



# MAKING WAVES

## Fortnightly E-News Brief of National Maritime Foundation

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## **U.S., Indonesia Looking to Boost Military Ties**

- Prashanth Parameswaran

The United States and Indonesia are looking to boost defense ties to tackle challenges ranging from maritime security to the Islamic State militant group operating in Iraq and Syria, officials said last week.

Brigadier General Jan Pieter Ate, the director for international cooperation at the Indonesian defense ministry, told a public forum in Washington, D.C. last Thursday that a priority area for Indonesia would be strengthening bilateral cooperation with the United States on combating the Islamic State.

“We don’t have this yet,” Ate said at a day-long conference on Indonesia organized by the United States-Indonesia Society. The Islamic State has featured prominently in recent discussions between the United States and Indonesia. The head of Indonesia’s armed forces General Moeldoko and commander of the U.S. Pacific Command Samuel Locklear talked about the issue in a November 5 meeting in Brunei. U.S. President Barack Obama and his Indonesian counterpart Joko “Jokowi” Widodo also discussed it during their consultation on the sidelines of the Asia-Pacific Economic Cooperation meeting on November 10.

The United States has looked for help from ASEAN states including Indonesia to stem recruitment and freeze militant assets. The issue is also a rising concern for Indonesia, the world’s largest Muslim country, with its counterterrorism chief declaring last week that the group’s recruitment numbers from the country had tripled in the last few months to over 500 people.

Beyond the Islamic state, another growth area is maritime security. Speaking after Ate, Amy Searight, the U.S. deputy assistant secretary of defense for South and Southeast Asia, said Jokowi’s new “global maritime axis” doctrine, which emphasizes Indonesia’s pivotal role as a maritime power between the Indian and

Pacific oceans, offered an opportunity for both sides to exchange ideas since the United States also sits astride two oceans – the Atlantic and the Pacific.

“The Indonesian and U.S. militaries are well-positioned to increase our exchanges, joint exercises and a capacity-building program to support Indonesia’s increasing investment in its maritime security,” Moeldoko and Brooks wrote.

U.S.-Indonesia cooperation on maritime security has increased over the past few years under the framework of the comprehensive partnership signed between the two sides in November 2010. Washington has provided assistance through various means including support for new surveillance technology, bilateral exercises, and workshops and dialogues.

Pressed about more specific items or issues they were looking for ahead of talks, both Ate and Searight said they did not have lists to disclose but were open to hearing requests from the other side in future discussions in the coming weeks.

Despite the interest in both sides to boost defense ties, officials also acknowledged that there were challenges that Jakarta and Washington would have to confront going forward. Since the United States cut ties with the Indonesian military for several years starting 1999 because of alleged rights abuses, before gradually resuming them, both sides need to rebuild trust in each other as partners.

Indonesia also faces its own internal challenges as it embarks on military reform, Ate said. For instance, implementing Jokowi’s maritime doctrine would require reviewing defense modernization efforts already underway, which would itself be a complex process.

“We are doing a careful adjustment, not a dramatic change,” Ate emphasized. On the U.S. side, Brooks, the commander, told a conference on December 11 that based on his observations during a September visit to Indonesia for the Garuda Shield exercise between the two nations’ armies, the U.S. Army needed more sophisticated equipment, including digital terrain elevation data and more advanced radio systems, to advance bilateral cooperation even further.

Source: [Diplomat](#), 16 Dec 2014

## **Maritime Security: The Concept of Innocent Passage**

- Simon O. Williams

The United Nations Convention on the Law of the Sea enshrines the concept of innocent passage through a coastal state's territorial sea. Passage is innocent so long as it is not prejudicial to the peace, good order or security of the coastal state. A vessel in innocent passage may traverse the coastal state's territorial sea continuously and expeditiously, not stopping or anchoring except in force majeure situations.

This article will examine the challenges related to evaluating whether embarking privately contracted armed security personnel aboard a merchant ship is contrary to the regime of innocent passage and whether vessels with embarked security teams are required to give prior notice of passage to coastal states.

In the international arena, it remains debated as to whether the employment of PCASP aboard commercial vessels is a violation of innocent passage. Each coastal state maintains its own interpretation as to whether specific vessels in its territorial sea may be prejudicial to its peace, good order or security. At present, no global standard is defined regarding the carriage of arms, armed personnel, personnel in fire positions, and other relevant conditions, resulting in a complex legal gray area.

### *Defining Non-Innocent Passage*

According to Article 19 (2) of UNCLOS, passage of a foreign ship shall be considered prejudicial to the peace, good order or security of the coastal state and thus in non-innocent passage if, in the territorial sea (less than 12 nautical miles from shore), it engages in any of the following activities:

(a) any threat or use of force against the sovereignty, territorial integrity or political independence of the coastal State, or in any other manner in violation of the principles of international law embodied in the Charter of the United Nations;

(b) any exercise or practice with weapons of any kind;

- (c) any act aimed at collecting information to the prejudice of the defence or security of the coastal State;
- (d) any act of propaganda aimed at affecting the defence or security of the coastal State;
- (e) the launching, landing or taking on board of any aircraft;
- (f) the launching, landing or taking on board of any military device;
- (g) the loading or unloading of any commodity, currency or person contrary to the customs, fiscal, immigration or sanitary laws and regulations of the coastal State;
- (h) any act of wilful and serious pollution contrary to this Convention;
- (i) any fishing activities;
- (j) the carrying out of research or survey activities;
- (k) any act aimed at interfering with any systems of communication or any other facilities or installations of the coastal State;
- (l) any other activity not having a direct bearing on passage.

Most relevant to the embarkation of PCASP is UNCLOS Article 19 (2) (b)—“*any exercise or practice with weapons of any kind.*”

Supporters of armed guards maintain that the mere carriage of weapons, locked or stowed, certainly cannot be considered an “exercise or practice.” Similarly, using a weapon in a *bona fide* self-defense situation against genuine threats of piracy, armed robbery or terrorism would also not classify as an exercise or practice.

In the contemporary maritime security context, defending a vessel against *bona fide* pirate or terrorist threats would not constitute a use of force against the coastal state because the attackers are *hostis humani generis*, or enemies of all mankind, and are

thus subject to universal jurisdiction. By this logic, engaging in genuine self-defence against pirates would not necessarily be a violation of innocent passage.

### *Establishing Non-Innocent Passage*

One of the most challenging enforcement activities for a coastal state is to establish, without a doubt, that a ship is in non-innocent passage. Modern interpretations of UNCLOS, specifically concerning physical and environmental security, stress that actual damage must occur before a coastal state can declare a vessel's passage in its territorial sea non-innocent. If wrongly accused, the ship or charterer can hold the coastal state liable for damages.

