Raja Mohan

Prime Minister Narendra Modi’s decision to visit Fiji after his pre-scheduled trips to Myanmar and Australia was indeed a surprise. This underlines the new commitment in New Delhi to bridging the gap between the potential and reality of Delhi’s reach in the Indo-Pacific. The last time an Indian prime minister traveled to Fiji was in 1981, when Indira Gandhi arrived there. Since then, much has happened in Fiji and around it. The intensification of ethnic conflict in Fiji between Indian immigrants and the native populations saw Delhi focus exclusively on securing the interests of the Diaspora.

He many coups in Fiji and the discrimination against the Indian community there led to Delhi's efforts to isolate the government and lose its broader influence in the island. Modi's visit comes in the wake of the UPA government's decision to begin constructive engagement of Fiji a few years ago.

In the island itself, the elections earlier this year saw the strongman Frank Bainimarama shed his military uniform and win a democratic election with the support of ethnic minorities, including sections of the Indian community. If the restoration of democracy in Fiji set a positive context for Modi's visit, the PM announced a number of steps to boost India's relationship with Suva. This included the expansion of India's development partnership with Fiji, improving air links and announcing visa on arrival for the citizens of Fiji.

The Diaspora is not the only reason that has taken Modi to Fiji. Long seen as the backwaters of global politics, the region has increasingly become an important theatre in the emerging great power contestation in the Indo-Pacific. As elsewhere, the rapid rise of China and its intensive outreach to the islands in the last few years has stirred other major powers into action. What began initially as a competition with Taiwan for diplomatic recognition among the island states has now acquired an intensive strategic dimension.

With their vast exclusive economic zones, the Pacific Islands occupy millions of square kilometers of ocean space and straddle vital sea lines of communication. Some provide ideal vantage points for military power projection. They are also important locations for gathering signal intelligence and monitoring outer space activity. Guam, for example, is now critical for the maintenance of American forward military presence in the Pacific. The US also tests many of its "star wars" systems in the littoral.

For China, which seeks to expand its own strategic influence in the Pacific, limit American military primacy in the region and gain access to the rich natural resources of the littoral, the Pacific Islands have become an important priority. The last few years have seen China step up its presence through massive aid programmers, civilian as well as military, and frequent deployment of its naval units and the development of maritime infrastructure in the region. China also built a satellite-

tracking station in Kiribati, which, of course, was dismantled when the island switched its allegiance to Taiwan.

China's interest has given the islands more strategic options in their international relations and the means to resist political pressures from Australia and New Zealand. Fiji has consciously articulated a "look north" policy and played the China card with considerable deftness. With China raising its profile in the south Pacific, the US has ended its post-Cold War neglect of the islands and is back in play. Japan, too, is now committed to doing more for the islands. Australia and New Zealand, which had a free hand in the region after the Cold War, are now recalibrating their policies.

In meeting all the leaders of the Pacific Islands, promising to make the joint forum a regular affair, enhancing India's economic assistance programmes and unveiling defense cooperation with Fiji, Modi has demonstrated that India is ready to turn its historic links with the south Pacific into a strategic partnership.

Source: [Indian Express](#) , 21 Nov 2014

Is Shipping Really Such a Conservative Industry?

- Diane Gilpin,

At almost every shipping meeting, seminar, conference I hear the mantra: "Shipping is a very conservative industry."

Really? Didn't shipping initiate global trade? Create the world, as we know it through exploration, colonization and exploitation. Don't ships epitomize adventure? The Polynesians in their drahka, Vikings in longboats, Charles Cook, Walter Raleigh, The Pilgrim Fathers, Vasco de Gama ... none of that is very conservative. Check out the flying cloud, the sailing cargo ship that held the world speed sailing record from 1854 until 1989. Built in response to the gold rush this ship set standards no one could match for more than 100 years.

At the Ship Efficiency conference in London in Oct 2014 Lloyds Register's Dimitris Argyos provoked the industry to think beyond efficiency. He referred to renewable powered solutions as 'exotic'. The next day a University Lecturer described wind propulsion solutions as 'exotic'.

We need to talk about language.

The main selling point for using wind to augment propulsion on ships is simple: there are no plans to alter the price of wind anytime soon. It is an infinite, if intermittent, free fuel supply. Sailing and wind-assist devices deployed today will use 'fuel' that costs exactly the same for the vessels' whole lifetime. Fixing a significant proportion of fuel cost allows greater certainty in operating budgets giving flexibility in other critical areas.

21st century industrialized sailing ships are reliable, designed to deliver to the same schedules as any conventional ship - if the wind doesn't blow there's an engine to ensure logistics commitments are met. If the wind does blow sailing hybrid vessels increase speed to reduce overall fuel use along any given route. Smart weather routing systems devised for offshore yacht racing, and now adapted for the commercial sector, support optimum course decisions to minimize fuel use whilst maintaining schedules.

“There are no plans to alter the price of wind anytime soon. It is an infinite, if intermittent, free fuel supply. Future Automated Sailing Technology rigs, FAST rigs for short, are smart bits of kit. When we think of sailing vessels, maybe we think of square riggers of 120 years ago, we immediately associate them with uncertain delivery schedules, dangerous handling capability and filthy on-board conditions. Things have changed. FAST rigs, being automated, are operated from the bridge by means of push button controls.

Industrial Sail Systems

To industrialize this sail system loading and force analysis is undertaken on the best materials to use to create a robust, workaday solution for a merchant vessel rather than a money-no-object system that is a necessary element of a superyacht DNA.

The FAST rig combines steel and composites in a novel but straightforward and manageable way to secure the optimum techno-economic balance between strength, light weighting and cost.

The sails themselves are like roller blinds, each individually fitted into the rig system via a cassette mechanism. This offers several advantages; when all the sails are fully deployed the propulsion effect is similar to a fixed wing sail but in varying weather conditions when the wind can be behaving differently at the top and the bottom of the masts various combinations of soft FAST rig sail can be employed allowing maximum optimization of available wind.

Reliability is key in 21st century logistics systems and industrial sailing hybrid vessels have usual engine propulsion systems available ensuring schedules are maintained. Because these engines are used less often it ensures longer life and lower servicing and maintenance requirements.

There are various ways of deploying wind on ships, the most basic is as a principle source of propulsion on smaller vessels by way of a 21st century automated square rig. Smaller vessels are inherently less efficient, unable to benefit from economies of scale, and are more vulnerable to vagaries in bunker prices. The proportion of operating budget on small ships attributable to fuel has risen from 10% to 60% in the last decade. Sailing hybrid ships, where 50% of the propulsion comes from 'free fuel', make economic sense. This financial prize is what drives the world's greatest designers and naval architects to work alongside the dry bulk sector to create workable 21st century industrial sailing ships.

