



# MAKING WAVES

The Fortnightly e-News Brief of the National Maritime Foundation

Inside this Brief

- [Maritime Editorial.....p.4](#)
- [Maritime Security.....p.24](#)
- [Shipping News.....p.42](#)
- [Maritime Environment.....p.50](#)

**Editorial Team**

*Captain Gurpreet Khurana*

*Cdr Kapil Narula*

*Ms. Asha Devi*

**Address**

*National Maritime Foundation*

*Varuna Complex, NH-8,*

*Airport Road*

*New Delhi-110 010, India*

*Email:maritimeindia@gmail.com*

**Acknowledgment** : 'Making Waves' is a compilation of maritime news published in national and international newspapers, and journals. Drawn directly from original sources, minor editorial amendments are made by specialists on maritime affairs. It is intended for academic research, and not for commercial use. NMF expresses its gratitude to all sources of information, which are cited in this publication



## MARITIME EDITORIALS



[The Modi Doctrine for the Indo-Pacific Maritime Region](#)

[China's Submarine Noose around India](#)

[India, China Heading for Standoff Over Ocean Security](#)

[A 'Galle-ing' Experience](#)

[India and China Slug It Out in South Asia](#)

[Superimposition of China's 'Silk Road' and Indonesia's Maritime Fulcrum](#)



## MARITIME SECURITY



[Enhancing India's Maritime Domain Awareness](#)

[Galle Dialogue 2014 Concludes](#)

[Threat from Sea on the Rise, Navy Prepared: Admiral RK Dhowan](#)

[Indian Navy Mulling Salvage Operations for TRV-72](#)

[Indian Navy to Approach Pakistani Ships with Caution after Al-Qaeda Hijacking Attempt](#)

[Maritime Guns for Hire Adapt to Changes in Sea Piracy](#)

[Indian Navy to Purchase 16 US Multi-Role Choppers For \\$1 Mn](#)

[UK Expands Gulf Presence to Counter Piracy and Terrorism](#)

[China will Continue Promoting Harmonious Maritime Order](#)

[26 Fishers Apprehended by Bangladesh Coast Guard](#)

[Navy Seeks Synergy with Stakeholders to Fight Crude Oil Theft](#)

[India's First Indigenous Nuclear Submarine Gears up for Maiden Sea Trials](#)

 SHIPPING 

[Parliament Nod to Two Shipping Bills](#)

[Ships Must Be Prepared for Sulphur Rules, but Alternative Fuels should be Explored](#)

[Nigerian Ports Authority \(NPA\), Ship Owners to Partner on Maritime Development](#)

[Korean Shipbuilders Steam Ahead of Chinese Rivals](#)

[Shipping Charges: Court Rules Dec 17 on Suit Challenging Shippers' Council's Powers](#)

[At Least 129 Drown In DR Congo Boat Disaster](#)

 MARITIME ENVIRONMENT 

[Barbados Port Leads Way in Environmental Sustainability](#)

[With Sea Ice Melting, Coast Guard Proposing New Shipping Lanes to the Arctic](#)

[Shell Contractor Faces \\$12.2 M in Fines for Environmental, Safety Violations](#)

[Bangladesh Oil Spill Threatens Rare Dolphins](#)

[Construction of Oceanfront Wall to Resume in Area of Buried Shipwreck in Brick](#)



### **The Modi Doctrine for the Indo-Pacific Maritime Region**

- Patrick M. Cronin

Only six months into his tenure, Indian Prime Minister Narendra Modi is breathing new life into the concept of Indo-Pacific security. Indeed, it is not too early to describe the key elements of an emerging “Modi Doctrine” focused on the vigorous pursuit of political influence through greater maritime power. Acutely aware that India’s development best advanced across the sea-lanes of the Indian and Pacific Oceans; the prime minister is embarking on a course of intensified engagement with other regional maritime powers.

If the Modi Doctrine persists, then about a quarter century of “looking East” is truly set to be followed by a long-term period of “acting East.” Heightened security cooperation with Japan, Australia, and the United States are three prime indicators of the new doctrine. Strengthening existing security ties with Association of South East Asian Nations (ASEAN) and deepening cooperation with islands in the Pacific and the Indian Ocean are other factors underpinning this doctrine.

Burgeoning Indian-Japanese security cooperation is one reason to believe that the Look East policy is genuinely now the Act East policy. The two countries are now fully committed to the joint production of a large, four-engine amphibious aircraft, the Shin Maywa US-2. This is critical departure for both countries. For Japan, the US-2 would mark the first major sale of military hardware overseas since the end of the Second World War. In fact, Japan is reportedly mulling over a new government-financing agency to ensure that money does not hold back the implementation of its recently relaxed export guidelines.

Modi’s evolving doctrine in the Indo-Pacific is also being largely encouraged by regional institutions seeking a greater security role from New Delhi. In the east, the rhetoric has been that India so far has failed to play its role of a security provider in the region. However, with the new government under Narendra Modi, there appears

to be a significant shift in Delhi's attitude and willingness to collaborate with regional players in the security domain. Apart from ASEAN, countries from the Indian Ocean Rim Association grouping, too, are looking at India to shoulder more of the traditional and non-traditional security responsibilities of the region and take on more of a leadership role. In this regard, India also recently held the first Indian Ocean Dialogue under the realm of IORA at the port city of Cochin in the Arabian Sea.

India is also enhancing its role with ASEAN, with which India plans to have \$100 billion in two-way trade by the end of 2015 and double that in 2020. In defense, during a visit to Vietnam in late October, Modi announced that India will quickly implement a \$100 million defense credit line to Vietnam, which would enable Hanoi to acquire four offshore naval patrol vessels to improve Vietnam's surveillance and maritime domain awareness. The prime minister has also been voicing India's concerns over the tensions in the South China Sea. While India has always maintained that freedom of navigation through international waters is crucial, New Delhi usually refrains from making a direct comment on disputes outside of its territories. His call for a binding Code of Conduct in the South China Sea reflected a willingness to assure India's friends and key players in the region that India may finally be ready to take on the role of a security provider that the region demands. Although it appears that India is quickly shedding its "nonalignment" policy, it is unlikely that India will venture far out of its principles on alliances with other nations, especially in the security domain. The Indian Navy was auspiciously completing its annual Singapore-Indian maritime Bilateral Exercise when Modi assumed office in late May, and the decade-old strategic partnership with Indonesia would seem likely to take off now that Indonesia's new leader, President Joko Widodo is similarly embarked on a maritime strategy.

If Fiji has played the China card, China is playing the South Pacific card. In August, the People's Liberation Army hospital ship *Peace Ark* made a goodwill visit to Fiji and four other South Pacific nations. While in Suva, Xi met with 7 of 12 Pacific Island nation leaders whose geography affords useful vantage points for gathering intelligence and monitoring space activity. It turns out Pacific islands are well located to keep tabs on U.S. military operations in Guam and the Commonwealth of Northern Mariana Islands. In addition, much of the competition is in cyber and outer

space, making critical underwater fiber optic cables more important, as well as the need for tracking outer space activity.

The IMAC is a maritime intelligence fusion facility, involving not just the Navy and the Coast Guard but also coastal states and other governmental agencies, where data from coastal, air, and space surveillance systems will be persistently monitor and prominently displayed on huge screens. Tens of thousands of platforms can be track every day, and the IMAC is apparently set to become under Modi a hub of India's larger National Command Control Communication and Intelligence Network. In announcing the IMAC on the November 26 anniversary, Defense Minister Manohar Parrikar said India must have "zero tolerance" for terrorist attacks; but at the same time the ambitious maritime domain awareness system made clear Modi's interest in flexing India's regional maritime muscle. Strategic patience is always prudent in forecasting the rise of India. Yet the present momentum behind Modi and his embryonic maritime doctrine for the Indo-Pacific region appears to be gaining steam.

There are, however, major challenges that have to be met in order to keep up with Modi's diplomatic pace. While it is easy to declare that India's "Look East" policy is now "Act East," implementation and coordination of the same within India's diplomatic levels is a major challenge. For India to establish its credibility and project its new maritime doctrine, the prime minister will have to ensure that his ministries deliver on his policies. There is definitely a greater political will within this government to play a more active security role in the region, which is being pursued through engagements and collaborations with key players. Modi should now look toward forging multilateral engagements in region with countries such as Japan, Indonesia, Australia and the U.S.

Former U.S. Secretary of State John Jay wrote in 1900 that the Mediterranean Ocean was the ocean of the past, the Atlantic Ocean the ocean of the present, and the Pacific Ocean the ocean of the future. If Modi's self-confident new policy has its intended impact, then Jay's prophetic pronouncement will need to be amended to reflect the growing power across the Indo-Pacific Oceans.

Source: [Diplomat](#) , 2 Dec 2014

## **China's Submarine Noose around India**

- Sandeep Unnithan

Four decades after the 1971 India-Pakistan war, India's intelligence agencies are once again scanning a stretch of coastline in southern Bangladesh. Cox's Bazar was rocketed and strafed by INS Vikrant's fighter aircraft to cut off the enemy's retreat into the Bay of Bengal. Today, 43 years later, it sets the stage for China's dramatic entry into India's eastern seaboard.

Assessments from the Research and Analysis Wing (RAW) and naval intelligence say the Bangladesh Navy will station two ex-Chinese Ming-class submarines on bases that are less than 1,000 km away from Visakhapatnam, home to the Indian Navy's nuclear powered submarine fleet and the Defence Research and Development Organization's missile test ranges at Balasore.

The developments on India's Arabian Sea flank are equally ominous. Intelligence officials say that over the next decade, China will help Pakistan field submarines with the ability to launch nuclear-tipped missiles from sea. Submarines, analysts say, are China's instrument of choice to not just challenge the Indian Navy's strategy of sea domination but also to undermine India's second-strike capability. These developments have been accompanied by a flurry of Chinese submarine appearances in the Indian Ocean this year-Beijing sent two nuclear submarines and a conventional submarine. Two of them made port calls in Colombo, triggering concern in New Delhi.

### *Toehold in the Bay*

"No one interested in geopolitics can afford to ignore the Bay of Bengal any longer," geopolitical analyst Robert Kaplan wrote in a seminal essay in Stratfor in November. "This is the new old centre of the world, joining the two demographic immensities of the Indian subcontinent and East Asia." For India, the Bay of Bengal is the launch pad for a 'Look East' policy that has received renewed attention under Prime Minister Narendra Modi.



The Indian Navy is enhancing force levels at its Visakhapatnam naval base even as it has begun building a secret base for a proposed fleet of nuclear powered submarines at Rambilli, south of Visakhapatnam. Equipped with the 700-km range B05 submarine launched missiles, the Arihant-class submarines will have to patrol closer to the shores of a potential adversary. But equipped with the 3,500-km range K-4 missiles currently being developed by the DRDO, the Arihant and her sister submarines can cover both Pakistan and China with nuclear-tipped missiles from within the Bay of Bengal, providing the "robust second-strike capability" as stated in India's nuclear doctrine.

Inputs suggest Bangladesh has acquired land and fenced locations at the Kutubdia Channel near Cox's Bazar and the Rabnabad Channel near West Bengal. Kutubdia, intelligence officials say, is likely to feature enclosed concrete 'pens' to hide submarines. The possibility of Chinese submarines using this base provides a fresh equation to the strategic calculus.