This clause may complicate the matter as PCASP themselves must eventually embark, disembark, and load or offload their weapons at some port or at a floating armory. Should these activities take place, specifically via floating armory or other vessel in a state's territorial sea and without that coastal state's permission, it may be considered as taking aboard a "military device" and thus a violation of innocent passage. This is especially true if the weapons taken aboard are not for commercial, private, maritime security personnel but for a military vessel protection detail (VPD) in which a small team of military personnel is deployed to a commercial vessel, usually by the flag state, to protect it while transiting high-risk areas.

### *Military Vessel Protection Details*

The concept of VPDs further complicates the innocent passage regime as it introduces military personnel, equipment and government activities directly into the commercial maritime sector. Despite the presence of a VPD, a vessel itself remains a commercial ship and lacks clear markings identifying it as being on government service.

This is because it has simply taken aboard agents who themselves are on government service to protect the vessel, not change its designation to a sovereign immune vessel under the UNLCOS definition. The VPD is simply performing point-to-point protection against piratical attacks. Neither the VPD nor the civilian client vessel is authorized to patrol the seas, board, inspect or arrest suspect pirate ships.

Yet transit of commercial vessels with embarked VPDs could still, by some, be considered a type of military passage due to the presence of military personnel and thus arouse other suspicions or concerns. This is especially true following the *Enrica Lexie* incident, where Italian marines as part of an embarked VPD opened fire and killed Indian fishermen.

If coastal states interpret this unfortunate incident in line with India's perspective – that trigger-happy guards are posing a danger to their nationals who transit, work or leisure in those waters – it may lead to increased coastal state calls for VPDs to be regulated in a different manner and their roles, rights and obligations to be clarified in international law.

Another issue is that VPDs (as military personnel) are trained to follow very strict and defined rules of engagement through the traditional military chain of command. Yet in the commercial maritime setting VPD personnel may have to be re-wired to take orders from a civilian ship master or learn to make decisions independently.

Some governments have made agreements to codify these relationships. For example, the Italian Ministry of Defense signed a memorandum of understanding with the Italian Shipowners Association indicating that ship masters have no responsibility to oversee or direct the actions of VPD personnel and are thus not liable for the ramifications of their behavior.

#### *Prior Notification*

The topic of prior notification naturally follows suit as some coastal states request that vessels carrying armed security personnel provide prior notification to their maritime authority before entering their territorial sea. Legal debate remains as to whether international law requires transiting vessels employing PCASP to adhere to this coastal state request or if a requirement for prior notification is an infringement on the right of innocent passage.

Differing interpretations between East and West have traditionally existed regarding the concept of prior notification. This precedent is historically evident in naval passage contexts, but the trends can be applied to commercial vessels as well.

To put this debate to rest, the two most powerful naval countries of the Cold War, the USA and USSR, issued in 1989 a *Joint Statement on the Uniform Interpretation of Rules of International Law Governing Innocent Passage*, which provided as follows:

*“All ships, including warships, regardless of cargo, armament, or means of propulsion enjoy the right of innocent passage through the territorial sea in accordance with international law, for which neither prior notification nor authorization is required.”*

In the twenty-five years since the issuance of this statement it has in many contexts been accepted by the international community and carries substantial weight in operations planning, analysis and legal debate by government and industry players. It reaffirms trends set by the major international powers of the time that ships do not need prior notification to enter territorial seas under the regime of innocent passage.

#### *Normal Mode*

Some coastal states continue to argue against innocent passage if crews are in battle stations/fire positions and not traveling in “Normal Mode.” Normal Mode has been defined for transit passage situations in the Corfu Channel Case of 1949, but the same definition and particulars are often extended to the innocent passage debate regarding both warships and embarked PCASP on merchant vessels.

Normal Mode generally applies only to military vessels in archipelagic sea lane transit but has increasingly, perhaps wrongly, been cited by some authorities seeking to regulate PCASP activities. Some parallels can be drawn, however, from distinctions of innocent and non-innocent passage for military vessels and applied to commercial operations. Military vessels must transit in Normal Mode, which means they must not undertake:

While this policy was designed specifically for military vessels, some as a force-protection measure and therefore a violation of innocent passage may also consider armed guards aboard commercial vessels, especially if they are in fire positions.

According to the Virginia Commentaries (Vol. 2, 342):

*“...it is clear from the context and from the negotiating history that the term [Normal Mode] was intended to refer to the mode which is normal or usual for navigation for the particular type of ship.... Making the passage in given circumstances....Some guidance on this point can again be found in Corfu Channel where the International Court of Justice was satisfied that even when the British warships passed through the channel with crews at action stations, and ready to retaliate if fired upon, this was consistent given the tensions that existed....”*

By this interpretation, armed guards manning battle stations and preparing for contingencies can be considered Normal Mode in high-risk situations where an attack could occur and thus may not necessarily qualify the vessel as being in non-innocent passage.

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

### **The Indian Ocean Zone of Peace: Sifting ‘Facts’ From ‘Illusion’**

- Abhijit Singh

“In theory”, a popular saying goes, “there is no difference between theory and practice; but in practice there is”. National Security Advisor Ajit Doval’s recent pitch for an Indian Ocean Zone of Peace at the Galle dialogue in Sri Lanka is a classic example of theoretical formulations not always meeting the test of practical utility. In principle, the proposal to declare the Indian Ocean Region as a zone of peace is strikingly apposite. Increasing Chinese presence and the threat of PLA-N bases in the IOR, the growing interests of other major powers (US, UK, Russia, France and Japan) in the region, and the many Chinese infrastructure projects in the region, create an imperative for India to actively limit the military maritime activity of external powers in the region. But attempting to do so through the IOZOP route will ensure that while no military activity is ever practically curtailed, Indian influence and credibility in the region will stand severely eroded.

The trouble with the IOZOP proposal is its flawed premise: that by simply declaring the region a “Zone of Peace”, foreign military presence and activity can be effectively halted. Proponents of the proposal believe that in the absence of military strength and influence to counter the growing Chinese presence in the region, India should use the multilateral route to create a consensus for preventing the military activity of external powers in the region. A study of the past would, however, disabuse ardent Indian Ocean peaceniks of the efficacy of such a proposal.

In an op-ed in *The Hindu* recently, T.P. Sreenivasan, India’s representative to the Ad Hoc Committee on the Indian Ocean in the early 1980s, brought out that the original 1971 proposal of an IOZOP was not so much about peace and tranquillity in the IOR, as it was about circumscribing the presence of Western powers in the region. The Ad Hoc Committee, he points out, considered the various provisions of the proposal at length but none was found feasible because members stood bitterly divided on the issues. Most permanent members – except China – were vehemently opposed to the suggestion of no bases in the IOR. The littoral and hinterland members, on the other hand, supported it. “The innumerable problems India has faced on account of the U.N. resolution and the U.N. Ad Hoc Committee on the Indian Ocean”, Sreenivasan perceptively points out, “must be recalled before we take any formal initiative in this regard.”