History Lessons

With the implementation, and enforcement, of the Emission Control Area getting closer we see increasingly worrying predictions of increases in fuel costs for low sulphur options. One estimate predicts MGO consumption will increase by 50m mt, equivalent to 3% of total global middle-distillate consumption. In 2004 and 2010 when there were similar spikes in demand we saw a 20% increase in US highway diesel prices. If the past is any indicator of the future, shipping could face 20% increase in MGO price in response to the hike in demand. Adding this 20% to today's

price averages would see an 83% premium on LS MGO over HSFO in Rotterdam compared to today's 52% premium.

In 1846 the US owned 640 whaling ships. Whales contributed oil for lighting, perfumes and raw materials. In 1880, it was the fifth largest sector of the US economy. Innovations like faster, larger whaling barques and better harpoon and winch technologies gave US whaler's competitive advantage. Then petroleum arrived. Fifty years later whaling in US was all but gone. The whaling fleet was decimated by the arrival of 'new' oil'. In 1859, the US produced 2000 barrels; forty years later that was 2000 barrels every 17 mins.

The parallels to the status of shipping are plain. The industry faces the twin challenges of rising bunker prices and increasing environmental legislation driven by science-backed societal concerns.

Shipping needs to respond positively and it will profit in our fast changing world.

Source: [Ship and Bunker](#) , 24 Nov 2014

Indonesia's Maritime Role Hinges on 'Pillars'

- Bantarto Bandoro

An officer from the Indonesian Navy surveying the Singapore Straits amid naval signal flags on a Naval Command Center in Batam, Indonesia, during an Indonesia and Singapore navy joint demonstration in the Singapore Straits in this file photo on May 27, 2005.

President Joko Widodo is serious in making Indonesia a more active and capable maritime player in the region. But this requires not only a stronger and more modernized navy, as well as a better equipped marine security police, but also effective inter agency coordination dealing with a wide spectrum of maritime affairs.

The national police for maritime security and the navy, however, have already complained about the prospect of their role in supporting the government's maritime

nexus — unless they are given a much larger budget to buy fuel in order to operate their patrol boats.

Joko's message about Indonesia's rightful aspirations as a seagoing Indo-Pacific power — that is, an archipelagic country connecting two oceans — is at the outset full of rhetoric until he, in the East Asia Summit held in Naypyidaw, Myanmar, outlined the five underlying pillars of the policy. A revival of Indonesia's maritime culture, recognizing the link between the country's archipelagic geography, identity and livelihood; improved management of Indonesia's oceans and fisheries through the development of the country's fishing industry and building maritime food sovereignty and security boosting Indonesia's maritime economy by improving the country's port infrastructure, shipping industry, and maritime tourism; maritime diplomacy that encourages Indonesia's partners to work together to eliminate conflict arising over illegal fishing, breaches of sovereignty, territorial disputes, piracy and environmental concerns like marine pollution; and bolstering Indonesia's maritime defenses, both to support the country's maritime sovereignty and wealth, and to fulfill its role in maintaining security.

Those five pillars are integrated and one cannot be seen in isolation from the other if the Indonesia's maritime nexus is to be proven strategically beneficial for the country's well being.

In his East Asian Summit speech, the president said Indonesia is "obliged" as a "fulcrum between two oceans" to bolster its maritime defenses, both to protect its own sovereignty and to maintain regional navigational safety. The fourth and fifth pillar of Indonesia's maritime policy looks well enough to provide the country's maritime defense as well as the safety of navigation and maritime security. The world "pillar," to some evoke the sense of Samson standing between two huge pillars of a great building, with a hand on each pillar. He pushes the pillars with all his might until it causes them to collapse, killing him.

The world pillar brings to mind visions great strength that stand upright and hold an important structure in place.

The president vowed to restore Indonesia's maritime status and profile by adhering to the strategic importance of the sea in dealing with comprehensive maritime issues. The Asia Pacific will definitely be central to Indonesia's maritime nexus. It not only the world's most politicized maritime region, but it is also full of instances of maritime diplomacy going back centuries involving not only traditional maritime powers like the United States and the United Kingdom, but also less traditional maritime powers.

The president hopes the pillars of the country's maritime policy will serve to anchor Indonesia's role as a force for security as well as regional stability.

Joko stated in his inaugural speech that Indonesia will continue to adhere to and execute a free and active foreign policy, regardless of the impact of the changing strategic environment Indonesia faced. With maritime nexus as one of the main components of Indonesia's external relations, Jokowi wanted to strike a balance between economic development and the enhancement of its maritime infrastructures (pillar two and three). Not only that, the policy also aims at making Indonesia a leader in tackling fresh regional maritime security issues as envisioned in the fourth pillar of the policy.

Indonesia's quest for a strong and sustainable maritime status does require constant strategic policy steps to further prove the importance of those five pillars as they imply that Indonesia has to enhance and strengthen, if not regain, its international standing by taking fresh maritime security initiatives. But that would mean countries in the region also need to step up cooperation and support in Indonesia's attempt to eliminate conflict over illegal fishing, territorial disputes, piracy, and environmental concerns like marine pollution.

For Indonesia's trading and security partners, President Joko's maritime policy presents ample and interesting opportunities for collaboration. This is the essence of the fourth pillar of the country's maritime nexus. It is appropriate, if not timely, that the pillars of Indonesia's maritime nexus is introduced as the country and the region are now facing and will continue to face the reality that issues related to maritime security have extended beyond the classical geostrategic issues.

The fourth pillar of the maritime policy indicates that maritime security issues have now become more complex and diffused due to the very quick changes in the economy and technology, which heavily impact on the security of the state and stability of the region. A sense of a diffused and global maritime security threat has prevailed.

With the introduction of the pillars of Indonesia's maritime policy, the country is politically and strategically committed to developing some kind of long-term insurance for regional maritime security and stability of the Asia Pacific.

The logical and strategic consequence is that Indonesia would have to mobilize whatever national resources it has at its disposal to make sure that the pillars stand upright and hold up the nation's maritime infrastructure.

Not only that: the government must make sure that the funding for the maritime policy pillars is available to secure the maintenance of such a maritime nexus.

In short, Indonesia's approach to global and regional maritime security issues is already unfolding, knitting states together in collaborative partnerships to promote a better and safer environment of maritime security.

Source: [Jakarta Globe](#) , 27 Nov 2014

How the Navy's Latest Anti-Submarine Aircraft Sees Under the Waves

- Pierre Bienaimé

Boeing's P-8A Poseidon has been a part of the US Navy for a year this month. The converted airliner brings the latest in anti-submarine capabilities, reaching greater altitude and speed than its predecessor.

At the front of the plane, the P-8A sports an exclusive radar system supplied by Raytheon. In certain detection modes, the 408-pound radar system has a range of 200 nautical miles and provides ultra-high resolution images. A shorter-ranged

setting offers enough precision to pick up on "small targets with limited exposure time in high sea states," according to Raytheon's fact sheet on the product.