"Our submarines become susceptible to tracking from the time they leave harbour," says veteran submariner and former Southern Naval Command chief vice-admiral K.N. Sushil (retired). "But a far more worrying strategy is China's ability to be able to threaten our assured second-strike capability. That effectively tips the deterrence balance."

### *West Coast Worries*

Of greater long-term worry to Indian analysts is a strategic submarine project China finalized with Pakistan in 2010. Intelligence sources say this three-part programmed will transform the Pakistan Navy into a strategic force capable of launching a sea-based nuclear weapons strike. Pakistan will build two types of submarines with Chinese assistance: the Project S-26 and Project S-30. The vessels are to be built at the Submarine Rebuild Complex facility being developed at Ormara, west of Karachi. Intelligence sources believe the S-30 submarines are based on the Chinese Qing class submarines-3,000-tonne conventional submarines, which can launch three 1,500-km range nuclear-tipped cruise missiles from its conning tower. A Very Low Frequency station at Turbat, in southern Balochistan, will communicate with these submerged strategic submarines. The Project S-26 and S-30 submarines will



augment Pakistan's fleet of five French-built submarines, enhance their ability to challenge the Indian Navy's aircraft carrier battle groups and carry a stealthy nuclear deterrent. "Submarines are highly effective force multipliers because they tie down large numbers of naval forces," says a senior naval official.

### *Steel sharks on silk route*

Speaking in Indonesia's Parliament last October, Chinese President Xi Jinping articulated a "21st century Maritime Silk Road". His vision calls for investments in port facilities across south and south east Asia to complement a north Asian route. This year, the People's Liberation Army Navy (PLAN) put steel into Xi's vision. In February, a Shang-class nuclear-powered attack submarine made China's first declared deployment in the Indian Ocean. This was followed by port calls made by a Han-class submarine in Colombo to coincide with a state visit by President Xi and a visit by a Song-class conventional submarine in November.

China's heightened activity in the Indian Ocean region is underscored by investments in a new port in Gwadar at the mouth of the Strait of Hormuz, Hambantota port in Sri Lanka, a container facility in Chittagong and Kyaukpyu port in Myanmar. "Such developments have sharpened China's geopolitical rivalry with India, which enjoys an immense geographic advantage in the Indian Ocean," says Brahma Chellaney of the Centre for Policy Research. "Aspects related to their (Chinese) deployment in international waters are part of securing their maritime interests," Navy chief Admiral Robin K. Dhowan told journalists in Delhi on December 3.

China's new military posture reflects the 'Malacca dilemma' faced by the world's largest oil importer. Close to 80 per cent of China's crude oil imports of 11 million barrels per day, the life blood of its economy, is shipped through the narrow Malacca Strait. Any disruption to this could threaten its economic growth. "Hence, China's economic interests in the Indian Ocean have now taken on an overt military dimension," says an intelligence official.

Naval intelligence officials who correctly predicted that China would use anti-piracy patrols as a pretext for deployments in the Indian Ocean feel vindicated. Their

prognosis of this game of 'weiqi'-a game of Chinese chess which uses encirclement, is gloomy. "A full-scale Chinese deployment in the Indian Ocean is inevitable," an admiral told India Today.

"You can only watch it and prepare yourself for it." The preparations include acquisitions of long-range maritime patrol aircraft such as the US-made P8-I Poseidon, investment in anti-submarine warfare and inducting new submarines and helicopters to fill up critical deficiencies in force levels.

### *Measured Response*

China's submarine thrust into South Asia coincides with Narendra Modi's renewed emphasis on securing India's perimeter. "India's response has to be nuanced, a mixture of coercion and largesse," says Jayadeva Ranade, a former RAW official and member of the National Security Advisory Board. While the Manmohan Singh-led UPA government scoffed at encirclement theories, the new Government is clearly concerned over the creeping Chinese presence.

National Security Adviser Ajit Doval voiced India's concerns at the 'Galle Dialogue' in Sri Lanka on December 1. He cited a 1971 United Nations General Assembly resolution mooted by Sri Lanka calling on the "great powers to halt further escalation and expansion of their military presence in the Indian Ocean".

India's defense diplomacy has been severely limited by its inability to offer military hardware to offset the Chinese presence. Over half the military hardware of Bangladesh and Sri Lanka are of Chinese origin. In 2008, India called off a plan to transfer the INS Vela to the Myanmar Navy when it discovered the vintage Russian-built submarine was past its service life.

When plans to transfer hardware materialize, they are too feeble to make a difference-a solitary helicopter such as the one gifted to Nepal by Modi in November and a small ex-Indian naval patrol craft gifted to Seychelles recently. Often, there is a demand for capabilities where India itself is deficient. Bangladeshi officials stumped Indian Ministry of External Affairs (MEA) officials last year when they asked India, and not China, to provide submarines. The Indian Navy is down to just 13 aging

conventional submarines. The MEA suggested Bangladesh buy Russian submarines instead. Their efforts are yet to bear fruit. It is a gap China willingly fills.

Source: [India Today](#) , 4 Dec 2014

### **India, China Heading for Standoff Over Ocean Security**

- Camelia Nathaniel

India and China seem to be heading for a standoff over security in the Indian Ocean Region. While China has made no secret of its desire to make its overwhelming presence felt in the security and trade route issues facing the IOR, India quite explicitly has expressed concern over Chinese expansion here.

The Chief of the Indian Navy Adm. R. K. Dhowan said that Chinese naval forays into the IOR have been going up “exponentially”, with submarines openly docking in Colombo. “China is creating maritime infrastructure at various ports around us. We monitor its activities, and their implications, very closely,” Dhowan said. About the threat from Pakistan, an ally of China, he said that Islamic terrorists could hijack Pakistani naval vessels to attack Indian ships and installations as indeed they tried to do in September this year.

“The Navy is closely monitoring incidents like the failed attempt by al Qaida’s Indian sub-continent wing to hijack Pakistani frigates PNS *Aslat* and PNS *Zulfikar* at Karachi in September, with the ostensible purpose to use them against Indian and US ships,” Dhowan said. “It is a very, very serious situation. We have taken serious note,” he said, adding that his force has cranked up surveillance and security systems to tackle such contingencies after “inputs on various terrorist outfits” operating in the maritime domain, *The Times of India* quoted him as saying. “The seas are no longer a benign medium...the threats are real.

The global commons has become very vulnerable because of challenges posed from asymmetric warfare and maritime terrorism to piracy and floating armouries,” Adm. Dhowan said. The 140-warship Indian Navy has stepped-up its patrols and

deployments by almost 75% over the last one year due to the emerging manifold challenges and the need to show its “footprint” in the IOR and as far as Hawaii and Vladivostok, the paper said.

*Call to implement 1971 UN Resolution*

Earlier at the Galle Dialogue 2014 on December 1, India’s National Security Advisor (NSA) Ajit Doval called upon the Great Powers and the littoral states of the Indian Ocean to implement the UN General Assembly Resolution 2832 (XXVI) of December 16, 1971, which had declared the Indian Ocean as a “Zone of Peace.”

Doval told the Sri Lankan Navy-organized meet on maritime security, that if the Indian Ocean is to realize its full potential to be a great economic resource and a secure trade route, the Great Powers must refrain from militarizing it, as urged by the 1971 resolution. The UNGA resolution said that it:

1. Solemnly declares that the Indian Ocean, within limits to be determined, together with the air space above and the ocean floor subjacent thereto, is hereby designated for all time as a zone of peace;
2. Calls upon the great Powers, in conformity with this Declaration, to enter into immediate consultations with the littoral States of the Indian Ocean with a view to:
  - (a) Halting the further escalation and expansion of their military presence in the Indian Ocean;
  - (b) Eliminating from the Indian Ocean all bases, military installations and logistical supply facilities, the disposition of nuclear weapons and weapons of mass destruction and any manifestation of great Power military presence in the Indian Ocean conceived in the context of great Power rivalry;
3. Calls upon the littoral and hinterland States of the Indian Ocean, the permanent members of the Security Council and other maritime users of the Indian Ocean, in pursuit of the objective of establishing a system of universal collective security without military alliances and strengthening international security through regional

and other co-operation, to enter into consultations with a view to the implementation of this Declaration and such action as may be necessary to ensure that:

(a) Warships and military aircraft may not use the Indian Ocean for any threat or use of force against the sovereignty, territorial integrity and independence of any littoral or hinterland State of the Indian Ocean in contravention of the purposes and principles of the Charter of the United Nations;

(b) Subject to the foregoing and to the norms and principles of international law, the right to free and unimpeded use of the zone by the vessels of all nations is unaffected;

(c) Appropriate arrangements made to give effect to any international agreement that may ultimately be reached for the maintenance of the Indian Ocean as a zone of peace;

#### *Allusion to China and Sri Lanka*

Although Indian NSA Doval did not name any of the Great Powers, it was clear that he had China in mind. China is now being seen by the world as militarizing the Indian Ocean through the construction of harbors across the area and sending its naval vessels on mysterious missions.

Doval had himself raised the issue of the visit of two Chinese submarines to Colombo in his talks with the Sri Lankan Defense Secretary Gotabaya Rajapaksa in New Delhi recently. Indirectly asking Sri Lanka to tell China not to exceed limits, Doval recalled that it was Sri Lanka, which had moved the UNGA Resolution declaring the Indian Ocean as a Zone of Peace. The NSA said that India has a vital stake and role in the Indian Ocean, as it is plumb in the middle of it with links with several littoral states through its 7500 km coastline and 1100 islands. But India's role will be "non aggressive" because "it has no strategic reasons for dominance," he assured. Doval further said that peace and commerce can flourish in the Indian Ocean only through multi-lateral partnership, as no country can ensure this singly.

### *Chinese stand*

Explaining the Chinese stand on IOR, Rear Admiral Zhang Jianchang, Deputy Chief of Staff, Peoples' Liberation Army-Navy, told the Galle Dialogue that China 'actively' advocates the building of "One Belt and One Road", of which the building of "One Road", or the 21<sup>st</sup> Century Maritime Silk Road, is nothing more than developing an economic belt of strategic cooperation that connects the South China Sea, the Pacific Ocean and the Indian Ocean, so as to interconnect China's fast growing economy with the interests of countries along the belt, and promote maritime prosperity with joint efforts.

Adm. Zhang recalled that during his visits to Sri Lanka, India, and the Maldives in September this year, the Chinese President, had emphasized that China is willing to link, in-depth, the building of the 21<sup>st</sup> Century Maritime Silk Road with national development strategies of South Asian countries, with the hope to turn the "One Belt and One Road" concept into two wings to carry South Asian economies to great heights.

### *40 Billion Dollars Investment*

On November 8, President Xi declared at a dialogue meeting on strengthening connectivity partnership with neighbouring countries that China will contribute 40 billion US dollars to set up a Silk Road Fund, to provide investment and financial support for infrastructure construction, resources exploitation, industrial and financial cooperation and other projects related to connectivity to countries along the "Belt and Road". The fund will be open to active participation by investors from both within and outside of Asia. Along with the development of the 21st Century Maritime Silk Road, it will inevitably benefit countries in South Asia and of the Indian Ocean Region, Xi said.

### *Chinese naval activity*

Adm. Zhang Jianchang said that, as of date, the PLA Navy has dispatched 56 vessels and over 15,000 officers and sailors in 18 escort task groups, which have performed escort duties for more than 5,800 merchant vessels in almost 800

convoys, among which, 50 percent were foreign vessels. The Chinese PLA Navy Task Groups have also rescued vessels, which were chased or embarked by pirates, and rescued and delivered fifty. During their deployments, the Chinese task groups had also escorted vessels carrying food chartered by the World Food Programme eight times. In the Mediterranean it had done 20 escorts for the UN involved in the destruction of Syrian chemical weapons.