Opposition to the proposal from the major maritime powers is likely to arise this time as well, the only difference being that today China too would likely join the chorus for rejecting the proposal. With growing Chinese interests in the Indian Ocean, it is almost a given that Beijing would actively reject any suggestion that seeks to limit China’s military presence in the Indian Ocean. More worryingly, any such proposal would be detrimental to India’s own power-projection in the neighborhood. Sri Lanka’s original 1971 proposal, as Sreenivasan points out, was driven not only by the fear of extra-regional military presence but also by a perceived uneasiness about growing Indian naval power particularly in the aftermath of the 1971 war when the Indian Navy had launched an audacious attack on Karachi. In some ways, the IOZOP was an attempt by Colombo to buy some insurance against any possible Indian designs on Sri Lanka.

Paradoxically, it is India that has been dichotomous in its security approach to the Indian Ocean – opposing, on the one hand, extra-regional military presence and yet depending on US naval power to underwrite regional security. Expectedly, the response to the revival of the IOZOP too has been fanciful on many levels. First of all, the Indian Navy might be a net-security provider in the region but it also honestly admits to a lack of capacity that renders assistance by other maritime players in the region a rank imperative. A principal precept of the Indian Navy's maritime strategy is cooperative security and meaningful contributions in this regard have so far come only from the big naval powers in the region.

Secondly, the real danger from an Indian standpoint is not increased US interest in the Indian Ocean Region but the lack of it. In the aftermath of the global financial crisis and the US Pivot to the Pacific, American interest in the Indian Ocean has been waning. With the shale revolution, the US is losing interest in the Middle East. Consequently, its stakes in securing the flow of energy from the Persian Gulf too have reduced. Regrettably, US naval retrenchment from the region also means a reduced ability to confront larger threats to peace and security in West Asia. This is one reason why many other states are rushing to fill in the vacuum created by the impending American withdrawal. The UK's announcement of reviving its maritime presence in Bahrain needs to be seen in this light.

While London's decision to reopen its naval base in Manama, Bahrain, is a cause for worry mainly because it implies further militarization of the IOR, the fact is that the Royal Navy never really ceased to be a presence in the region (the RN has four mine-hunter warships permanently based at Manama from where British Destroyers and Frigates in the Gulf are regularly supported). All that UK is now seeking is to bolster the existing infrastructure at the Port, providing its navy with a forward operating base that would enable sustained security operations and the accommodation of its service personnel.

This does not mean that RN ships will be a regular presence in the broader security affairs of the IOR; much of the heavy-lifting in the Western and Eastern Indian Ocean will still need to be done by indigenous powers like India. The Royal Navy's new base merely implies the UK's desire to be able to tend to security hot-spots such as the Islamic State's threat to the Middle East and the Levant – areas that India might

have no interest getting involved in. Similarly, France, Japan and Australia are marginal players in the strategic affairs of the Indian Ocean, even though each of them contributes substantively to regional security. Circumscribing their space for operations by imposing a moratorium on maritime activity and presence is likely to damage the cause of collective security in the region.

An additional concern is that once a Zone of Peace is declared, Pakistan might revive its proposal for a denuclearized Indian Ocean – a proposition first raised in the aftermath of India’s nuclear test in 1974 and one that New Delhi strongly resisted. This could be a potentially game-changing move that needs to be understood in its entirety before endorsing a Zone of Peace. Pakistan’s nuclear efforts in the Indian Ocean are motivated solely by the presence of India’s strategic submarine capability (the Arihant). The Pakistan Navy (PN) does not quite need a ballistic missile capable submarine as it is not bound by “no-first use” and does not consequently need a survivable weapon. It, however, feels compelled to counter India’s SSBN, which, it feels, has skewed the balance of power in the Indian Ocean. As a preliminary measure, the PN has invested in a naval tactical missile capability, but its aspiration to develop a strategic ballistic missile capable submarine has not proceeded beyond an expression of intent. Pakistan would, however, be happy to eschew naval tactical nuclear weapons if India were to take away its SSBN out of the equation. To compound matters, New Delhi’s backing of a ZOP in the IOR will leave it with no moral or political grounds to justify its opposition to a denuclearized Indian Ocean.

Lastly, while there is anxiety about China’s aggressive tactics in the South China Sea, many Indian Ocean states are not fully convinced that the PLA-N’s presence in the IOR poses an active threat to maritime security. It is highly unlikely – especially against the backdrop of Beijing’s proposal for a maritime silk road which has received enthusiastic backing from the Maldives and Sri Lanka – that other Indian Ocean states would be keen on a ‘ban’ on Chinese naval activity in the region. Yet, there is an almost universal acknowledgement of India’s contribution to the security and well-being of smaller Indian Ocean states.

In the event that a ZOP is announced, it is India that will stand to lose the most because its proposal will be seen as a ‘backdoor’ maneuver to limit the Chinese presence and an effective abdication of leadership and responsibility in the IOR.

Source: [Eurasia Review](#), 20 Dec 2014

## **Peace Zone: An Ocean Away**

- V Suryanarayan

Delivering the keynote address at the Galle Dialogue, national security adviser Ajit Doval evoked the UN General Assembly Resolution of October 1971 and declared the Indian Ocean should become a Zone of Peace. The genesis of the Indian Ocean Peace Zone could be traced to the Conference of the Heads of States of non-aligned countries in Cairo in 1964, when then Sri Lankan prime minister Sirimavo Bandaranaike spoke out against increasing superpower rivalry in the Indian Ocean region. The Cairo conference adopted two resolutions: the establishment of zones free of nuclear weapons covering the oceans of the world, especially those which had been hitherto free of nuclear weapons; opposition to big power efforts to establish and maintain bases, in the context of the Cold War rivalry, in the Indian Ocean region.

Forty-three years have elapsed since the UN General Assembly passed the resolution. The security architecture in the Indian Ocean region has undergone fundamental transformation. The US, which was perceived to be the hegemonist power in the 1970s, is viewed by many countries, including India, to be a positive force for peace and stability. Most countries would like the US to maintain a credible naval presence in the region. The Soviet Union has disintegrated and Russia does not have the resources to compete with the US. China, which in the 1970s did not have much of a presence in the Indian Ocean region, has emerged as a rising power and is increasing its influence in a big way among the littoral states of the ocean.

According to many commentators, Doval's statement was intended to persuade the littoral states to come together and keep China out of the Indian Ocean region.

Of equal relevance is the transformation which has taken place in the policies and programmes of the Sri Lankan government, which was in the forefront championing the goal of IOPZ. It should be pointed out that the UN in the backdrop of much bickering and controversy adopted the IOPZ declaration. No country dared to oppose the resolution and vote against it, because it would have meant advocacy of the Cold War and big power rivalry. Except People's Republic of China, all the major

powers—France, UK, USSR and US—abstained from voting. The resolution was adopted by 61 votes to 0 with 55 abstentions. An ad hoc committee on Indian Ocean to study the implications of the resolution was constituted to suggest practical measures to implement the resolution. On December 11, 1979, the UN General Assembly adopted a resolution which called for convening of a conference on Indian Ocean in Colombo in 1981. But, by that time, Sri Lanka had become lukewarm to the proposal it had mooted.