The P8-A also has a refueling receptacle for missions that go beyond the 20 hours it can fly on a full tank. The back half is dedicated to the storing and launching of sonar buoys from on high, which allow members of the nine-person crew to measure the sound propagation around these underwater units - just as a submarine or warship typically would. The P-8A can send out more than 100 of these yard-long "sonobuoys" in a single flight.

And in the middle, "any operator can control and monitor any sensor from their station," a Boeing representative wrote in an email to Business Insider. Each of five operator stations is equipped with two 24-inch high resolution displays, which were designed to work seamlessly with Raytheon's radar system.

Unlike some vehicles contracted from private manufacturers, the P-8A's militaristic features "are incorporated in sequence during fabrication and assembly" rather than being tacked on in post-production. It is built from the fuselage of Boeing's 737-800 and the wings of its 737-900. Already the plane has played a role in the South Asian theater, where China's confidence in laying claim to disputed islands and waters meets a US presence meant to strengthen ties with nervous allies.

In August a Chinese fighter jet performed several passes - and even a barrel roll - near and above an American P-8A flying some 135 miles east of Hainan, home to a Chinese submarine base. At the time, China said the pilot had kept a safe distance, while the US described the event as dangerous.

In talks that raised the incident earlier this month, China and the US agreed to new guidelines aimed at avoiding further friction, including notification requirements and rules of behavior for future encounters. The P-8A doesn't just make spy flights; in addition to its primary function as an intelligence-gathering asset, it can carry various payloads: cruise missiles, naval mines, and even torpedoes. Boeing has also created the P-8I, a variant on the Poseidon designed for foreign markets. The Indian Navy has purchased eight of these, the last two of which will be delivered next year, to replace their Russian Tu-142 aircraft.

According to Boeing, the company is fielding interest from other countries as well; Australia has moved to acquire eight of its own. India's P-8I, per their contract request, is equipped with a Magnetic Anomaly Detector (MAD) eschewed by the plane's parent version.

The tailpiece picks up on variances in the Earth's magnetic field created by large metal objects. India's own group of planes may go towards monitoring the same rival its American cousin does. "Indian strategists speak in alarmist, geopolitical terms about a Chinese footprint in India's sphere of influence and a possible encirclement," the Stockholm International Peace Research Institute wrote in March. "They call for a speedy and forceful investment in a blue water navy." For that, Boeing's latest surveillance aircraft could make a strong complement.

Source: [Business Insider](#) , 28 Nov 2014



Indian Naval Ships Visits Northern Mozambique

The Indian Navy's stealth frigate “Teg” will arrive in the northern Mozambican port of Nacala.

According to the Indian Government news service, the goodwill visit is aimed at strengthening the friendship between the two nations. Both are members of the Indian Ocean Naval Symposium (IONS), a thirty five-nation body that seeks to increase maritime co-operation among navies of the littoral states of the Indian Ocean. IONS encourage the flow of information and cooperation between naval personnel.

“Teg” set sail from Mumbai at the beginning of October along with three other naval ships for a two-month long deployment to east Africa and the southern Indian Ocean region. Under the command of Rear Admiral R Hari Kumar, the ships called at several points en route to Nacala. After a stopover at the South African naval base at Simon's Town, INS Teg took part in the India - Brazil - South Africa Maritime exercise in the Indian Ocean.

Source: [All Africa](#) , 18 Nov 2014

New Energy in India-Australia Ties Will Boost Local Economies

Prime Minister Narendra Modi and his Australian counterpart Tony Abbott have scripted a new moment in India-Australia ties putting to rest the fitful gestures of drawing closer in the past.

The reasons for strengthening ties are obvious — New Delhi is interested in Australia's natural resource exports while Canberra is alert to the promise of India's vast market for its services. Both countries see themselves as Indian Ocean powers,

they are interested in the emerging power-balance in the Asia-Pacific and watch the rise of China with a measure of fascinated ambivalence.

Bilateral ties have hitherto been constrained by slow progress towards the nuclear deal signed this year and a reluctance to be seen as openly balancing against China. However, Beijing's pointed maneuvers in the South China Sea in recent months and emergence of strong leaders in India and Australia have clearly prompted a rethink.

Mr Modi's visit provided a festive backdrop to confirming the direction of India-Australia ties. Both countries have agreed on a 'framework for security cooperation' that sets out an action plan to consolidate contact among their strategic elites.

In addition to annual summits, India and Australia will have meetings of foreign and defense ministers, senior diplomats, service chiefs, Track 1.5 dialogues, separate consultations on East Asia, regular maritime exercises and high-level dialogue on counter-terrorism, maritime security and cyber security.

India-Australia security cooperation is by no means a zero-sum arrangement since Australia has just signed a free trade deal with China that will add to current trade volumes of \$131 billion — but it does show a willingness by Canberra and New Delhi to be clearheaded and unapologetic about exploring strategic convergences with like-minded powers.

The prime minister's exuberant rhetoric on Australia will have pleased his hosts. In a well-received address to the Australian parliament, Mr Modi memorably underlined that Australia will not be at the periphery of India's vision "but at the centre of our thought".

He gestured towards Australia's strategic importance saying it was at the heart of the Asia Pacific and the Indian Ocean region. Mr Modi went on to say that he saw "Australia as a major partner in every area of our national priority" including infrastructure, skills, education, agriculture energy, manufacturing, finance and technology and exhorting them to invest in India's growth project. India, he said, will be the answer to Australia's search for new economic opportunities and its desire for

a more diversified global economic engagement. The India-Australia relationship will now be one to look out for in the fast evolving Asia Pacific region.

Source: [Hindustan Times](#) , 18 Nov 2014

Former Navy Chief of Pakistan proposes Cooperation among Indian Ocean Navies

Former chief of naval staff Admiral Muhammad Asif Sandila said that a greater cooperation was required among Indian Ocean navies for development and economic prosperity of the region.

He said this at the two-day international conference titled “Major Powers’ Interests in Indian Ocean: Challenges and Options for Pakistan” jointly organized by the Islamabad Policy Research Institute and Hanns Seidel Foundation. Admiral (r) Sandila stressed the need to create awareness in the developing countries with regard to naval strategies.

Quaid-e-Azam University School of Politics and International Relations Associate Professor Dr Nazir Hussain said that the Indian Ocean was very militarized and there was a need to demilitarize it, adding that Pakistan should adopt multilateralism than the bilateral approach given its geo-strategic location in the Indian Ocean region. “Pakistan needs to develop Indian Ocean Strategy,” he said. Pakistan Navy War College Senior Research Fellow Muhammad Azam Khan said that the Indian Ocean had diverse economies and systems of governance and has seen maximum number of conflicts post-Cold war.