### *Naval hosting*

As of date, the PLA Navy has received more than 260 visiting ships from 34 countries, and has sent more than 100 ships to visit over 60 countries. In the past few years, the PLAN has invited more than 60 midshipmen from 20 countries to sail with its training ship, and has sent nearly 100 midshipmen to sail with ships of 18 countries. “The exchange and cooperation between the PLA Navy and foreign navies is a guarantee of peaceful development of the ocean, and has played an important role in maintaining maritime security and promoting maritime prosperity,” Adm. Zhang said.

Source: [The Sunday Leader](#) , 7 Dec 2014

### **A ‘Galle-ing’ Experience**

- Arun Prakash

Instead of merely moaning about China’s ‘string of pearls’ and ‘maritime silk route’ strategies, India needs to craft creative, dynamic and long-term maritime alternatives. December 26, 2004, Sunday morning, saw the calm in Naval Headquarters being shattered by ominous reports of powerful seismic shocks and giant tidal surges in our Bay of Bengal islands and coastal areas. As the first Indian Navy (IN) warships and aircraft were being dispatched on relief missions, appeals for assistance started coming from Sri Lanka and the Maldives. Having assigned resources to cope with the domestic emergency, NHQ considered it equally imperative to rush aid to stricken neighbors.



Given the languid functioning of our bureaucracy, a proposal of this nature could have taken weeks or months to be processed by the ministries of defense, external affairs and finance. To one's utter amazement, the national security adviser accorded instant approval on the phone, with the words, "We will sort out the paperwork on Monday". Eighteen hours later, citizens of Galle on the southern tip of Sri Lanka awoke to see Indian warships, laden with relief material, anchored off the devastated harbor.

Fast-forward to December 1, 2014 — a decade. I arrive in this picturesque port town for the Galle Dialogue, to be told by a Sri Lankan admiral, "People in Galle remember the tsunami. If you tell shopkeepers that you are from the IN, they will not let you pay." Initiated by the Sri Lankan ministry of defense in 2010, the annual Galle Dialogue has gained in significance and momentum with 38 nations, spanning the full alphabet from Australia to Zambia, represented at its fifth edition. India was given due prominence and the printed programmed showed Dr Ajit Doval, India's NSA, as guest of honour and keynote speaker, with the first two sessions being chaired by Indians; one of them being the vice chief of naval staff .

The NSA's oration on regional maritime security issues was heard with rapt attention and drew applause as he, tactfully, mentioned the early contributions of Sri Lankan statesmen towards creating an Indian Ocean zone of peace. The anti-climax came when it was discovered that the Indian VCNS had not arrived on the expected flight. The hosts, too polite to pose awkward questions, quietly found a substitute to chair the session. The Galle Dialogue 2014, thus, saw participation by the commander of the Pakistan Fleet, the deputy Chief of Staff of the PLA Navy and a dozen other flag officers, but the IN invitee was absent; leaving many questions hanging in the air.

The whispered explanation, when it came, was on entirely predictable lines; apparently, a MoD functionary had turned down, at the last minute and for reasons unknown, the participation of the VCNS. One felt a sense of déjà vu because the all-powerful and non-accountable MoD bureaucracy has a known penchant for sitting on files till the 11th hour, and then whimsically approving or, more often, rejecting the proposal. It is in the latter context that a recent Indo-Sri Lankan diplomatic spat assumes significance.

During September-October 2014, Chinese submarines, accompanied by support vessels, docked in Colombo Port on two occasions. This peacetime transit and replenishment of a submarine was described, both by the Chinese and the Sri Lankan governments, as “common practice”. According to media reports, India took umbrage and told Colombo that its actions were of “serious concern to India’s national security.” However, a look at the past would show that the episode called for quiet diplomacy rather than public display of indignation. Today, China’s role in transforming this island nation, through massive loans and creation of impressive infrastructure is undeniable. India, on the other hand, has been laggard in assisting Sri Lanka’s development on a significant scale.

A practitioner of realpolitik, Sri Lanka is not above playing one neighbor against the other. But given its client status vis-à-vis China, it may not have had the option of denying entry to PLAN submarines. However, Sri Lanka must not allow itself to become China’s pawn, in total disregard of neighboring India’s strategic interests. Instead of merely moaning about China’s “string of pearls” and “maritime silk route” strategies, India needs to craft creative, dynamic and long-term maritime alternatives, like employing its Navy as the potent “instrument of state policy” that it is meant to be.

Source: [Asian Age](#), 9 Dec 2014

### **India and China Slug It Out in South Asia**

- Harsh V. Pant

India-China competition in South Asia is as hot as ever, but India could be losing out to China in important ways. Last week India decided to send five planes and two ships carrying water and machinery parts to Maldives, after drinking water was cut off for more than 100,000 residents in the nation’s capital of Male due to a fire in the city’s only water sewage treatment plant. The Indian Navy’s patrol vessel INS Sukanya carried 35 tons of fresh water and two reverse osmosis plants, which can produce 20 tons of fresh water per day to meet the water crisis in Maldives. India’s

large fleet tanker delivered about 900 tones of fresh water to the Maldivian capital, while two C-17 planes of the Indian Air Force also delivered another 90 tones of potable water.

Maldives, located southwest of India in the Indian Ocean, depends entirely on treated sea-water as the low-lying island nation has no natural water source. Accordingly, Maldives asked for help from various countries including India, China and the United States. Just a day later, China pointedly sent a military vessel carrying 960 tons of fresh water to the Maldives to help with that fresh-water crisis. The Chinese government has also donated \$500,000 to Male for the necessary repairs of the country's damaged desalination plant.

This water diplomacy underlines the power struggle between China and India, which is rapidly shaping the South Asian strategic landscape. Last month the summit meeting of the South Asian Association for Regional Cooperation in Nepal was also marked by this Sino-Indian contest, where India had to work hard to block China's entry into the grouping.

For a long time, the dominant narrative of SAARC has been how the India-Pakistan rivalry has hampered its evolution into anything of significance. That is now rapidly losing its salience with China's growing dominance of the South Asian landscape. China entered into SAARC as an observer in 2005, supported by most member states. India could do little about it and so acquiesced. Now, much to India's consternation, Pakistan, Sri Lanka, and Nepal are supporting China's full membership in SAARC.

China's rising profile in South Asia is not news. What is astonishing is the diminishing role of India and the rapidity with which New Delhi is ceding strategic space to Beijing on the sub-continent. Even as China is becoming the largest trade partner of most states in South Asia, including India, New Delhi is busy repeating the old mantra of South Asia being India's exclusive sphere of influence. Of course, no one even takes note of it anymore.

China's strategy toward South Asia is premised on encircling India and confining her within the geographical coordinates of the region. This strategy of using proxies

started off with Pakistan, and has gradually evolved to include other states in the region, including Bangladesh, Sri Lanka, and Nepal. China is entering markets in South Asia more aggressively through both trade and investment, improving its linkages with South Asian states through treaties and bilateral cooperation. Following this up by building a ring of road and port connections in India's neighborhood and deepening military engagements with states on India's periphery, China has firmly entrenched itself in India's backyard.

India's structural dominance in South Asia makes it a natural target of resentment among its smaller neighbors. And yet there is no hope for fostering regional economic cooperation in the absence of Indian leadership. The failure of India in countering China's rise in South Asia has made it even more unlikely that such cooperation will evolve productively. As the two regional giants will compete with each other in the near future, they will be more focused on their relative gains vis-à-vis each other than in the absolute gain that regional cooperation can bestow on South Asia.

Regional economic integration has faltered in South Asia. The formation of the SAARC in 1985 marked a watershed event in the regional dynamics of the South Asian subcontinent. India might have succeeded in stopping the Chinese juggernaut in South Asia by suggesting that all observer states to SAARC, including China, support common development projects in the region on the way to becoming dialogue partners. Yet this is a pyrrhic victory, if at all. The outcome of the Kathmandu summit of SAARC was as disappointing as those of its predecessors. Of the three connectivity agreements on road, rail, and energy pushed by New Delhi, only the one on energy could be signed. Though the target date for the formation of a regional economic community was set in the next 15 years, it remains far from clear how that will be achieved in light of the present stasis in the organization. Meanwhile, China has reached out to South Asian states in a major way by promising \$30 billion investment in infrastructure development in South Asia and 10,000 scholarships for South Asian students. Many South Asian states have already decided to be part of China's Silk Road Economic Belt or Maritime Silk Road initiatives. Most, including India, have joined China's Asian Investment Infrastructure Bank.

The Modi government has made South Asia a priority in its foreign policy. It remains to be seen if Modi can “reinvigorate” and “revitalize” SAARC in the coming years as he suggested at the Kathmandu summit, encouraging neighbors to join India’s growth story. India’s attempts to keep China out of the subcontinent have clearly not worked and despite Modi’s lofty ideas, it is going to be a long road ahead for India in South Asia.

Source: [The Diplomat](#) , 11 Dec 2014

### **Super-imposition of China’s ‘Silk Road’ and Indonesia’s Maritime Fulcrum**

- C.P.F. Luhulima

The South China Sea conflict has been raging for years with no solution in sight. At a forum on maritime cooperation in East Asia held by the Asian Peace and Reconciliation Council on Dec. 2, it said that finding a solution to the South China Sea conflict would be difficult as the conflict related to the issue of sovereignty. The only way to manage the conflict is apparently to persevere in building confidence among the parties involved in the dispute.

China has consistently objected to ASEAN consolidating itself on the South China Sea issue and insist that parties involved in the dispute have to resolve the sovereignty and jurisdictional issues bilaterally, not multilaterally. But ASEAN has always insisted on consolidating its position first before meeting with China.

ASEAN could, however, not stick to its 10 plus 1 position as China continued to oppose it. China has always persisted on negotiating South China Sea issues among relevant parties, not with ASEAN as a whole.

On Oct. 31 President Xi Jinping proposed the Maritime Silk Road of the 21st Century in Indonesia, in an attempt to transform the conflict into a constructive scheme, simultaneously to highlight Indonesia and ASEAN’s crucial significance in the initiative. It forms a new part of “China’s new foreign cooperation strategy under the new Chinese leadership,” writes the scholar Yu Hong.

By promoting ports and other forms of infrastructure cooperation, Yu Hong writes that China “seeks to ease its territorial disputes with other ASEAN claimant states and strengthen mutual trust.” The MSR is also meant, “to narrow the huge infrastructure development gap among ASEAN members [...] Expanding bilateral cooperation with ASEAN is contingent on the smooth settlement of disputes in the South China Sea.”

Given the magnitude of this scheme, China will indeed have balanced its argument on regional economic cooperation and apprehensions of its Southeast Asian neighbors about its determination.

Simultaneously, to finance the initiative, President Xi Jinping proposed the establishment of the Asian Infrastructure Investment Bank, primarily meant to support connectivity, integration and boost economic development to increase the competitiveness of Asia’s economies and to finance their infrastructure build-up.

Indonesia is active in initiating the ASEAN Caucus on the establishment of the AIIB. In May 2014, ASEAN-5, the original members of ASEAN, agreed to become the founding members of AIIB as a unit. ASEAN-5 agreed to set the minimum amount of contribution to AIIB with their contribution to the Asia Development Bank as the benchmark. Their agreement also took into consideration the ASEAN Infrastructure Fund with the view that at a later stage AIIB could become one of AIF’s shareholders.