Perceptive observers of the South Asian scene can discern subtle changes in the Sri Lankan position when India exploded the nuclear device in 1974. Shirley Amarasinghe, the Sri Lankan diplomat, declared that Colombo did not want the superpowers to be replaced by a hegemonies littoral power. To add to New Delhi's dismay Sri Lanka began to support Pakistan's proposal for declaring South Asia as a nuclear weapons-free zone. When the United National Party was voted to power in 1977, Colombo's foreign policy began to show a marked preference towards the West. On Afghanistan and Cambodia, Colombo began to toe the American line. What is more, though Colombo paid lip service to IOPZ, it never made any attempt to get the resolution implemented. In this context, swearing by IOPZ every year in the UN General Assembly, one is reminded of the famous lines of W H Auden, "Let mortals beware of words, for with words we lie, can say peace when we mean war."

Efforts to build up an anti-China alliance in the Indian Ocean region are unlikely to succeed. China has, during recent years, successfully adopted a policy of winning friends and influencing people. Beijing has strengthened its links with most of India's neighbors—Pakistan, Nepal, Myanmar, Bangladesh, Sri Lanka and Maldives. Speaking about India's relations with neighboring countries Doval rightly said, a few weeks ago, that except for Bhutan, New Delhi's ties with other countries are beset with problems. It must be pointed out that every country has the sovereign right to diversify its foreign relations, but when these links adversely affect India's vital security interests, India has to be vigilant and take appropriate action. The growing links between Colombo and Beijing, including the visit of submarines to the Sri Lankan ports, are clear pointers to disturbing trends in India's southern neighbourhood.

A close scrutiny of Sri Lanka-India relations clearly reveals that India had always stood by the unity and territorial integrity of the island. During the Fourth Eelam War, India was the principal guarantor of the unity of Sri Lanka.

Significant intelligence inputs made by India enabled the Sri Lankan armed forces to destroy the vital supply lines assiduously built by the Tigers over the years. Without adequate supply of weapons, Tigers became fish out of water. What is more, except for China and Pakistan, most major countries were guided by India's position on the conflict.

It is against this background that one must analyse the more specific issues relating to Indian security and India-Sri Lanka relations. As far as India is concerned, Sri Lanka is strategically placed and given the geographical location and ethnic linkages the political developments in the island will have profound consequences for Indian security. India and Sri Lanka are so close that there is not enough sea between them for both to have their full share of territorial waters in accordance with international law.

How did Colombo respond when vital Indian security interests were at stake? During the first Indochina War, in May 1954, when New Delhi was using diplomatic pressure to speed up the independence of Indochinese countries, Sir John Kotelawala permitted American Globe masters carrying French troops to make use of the airports in the island. In February 1971, when New Delhi withdrew landing and overflying facilities to Pakistani airplanes, Sri Lanka granted these rights to Pakistani aircraft. These flights involved Pakistani soldiers and war materials and were an illustration of complicity between Pakistan and Sri Lanka against India. In the present situation, if Colombo's growing friendship with China and Pakistan is intended to "cut India to size", New Delhi cannot remain unconcerned about these developments.

Source: [Indian Express](#), 23rd December 2014

## **Maritime Engagement Strategies of Japan And China Towards Southeast Asia: An Indonesian Perspective**

- Rocky Intan

With the ascendancy of China, much attention has been given to the geopolitical competition between China and the United States. The dynamics in the former's rise and the latter's relative decline have come to be regarded as the most important bilateral relationship of the century. Yet, one should not ignore the relationship of China with another major power in the region, Japan. The rise of China is a more urgent matter for Japan due to simple geographical reasons.

Indeed, geopolitical tensions have coloured relations between both countries. Both China and Japan at various times have been eager participants in constructing and engaging the regional security architecture in the Asia Pacific. Both countries have also been at loggerheads, however, over various issues from the visits of Japanese officials to the Yasukuni Shrine to the status of the Senkaku/ Diaoyu Islands.

### *Senkaku Diaoyu Tiaoyu Islands*

Southeast Asia is one of the prime arenas of geopolitical competition between Japan and China. As both countries border the region in the maritime domain, the salience of the seas in strategic and economic terms must be underlined. This competition might be observed in their respective maritime strategies in the region, specifically towards ASEAN.

Indonesia is the largest archipelagic country in the world and it possesses the largest maritime territory within Southeast Asia. It also has the largest population in ASEAN and is one of the founding members of the Association. There is little doubt of the importance of Indonesia as a maritime country in the region and an influential member of ASEAN.

The aim of this article is to provide perspectives from Indonesia on the maritime strategies of Japan and China towards ASEAN. It shall elaborate on how Japan and China respectively engage ASEAN in the maritime arena. It shall then explain the interests of Indonesia as a maritime country within ASEAN and middle power in the

region, followed by how it views the engagement from Japan and China. The article closes with several policy recommendations on how Japan and China can improve their maritime relations with ASEAN.

### *Japan's engagement of Southeast Asia*

Japan has been an eager participant in regional security initiatives. First, the Cold War's end gave an impetus for Japan to be less U.S.-centric in its regional security policy, thus providing it space to strengthen relations with Southeast Asian countries. Second, the ascendancy of China and the consequent competition provided more strategic reason for Japan to reinforce engagement with ASEAN. The case for this is perhaps further strengthened with the recent perceived assertive behaviour of China. Third, a more active Japan in the regional security architecture is only natural for a country that relies heavily on the import of primary commodities and consequently the safety of the regional sea commons. In this regard, Japan has been working to enhance safe passage at sea. For example, it was instrumental in the establishment of the multilateral Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) in 2006.

In its approach, Japan has favoured a multilateral approach in its maritime strategy towards ASEAN. Its participation in various ASEAN-centric regional security initiatives such as the East Asia Summit and the ASEAN Maritime Forum underlies its implicit support for ASEAN centrality. Japan has also advocated a peaceful resolution of territorial disputes in the region. This does not, however, underscore the bilateral maritime relations of Japan and ASEAN countries.

In its technical assistance, Japan has focused on building up the maritime capacity of ASEAN countries. It has provided billions of dollars in aid and training in the maritime arena for ASEAN countries, especially states bordering critical junctures like the Malacca Strait and the littoral states bordering the South China Sea. The former relates to Japan's interest in maintaining the security of regional commons—its maritime technical assistance to Indonesia is an example—while the latter is reflected in Japan's assistance to the ASEAN littoral states embroiled in territorial disputes with China over the South China Sea. This is exemplified by its provision of patrol vessels to Vietnam and the Philippines.