“Indian Ocean does not have a single focal point, it has many,” he added. He highlighted the role of multinational exercise “Aman” which aims to develop shared understanding on maritime security operations, counter-terrorism operations and operations related to humanitarian assistance in the Indian Ocean region. “Pakistan’s maritime strategy is defense-driven with no element seeking parity with neighboring countries that are reportedly opting for a full-fledged blue water navy. The imperatives of the strategy include protection of Pakistan’s territorial waters,

frustrating all efforts of exploiting its sea resources by others and to ensure free and smooth economic access for trade. It is a medium size navy with no offensive designs and it does not aim at sea access denial to its neighbor. Pakistan has always treated sea as a binding agent than as a divisive element in its relations with neighbors. Pakistan has always used its modest maritime forces to strengthen peace and security of the lanes in the Arabian Sea, which is strategic for the safety of energy corridor.

Source: [Daily Times](#) , 20 Nov 2014

Indo-Pacific Security Links: Xi-Abe, Modi In Australia, Maritime Security, Nuclear Tests And More

The Indo-Pacific is a strategic system encompassing the Indian and Pacific oceans, reflecting the expanding interests and reach of China and India as well as the enduring role of the US. The Lowy Institute's International Security program presents a weekly selection of links illuminating the changing security picture in this increasingly connected super-region.

Despite initial hopes, the atmospherics of the recent APEC meeting between Japanese Prime Minister Shinzo Abe and Chinese President Xi Jinping have left some with little optimism for the future.

Indian Prime Minister Narendra Modi's visit to Australia resulted in a successful public reception and the conclusion of a new India-Australia framework for security cooperation.

Elsewhere, Rory Medcalf argues that the G20 summit and speeches by the leaders of the region's most consequential states marks Australia's coming-of-age as a 'core Indo-Pacific power.'

On the sidelines of the G20, the US, Australia and Japan have agreed to deepen cooperation on maritime security and commitment to the peaceful resolution of territorial disputes. Greg Sheridan has argued that US President Barack Obama

deliberately sought to politically damage Prime Minister Tony Abbott through his remarks on climate change.

The influential US House Armed Services Committee has selected its newest chairperson, Republican Representative Mac Thornberry. The move follows the overwhelming Republican victory at the 2014 midterm election earlier this month.

A meeting between Chinese Premier Li Keqiang and Russian Defence Minister Sergei Shoigu in Beijing resulted in an announcement that the two countries will strengthen their military cooperation in the Asia Pacific.

North Korea has threatened to conduct more nuclear weapons tests in response to a recent UN resolution that recommends its leaders face prosecution for crimes against humanity.

Source: [The Interpreter](#) , 20 Nov 2014

Time Bomb in Asia-Pacific

Prior to his departure from the recently concluded G20 Summit in Australia, US President Barack Obama, in a speech at the University of Queensland on Saturday, stressed that the Asia-Pacific region would remain a "fundamental focus" of US foreign policy and pledged to deepen the US' military engagement in the region. Obama's words, confirming Washington's strategic shift toward the Asia-Pacific in a bid to consolidate its global leadership, revealed the fragility rather than the might of US dominance.

For starters, by pledging to enrich its military ties and trade relations with Asian countries, the Obama administration sought to allay concerns among its allies about the US commitment to the Asia-Pacific region. Washington's over-emphasis on strengthening its regional military alliances, however, exposes its real attempt to cut off Asia-Pacific integration, in which Asian countries have been the major driver. Obama's pledge to boost "maritime security capacity building" in the Pacific Ocean

further demonstrates Washington's growing sense of unease over China is growing regional influence.

Obama further prioritized the controversial Trans-Pacific Partnership Agreement in his pivot to Asia strategy. The TPP, covering only 12 trans-Pacific members among which Washington and Tokyo are still haggling over agricultural tariffs, does not even convince the US Congress. Worse still, in hoping to maintain US leadership in the region it deliberately excludes China, a major driver of the Asian economy.

Hence, instead of boosting the regional economy in the Asia-Pacific in the long run as designed, the US-led TPP actually hampers freer trade and economic integration by promoting parochial exclusion. That explains why China would choose to cooperate with the Association of Southeast Asian Nations in a Regional Comprehensive Economic Partnership and why it pushed for the Free Trade Area of the Asia-Pacific during this month's 2014 APEC meeting in Beijing.

Source: [China Daily](#) , 21 Nov 201

Neighbors Trying to Get Their Navies in Indian Ocean: Parrikar

Union Defense Minister Manohar Parrikar on Sunday said that some of the neighboring countries are trying to get their navies in the Indian Ocean, adding that though India does not believe in being offensive but the country's coastal security needs to be strong enough to deter them from "casting an evil eye upon us."

"Our Navy must be watchful of their activities. We do not want to be offensive but we must be strong enough to deter our enemies", he said while inaugurating the Indian Navy and Coast Guard's joint operations facility, Information Management and Analysis Centre.

Parrikar also candidly admitted that country's coastal surveillance network has some gaps, which need to be plugged. He said that this is an enormous task considering the fact that there are about two to three lakh fishing boats operating in our coastlines and the active cooperation of the state governments is required to achieve

hundred percent successes. He called for a change in mindset to correlate the data that would be available through the massive surveillance network to ensure 'zero tolerance to error' describing IMAC as 'a bold initiative' and 'a reply of this great nation to the Mumbai attack.

Set up to provide coastal security and to avert tragic incidents like the 26/11 terror attack on Mumbai, the IMAC is the nodal centre of the National Command Control Communications and Intelligence Network , and is a joint initiative of Indian Navy, Coast Guard and Bharat Electronics Ltd to improve coastal surveillance.

The Naval Chief Admiral RK Dhowan in his opening address said this project will go a long way in beefing up the maritime surveillance, thereby, enhancing the National Maritime Domain Awareness Project. Shri Parrikar said, besides coastal security, we have to protect our interests in the Exclusive Economic Zone.

The NC3I network links 51 Naval and Coast Guard stations, located along the coast and on island territories. The network provides these stations coastal surveillance information obtained from various sensors such as the coastal radar chain of the Indian Coast Guard and automatic tracking systems as well as electro-optical cameras. The network rides on dedicated terrestrial data circuits, as well as, satellite communication, which helps the stations in remote locations to be networked. The IMAC is the centre where data from various sensors and databases aggregated correlated and then disseminated to various stations for enhanced awareness. The software on which the coastal surveillance will be carry out incorporates hi-tech features like data fusion, correlation and decision support features thus facilitating better decision making.

Bharat Electronics Limited, Bangalore, has integrated the entire NC3I Network. The project was sanctioned in Mar 12 and is presently fully functional. The IMAC construction began in Oct 12 and was completed in Jan 14. Amongst others, the Minister of State attended the function for Defence Rao Inderjit Singh, Defence Secretary Shri RK Mathur and CMD, Bharat Electronics Limited, Shri SK Sharma.

Source: [E Newspaper of India](#) , 24 Nov 2014

Maritime Surveillance Network Launched to Beef up Coastal Security

Defense Minister Manohar Parrikar on Sunday inaugurated the joint operations centre of the Navy and the Coast Guard, the Information Management and Analysis Centre (IMAC), for better surveillance of India's coastline of over 7,000 kms and its territorial waters.