At the bilateral meeting between President Xi and President Joko “Jokowi” Widodo on Nov. 9 during the APEC forum in Beijing, both discussed Indonesia’s participation in the AIIB, in which Jokowi reemphasized Indonesian’s intention to sign the memorandum of understanding on the AIIB.

It was followed by Indonesia’s signing of the MoU on Nov. 25 in Jakarta. The MoU is expected to strengthen cooperation between the two countries, to make AIIB a new source of funding for its infrastructure build-up and increase Indonesia’s role in international fora as well as playing a strategic role in the AIIB. Indonesia also intends to play a significant part in deciding the policy and work program of the AIIB for its own national interests.

Simultaneously, foreign ministers Wang Yi and Retno LP Marsudi pledged to boost bilateral maritime cooperation. Jakarta's participation in China's MSR initiative is indeed crucial for Beijing's vision of a maritime trade network stretching from Beijing over the South China Sea and Indonesian waters to the Middle East and Europe.

Meanwhile, Jokowi's priority, as outlined in the ninth East Asia Summit in Naypyitaw, Myanmar recently, is to develop Indonesia's maritime infrastructure and connectivity by constructing sea highways along the shores of Java, establish deep seaports and logistical networks as well as developing the shipping industry and maritime tourism.

Jokowi invites nations to cooperate in this project and in the process eliminate the sources of conflicts at sea, such as violations of sovereignty, territorial disputes, illegal fishing, piracy and pollution. Chinese enterprises can help Jokowi's maritime initiative as they have an "advantage in technology, funds to develop ports, bridges, toll roads, power generators and other infrastructure projects that Indonesia needs," as signified by Chinese Foreign Minister Wang Yi.

Indonesia's plan to boost the development of deep-sea harbors in Belawan, Tanjung Priok, Tanjung Perak, Makassar and Sorong and 20 other ports is a manifestation of its maritime-highway concept. This plan will certainly be welcomed by China as it fits suitably with its MSR initiative. The cost of approximately Rp 70 billion (US\$ 5.6 million) can certainly be shared with or even covered by the AIIB.

However, AIIB's share may mean that Indonesia's maritime highways and ports may become integral parts of China's MSR as well. Indonesia's sea lanes of communications will then be complemented by the west-east connectivity, through the Java Sea to Makassar and Sorong in Papua and back, in further boosting Indonesia's maritime economic development.

Indonesia's maritime highway concept may develop into the MSR super maritime highway. China's financial prowess will guarantee its development as Indonesia's super maritime highway is definitely in China's interest.

Politically, Indonesia will have to adapt to the materialization of China's MSR through its waters by insisting on the establishment of the AIIB in Jakarta. Jin Liqun, as



chosen by the 21 potential founding members in Beijing on Oct. 24 can remain as AIIB's secretary-general, but Indonesia should insist on several executive functions in the bank to balance its vital interests in the growth of the MSR and in the process moderate China's assertiveness.

Indonesia should also bolster its maritime defense system with the latest technologies to secure its seas and sea-lanes of communications, and supervise traffic flow in its territorial waters.

Source: [Jakarta Post](#) , 13 Dec 2014



### **Enhancing India's Maritime Domain Awareness**

The Information Management and Analysis Centre (IMAC), a joint operations facility of the Indian Navy and Coast Guard, inaugurated by defence minister Manohar Parrikar at Gurgaon recently, at a function attended by the minister of state for defence Rao Inderjit Singh, Naval Chief Admiral R.K. Dhowan, defence secretary R.K. Mathur, CMD, Bharat Electronics Limited S.K. Sharma and other officials.

Set up by BEL with American software, IMAC will be the nodal centre of the National Command Control Communications and Intelligence Network (NC3I Network), with the aim of improving coastal surveillance and tightening coastal security so as to preempt/prevent sea-borne terrorist attacks like 26/11 on Mumbai.

However, Shri Parrikar was candid enough to admit that the surveillance network still has some gaps which need to be plugged, specifying that “for almost 350 km (the distance from Mangalore to Goa), there is no radar point. Similarly, Goa-Ratnagiri, there are no radar points.” Assessing this as an enormous task, considering the fact that there are about 2,00,000 to 3,00,000 fishing boats operating in our coast lines, he stressed that active cooperation of state governments is required to achieve one hundred per cent success. He also called for a change in mindset to correlate data made available through the massive surveillance network to ensure “zero tolerance to error”.

After the 26/11/2008 attack, several announced by the government to strengthen coastal and maritime security along the entire coast. The Indian Navy was designated as the lead agency to be assisted in this task by the Indian Coast Guard and other Central and state agencies. Another important necessary element in this task is marine police in coastal states, which it was realised then, was a glaring lacuna. Raising/enhancing marine police was thereafter undertaken.

Defence Ministry, Navy's recent press release gives an update stated that the National Committee for Strengthening Maritime and Coastal Security headed by the Cabinet Secretary, is the apex body to coordinate all matters related to maritime and

coastal security. Joint Operations Centres (JOCs), set up by the Navy as command and control hubs for coastal security at Mumbai, Visakhapatnam, Kochi and Port Blair are fully operational. The Indian Navy, Indian Coast Guard and Marine Police operate these JOCs 24x7 jointly. Coastal patrolling by Navy, Coast Guard and marine police has increased sharply over the last few years. At any given time, the entire west coast is under continuous surveillance by ships and aircraft of Navy and Coast Guard.

As a result, potential threats have been detected and actions have been taken to mitigate them in good time. Inter-agency coordination, between nearly 15 national and state agencies has improved dramatically, only due to regular “exercises” conducted by the Navy in all the coastal states.

Nationwide, over 100 such exercises have been conducted till date since 2008, and this has strengthened coastal security markedly. In addition to continuous patrolling by Navy and Coast Guard, modern technical measures implemented for coastal surveillance, by way of a chain of 74 Automatic Identification System receivers, for gapless cover along the entire coast. This complemented by a chain of overlapping 46 coastal radars in the 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.

The NC3I network links 51 Naval and Coast Guard stations, located along India’s coast and on island territories, providing these stations coastal surveillance information obtained from various sensors such as the coastal radar chain of the Coast Guard and automatic tracking systems as well as electro-optical cameras.

Riding on dedicated terrestrial data circuits and satellite communication, stations in remote locations are networked. IMAC is the centre where data from various sensors and databases aggregated, correlated and then disseminated to various stations for enhanced awareness. This coastal surveillance system’s software incorporates hi-tech features like data fusion, correlation and decision support features thus facilitating better decision making.

The NC3I network and IMAC are also linked with the National Maritime Domain Awareness project, in which the NC3I network will function as the communications

backbone and the IMAC will continue to be the nodal centre but will be renamed as the NMDA. The Navy press release informs of some other steps taken to enhance coastal security. Identity cards have been issued to all fishermen with a single centralised database.

The Information Management and Analysis Centre, a joint operations facility of the Indian Navy and Coast Guard, inaugurated by defence minister Manohar Parrikar at Gurgaon recently, at a function attended by the minister of state for defence Rao Inderjit Singh, Naval Chief Admiral R.K. Dhowan, defence secretary R.K. Mathur, CMD, Bharat Electronics Limited S.K. Sharma and other officials.

However, Shri Parrikar was candid enough to admit that the surveillance network still has some gaps which need to be plugged, specifying that “for almost 350 km (the distance from Mangalore to Goa), there is no radar point. Similarly, Goa-Ratnagiri, there are no radar points.” Assessing this as an enormous task, considering the fact that there are about 2,00,000 to 3,00,000 fishing boats operating in our coast lines, he stressed that active cooperation of state governments is required to achieve one hundred per cent success. He also called for a change in mindset to correlate data made available through the massive surveillance network to ensure “zero tolerance to error”.

After the 26/11/2008 attack, several announced by the government to strengthen coastal and maritime security along the entire coast. The Indian Navy was designated as the lead agency to be assisted in this task by the Indian Coast Guard and other Central and state agencies. Another important necessary element in this task is marine police in coastal states, which it was realized then, was a glaring lacuna. Raising/enhancing marine police was thereafter undertaken.

The NC3I network links 51 Naval and Coast Guard stations, located along India’s coast and on island territories, providing these stations coastal surveillance information obtained from various sensors such as the coastal radar chain of the Coast Guard and automatic tracking systems as well as electro-optical cameras.

The NC3I network and IMAC are also linked with the National Maritime Domain Awareness project, in which the NC3I network will function as the communications

backbone and the IMAC will continue to be the nodal centre but will be renamed as the NMDA. The Navy press release informs of some other steps taken to enhance coastal security. Identity cards have been issued to all fishermen with a single centralized database.

Source: [Asian Age](#) , 1 Dec 2014

### **Galle Dialogue 2014 Concludes**

The international maritime conference, "Galle Dialogue 2014", organized by the Sri Lanka Navy under the aegis of the Ministry of Defence and Urban Development, concluded on 02nd December 2014 pledging support for cooperation and collaboration to achieve maritime prosperity. One hundred and seven foreign delegates from 36 countries and 160 local counterparts participated in the two days of discussions, which paved the way for exchange of ideas, better understanding and fostering of friendship. The "Galle Dialogue" has made its own unique contribution to the international discourse and gathered momentum as a venture with the potential to deliver substantial outcomes and strengthen co-operation among participating nations in the area of maritime security.

The Head of the Steering Committee of the Galle Dialogue International Maritime Conference, Rear Admiral Neil Rosayro of the Sri Lanka Navy proposed the Vote of Thanks. He stated that the Sri Lanka Navy is extremely delighted to see that the two days of discussions on the theme, 'Cooperation and Collaboration for Maritime Prosperity', was a thought provoking process and has yielded results that benefitted all the participants. He conveyed SLN's highest appreciation and gratitude to the National Security Advisor of India Dr. Ajit Kumar Doval for delivering the keynote speech, which laid the keel for this year's Galle Dialogue. He thanked the Minister of External Affairs Hon. Professor G.L. Peiris for delivering a thought provoking speech, outlining the way forward to reap benefits from a Blue Economy, with reference to global trend-setters. He also expressed his sincere gratitude to the Secretary to the President Lalith Weerathunga for his gracious presence and delivering the Dinner Speech at the banquet held on the evening of Day One.

Paying tribute to the visionary guidance of the Secretary to the Ministry of Defence and Urban Development, Gotabaya Rajapaksa, who has been instrumental in conceptualizing and shaping the course of the Galle Dialogue since its inception, Rear Admiral Rosayro expressed his gratitude to him for the support, guidance and close supervision of the proceedings. He also thanked the professional panel of moderators, presenters and participants. On behalf of the Commander of the Sri Lanka Navy, he also thanked the organizing committees and the Commander Southern Naval Area and his staff for working tirelessly to make the mega event a success

Source: [News LK](#) , 3 Dec 2014

### **Threat from Sea on the Rise, Navy Prepared Admiral RK Dhowan**

Navy Chief Admiral RK Dhowan has said that terror threat from the sea is a "real challenge", adding that India is "fully prepared" to tackle a situation. "It is a very, very serious situation which we have taken serious note of," Admiral Dhowan said at a press conference on Friday in response to a question over the attempted hijacking of Pakistani ship PNS Zulfiqar. According to reports, Al Qaeda militants tried to hijack the Pakistan Navy frigate earlier this month and in order to use it to target US Navy vessels on anti-terrorism patrol in the northwestern Indian Ocean.