### *China's engagement of Southeast Asia*

China claims to South China Sea In its participation within the regional security framework, China has been actively seeking to integrate itself into the ASEAN-centred architecture. This has been part of its strategy to assure the world, especially neighbouring countries, that its rise is peaceful. So far, the most pronounced manifestation of China's willingness to integrate itself in the regional security architecture in the maritime arena has been its signing of the ASEAN-China Declaration on the Conduct of Parties in the South China Sea in 2002. In light of recent perceived assertiveness of China in its maritime territorial disputes, it remains to be seen how China's effort to integrate regionally is being perceived by its neighbors.

China has provided technical assistance to Southeast Asian countries both at the multilateral and bilateral levels. Although this assistance might not be as extensive as Japan's, China seems willing to further expand it. Multilaterally, China has contributed 3 billion Yuan for the China-ASEAN Maritime Cooperation Fund in 2012. Bilaterally, it has been cooperating with Vietnam on maritime search and rescue operations since 2003.<sup>8</sup> In addition, China has recently come up with the 21st Century Maritime Silk Road initiative, promising to assist in building the regional port capacity of partner countries.

### *The view from Indonesia*

This section will attempt to explain Indonesia's interests as a maritime country within ASEAN and a middle power in the region. It will then explain how these interests are compatible with the maritime approaches of Japan and China.

As a maritime country in ASEAN, the foremost interests of Indonesia in this area are freedom of navigation at sea and integrity of its maritime territory. Related to this, the two most prominent maritime issues for Indonesia are crimes at sea and management of sea resources. As such, technical assistance in combating piracy and peaceful resolution of maritime disputes are in line with the country's stance. In this regard, technical assistance from Japan and China are much welcomed in

Indonesia, although the latter's cooperation in resolving South China Sea disputes is further called for.

As a middle power in the region, Indonesia has long championed multilateralism. First, Indonesia has been seeking to integrate more actors into the regional security architecture as a multilateral setting will allow it to punch above its weight. Second, the "strategic ambiguity" in the region with the rise of China makes hedging through multilateralism a sound strategy. Although cooperation between the two countries has been growing, Indonesia still has misgivings about the benevolent ascendancy of China. This might be further reinforced by China's recent perceived assertiveness. In this regard, Tokyo's tendency for multilateralism is applauded while Beijing's preference for a bilateral approach in its territorial disputes resolution is not preferred from Jakarta's standpoint—although its recent initiatives and integration in the regional security architecture are much welcomed.

#### *Conclusion and recommendations*

The competition between Japan and China might not be apparent within their respective maritime engagement strategies with ASEAN. Their differing approaches towards ASEAN, however, might provide insights on their power positions in the region. Although tensions abound, there is plenty of room for further engagement and opportunity for cooperation in the trilateral relationship of China, Japan and ASEAN.

As a middle power in Southeast Asia and prominent member of ASEAN, it is only natural for Indonesia to advocate a multilateral approach in dealing with powers in the wider Asia Pacific. In return, it also expects those powers to follow a similar approach in order to ensure peace and prosperity in the region.

Indonesia welcomes further technical assistance from both China and Japan towards ASEAN and its members. The collective interests of Japan, China and Indonesia in maintaining the stability of regional commons can be assisted by further technical assistance for ASEAN and its members in combating piracy. ReCAAP has been an exemplary programmed in this regard. Multilateral initiatives by both countries are warmly welcomed by Indonesia. China's initiative on the 21st Century Maritime Silk

Road is also applauded. Indonesia invites both China and Japan to further integrate into the regional security architecture and advocates for both countries to utilize the multilateral approach in resolving disputes for the betterment of all parties involved.

Source: [Eurasia Review](#), 28 Dec 2014

### **India: Indian Ocean First Responder?**

- [Ankit Panda](#)

Earlier this month, Male, the capital city of the Maldives and home to some 100,000 people, faced an acute crisis when a fire at the city's sole desalination plant left the city's denizens without access to safe drinking water. The government immediately declared a state of crisis. India, the closest large state to the Maldives and self-professed guarantor of security in the Indian Ocean, responded with alacrity and competency. The Maldives water case should underscore the sort of preparedness in maritime assistance that India should aspire to. As I wrote earlier this year in *The Diplomat*, if New Delhi is to truly live up to its own ambitions of being the Indian Ocean's maritime guardian, it will have to lead by example, both bilaterally and multilaterally.

The Maldives example, in my view, is an example of India demonstrating its value as a regional leader in the Indian Ocean. It was the first major state to react to pleas for assistance from the Maldives government. Initial reports suggested direct communication between the office of the Indian prime minister and the Maldives government. The Maldives, despite being a small island nation and not a major presence on India's regional diplomacy radar, received the direct attention of both Indian Prime Minister Narendra Modi and his foreign minister, Sushma Swaraj.

Following the rhetorical assurances of the Indian government that the Maldives would have its "full support," the Indian Navy delivered bottled water within half-a-day of the Maldives' government's pleas for assistance. India additionally sent technical experts to aid in the repair and restoration of the desalination and sewage treatment facility. India also provided ship-based desalination plants to alleviate the immediate

effects of the crisis. China responded shortly after India, dispatching its own assistance. Nevertheless, India's swift response set a positive example for how India should aspire to lead in the Indian Ocean its own naval backyard.

Additionally, a week later, the Indian government announced that it was ready to offer Male a second desalination plant to help avert future crises of this nature and reduce the country's capital's dependency on a single desalination plant. An official Indian Ministry of External Affairs statement, however, indicated that Male would have to pursue that proposal to make it a reality. The statement noted that "India, as a matter of principle, does not impose or suggest projects to any country either near abroad or far abroad, unlike some countries that undertake development projects in various parts of the world out of [their] own volition. We purely go by the suggestions and needs of the local government."

As Indian strategists worry about both real and perceived inroads being made by Beijing into the Indian Ocean, it can only be in New Delhi's interests to solidify its status as the region's preeminent naval power by serving as the Indian Ocean's first responder. Ten years ago, India demonstrated a similar response when the 2004 tsunami hit the vulnerable coasts of Sri Lanka and Maldives. New Delhi's efforts to acquire and develop the latest and greatest naval hardware are all fine and good, but the benefits of being perceived as an amicable first responder should not be understated.

Source: [Diplomat](#), 30 Dec 2014



### **Sri Lanka Shows Security Value of China's Maritime Silk Road**

Under the concept of the "Maritime Silk Road," the PLA Navy is ready to project its power into the Indian Ocean through the establishment of naval base in Sri Lanka, David Brewster, a researcher from the Australia India Institute at the University of Melbourne wrote in his recent article for the Tokyo-based Diplomat.

Brewster said the Maritime Silk Road initiative is an oceanic complement to Beijing's new overland Silk Road projects extending to Europe and Southeast Asia. The Maritime Silk Road consists of linked ports, infrastructure projects and special economic zones from Southeast Asia to the northern Indian Ocean. Once the project is implemented, it will bring countries in this region closer to a new economic center, namely China, he wrote.