The IMC is the central hub of the National Command Control Communication and Intelligence Network - a maritime security and intelligence-sharing network.

Referring to the 26/11 attacks, Parrikar pointed out that the terror strike on Mumbai was carried out by hijacking an Indian fishing boat to infiltrate Pakistani militants on Indian soil. "The consequence of the 26/11 attacks had raised several questions about the loopholes in the coastal area. Though we were working on it with our available technologies to prevent infiltration through sea routes, we do not have sure shot formula to locate suspicious activities on particular boats. The NCCIN will bring us 99 per cent sure shot tracking of suspicious activities," he said.

The IMAC will be connecting with the naval command centers in Gandhinagar, Mumbai, Kochi, Vizag, Chennai, Kolkata and Port Blair. It will also connect with the Coast Guard command centers to track each movement in the sea.

With live pictures on three gigantic screens, the IMAC has facilities to calculate the actual number of vessels, ships, cargo ships and boats.

Source: [Mail Online India](#) , 24 Nov 2014

China Ships Pay First Post-Japan Summit Visit to Disputed Isles

Chinese ships returned to territorial waters around islands at the centre of a dispute with Japan on Tuesday (Nov 25), the coastguard said, and the first incursion since a Sino-Japanese summit aimed at reducing tensions.

Three Chinese coastguard vessels sailed into the 12-nautical-mile zone around the Japanese-controlled Senkaku islands, which China claims and calls the Diaoyus,

shortly after 10 am, the Japanese coastguard said. They left two hours later. The move has become a familiar one over the last two years as Asia's largest economies squabbled over the ownership of the uninhabited chain, but had not happened since a meeting between Chinese President Xi Jinping and Japan's Prime Minister Shinzo Abe raised hopes of a detente.

True to form, both sides were hailing the other to warn them to leave the area, the Japanese coastguard representative said. Relations between Japan and China have been in deep freeze over the ownership of the islands and what Beijing views as Japan's rewriting of history - especially concerning World War II.

After his meeting with Xi, Abe said "Japan and China, we need each other." The get-together on Nov 10 was seen as a symbolic first step toward reconciliation, but one that was short on details. Chinese ships last entered the islands' territorial waters on Nov 3, the Japanese coastguard said.

Source: [Channel News Asia](#) , 25 Nov 2014

Six Years After 26/11 Attacks, Coastal Security 'Much Stronger,' Says Government

On the eve of the sixth anniversary of the Mumbai terror attacks, the government on Tuesday said that the overall coastal and maritime security along the entire coast is "much stronger than before" as several steps have been taken in this regard. "At any given time, the entire west coast is under continuous surveillance by ships and aircraft of the Navy and Coast Guard", an official statement released said.

In order to be better prepared to prevent a 26/11-type attack from the sea, the Indian Navy, along with the Coast Guard and Indian Air Force, is conducting the annual Defense of Gujarat Exercise for five days. "On the occasion of the 6th anniversary of the Mumbai terror attacks, over 30 ships and submarines and aircraft of the Indian Navy, Indian Air Force, Coast Guard and state agencies have been deployed for this exercise off the Western Coast of India.

"During this exercise, the defense of the offshore oil production areas will also be tested. This exercise will provide an opportunity to fine-tune Standard Operation Procedures and test new operational concepts for coastal security," the statement said.

It added, that since 2008, coastal and maritime security has been strengthened substantially by "successful" implementation of technical, organizational and procedural initiatives by all maritime security agencies. Plugging gaps, where identified, is a continuous process that is being addressed appropriately, it said.

After the 26/11 attacks in Mumbai in 2008, several measures were announced by the government to strengthen coastal and maritime security along the entire coast. Coastal patrolling by Navy, Coast Guard and marine police has increased sharply over the last few years. In addition to continuous patrolling by Navy and Coast Guard, modern technical measures have also been implementing for coastal surveillance by way of a chain of 74 Automatic Identification System receivers for gapless cover along the entire coast. This is complement by a chain of overlapping 46 coastal radars in coastal areas of our mainland and islands.

A second phase of coastal radars is also being implemented to plug the small gaps in some places. It said fishing communities have become the "eyes and ears" of our security architecture. This has been achieved by spreading awareness in these communities through coastal security awareness campaigns, conducted by the Indian Navy and Coast Guard, in all coastal districts of the country.

Source: [Deccan Chronicle](#) , 26 Nov 2014

Namibia in Talks to Allow PLA Naval Base at Walvis Bay

Lt Col Monica Sheya, a military spokesperson for Namibia, has confirmed that China hopes to build an overseas naval base at Walvis Bay in the next 10 years, according to a report in the local Namibian Times on Nov. 24. High-level talks are being held between the militaries of the two countries regarding the construction of the naval base, Sheya told the paper. China wants to turn Walvis Bay into a maintenance and

supply base for the PLA Navy. Beijing has claimed that it will not establish military bases on foreign soil as the United States does, but says it requires strategic points overseas in the future, the report said.

The PLA Navy's 16th escort task force consisting of the Taihu, a Type 903 replenishment ship; Yancheng, a Type 054A guided-missile frigate and Luoyang, a Type 053H3 frigate, anchored in Walvis Bay earlier this year during a mission to the Gulf of Aden, the report said. A satellite tracking station at nearby Swakopmund makes Walvis Bay a very suitable base for future PLA naval operations in the region, Sheya said. Namibia is seen an important outpost for China to extend its influence around the coast of Africa.

The spokesperson said few details of the talks can be disclosed to the public at this time, though the country's defense ministry will inform the public once a decision is made.

Source: [Want China Times](#) , 27 Nov 2014

Japanese Military Vessels in Kochi

Two ships of the Japanese Maritime Self Defense Force minesweeper tender JDS Bungo and mine hunter JDS Yaeyama docked at the port here on Wednesday.

Captain Keiji Yoshida, JMSDF Commander of Mine Countermeasure Division-51, who arrived with the flotilla and Captain Shusuke Takahashi, Japanese Naval Attaché in New Delhi, called on Rear Admiral A.K. Jain, Chief of Staff of the Southern Naval Command, on Wednesday. Ship visit exchanges and professional activities are planned during the vessels' stay in Kochi.

Both navies will undertake a passex (passing exercise) as the flotilla leaves Kochi on November 28.

Source: [Hindu](#) , 27 Nov 2014

CM Seeks Japanese International Cooperation Agency (JICA) Help to Improve Port Connectivity

Chief minister Chandrababu Naidu sought the cooperation of the Japanese International Cooperation Agency in developing industrial nodes and a road network connecting all ports in the State.

At his meeting with representatives of the Japan Bank for International Cooperation in Japan on Thursday, Naidu said JBIC has a great opportunity in infrastructure sector particularly in financing airports and ports.

He explained to JBIC that Singapore was working on a master plan for building AP's new capital. "They're comfortable with Japan," Naidu reassured the JBIC. Naidu is expected to meet Japanese Prime Minister on Friday.