"Terror threat is a real challenge," the Navy Chief said, adding, "challenges have gone up, there are pirates, floating armouries". But the Navy, he said, was fully prepared for any operation. Commenting on the increased presence of Chinese warships and submarines in the Indian Ocean, the Navy Chief said that Chinese activity had gone up "exponentially" in the region.

He said that the Indian Navy needs to be dominant in the region even though its fleet is inadequate. "We have to protect our interest. Lack of submarines and helicopters is a concern but we have to fight with what we have," Admiral Dhowan said. In moves that reflect China's determination to make its presence felt in the Indian Ocean, its submarines have shown up in Sri Lanka, the island nation off India's

southern coast. China has also strengthened ties with the Maldives, the Indian Ocean archipelago. Further concerns in the region over Beijing's aggressive stance in the disputed South China Sea, India are speeding up its navy modernization programmed. The need to modernize and improve India's fleet was reinforced by recent submarine accidents.

Admiral Dhowan called the accidents a combination of human error - linked to violation of standard operating procedure - maintenance and material failure. The accidents were a culmination of all three or at least one of them," he said.

Source: [NDTV](#) , 4 Dec 2014

### **Indian Navy Mulling Salvage Operations for TRV-72**

The Indian Navy is examining the possibility of taking up salvage operations for the Torpedo Recovery Vessel A-72 that sank to a depth of 370 meters nearly 35 nautical miles off the Visakhapatnam coast on November 6, Eastern Naval Command (ENC) chief Vice Admiral Satish Soni said here on Wednesday. One sailor died in the incident and four others were still missing, even as navy personnel rescued 24 persons, including six from NSTL.

It may be recalled that the Navy's search and rescue operations were extended till South Chennai up to seven days from the day of the incident, but failed to trace the missing Naval personnel - Lt Commander Sishir Kumar as well as sailors VK Raju, Sangham Sarma and Gurjit Singh.

Speaking to media persons onboard INS Shivalik here at the ENC base on Wednesday, Soni said the video footage taken by the remotely operated underwater vessel of Reliance Industries Limited had confirmed the position of the sunken vessel and would help the salvage operations. Refuting allegations that the vessel was not seaworthy, Soni said they would not have sent the vessel out to sea if it was unfit. "The hull was checked and found fit before the ship venture out into the sea. In fact, the vessel underwent one-year refit in 2012-13 and also a short refit in 2014 before it joined the ENC fleet in May this year."



"The vessel was built in 1983 and the life span of any ship is around 20 years. The ship was old and this was known to everyone," he said pointing out that the ENC did not have a replacement for the TRV and had hoped to get one replacement this year, but the TRV was given to them after the short refit. The ENC chief said the board of inquiry is underway to find out the causes behind the mishap.

Source: [Times of India](#) , 4 Dec 2014

### **Indian Navy to Approach Pakistani Ships with Caution after Al-Qaeda Hijacking Attempt**

Pakistani ships sailing in the high seas will no longer be greeted with "good morning" or any other pleasantries by Indian patrols as they may pose a jihadi threat in the wake of an al-Qaeda attempt to hijack warship PNS Zulfiqar earlier this year.

"Out at sea, when officers on watch report to the captain that we have a warship from another navy.... the captain would tell the officer to wish him good morning because he is in international waters and so are you. Well, in this changed environment, we have to rethink. We may not wish him good morning and actually carry out surveillance and figure out who he is," Navy chief R.K. Dhowan said.

Dhowan said that New Delhi has taken serious note of the incident involving PNS Zulfiqar this September, when terrorists tried to seize the warship from Karachi in order target US navy vessels on anti-terror patrols.

The incident was reminiscent of the attack on destroyer USS Cole in 2000 at the Yemeni port of Aden. Dhowan said that development has been included in the Indian security matrix as threats were not static. A recently floated splinter outfit for the sub-continent carried out the al-Qaeda's hijack attempt.

The Navy chief said that the spectrum of maritime threat is expanding and the security infrastructure is revised to factor in latest developments. He described the al-Qaeda's attempt to take over Pakistan navy's frigate as a "serious" development. He said that despite the constant effort by navy to deal with maritime threats,

guarding the coastal boundary remains a major challenge. The navy's responsibilities have increased manifold, he said, claiming that operational work load of the force has gone up by 75 per cent since last year.

The Navy has been busy ever since the Mumbai attacks of November 2008 exposed grave chinks in the maritime security apparatus. It has been a constant fight since then to plug the gaps, but putting in place a fully secure system remains a major challenge for the maritime security agencies. Dhowan said there was a marked difference between the security perception on land, air and sea.

Source: [Mail Online India](#) , 4 Dec 2014

### **Maritime Guns for Hire Adapt to Changes in Sea Piracy**

Cash-strapped maritime security firms are being forced to use fewer costly elite guards and to diversify into other businesses such as cyber security, as a steep decline in Somali pirate attacks and hotter competition erode fast-thinning margins.

Hundreds of security firms sprang up over the past seven years to offer protection to shipping companies, with scores of merchant vessels being boarded and sailors taken hostage in pirate raids off the coast of conflict-torn Somalia. However, attacks in the Gulf of Aden and Indian Ocean have dropped from a peak of 237 in 2011 to just 10 in the first nine months of this year, the lowest since the piracy scourge began in 2008, according to the International Maritime Bureau. The fall has been helped by using armed guards, deploying naval forces and defending ships with barbed wire or fire hoses. The cost of using guards has also halved as the sector has become more competitive, which though good for ship owners is bad for security firms.

"Day rates for embarked teams are continuously being squeezed to rock bottom," said retired Rear Admiral Vasilis Politis, managing director of Greek armed guard company Marine Security International.

The price for a security team to protect a ship has slumped from an average of \$40,000 (£25,502) per voyage to around \$18,000-\$20,000, said Gerry Northwood, who previously commanded the British Royal Navy's Counter Piracy Task Group which detained 13 Somalis after an attack on a tanker in 2012.

A typical team comprises three or four guards, working round the clock and armed with semi-automatic weapons to maximise fire-power and rifles for accuracy and range. Faced with a tougher operating environment, some firms have switched from using former U.S. and British marines and special forces to cheaper alternatives including guards from India, the Philippines and Estonia, said Ian May, Asia manager for Protection Vessels International.

Declining revenue has encouraged industry consolidation. Ambrey Risk, one of the biggest firms, bought the maritime security division of rival Drum Cussac this month, while Gulf of Aden Group Transits shut in July.

#### *New Businesses*

Companies are trying to expand into new areas including cyber security for ships and the offshore industry, port security and training coast guards.

Some are also offering protection in areas where piracy has increased such as West Africa, with 23 attacks recorded up to September this year, and Asia, where almost 100 attacks were reported in the waters off Singapore, Indonesia and Malaysia. However, restrictions on privately contracted armed guards in West Africa and the low level of violence normally used in attacks in Southeast Asia mean firms cannot necessarily replicate their Indian Ocean operations, said Mark Thomas, Asia Pacific business development manager at Dryad Maritime in Singapore.

Despite the drop in attacks, the Gulf of Aden still remains vital for the security business, with a fifth of global trade passing through it and at least 40 per cent of ships transiting the area had armed guards in July, according to SAMI. Former British naval captain Northwood, who is chief operating officer at Maritime Asset Security and Training, said there were still probably two or three cases of Somali pirate boats probing the defences of ships a month.

For now, naval patrols are set to continue. The European Union expects to extend its anti-piracy operations for another year and NATO is extending its to the end of 2016. "If companies stop using armed guards and the naval presence disappears then we would not have to wait for too long for another wave of successful attacks," said Madis Madalik, chief operating officer of Estonian-based ESC Global Security.

Source: [Defence Web](#) , 4 Dec 2014

### **Indian Navy to Purchase 16 US Multi-Role Choppers For \$1 Mn**

The Indian Navy has finally selected the US Sikorsky S-70B Seahawk for its shipboard multi-role helicopter requirement. Sixteen helicopters will initially be bought for \$1 billion.

Sikorsky's tender was opened December 4 on the Navy Day, soon after the navy chief, Admiral Robin Dhowan, said that the government was fast-tracking various programmers for the modernization of the armed forces, and that some of the naval projects would be cleared "very soon."

Indeed so, the opening of the commercial bid at the ministry of defence (MoD), where the files have been held up for one reason or another for three years, was a Navy Day gift to the force.

Admiral Dhowan, who hosted a big Navy Day reception, did not say anything on the ceremonial occasion but was visibly in smiles and high spirits. Only a day before, on December 3, he had told this writer that it was "comforting" to the navy brass to know that long-pending requirements were now being procedurally cleared on fast-track.

In an interview with India Strategic before the Navy Day, the admiral indicated that the navy would likely exercise the option to buy the stipulated 16 helicopters along with an option for another eight. "To address critical shortages, the Indian Navy is progressing a case for acquisition of 16 MRH and I expect the commercial bids to be

opened shortly. This project may be expanded through an option clause to buy additional eight helicopters to meet any additional immediate requirements." The navy is also buying 16 more Advanced Light Helicopters (ALH) helicopters from state-run HAL, he disclosed.

The Sikorsky deal is estimated at around \$1 billion-plus. Sikorsky's Regional Executive for India and South Asia, Air Vice Marshal Arvind Jeet Singh Walia (retd), said that he was delighted at Sikorsky's selection, pointing out that he had been working for eight long years for the company's participation in Indian military programmes. "We look forward to fruitful negotiations now to conclude this requirement, and then move on for other projects."

The company has already offered to build helicopters in India under transfer of technology (TOT) subject to US export control laws. The Seahawk is a naval variant of the US Army's Black Hawk UH 60 helicopter, which has a proven track record in US military ventures in different parts of the world, including Afghanistan.

The navy had floated a tender for 16 helicopters with an option for another eight in 2008. Besides the United Technologies Corporation Sikorsky helicopter, European NH Industries NH 90 was also shortlisted for technical trials, which both of them cleared. But before the commercial bids could be opened, allegations of corruption erupted in Italy over Agusta Westland's VVIP helicopter deal with India. As Agusta Westland is part of NHI, its commercial bid was not opened.

Italy's Finmeccanica has a controlling stake in the Anglo-Italian Agusta Westland, which in turn is a partner with Airbus Helicopters and Fokker Aero structures in NHI. For the time being, the defence ministry is not dealing with any company related to Agusta Westland.

The Seahawk 70B can be used for both advanced anti-submarine and anti-surface warfare to neutralize underwater and over-water threats. One key requirement is for amphibious assault role - and the machines will be customized for that. It will have potent radars and weapons from leading global majors, including Raytheon, Telephonic, BAE Systems, GE, French Thales and six other partners. The helicopters will replace the Indian Navy's quarter-century-old Westland Sea King Mk

42 B/C fleet.

What exactly is on board though in terms of capability will be decided in negotiations likely to commence within weeks. Significantly, at the navy chief's reception, a very well done short film on the Indian Navy was presented, and its script had ample emphasis on naval aviation in protecting India's offshore maritime interests.

As for manufacturing helicopters in India in accordance with the Government's new 'Make in India' policy, Towards this end, we have begun the process of analyzing the capability and potential of the Indian aviation industry to make aviation assets in India through Confederation of Indian Industries, Associated Chambers of Commerce and Industry of India and Federation of Indian Chambers of Commerce and Industry.