The United States and India have been concerned about military cooperation between China and neighboring countries for some years. Brewster said countries such as China, India, the United States and even Russia are all working hard to build their strategic defense cooperation networks in the region and the advent of the Maritime Silk Road likely to have a major impact on the strategic balance, he said.

There remain obstacles for China before it can establish a reliable system of alliances in the Indian Ocean, however. Though China has long been the principal supplier of hardware and training to the Bangladeshi armed forces, Dhaka chose to purchase two submarines from Russia instead of China as in its original plan. Under pressure from India, Bangladesh decided to open up its deep water ports including Sonadia to international investors instead of allowing them to be dominated by China.

Brewster said Sri Lanka is a good option for China to gain a deep water port in the area, as it is one of China's closest strategic partners locally, which has sought closer economic ties at rebuilds after its long civil war. In recent months, Sri Lanka has expressed willingness to give China access to its military-related facilities. China

was also invited to take over the management of Hambantota port's Phase II development.

The government is also seeking a establishment of a Chinese-run facility in northern Sri Lanka to support its air force. After visits by Chinese submarines to the port of Colombo in September and October, Sri Lanka has the potential to become an overseas base for PLA subs.

Though it is not yet clear to what extent these arrangements will proceed, Beijing's security cooperation with Colombo indicates that it is not only creating an economic project in the region, Brewster said.

Source: [Want China Times](#), 17 Dec 2014

### **Japan Eyes Providing Patrol Boats to Indonesia to Fight Piracy**

Japan is arranging to provide patrol boats to Indonesia to support its fight against piracy, government sources said Wednesday, a move seen as part of efforts to assist Asian countries to boost their security capabilities in the face of China's maritime assertiveness.

Since last year, Japan has announced plans to provide patrol boats and other vessels to the Philippines, Vietnam and Sri Lanka to help boost their maritime security capabilities.

Prime Minister Shinzo Abe is expected to announce the assistance when Indonesian President Joko Widodo, better known as Jokowi, visits Japan possibly in the first half of next year.

The move is aimed at expanding the patrolling of sea lanes connecting the Indian Ocean and the Pacific Ocean as piracy is rampant in waters in Southeast Asia, threatening the safety of vessels including Japanese ones.

In November during talks at a regional economic meeting in Beijing, Abe and Jokowi agreed to step up cooperation on measures to counter piracy. The boats will likely be

offered by utilizing yen loans as part of official development assistance, but only after Jakarta takes measures to prevent a recurrence of ODA-related fraud as Tokyo has suspended ODA to Indonesia due to alleged fraud.

Source: [Japan Times](#) , 18 Dec 2014

### **Indian Navy Considers Leasing Second Russian Nuclear Submarine**

The Indian Navy is considering leasing a second Akula-class nuclear-powered submarine from Russia, according to The Hindu.

According to the report, India's Defense Minister Manohar Parrikar, in a meeting with journalists following Russian President Vladimir Putin's visit to India last week, indicated the possibility of the lease.

In 2012, India began a 10-year lease of the Akula-class submarine Nerpa. After joining India's Navy, the submarine was renamed INS Chakra.

Akula-class nuclear-powered attack submarines are considered to be some of the quietest in the world, due to the use of the latest technology in their construction.

Source: [Defense World](#), 18 Dec 2014

### **India Taking Steps to Deal with China's Influence in Seas: Defence Minister Manohar Parrikar**

India is taking counter steps to deal with the growing influence of China in neighbouring countries, particularly in their seas; Defence Minister Manohar Parrikar said in Lok Sabha, noting that modernisation of Navy was going on "quite well". "We are responding. India is taking counter measures along maritime areas," he said during Question Hour.

The reply came after Adhir Ranjan Choudhary (Cong) asked what steps India was taking to check the growing influence of China in maritime areas of Pakistan, Myanmar, Bangladesh and Maldives. Parrikar said Prime Minister Narendra Modi has also visited a few neighbouring countries to improve bilateral ties. He said the programme to modernise the Navy was going on “quite well” as six conventional submarines are being constructed while plans are afoot to make six more.

Parrikar, however, refused to divulge the status of the nuclear submarines saying it is a sensitive matter and cannot be disclosed. He said there was no delay in ship building projects. Whatever small delay has taken place was due to technical difficulties. “We are taking steps so that we can guarantee that there is minimum delay,” he said.

The Defence Minister said plans are afoot to increase the ship building capacity of the country’s shipyards and government would not allow any crisis to come to any shipyard due to financial constraints. Parrikar said Indian shipyards, both in public and private sectors, have adequate capabilities to build various categories of naval vessels, including warships and submarines.

Mazagon Dock Limited, Garden Reach Shipbuilders and Engineers and Cochin Shipyard Limited are engaged in building large vessels, submarines and aircraft carrier. “Other defence shipyards and private shipyards also have capability in building various categories of vessels including patrol vessels, tugs, barges, tankers, survey vessels, etc.,” he said.

Parrikar said the modernisation programme of the Indian Navy is focussed on indigenous warship construction and is largely driven by Indian shipyards and industry. The steps are being taken by the government to make the country self sufficient in the field of indigenous construction of naval vessels.

Source: [Financial Express](#), 19 Dec 2014

## **Indian Coast Guard to Share Maritime Experiences with Qatari Navy**

Indian Coast Guard Ship ICGS Vijit is on a visit to Qatar to share maritime experiences with naval personnel here. The ship on a voyage to Gulf countries, choose Doha as its port of call to coincide with National Day celebrations.

"The purpose of our visit to Qatar and the region is based on common maritime interests with maritime law enforcement agencies," Rakesh Pal, Deputy Inspector-General, Commanding Office of the ship, told a press conference on board the ship at Doha port. "The visit also aims to enhance cooperation between India and Qatar, already developed in previous visits of Indian Coast Guard ships to the country," he added.

Indian officers will meet Qatari Navy and Coast Guard officers to discuss naval activities. "Some naval personal will visit the ship tomorrow (today) to know about the training, patrolling and recruitment processes of the Coast Guard. We are delighted to share how we do training for the Coast Guard and how we are coping up with the training pattern," he said. The visit is significant in various aspects of defence cooperation between Qatar and India, said Indian Ambassador Sanjiv Arora.

In November 2008, both countries signed a five-year defence corporation agreement which was extended in 2013 by another five. The agreement's implementation mechanism is a joint committee on corporation. "Three meetings of the committee have been held, with the third in Doha in September 2013 and back to back two ships of Indian Navy visited Qatar," he said. "The fourth meeting is scheduled for January 6-7, 2015 in New Delhi. So the visit of ICGS Vijit is significant," he added. In the past two years four Indian Coast Guard ships have visited Doha, including ICGS Vijit.

"There is potential for further bolstering defence corporation." "We have witnessed it with regard to participation in each other's conferences, seminars. There are possibilities of enhancing the potentials of Qatari defence forces in India's training establishments, we have been seeing a positive trend," said Arora.