Source: [Indian Express](#), 28 Nov 2014



International Wind Ship Association Launched

An international association has been created to facilitate and promote wind propulsion for commercial shipping worldwide. The founding members of a new association for the shipping industry have announced the establishment of the International Wind Ship Association, an association that will encourage, advise and advocate for the use of wind propulsion technologies in the shipping industry.

IWSA, established in the U.K. as an unincorporated, not-for-profit entity, will facilitate and promote the technology, applications and general concept of wind propulsion for the global commercial shipping industry and bring together all parties interested in catalyzing the development and uptake of these technology solutions. The IWSA will also play a role in acting on behalf of members and supporters within this sector in order to shape industry, regulators' and international bodies' perception of the concept of wind propulsion.

IWSA informed that a great deal of support has been received since its initial inception; thus far 50 members and supporters have registered and the organizers expect those ranks to swell in coming months following the inaugural annual general meeting for the association, held in October.

Gavin Allwright, IWSA Secretary, commented, "Our goal is to be an advocate for the development of wind propulsion solutions in the industry, whether retrofit, wind-assisted, new builds or wind as the primary propulsion source. We recognize and applaud the efforts of the industry to reduce emissions, the increased interest in renewable energy sources and the gradual changing perceptions about wind propulsion."

Allwright continued, "With the help of our members, supporters within the industry, academia and other stakeholders, IWSA will be sending out a clear message: wind propulsion is a serious and increasingly proven option, financially a win-win situation

and we are here to work with an industry ready for change.” It was at the Carbon War Room’s Creating Climate Wealth Summit, late 2012, in Berlin that several representatives from the wind-assisted shipping sector came together to tackle the ongoing issues facing this highly innovative and increasingly relevant sector: isolated actions, lack of collaboration and limited sharing of knowledge.

The objectives of IWSA include

Network - create a clear scrotal approach, grouping like-minded organizations and individuals that can share ideas, skills, as well as technical and market information for the development of commercial wind-ships.

Promote – promote the economic value of wind propulsion to the industry

Incubate - assist in securing funding streams, project collaboration, grant applications, research and the pooling of resources.

Educate - act as a central information hub for the wind propulsion sector, ship owners and operators, shipyards, ports, governments, equipment producers, the media, NGOs, and the public.

Facilitate – initiate the establishment of common approaches/criteria for all stages of wind propulsion projects, advice stakeholders and lobby legislative bodies on policies, activities, funding and incentives required to retrofit existing ships and build new commercial wind-ships.

Membership of IWSA is available to companies and organizations involved in the marine wind propulsion sector along with associate members and supporters that share our vision coming on board from the wider industry, academia, nonprofit sector etc.

Source: [Marine Link](#) , 17 Nov 2014

Larger Vessels Putting Pressure on the Container Industry

A presentation by maritime consultancy, Drewry, at Intermodal Europe in Rotterdam last week revealed the increased financial and logistics pressures faced throughout the container shipping industry due to larger vessels.

Cargo owners, intermodal operators, terminal operators and ports are dealing with higher costs and more competition while shipping lines reap the benefits of lower costs, creating diseconomies of scale.

The average size of newly built ships doubled from 4,000 teu in 2009 to 8,000 teu in 2014 while 82% of the current order book comprises vessels that are larger than 8,000 teu. Stijn Rubens, senior advisor, intermodal and supply chains, explained that one of the immediate impacts on terminal operators is that higher investment is required to remain “attractive”.

Furthermore, the larger vessels are not calling at ports as often, with the average number of port calls per week in Northern Europe falling from 160 in 2009 to 100 this year.

Rubens stated “Those ships that call has a lot more activity required for the terminals. To make things work, we have seen the peaks and the troughs are getting worse and worse. Schedule reliability has been really badly affected.”

According to Drewry, terminals are finding it difficult to deal with the larger vessels promptly, with only 51% of vessels calling at ports on the Asia-Europe trade, arriving within 24 hours of their schedule time in the first quarter of 2014. This leads to longer dwell times on the terminal, thus increasing yard utilization and yard handlings, all adding to the likelihood of delays. The situation is difficult for intermodal operators too, as Rubens described, “Imagine one week the ship is late. All these intermodal assets have low utilization. The next week obviously, you have two of these ships, and that’s where the congestion kicks in, and then it becomes fairly hard.”

He added, “For the intermodal operators, the first impact is cost increase. It starts with a few waiting hours here and there but then it increases usually. The second impact is the modal split because if all your ships are delay by seven days, that

doesn't necessarily mean your shipper, will delay his expectations by seven days." Cargo owners are too facing challenges because of less regular services and increased costs. Longer transit times, schedule unreliability and the higher number of containers per vessel lead to rises in in-transit stocks, safety stocks and insurance costs.

The industry is also suffering from an additional problem of "diseconomies of scale" as the cost level for shipping companies due to large ships is significantly far from the optimal level for cargo owners – i.e. the industry as whole would have lower costs if vessels were smaller. In order to deal with these issues, Rubens suggested both vertical solutions including forecasting, planning and participation and horizontal measures such as forming networks to allow for specialization. While the above analysis painted a bleak picture for many segments of the industry, there are hopes that new opportunities will become visible.

Anouk Doche, export area manager at cold chain solution company, Bioconservacion, said: "We're finding now that instead of 30 day intermodal journeys from South America to Europe or Asia to Europe, our clients are taking 60 days for their fresh products to arrive at destination."

Cedryc Douillet, another export area manager from Bioconservacion said: "The tendency is to have bigger ships to transport more containers in the same ship. The drawbacks of this are that the product will be in transit for a longer period – for some products you will need to find solutions to have better storage or extra features that can extend the shelf life or reduce the breathing of the produce."

Source: [Container-Management](#) , 19 Nov 2014

New Offshore Service Vessel Installation

Ships Electronic Services (SES) are working with the Humber's premier shipyard, MMS Ship Repair, to supply and install comprehensive electronics systems on the yards new OSV "MMS Crusader" which has been designed to service offshore wind farms in the North Sea and other European waters.

MMS has also launched a new company, MMS Offshore Renewable, which will operate up to 6 of the new catamarans, which will all be built under DNV classification to R1 notation, which enables the vessels to work up to 150 miles from a safe haven. The MMS Crusader has been developed to service a multitude of roles within the renewable energy sector and can support development and construction, operation and maintenance at greater range than many other vessels currently available.

SES has supplied and installed navigational electronics and communication systems to the maritime industry for almost 40 years and has exceptional experience in developing systems for vessels such as MMS Crusader, this has been the first destined for the offshore wind farm market. Managing Director of SES, Stephen Roper commented, "We are sure this will be the first of many vessels we will be working on for this sector in the future. Our experience in the type of electronics needed to keep these vessels working reliably and continuously is the best. We are one of very few electronics companies working to ISO 9001 and it is no surprise that MMS themselves work to the same certifications. The offshore renewable market continues to develop and we are delighted to be part of this expansion."