However as indigenous production could take some time to mature, it is "in the interim" that the navy is going in for acquiring helicopters from foreign vendors to "address (its) critical shortages". Air Vice Marshal Walia told India Strategic that as the number required is very small (16 8 (options), there cannot be any manufacturing India. But there is a 30 percent offsets clause, and Sikorsky will fully meet this obligation.

Source: [Daijiworld.com](http://Daijiworld.com) , 5 Dec 2014

### **UK Expands Gulf Presence to Counter Piracy and Terrorism**

The UK's Ministry of Defence is to expand its counter-piracy capability in the Middle East and western Indian Ocean by establishing a permanent base in Bahrain.

On Friday, UK foreign secretary Philip Hammond signed a defense agreement with Bahrain's foreign minister, Sheikh Khalid, to enlarge existing facilities at Mina Salman Port to create a forward operating base. Bahrain will cover the \$23M construction cost, while Britain will pay the operational costs. A MoD spokesperson told IHS Maritime that the base will undertake counter-piracy operations in addition

to anti-terrorism activities. A BBC report indicated that Mina Salman will also be used for aerial surveillance sorties.

Four British mine-hunter warships are already based in Bahrain. UK defence secretary Michael Fallon said that "expansion of the Royal Navy's footprint... will enable Britain to send more and larger ships to reinforce stability in the Gulf. We will now be based again in the Gulf for the long term."

Between 1935 and 1971 Bahrain served as Britain's naval stronghold in the Gulf. When enlargement work is completed in mid-2015, Mina Salman is expected to become the Royal Navy's largest operational centre outside the UK.

Mina Salman was formerly Bahrain's main port, but container and cruise operations were moved to Khalifa Bin Salman Port in 2009. The following year, work started on a \$580M project to convert 28ha of Mina Salman into a base for US Navy and Coalition warships and personnel. Expansion of an independent British naval presence was mooted about two years ago, IHS Maritime understands. Last week's announcement comes at a time of increasing concern about terrorism and maritime security threats, particularly from Islamic State and al-Qaeda.

Al-Qaeda announced plans to attack maritime chokepoints, its Indian Subcontinent offshoot AQIS, attempted to seize control of Pakistani Navy warship, the Indian port of Kolkata was placed on a terrorism alert, the US State Department warned of the risk of terrorist attacks on Djibouti port, and Yemen said it feared al-Shabaab terrorists were infiltrating migrant groups crossing the Gulf of Aden.

Admiral R K Dhowan of the Indian Navy told a press conference last week that the threat of a terrorist attack from the sea was a real challenge. Quoted by the Indo-Asian News Service, Adm Dhowan said: "It is a very, very serious situation which we have taken serious note of."

Source: [IHS Maritime](#), 7 Dec 2014

## **China will Continue Promoting Harmonious Maritime Order**

China will work with other countries to promote a harmonious maritime order, as well as the peace, security and openness of the ocean, a Chinese envoy to the UN said Tuesday. Liu Jieyi, China's permanent representative to the United Nations, made the remarks at a UN General Assembly meeting on oceans and the law of the sea.

The envoy said the UN Convention on the Law of the Sea has entered into force for 20 years, noting that, "The convention provides an important guarantee for maintaining the just and reasonable international maritime order." "China will work with other countries to further promote a harmonious maritime order, the peace, security and openness of the ocean and the proper preservation and rational utilization of the ocean, on the basis of the international law, including the convention in the interests of the common development and mutual benefit of all members of the international community," he said.

Liu said China congratulates the International Seabed Authority on its achievements over the past year. "China gives great importance to the effective and comprehensive participation of developing countries in affairs concerning the international seabed and has provided help within our capacity."

Liu also said that China values and supports the important role that the International Tribunal on the Law of the Sea continues to play in the peaceful settlement of maritime disputes, maintenance of international maritime order and dissemination of the Law of Sea. "China appreciates the tribunal's positive role in helping developing countries with capacity building," he added.

On fisheries management, Liu said that China will continue to work with countries concerned to promote the development and refinement of the international regime for fisheries management and regulate fishing activities in order to achieve sustainable use of marine biological resources, conserve marine biological balance, and ensure the sharing of fishery benefits by all countries.

Liu stressed that China staunchly defends and promotes the international maritime rule of law and peaceful settlement of maritime disputes. "The Chinese government



follows an independent foreign policy of peace. We maintain that maritime disputes should be resolved peacefully in accordance with the purposes and principles of the UN Charter and the provisions of the convention, and that the lawful rights of countries to independently choose means to peaceful settlement should be respected," he added.

"Before the relevant issues are resolved, parties concerned should engage in dialogue and seek cooperation in order to maintain the peace and stability of the relevant parts of the oceans and seas," he said. Liu said that China looks forward to further strengthening cooperation with all countries so as to address challenges jointly, share the opportunities and wealth provided by the oceans and seas, and jointly seek sustainable maritime development. "We will work for the building of harmonious oceans and seas so that they will forever benefit humankind," he said.

Source: [Xinhua](#) , 10 Dec 2014

## **26 Fishers Apprehended by Bangladesh Coast Guard**

Twenty-six fishermen from Thoothoor area in Kanyakumari district and their three fishing boats were allegedly apprehended by the Bangladesh coast guard - 80 nautical miles away from Kolkata coast on Tuesday. The information was received by the coastal village after one of the boats in the vicinity alerted them about the detention.

The fishermen of Thoothoor panchayat involve in deep sea fishing and operate from fishing harbours across the country. They operate as far as from Gujarat in the western coast and Kolkata in the eastern coast. Four such boats set sail from Bettuagad near Kolkatta 23 days ago on November 17, sources from the Thoothoor village said.

Under these circumstances, the boats were rounded up in the Bay of Bengal around 2am on December 9. Fishermen strongly claimed that they were very much in Indian waters before being detained.

Talking to TOI over phone from Thoothoor, B Seba a boat owner said they received information after one of the four boats rounded up by Bangladesh coast guard managed to give the slip and informed the owners after sailing closer to shore where they could get mobile phone connectivity. "From what our crew members said, our boats were very much in Indian waters but Bangladesh coast guard has forcefully taken our boats. Our crew members were desperately trying to reach out to Indian Navy and coast guard through wireless in all 16 lines but no one picked," he claimed.

They have been fishing in the region for last four years without any trouble and this is first time the Bangladesh coast guard has detained them. Three days ago, Indian Navy helicopter intercepted them and assured that they can fish there, he said. "In fact, we were sailing towards deep sea and did not even start fishing when Bangladesh coast guard apprehended our fishing boats. If only our navy picked up our distress call and responded, our boats would have been set free," Seba said. "It is sad that our naval agencies did not respond to distress call of our fishermen. Indian government should take immediate measures ensuring release of our fishermen and their boats," said Justin Antony.

When contacted, Kanyakumari district collector, Sajjansingh R Chavan said the district administration has learnt about the incident and informed the state government. "We have escalated it to the state government authorities and further action will be taken as per protocol," he said. Fisheries department officials in Chennai also confirmed that they are aware of the incident. "Further action will be taken by the state government", a senior official from the department said.

Source: [Times of India](#), 11 Dec 2014

### **Navy Seeks Synergy with Stakeholders to Fight Crude Oil Theft**

A Nigerian Navy General, Rear Admiral Victor Adedipe has made case for a synergy between the force and other stakeholders to fight crude oil theft and other crimes in the Nigeria's maritime domain, saying the Navy cannot do it alone.

At the Policing Seminar for Junior Course 78/2014, Admiral Adedipe, the Director, Department of Maritime Warfare in Armed Forces Command and Staff College (Jaji, Kaduna State) said that, "The constitutional role of the Nigerian Navy to police the nation's maritime domain and to ensure that the maritime environment is conducive for economic activities is a continuous and often difficult one for the service to perform alone. This is particularly so due to the enormity of responsibility of the Nigerian Navy to the nation".

The theme of the biannual seminar was, Multi Agency Cooperation in Nigeria's Maritime Domain: A Panacea for Enhanced Maritime Security'. "This poses a serious challenge to our force planners and calls for synergy between the service and other friendly key players in the sustenance and improvement of a secured maritime environment."

According to him, "it is a fact that, the Nigerian maritime environment is richly endowed with living and non-living resources. These resources have been explored and exploited for the benefit of the nation and its populace. However, these resources and other commercial activities in the maritime environment have been subject of consistent threats, which could jeopardize the revenue generating capacity and economic well being of the nation".

"The effect of crude oil theft and the resultant reduction in the daily production of crude oil as well as the negative impact of nefarious criminal activities like illegal fishing, sea robbery and piracy and examples of down turn effects of such threats". Rear Admiral Adedipe stated.

Declaring the seminar open, the Commandant of AFCSC, Air Vice Marshal John Chris Ifemeje expressed optimism that, valuable contributions and suggestions would emanate from the seminar to add value to the security agencies' policing efforts in Nigeria's maritime domain.

Source: [World Stage](#) , 14 Dec 2014

### **India's First Indigenous Nuclear Submarine Gears up for Maiden Sea Trials**

NEW DELHI: India's first indigenous nuclear submarine INS Arihant is now finally all set to make its maiden foray into the wide-open sea. The 6,000-tonne vessel, with an 83MW pressurized light-water reactor at its core for propulsion, is slated to begin its sea trials off Visakhapatnam within the next few days. INS Arihant, or the "annihilator of enemies", and its two under-construction follow-on vessels are the critical missing link in the country's long-standing pursuit to have an operational nuclear weapons triad — the capability to fire nuclear warhead from land, air and sea.

While the Agni ballistic missiles and fighter-bombers constitute the first two legs, the triad's missing underwater leg has for long, troubled the country's strategic establishment. Nuclear-powered submarines armed with nuclear-tipped ballistic missiles, after all, are considered the triad's most difficult-to-detect and effective leg. There is also growing concern over China stepping up its submarine activity in the Indian Ocean.

Source: [Times of India](#), 15 Dec 2014



### **Parliament Nod to Two Shipping Bills**

Parliament passed two bills to protect marine environment and to improve the working condition of seafarers. The Merchant Shipping (Amendment) Bill, 2013 and the Merchant Shipping (Second) Amendment, Bill 2013 were passed in Lok Sabha, a day after these were cleared by Rajya Sabha.

"This is in the interest of the country, workers and the shipping industry," Shipping Minister Nitin Gadkari said winding up discussion on the two bills. He said the provisions in the bill are in line with the recommendations of the International Labor Organization. Responding to the concerns raised by the members with regard to seamen's training, he said that Rs 50 crore has been set aside from the skill development fund to help apprentices seek training in overseas ships. Gadkari also talked about the initiatives taken by his Ministry to encourage inland waterways and introduce seaplanes in various locations.

The Merchant Shipping (Amendment) Bill, 2013 was brought to amend the Merchant Shipping Act to protect marine environment and human health from adverse effects of the use of listed harmful anti-fouling systems under a global convention. The Merchant Shipping (Second) Amendment, Bill 2013 to amend the Merchant Shipping Act was brought to enable India to accede to a global convention that exempts Indian vessels on international voyages from inspection and aimed at improving the working condition of seafarers. Gadkari said chemical paints used in ships affect the marine eco-system and India intends to accede to the International Convention for Control of Harmful Anti-Fouling Systems on Ships, 2001 (referred to as AFS Convention 2001). The convention aims at protecting the marine environment and human health from adverse effects of use of listed harmful anti-fouling systems. On the Merchant Shipping (Second) Amendment, Bill 2013, Gadkari said this will pave the way for providing better working conditions for the seafarers.