S C Gupta, Executive Officer, ICGS Vijit, Ravi Kumar, Defence Attache, and Suman Sharma, Second Secretary, the Indian embassy, were also present at the press conference. ICGS Vijit left Gujarat, India, on December 16 on a 25-day voyage. The next board of port is Bahrain, followed by Dubai and Muscat.

Vijit, meaning victorious, is a projection of Indian Coast Guard's will and commitment 'to serve and protect' the country's maritime interests't has 19 officers and 120 personnel. It is equipped with the most advanced navigation and communication equipment, sensors and machineries, the sustenance and reach and capability to perform the role of a command platform and accomplish all Coast Guard's charter of duties.

Source: [Middle East North Africa](#), 22 Dec 2014

### **Indian Navy Tests Indigenously Built Light Combat Aircraft**

The Indian Navy has successfully completed the maiden test-flight of the first indigenously designed and developed fourth-plus generation naval light combat aircraft prototype.

The test was conducted at the ski-jump facility of the shore-based test facility at INS Hansa, Goa. DDR&D DG DRDO secretary Dr Avinash Chander said: "With today's copybook flight of LCA-navy from the land based ski-jump facility, we see our own indigenous combat aircrafts soon flying from the decks of our aircraft carriers." Designed to operate from the decks of aircraft carriers, the LCA's stronger landing gears take in forces exerted by the ski-jump ramp during take-off, and enable it to be airborne within 200m, compared to a 1000m requisite for conventional runways.

"The aircraft has a special flight control mode that enables hands-free take-off, reducing the pilot workload." The Indian Defence Ministry said in a statement: "The maiden successful picture-perfect launch of NP1 is a testimony to the tremendous efforts put in by scientists and engineers to design the naval aircraft, its simulator [that helps pilots to know well in advance how the aircraft will behave on ski-jump] and the flight test team that timed the whole event to near perfection."

The aircraft has a special flight control mode that enables hands-free take-off, reducing the pilot workload. The navy is awaiting the LCA-2 aircraft, which is expected to include a more powerful engine.

Source: [Naval-Technology](#), 23 Dec 2014

### **Sri Lanka to Receive Naval Vessels from India**

Neighbouring Sri Lanka is the second country (after Mauritius) that will receive two warships from India. Indian Minister of State for Defence Production Rao Inderjit Singh recently confirmed the news, saying that the South Asian powerhouse would soon export two naval ships to Sri Lanka. Sri-Lanka-India-flag Talking to the local media in Kolkata, Singh said: "From Sri Lanka, we have received an order to build two Off-Shore Patrol Vehicles and they are under construction in Goa Shipyard." The minister met the press on the sidelines of the ceremonial delivery of warship 'CGS Barracuda' to the Mauritian Coast Guard in the eastern Indian city. According to the minister, India will build two OPVs for its southern neighbour without any technology co-operation with any third countries. "This is the first time the export barrier has been breached. This will be the first in the long line of ships that we hope to export from our country. I think India can feel proud that the ship-building industry has come of age," stressed Singh. CGS Barracuda is also an OPV manufactured by the government-run Garden Reach Shipbuilders and Engineers in Kolkata and Mauritius paid USD 58.5 million for the ship. The island nation will use the warship, with 83 crew capacity, mainly for anti-piracy and anti-poaching operations, although it can also take part in search and rescue missions, transporting small detachment of troops, helicopter operations and cargo handling. Chairman and Managing Director of GRSE Rear Admiral (Retired) A K Verma said: "The ship is provided with improved habitability and hosts all modern facilities (for the crew) with fully air-conditioned modular accommodation." Meanwhile, defence and strategic experts are of the opinion that India has agreed to export naval ships to Sri Lanka mainly to counter the growing influence of China on the tiny island nation. In October, India raised concerns when Sri Lanka allowed a Chinese submarine to dock at its Colombo port. As China's naval relationship with Sri Lanka has been growing rapidly

in recent months, territorial disputes between India and China in the high Himalayas have grabbed the most attention, with analysts saying that their rivalry in the Indian Ocean is steadily building up. In India, worries are rising about China's expanding footprint in the Indian Ocean. Sukh Deo Muni of the Institute for Defense Studies and Analysis in New Delhi said: "The fact is that the Chinese naval reach is increasing very fast, and that obviously creates some concern in India, because most of this area, particularly Bay of Bengal and Indian Ocean have been a kind of strategic turf for India. Particularly submarine movement is a cause of main concern. Submarines are considered to be a more potent attack vehicle."

Source: [In Serbia](#), 25 Dec 2014

### **Navy Seeks Full Control of Porbandar Airport to Boost Safety**

With the aim to boost maritime security, the Indian Navy wants complete control over the Gujarat-based Porbandar airport. Recognizing air power as an integral part of maritime military strategy, the Indian Navy is looking for greater control over the strategically located Porbandar airport to enhance surveillance by maritime reconnaissance aircraft and UAVs.

In this connection, navy chief Admiral R K Dhowan on Wednesday met top officials of the Civil aviation ministry to push for the navy's demand. Sources indicated the civil aviation authorities will agree to the demand. Aviation officials claim that since Porbandar is a small airport and not much commercial flight operate from there, they don't see any major loss of revenue if they agree to the navy's demand.

In fact, officials claim to keep a watch on The Strait of Hormuz, one of the nine important passages that provide access to the Indian Ocean. Indian Navy will have to have a substantial presence in Gujarat. The navy plans to set up its control room at the Porbandar airport for surveillance aircraft operations.

After the 26/11 Mumbai terror attack, various measures were taken to enhance foolproof maritime security cover to India's coastline. The Indian Navy has been the lead agency in this regard and is assisted by the Coast Guard and Marine Police.

At the apex level, the National Committee for Strengthening Maritime and Coastal Security, headed by the Cabinet Secretary coordinates all matters related to Maritime and Coastal Security.

In addition to continuous patrolling by Navy and Coast Guard, modern technical measures have been implemented for coastal surveillance, by way of a chain of 74 Automatic Identification System receivers, for gapless cover along the entire coast. This is 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 being implemented to plug the small gaps in some places.

Last month, a hub to monitor maritime security was launched in the National Capital Region. The Information Management and Analysis Centre manned by the navy is operating with over 40 Indian radars. Satellites are being fully integrated to provide continuous water feed around India.

Source: [Indian Express](#), 26 Dec 2014

### **Torpedo Retrieved from the Seabed in Vizag**

It's another break through for the Indian Navy. It conducted one of a kind underwater operation in the country. The Naval Science and Technology Lab, with the help of the National Institute of Ocean Technology, recovered an expensive torpedo from the seabed. The feat was achieved in a 3-day mission on recovery of weapons from the seabed, beyond diving depths during their evaluation trials, had been impossible till now by the NSTL, with assistance from NIOT, Chennai, an entrenched system was recovered off the coast of Visakhapatnam.