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

Shipping Industry Reflects Stumbling Progress of World Economy

The growth of the global shipping industry over the past year has reflected the "stumbling" progress of the world economy, according to a report by the United Nations trade and development body. In its Review of Maritime Transport 2014, the UN Conference on Trade and Development highlighted the "volatile and gloomy" state of the shipping industry, which is widely regarded to be the best barometer on the health of the world economy.

The report warned that the rate of growth in the global container ship fleets was "lower than that observed during any of the previous 10 years" and that the prospects for the current year suggested an even lower growth rate.

Maritime shipping has grown by an average of just 3.8%, the equivalent of nearly 9.6 billion tons in total volumes, according to the report, with much of that growth attributed to dry cargo flows such as bulk commodities. "All shipping segments suffered substantially, with freight rates in dry bulk and tanker markets reaching a 10-year low in 2012 and similarly low levels in the liner market," UNCTAD said in its summary of the report.

"Low performance of freight rates was mainly attributable to the poor world economic development, weak or hesitant demand and persistent supply overcapacity in the global shipping market," the UN agency added.

Maritime transport is the backbone of international trade, with around 80% of all goods carried by sea, according to UNCTAD. The report added that regulations to reduce toxic substance emissions from the burning of fuel oil continued to be negotiated, along with other provisions of the draft international code for ships operating in polar waters.

UNCTAD also highlighted "continued progress" being made regarding the implementation of maritime security measures aimed at countering piracy on the high seas.

Source: [Big News Network](#), 23 Nov 2014



'Plastic Bags Playing Havoc with Marine Life, Environment'

Pakistan is still lagging far behind in the region about protecting marine life, environment and human health from the dangers of plastic bags. Marine life's very important role in echo system is in danger due to plastic garbage being thrown in the sea in huge quantities on daily basis. Plastic products are very harmful for marine life and a big number of turtles, fish, and sea birds have died in past many years due to marine pollution, said Syed Nofil Hussain Shah, who runs an NGO Be-Zubaan.

It may be noted that with 15-percent growth annually in production of plastic bags, the estimated use of plastic bags in the country by 2015 would be up to 112 billion. "Many regional countries like India, Bangladesh, Bhutan, and China have been far more active than Pakistan as they have overcome this environmental challenge," added Nofil. At a time when developing countries have devised strategies against the use of plastic bags, he added, the same is burgeoning in Pakistan despite the fact that all relevant authorities have raised their voices against this issue that is severely endangering the fertility of the land and destroys maritime environment.

It is pertinent to mention that WPP bags are neither environment friendly nor biodegradable. Recycling of WPP bags is not possible as cancerous dioxins are released in the process. Moreover, the raw material for WPP (being polypropylene granules) is derived from oil which itself is becoming scarce.

In Pakistan, more than 8,000 manufacturing units of plastic bags spread across the country mostly situated in Lahore, Karachi and Peshawar that continue to supply plastic bags to shopkeepers of various goods. "It is also very difficult to dispose this material anywhere or even to set on fire; it pollutes air and finds its way in the water reservoirs. Sewerage lines also get choked with plastic bags as those are non biodegradable contaminating the environment thus becoming the abode of ailments," he added.

Nofil said that paper bags are environment-friendly and if properly taken care of they can be reused repeatedly. "Sack Kraft Paper is globally recognized as an environmentally friendly packaging material and is derived from sustainable forests," he added. China has reportedly put a ban on the usage of plastic bags by imposing fine of around \$1500 that discouraged its usage. Moreover, owing to strict Chinese limit on ultra-thin plastic bags significantly reduced bag-related pollution nation-wide during the past year. The country avoided the use of 40 billion bags, according to government estimates. Similarly, Bangladesh after the flood and devastation of drainage system due to plastic bags has placed restrictions on manufacturing and use of plastic bags.

Plastic bags pollute the earth in two major ways. Many plastic bags are thrown into landfills and there, they stay and contaminate earth for at least 1,000 years and leak toxins into the earth while degrading. This is known as photo degrading. While the photo-degrade, they release the toxins into earth spoiling our precious fresh water reserves. Meanwhile, they release methane into the air and harm our ozone layer. Methane is the second most polluting substance causing global warming. Only carbon dioxide pollutes more than the methane released from plastic bags.

Source: [Business Recorder](#) , 18 Nov 2014

International Agreement Asks Shippers to Avoid Mammals, Bans Waste Disposal

A set of rules that will govern shipping in international Arctic waters is on the edge of approval this week as members of the International Maritime Organization meet and are expected to approve proposed new safety measures with implementation set for 2017. The code, which is expect to be adopted in its totality next spring, covers everything from equipment design and construction to search, rescue, and environmental protection issue, and has been agreed on by the United Nations organization over the course of several years.

Kevin Harun, Arctic Program Director for Pacific Environment, is the only non-shipping industry representative with access to the meetings. He said years of talks

have resulted in some victories, such as a complete ban on the discharge of oil and oily mixtures, and some defeats, such as an attempt to ban the use of heavy fuel when shipping in the Arctic.

Harun said some nations, such as Russia, argued that the cost of using alternatives to heavy fuel would be too great and inhibit use of the Arctic waterways as a means of transporting materials between Asia and Europe.

In 2011, the International Maritime Organization banned heavy fuel oil from the Antarctic, banning the carriage of the material as cargo or used as fuel. Only ships involved in search-and-rescue operations are exempt. Harun said he and others argued for similar rules to be added to the polar transportation chapter of the Marine Pollution regulations that already exist in international waters.

“A heavy fuel oil spill would be carried on the ice and water currents and could cause an ecosystem collapse,” said Harun. “Things don’t break down as easily in the Arctic.” Harun said a placeholder was put in place to allow for future debate on the issue but now, the attempt to ban heavy fuels was dead. Black carbon emission was also not addressed in the October draft of the Polar Code.

“They are not ready to deal with it yet,” he said. “They don’t want anything to derail” the passage of the entire document. Some 152 countries, representing more than 99 percent of the world’s shipping, are signers of the Maritime Pollution convention, or Marpol 73/78, and all signers are subject to its requirements.

Harun said that getting a complete ban on oily discharge and garbage disposal in the Arctic was a success, however, noting that Russia argued against the restrictions, saying they would be difficult to meet when ships are at sea for 30 days or longer as they often are in the Arctic. However, Canadian representatives who work in similar conditions said they had managed to retrofit their vessels to accommodate storage of the waste, including untreated sewage. Another provision viewed by many as a success requires vessels to avoid marine mammals, partly to reduce the chances of collisions between hunters at sea and large vessels. A database of areas where larger concentrations of marine mammals exist will be used to guide shipping route plans, Harun said.

Harun noted that while the marine mammal provisions were good, there was a complete absence of representation from the people for whom marine mammal protection matter the most in the Arctic -- the Native residents.