He said the bill was brought as India wants to accede to International Labor Organization's Maritime Labor Convention, which provides for international

standards for the living and working conditions of seafarers including food and Medicare.

Source: [Zee News](#) , 2 Dec 2014

### **Ships Must Be Prepared For Sulphur Rules, but Alternative Fuels Should Be Explored**

The shipping industry is fully committed to total compliance with the 0.1% sulphur in fuel requirements, in Emission Control Areas, from January 2015. In addition, there is no reason to suggest that there will not be full compliance, says the industry's global trade association, the International Chamber of Shipping (ICS).

Mr Bennett remarked "The shipping industry will be investing billions of dollars in order to ensure compliance with this major regulatory change. It therefore seems only fair that governments should implement the rules in a uniform manner as we enter a brave new world in which fuel costs, for some ships, will increase overnight by around 50%".

Mr Bennett suggested that, unlike some of the national authorities in Europe, the United States had made its approach to enforcement relatively clear. "The real crime in the U.S. is to be caught providing false information to the Federal authorities" said Mr Bennett. "This is a criminal offence, attracting the possibility of multi-million dollar fines. If a ship has been found to supply false information, the US Department of Justice can be expected to throw the book at the operator. The DOJ is always very motivated by the chance to secure relatively easy prosecutions and shipping companies are easy pickings."

Looking forward to the implementation of the global sulphur cap, most likely in 2020, it was still unknown whether significant numbers of ships would make use of options for alternative compliance instead of burning low sulphur fuel, a provision which ICS had fought hard for during the negotiations at IMO when the MARPOL amendments were adopted.

With respect to port state control and scrubbers, there was still a need for a harmonized approach about the acceptability of 'closed loop' and 'open loop' systems, and the extent to which overboard discharges would be subject to inspection. With respect to sulphur-free LNG, while new some ships were being fitted with dual fuel systems, Mr Bennett suggested that for most existing vessels the engineering involved would probably be too costly to encourage retrofitting. The other major unknown was the extent to which the current lack of LNG infrastructure will be addressed before 2020. Apart from uncertainty about the comparative costs of LNG and distillate, there were also uncertainties about the future of the US shale gas revolution.

In the medium term, there was also the possibility of alternative fuels such as methanol, which for some ships might produce a clean and economically viable alternative. There were genuine concerns about safety, although if handled correctly these were arguably little different to the risks surrounding LNG, and trials using such alternatives should therefore be permitted.

It has also been suggested that the availability of distillate could be immediately increased by lowering the minimum permitted flashpoint from 60 degrees, which is the requirement under the IMO SOLAS Convention, to something comparable to conventional diesel. Mr Bennett stressed, "this is highly controversial because of the danger of fuel coming into contact with hot surfaces in ship's engine rooms, with the potential for catastrophic explosions and loss of life. However, the question of the higher flashpoint required by SOLAS is now being looked at again by IMO".

Because of legitimate concerns about safety, simply lowering the flashpoint of diesel on existing ships, in the belief that it will lower the price, may well prove a step too far for the regulators. "But there is a school of thought that says that a future generation of ships, with appropriately trained crews, could be constructed or operated in a manner such that use of low flashpoint diesel would be safe, just in the same way that LNG has proven to be safe and cost effective fuel. This is not yet the current position of ICS, but a discussion is starting to take place."

Source: [Hellenic Shipping News](#) , 2 Dec 2014

## **Nigerian Ports Authority (NPA), Ship Owners to Partner on Maritime Development**

The Managing Director of the Nigerian Ports Authority, Malam Habib Abdullahi, says the organization will partner with major stakeholders, including the Nigerian Indigenous Ship owners Association, to develop the maritime sector.

This is contained in a statement made available to reporters on Monday in Lagos by the Assistant General Manager, Public Affairs of NPA, Mr Musa Iliya. Abdullahi, according to the statement, made the pledge while receiving new executive members of NISA, who paid him a courtesy visit in his office. He said that all the stakeholders needed to work for the overall growth of the nation's maritime sector.

The managing director said that the NPA held the association (NISA) in high esteem as a major stakeholder in the industry. He said that the views of ship owners on issues concerning maritime administration could not be ignored. Abdullahi urged the ship owners to make their relevance and importance felt in the scheme of things.

He said that though it was the responsibility of the Nigerian Maritime Administration and Safety Agency to implement the Cabotage Act, the NPA would continue to give support and work for its success. According to him, the gains of the Act will be mutually beneficial to all stakeholders.

The managing director urged indigenous ship owners to patronise the Continental Shipyard Limited – an NPA Joint Venture Company – for the repair of their ships.

He said that he was ready to collaborate with NISA in constituting a joint committee to look into areas of mutual interest. The President of NISA, Capt. Olaniyi Labinjo, told the managing director that the new executives decided to visit him because they recognized the organization as a very important government agency in maritime affairs. Labinjo said that as stakeholders, there was a need for healthy relationship between NISA and NPA so that both could collaborate and synergies to attain international standards in the shipping industry.

The NISA president said that such collaboration was urgently needed in view of the dwindling revenue from oil and gas due to the falling prices of oil in the world market.



Labinjo said there was the urgent need to position the maritime sector as an alternative to oil and gas in revenue generation.

He thanked the managing director for his support to NISA over the years and sought more active involvement of NPA in Nigerian Maritime Expo activities.

Source: [Hellenic Shipping News](#) , 3 Dec 2014

### **Korean Shipbuilders Steam Ahead of Chinese Rivals**

Korean shipbuilders have taken the top spot in terms of new orders for the second month running, fending off a formidable challenge from Chinese rivals.

According to Clarkson Research Services, Korean shipbuilders won 586,809 compensated gross tons of shipbuilding orders last month, compared to China's 267,663 CGT. In October, Korean shipbuilders won 907,477 CGT in orders, around three times more than their Chinese rivals.

Industry sources said the resurgence of Korean shipbuilders reflects the frustration of clients following the failure of Chinese firms to deliver vessels on time. Lacking ample resources, Chinese shipyards have often failed to meet crucial deadlines, according to industry watchers.

When it comes to cumulative shipbuilding orders so far this year, Chinese shipyards have won 14.57 million CGT in orders compared to 10.2 million CGT by Korean shipyards, or four percent more in money terms. But there is no room for complacency. The Chinese government has given radical support to the shipbuilding industry for several years, while a decline of US

\$500,000 to \$1 million in large oil tanker and cargo vessel prices has weighed on the bottom lines of Korean shipbuilders.

Yoo Byung-se at the Korea Offshore and Shipbuilding Association said, "From now on, the competition will be over ultra-large, fuel-efficient special vessels and Korean

shipbuilders will have to gain a solid foothold in this segment ahead of Chinese rivals in order to survive.”

Source: [Hellenic Shipping News](#) , 8 Dec 2014

### **Shipping Charges: Court Rules Dec 17 on Suit Challenging Shippers' Council's Powers**

A federal high court in Ikoyi, Lagos, has reserved ruling in a legal tussle on port charges involving three major players in the port industry till December 17.

The parties involved are the Association of Shipping Line Agencies, the Nigerian Shippers' Council and the Shippers' Association Lagos State. In reserving ruling in the suit, the presiding Judge, Ibrahim Buba, ordered the parties to be present in court on the ruling date.

The shipping agencies had filed a case against the Shippers' Council in the court on October 31, this year. The shipping agencies filed the case against the NSC as a result of a publication by the council, announcing the reversal of storage fees at the ports to what obtained as at May 1, 2009.

The NSC, as the port economic regulator, ordered an increase in the free storage period at the ports from three to seven days.

The council equally directed shipping companies to reduce their shipping line agency fees from N26, 500 to N23, 850 per 20 feet container and from N48,000 to N40, 000 per 40 feet container. It also directed shipping agencies to refund container deposits to importers and agents within 10 working days after the return of empty containers.

The counsel to the plaintiff, Mr Chidi Ilogu, argued that by action, the first defendant had assumed unlimited power to impose charges. “No power had been conferred on the council by the President before November 10 and there is no amendment to the NSC Act as at today to make laws in the maritime industry. “Section 5, Sub-Section

7 does not say the NSC should make law. Regulation 2, Sub-section 2 allowed international best practices,” Ilogu said.

Source: [The Guardian](#) , 13 Dec 2014

### **At Least 129 Drown in DR Congo Boat Disaster**

At least 129 people drowned when a passenger ship capsized on Lake Tanganyika in the southeast of Democratic Republic of Congo, according to a new official death toll on Sunday.

“Rescue workers recovered a total of 129 bodies,” an official said, adding there were a number of women and children among the victims in Thursday’s disaster.

The new toll represented a dramatic increase on the provisional figure given on Saturday by the government of DRC’s Katanga province, which had spoken of at least 26 dead.

So far, the number of survivors stood at 232, mostly men, the provincial minister for transport said, adding that rescue workers had found more people in the water on Sunday, who had been clinging onto petrol cans and other objects for over 48 hours and were in a very weakened condition.

The search for other survivors and bodies is continuing,” he added.

The accident took place on Thursday night in the north of Katanga province, between the towns of Moba and Kalemie.

Officials said strong winds and overloading caused the M/V Mutambala, which was bound for Uvira further north in South Kivu province, to capsize.

The boat was carrying cargo as well as passengers.

Disasters with high numbers of fatalities are frequent on the lakes and rivers of DRC, where vessels are often overloaded, life jackets frequently missing and many people cannot swim.

Lake Tanganyika is the longest freshwater lake in the world and also borders Tanzania, as well as Burundi and Zambia.

Source: [Yahoo News](#) , 14 Dec 2014



### **Barbados Port Leads Way in Environmental Sustainability**

Demonstrating leadership and commitment to environmental sustainability, Barbados Port Inc. has committed to work in partnership with Right Ship to develop an incentive program encouraging more efficient vessels to their port.

During the first Hemispheric Seminar on Port Legislation held in Montevideo on the 24-25 November David Jean Marie, CEO of Barbados Port and Anuj Chopra, RightShip's Vice-President - Americas, signed a letter of intent to develop a port incentive program using the Right Ship and Carbon War Room Greenhouse Gas Rating.

The port incentive program rewards vessels with better energy efficient ratings. Measuring their carbon dioxide emissions, vessels are rated from A (most energy efficient) to G, with rewards – often in the form of reduced port fees – to the more efficient vessels. Right Ship will begin the process by benchmarking vessel arrivals over time to set a baseline for displaying trends in carbon dioxide emissions. “In this way we tailor the incentive program to ensure maximum benefit for the port community” explains Chopra. “Understanding current CO2 emissions of vessels, both in-port and for their entire journey, is a key factor in our program management.”

Lauded as a champion of environmental sustainability in the region, David Jean Marie was quick to acknowledge the contribution of the Organization of American States in setting up this agreement. “OAS have played a key role in facilitating our partnership with Right Ship. Barbados Port is an early adopter to this program; however, we are one part of a coordinated effort across the industry to promote efficient shipping. By ‘acting local’ and protecting our port environment we are part of a larger global movement intent on reducing the carbon footprint of the shipping industry.”

Barbados Port is joining a growing community of worldwide ports who are utilizing the Right Ship and Carbon War Room GHG Emissions Rating to reward sustainable ships. Canadian ports Vancouver and Prince Rupert use the same Emissions Rating

to offer discounts to the most efficient ships visiting their ports, and the world's third largest port, the Port of Rotterdam in the Netherlands, has also committed to investigating a similar incentive. "We are delighted to be working with the Port of Barbados to develop a program," says Chopra. "Sustainability and efficiency are on the agenda for many organizations; however it takes leadership such as this to put these plans into action."

Carbon War Room, a global nonprofits organization, has been working with Right Ship to provide transparent access to the GHG Emissions Rating via Shippingefficiency.org, promoting use of the rating amongst ports, charterers, and other shipping stakeholders.

Chairperson of Carbon War Room, Jose Maria Figures, commented, "Ports are an economic lifeline in island nations. By rewarding the cleanest ships that deliver goods, people and resources to their island, the Port of Barbados is taking a leadership role in promoting a reduction in carbon emissions and signalling a market shift towards cleaner vessels. This is an ambitious step forward and something we want to support and replicate in our work in the maritime industry and on islands."

Source: [Maritime-Executive](#) , 1 Dec 2014

### **With Sea Ice Melting, Coast Guard Proposing New Shipping Lanes to the Arctic**

With global warming leading to increased traffic to a vulnerable Arctic, the U.S. Coast Guard is proposing a 4.6-mile wide shipping route through the Bering Strait to try to protect the region. Any accident in the sensitive area can be a major problem and traffic has increased tremendously, so the Coast Guard mapped out a voluntary two-way route — akin to a highway for ships — said agency project officer Lt. Kody Stitz.

"We see more traffic and envision more traffic to continue," Stitz said. Last year ships went through the Bering Strait 440 times, twice what it was in 2008, according to a study in the journal Marine Policy. Retired Coast Guard Vice Admiral Roger Rufe, former operations chief for the Department of Homeland Security, said that's an

indication that climate change has made the region more passable for ships, with ships able to sail through formerly icy waters during more months in the year. He said shippers like the route because it can provide a shorter and quicker way to go from Europe to Asia.

But the ice melting also “means that ice is more unpredictable and the weather is far worse because the ice is what keeps the waves down,” said Marilyn Heiman, U.S. Arctic director for the Pew Charitable Trusts and co-author of the Marine Policy study. More than just shipping routes is needed, she said.

That increased traffic in the Bering Strait traverses rough waters, far from help, where the environment is pristine and oil spills and other accidents can have serious consequences, Rufe said. “An oil spill up there would be really devastating,” Rufe said. This type of route is typical around far busier ports and would be the first one in the Alaska region, Stitz said. But the route leading up to and through the Bering Strait is several hundred miles long, much bigger than others.

At the same time the Coast Guard is charting the route, diplomats are meeting in Peru to work on an international treaty to battle global warming. “We have serious changes happening in the Arctic,” Heiman said. “Climate change is impacting people’s lives, people’s safety.”

Source: [CBS Seattle](#) , 5 Dec 2014

### **Shell Contractor Faces \$12.2 M in Fines for Environmental, Safety Violations**

The company that operated both of the drill rigs used in Shell’s ill-fated 2012 Arctic offshore season has agreed to pay \$12.2 million in fines and community service payments stemming from environmental and safety violations aboard its vessels, the U.S. Department of Justice said Monday.

Noble Drilling LLC, owner and operator of the Noble Discoverer and operator of the Shell-owned Kulluk, will plead guilty to eight felony offenses and will receive four years of probation, and must implement a comprehensive environmental compliance

plan for violating federal environmental and maritime law in 2012, under a settlement announced by Karen Loeffler, U.S. attorney for Alaska.

Noble's parent company, London-based Noble Corp. plc, will also implement an environmental management system for all its mobile offshore drilling units, according to the settlement. The vast majority of environmental and safety crimes occurred aboard the Discoverer, according to the plea agreement. Only one charge concerned the Kulluk, which was wrecked after it broke free from a tow during bad weather and ran aground south of Kodiak Island on Dec. 31, 2012. "We believe these are serious offenses, and the charges and the penalties reflect that level of seriousness," assistant U.S. attorney Kevin Felids said at a news conference.

Some of the engine shutdowns were automatic, triggered by lack of lube oil, and others were undertaken by Discoverer crew-members trying to do emergency repairs while the ship was traveling to and from the drilling theater. The shutdowns were not reported to the Coast Guard, according to the plea agreement.

There were numerous engine backfires, some of them damaging the exhaust-venting system, which was already faulty and pouring "significant" amounts of exhaust into the ship's engine room, according to the plea agreement. There were failures to use the required oil-water separator to clean wastewater, along with false log entries stating that the system was being used properly, leading directly to some of the criminal charges. In fact, the oil-water separator was inoperable for much of the Discoverer's 2012 operations for Shell. Instead of properly processing wastewater through required pollution-prevention equipment, Noble set up an illegal, makeshift barrel-and-pump that sent untreated wastewater directly overboard.

"Noble failed to notify Coast Guard and actively took steps to conceal its use of that illegal blue-barrel-and-pump system from Coast Guard," assistant U.S. attorney Yvonne Lamoureux said at the news conference.

There was an inoperable alarm, a broken backup generator that was leaking fluid and antifreeze and frequent overflows of water in engineering spaces, according to the plea agreement. Ship operators used ballast tanks to store and discharge oil-



laced wastewater, a violation of the law intended to prevent the spread of nuisance species, according to the plea agreement.

"By design, ballast tanks should contain only uncontaminated seawater," Lamoureux said. Instead, "Noble pumped the contents of its oily skimmer tank fluids and deck water, with a sheen, into its ballast tanks," she said. "While Noble has worked to resolve all of the issues and has appropriately accepted responsibility, we've made clear that their actions in 2012 are not acceptable," Baldino wrote in an email. Baldino also said that the Noble Discoverer had undergone extensive repairs and the issues raised in the plea agreement have been addressed.

"In addition, both Shell and Noble have initiated procedural and safety management system reviews that will be verified through internal and external audits and a series of operational tests," she said. "Together, these actions are designed to ensure the integrity of the Discoverer and Noble's marine management systems for future operations." Shell -- which managed to drill only part of a well in the Chukchi Sea and part of a well in the Beaufort Sea in 2012 -- still intends to bring the Discoverer to Alaska to resume drilling.

The company's revised exploration plan, filed in August with the U.S. Bureau of Ocean Energy Management, calls for the Discoverer and another contracted vessel, the Polar Pioneer, to drill simultaneously in the Chukchi. The plan calls for the two units to complete up to six wells over multiple seasons. The Discoverer, the plan says, "is ice-strengthened for operating in Arctic OCS waters" and has "state-of-the-art drilling and well-control equipment."

Feldis said the plea agreement, if approved, does not preclude Shell or Noble from bringing the Discoverer back to Alaska. But that ship, like all the modular drill units in Noble's fleet, is subject to extra oversight under terms of the plea agreement, he said.

Environmentalists cited the Noble case as evidence that Shell should not be allowed to drill again in Arctic waters. "Shell's current plan to drill in the Alaskan Arctic in 2015 is put in stark relief by the facts of this case. That Shell could have engaged Noble Drilling, a company now guilty of eight felonies, is the clearest indicator that

this company cannot be trusted to drill in such a precious and risky environment,” Leila Deen, Green peace’s deputy director of campaigns, said in a statement.

Source: [Alaska Dispatch News](#) , 8 Dec 2014

### **Bangladesh Oil Spill Threatens Rare Dolphins**

An oil spill from a tanker that collided with an empty cargo ship in Bangladesh-Sunderbans on Tuesday has sent a chill down the spine of wildlife officials in the Sunderbans in this country. A high alert has been sounded and forest officials along with other security agencies are closely monitoring the situation in the Sunderbans.

“Till now there are no reports that the oil spill has reached the Indian part of the Sunderbans. All our field staffs, particularly those deployed in the camps along the Indo-Bangla border, have been alerted. Patrolling has been beefed up to check if the oil spill is spreading to the Indian Sunderbans,” Ujjwal Kumar Bhattacharya chief wildlife warden of the state, told HT.

A tanker named OT Southern Star 7, carrying an estimated 350,000 liters (350 tons) of oil collided on Tuesday with another empty cargo vessel and partly sank in the Sunderbans’ Shela River in Bangladesh. The cargo ship was allegedly unable to locate the Southern Star due to heavy fog.

Experts in both the countries are apprehending that the spill will cause massive ecological disaster in the biggest mangrove forest in the world. The oil spill will mainly affect the avifauna (animals which depend on the water) including migratory birds, the dolphins, otters, Olive Ridley Turtles and crocodiles. Many could lose their lives especially where rivers meet the sea. This is the time when migratory birds including those from Siberia frequent the Sunderbans. This is also the time when Olive Ridley Turtles come close to the beaches to lay their eggs,” said S B Mondol, former head of the state forest department. The Sunderbans forest, which covers 26,000 square kilometers in India and Bangladesh, is the habitat of famous Royal Bengal Tigers. It is also a UNESCO Heritage site.

“We have also informed all other security agencies including the BSF and the Coast Guard which patrol our borders to check if the oil spill is approaching our border. Our boats are also patrolling the Harinbhanga River and Raimangal which forms the boundary between the Indian Sunderbans and Bangladesh,” said S Dasgupta field director of the Sunderban Tiger Reserve.

However, wildlife experts and NGOs working on the Sunderbans are wary and apprehend that the spill in Bangladesh could affect the Indian part as the rivers are contiguous and the oil could reach the Indian rivers especially down south where the rivers meet the Bay of Bengal. “The oil could easily reach this part of the Sunderbans through the rivers. The most prone would be the areas such as Baghamara and Mechua where the delta meets the sea in the southern part of the Sunderbans.

According to Bangladesh forest authorities the oil had spread along a 40 km (25 mile) section of the Sela River and has also affected portions of Passur river. Indian forest officials are, however, hopeful that the spill won’t affect the Indian side as each individual river drains into the sea.

Source: [Hindustan Times](#), 11 Dec 2014

### **Construction of Oceanfront Wall to Resume in Area of Buried Shipwreck in Brick**

The State Department of Environmental Protection has given the go-ahead for construction of a steel sea wall revetment to resume in the area where a shipwreck from the 1800s was discovered buried in the sand.

The shipwreck, thought to be the remains of the Scottish brig Aysrshire, which ran aground Jan. 12, 1850, was found about 15 feet below the sand as the wall was being installed Oct. 31. State historical investigators used ground-penetrating radar and other equipment last month to determine the size of the vessel and if it would be negatively impacted by construction continuing.

An analysis of the data gleaned from that investigation showed that continuing construction would not damage the remains of the vessel, said Larry Ragonese, spokesman for the DEP. As a result, installation of the remaining steel sheets – only about 300 linear feet in total – have resumed under the supervision of a maritime archaeologist.

The exact identity of the ship remains in question, however. Last week, DEP geologists used electrical resistivity to detect and map subsurface patterns and employed a Geoprobe, a hydraulic machine that drives 2-inch steel boring rods into the ground, in order to glean more information on the vessel. The State Historic Preservation Office is recommending to federal government – which has funded 80 percent of the steel wall construction – that the Geoprobe work continue this month to identify the limits of the structure. A final draft report by the maritime archaeologist will be submitted to state and federal agencies within 12 months, officials said.

The revetment itself consists of a 45 foot-high marine-grade steel wall that is driven 30 feet underground to protect the integrity of the barrier island. It runs through all of Brick Township and most of Mantoloking. The 15 feet of the wall that will remain above ground will be covered by a 23 foot-high vegetated sand dune that will serve as a first line of defense during coastal storms.

Source: [Brick Shore beat](#) , 12 Dec 2014