“There are more than 120 countries represented, but there is not one indigenous person there,” he said. “The United States can invite delegations from the state department and industry. It should invite indigenous people.” As the Polar Code nears completion and goes before the organization for a vote, those involved in maritime policy caution that it is a starting place, not a finished document. In an article that appeared in the Wall Street Journal, Michael Kingston, an Irish lawyer and partner in the marine trades pointed out that while rules such as mandatory safety training and polar ship certification are positive, he has concerns that the code might lead people to have a “false sense of security.”

For example, he said, certain categories of vessels are allowed to go into certain kinds of ice under the Polar Code. However, there is no map of what ice conditions are present where, Kingston noted. The Northern Sea Route is increasingly popular as a means of travel. In 2011, only four ships had completed the passage -- two years later that number rose to 71. Exploration in northern waters, as well as passenger traffic, is also increasing.

Source: [Alaska Dispatch News](#), 19 Nov 2014

Dubai Maritime City Authority Reports Remarkable Results in Marine Operations Management in 2014

Dubai Maritime City Authority, the government authority charged with regulating, coordinating and supervising all aspects of Dubai’s maritime sector, has reported remarkable results in its marine business operations management from the beginning of 2014 until now—revealing zero number of accidents in various marine operational activities.

The report complements the Authority’s continuing efforts to comply and implement the highest standards of security and safety within the waters of Dubai. According to

a recent performance report submitted by the DMCA, the Authority has so far rendered 478 marine services, 547 marine inspection processes and 387 anchorages starting from March 10, 2014 within Dubai waters.

Mohammed Al Bastaki, Director of Maritime Operations of DMCA explained: “The results of marine business operations reflect the success of DMCA in creating a secure and integrated maritime environment, which in turn, has attracted the most prominent regional and international players in the maritime sector. He shared that the marked increase in the number of services rendered demonstrates a positive indication of the Authority’s actions to organize, promote and develop the local maritime industry via the introduction of strategic enhancements in operational procedures, regulations and the creation of new maritime legislation. All these efforts are aimed at improving the safety, performance and efficiency of the segment, which further consolidates Dubai’s move to position itself as a world class global maritime hub.”

The DMCA, in collaboration with fellow government agencies and stakeholders of the shipping industry, have developed specific criteria to improve the operations of bunkering ships in the emirate. The move has made a quantum leap in terms of supporting efforts to develop the maritime sector without compromising environmental sustainability while maintaining the highest levels of maritime safety.

Abdullah Al Hayas, Senior Manager-Maritime Safety Department said: “One of the most prominent achievements that we have achieved this year is our zero number of accidents record. This strongly reflects the DMCA’s commitment to the world’s highest standards and best practices in marine operations, particularly in complying with the guidelines set forth by the IMO of the UN about transferring oil shipments between oil tankers at sea. These successful achievements inspire and motivate us to intensify our efforts and launch more initiatives aimed at strengthening investor confidence in the local marine environment, thereby attracting owners and operators of ships from around the world, thus contributing to enhance the contribution of the maritime sector in promoting Dubai’s economic development and meeting the needs of the future.”

Source: AME Info.com , 20 Nov 2014

Polar Code Agreed to Prevent Arctic Environmental Disasters

The international body in charge of sea safety adopted measures on Friday to protect people and the environment during a predicted shipping rush in the Arctic. But environment groups and insurers said the International Maritime Organization Maritime Safety Committee had failed to address key issues including a proposed ban on heavy fuel oil and how to safeguard against cowboy operators.

The committee, which met in London this week, signed off on the Polar Code and various amendments to the Safety of Life at Sea convention. These changes, which include mandatory requirements for ship design, crew training and search and rescue protocols, are expected to be ratified by the full IMO next year and come into force in 2017.

Melting sea ice due to global warming and pressure to cut costs makes the Arctic commercially enticing to shipping companies who want to avoid the circuitous, pirate-ridden voyage from China to Europe via the Suez Canal. Tourism, fishing and fossil fuel operations are also looking toward one of the world's most fragile and extreme environments.

Evan Bloom, director of the US State Department's Office of Ocean and Polar Affairs said: "More and more people are going to be in the Arctic for one reason or another. In the future there may be [more] fishing vessels... There will be more and more tourism. There will be more and more commerce." He says this increases the likelihood of something going wrong in a region where there is currently very little capability to respond in either a search and rescue or environmental clean-up capacity.

Just four ships navigated the Northern Sea Route over Russia in 2010, but by 2013 the number had reached 71. This summer saw relatively heavy ice cover in the Arctic, causing numbers to drop. But the long-term trend is towards greatly expanded shipping across the northern extremes of Russia, Canada and even straight across the North Pole.

According to insurer Allianz, Russia predicts a 30-fold increase in shipping by 2020 and an ice-free Northern Sea Route by 2050. China has suggested that by 2020, 5-15% of its trade value - close to \$500 bn - could pass through the Arctic.

Sven Gerhard, head of hull and marine liabilities for Allianz said these predictions may be exaggerated. However, there are going to be more shipping accidents in the Arctic.

The new Polar Code will require ships to develop a Polar Operations Manual for each voyage, which is then reviewed and approved within the flag state. But cutting corners is tempting as the costs of ice-strengthening ships and training expert ice navigators are very large. Insurers will not work with because they are seen as reckless some flag states.

“It’s good to have a framework,” said WWF marine manager Simon Walmsley. “But how can you guarantee that those rules are adhered to? The risk is huge. One oil spill of a decent size will knock out so much in the Arctic. If you have a heavy fuel oil spill there are no recognized methods to clean under ice or during 24 hours of darkness. There is no response.”

Source : [The Guardian](#) , 21 Nov 2014

European Sea Ports Organization meets with Commissioner for Environment, Maritime Affairs and Fisheries

On Thursday morning, the European Sea Ports Organization met with the Commissioner for Environment, Maritime Affairs and Fisheries, Karmenu Vella, to discuss maritime affairs, ESPO said in its press release. The meeting took place on the occasion of the 4th Maritime Spatial Planning conference in Venice, which was opened by the Commissioner. The conference addressed topics affecting the coastal tourism and cruise sectors, including environmental challenges.

Isabelle Ryckbost, ESPO Secretary General said: “It was a very constructive meeting. The Commissioner has shown a big interest in the way our organization

works, with regard to the integration of ports and cities, the Birds and Habitats Directive and cruise issues.”

The Commissioner took note of the different codes of practices that have been developed over the years by ESPO in this respect, and he clearly understands that each port has its own unique story.” ESPO Chairman, Santiago Garcia-Milà said: “We have met a Commissioner who knows and understands our industry. Mr. Vella stressed the importance of the blue economy, and considers it a priority to maintain this important part of the European economy.” “As a former Minister for Tourism, he is clearly very familiar with the cruise business. We are looking forward to working with the Commissioner on all these topics.”

Source : [Port News](#) , 27 Nov 2014