NSTL director C.D. Malleswar, and NIOT director Dr M.A. Atmanand described the recovery operation as historic. "This is a major milestone which highlights Indian capabilities," DRDO director-general Dr V. Bhujanga Rao said.

Source: [Hans India](#) , 26 Dec 2014

## **Vietnam's Kilo-Submarines to Potentially Blockade Spratly Islands**

Vietnam's six Kilo-class submarines purchased from Russia are very likely to be used to cut off the supply line of the People's Liberation Army's garrison at the disputed Spratly islands according to the Duowei News on Dec. 24.

China's nationalist tabloid the Global Times said that the People's Navy of Vietnam had already received three Kilo-class submarines from Russia. Vietnam's Kilo-class submarines are all equipped with 3M-14E Klub-S ballistic missiles. With an attacking range of 280 kilometers, the missile can reach Guangdong province's Zhanjiang, where China's South Sea Fleet headquarters is located. China's major naval facilities on Hainan island are also within reach. In addition, the Kilo-submarines can attack PLA supply ships with its GE2-01 radar-guided torpedoes.

The Global Times did say however that the PLA Navy has something up its sleeve to counter the new Vietnamese subs. Three Type 094 Jin-class ballistic missile submarines have already been sent to Hainan island just in case of a potential conflict over the Spratlys. China would also deploy its Type 093 Shang-class nuclear-powered attack submarines to the region if needed.

Despite the advantage the Vietnamese Kilos have in land attack and anti-ship capabilities, Taipei-based Asia Pacific Defense magazine said that they are not designed to fight enemy submarines.

Also, as China has already been using Russian subs for quite some time and has a strong knowledge concerning the Kilos weaknesses, the PLA Navy has a better chance of inflicting serious damage on the Vietnamese purchases should a battle take place, according to the Global Times.

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

## **France Wants to Make in India**

With India expected to spend over \$200 billion in the next decade to modernise its military, French defence firms are eyeing a piece of the cake and are ready to “adapt” to Prime Minister Narendra Modi’s ‘Make in India’ push.

Though waiting for more clarity, French defence firms are scouting for partners as the new government in India pushes for indigenisation rather than buying off the shelf from foreign companies. “Of course, if we had the choice we would rather prefer to build in our country but we have to adapt to the context. We know the trend is there. So the idea is more to see how to capture the trend,” Jerome Penicaud, bid manager Surface Ships and Naval Systems division of French defence giant DCNS, said. He was candidly replying to a question whether DCNS was happy about ‘Make in India’ push or would it have preferred to build ships in France only.

“For the LPD project, here the idea is that the ships are built by one of the Indian shipyards that has been selected. We are partners. We are here to bring the design and necessary technical assistance...That is the way we are addressing Make in India,” he said.

DCNS has tied up with Indian private shipyard Pipavav for this project. Other big project that DCNS is eyeing is the P75I of the Indian Navy under which six submarines will be built in India at a cost of about Rs 50,000 crore. Sources indicated that DCNS is likely to sign a deal with MDL for this project. Another major project that the French firms will be bidding for is the Rs 15,570 crore proposal to acquire 814 artillery guns. While 100 such guns would be bought off the shelf, 714 would be made in India.

“It is one of the major deals that we can have around the world. You can imagine that for Nexter and our partner L&T, it is an important project,” Jean-Michel Domitrovic, executive vice president of Nexter, said.

Source: [Asian Age](#), 27 Dec 2014

## **Coast Guard Conducts Search for Man Overboard in Pacific**

The Coast Guard is searching for the master of a freight ship reported overboard approximately 60 miles east of Wake Island Sunday.

Watchstanders at the Coast Guard Joint Rescue Coordination Center were notified at approximately 6 p.m. Saturday, regarding a 49-year-old male Polish national who was reported overboard from the 622-foot freight ship Toscana. The master was last seen at approximately 8 p.m. Friday. Twelve hours passed before the ship realized the crew member was missing.

An HC-130 Hercules airplane crew from Coast Guard Air Station Barbers Point was launched Saturday and is staging out of Wake Island to conduct the searches. The ship retraced its route to search for the missing crewmember, but has continued on to its next port of call in Yokohama, Japan due to fuel limitations. The Coast Guard is searching for additional vessels in the area that could assist in the search.

Weather conditions on scene are winds of approximately 15 mph, seas of 8 feet and a water temperature of approximately 81 degrees.

Source: [khon 2](#), 28 Dec 2014

## **Japanese Coast Guard Plans Increase in Aerial Surveillance**

The Japan Coast Guard plans to increase aerial patrols by 20 percent from next fiscal year to better monitor Chinese intrusions into Japanese territorial waters. The patrols will be mainly carried out over the nation's exclusive economic zone (EEZ). As the scale of the aerial patrols has been kept at virtually the same level in recent years, a JCG official said, "The planned scale of the increase is unprecedented."

According to the JCG, intrusions into Japanese territorial waters by Chinese fishing boats have increased dramatically in areas around the Senkaku Islands. There were 39 intrusions in 2012 and 88 in 2013, but the number surged to 208 this year. In waters near the Senkaku Islands, China Coast Guard vessels have intruded into Japanese territorial waters about three times a month. The JCG owns 27 aircraft,

which it uses to monitor Japan's territorial waters and for other purposes. In next fiscal year's budget, the JCG is seeking increases in spending for fuel and maintenance costs to reinforce its patrols.

In the afternoon of Oct. 19, a JCG plane spotted the Chinese vessel Tan Bao Hao about 140 kilometers (87 miles) south of Miyakojima island in Okinawa Prefecture, which is in Japan's EEZ. The JCG assumed that a marine research device was attached to a wire hanging in the sea. Conducting marine research is not permitted inside Japan's EEZ unless Japanese authorities grant permission.

The JCG plane radioed the Chinese vessel to stop its activity, but the Tan Bao Hao failed to respond and left the area soon afterward. The size of Japan's territorial waters and EEZ is more than 10 times larger than the nation's total land area. It is impossible to monitor this vast sea area by ship, so information from aircraft is essential to improve the effectiveness of the patrols.

Provocative actions by Chinese vessels are continuing, making aerial surveillance all the more important.

Source: [Chicago Tribune](#), 29 Dec 2014

### **Russia Deploys Drones to Arctic Region Forces, Trades Bombers to Argentina In Exchange For Food**

Russia's military force in the Arctic region will be given Orlan-10 drones by the end of the year as part of the country's improvements on its national defenses. The Eastern Military District in Chukotka will receive the drones after the command staff and operators have completed their training at the drone control centre in Moscow.

The district's press service told TASS that the specialists will arrive at the permanent base at the Anadyr-Ugolny aerodrome. According to a district official, the first test flights for the drones will be conducted in low-temperature conditions in early 2015.

The drone unit will be used to organize a trial combat duty in Chukotka. Each unit will perform objective terrain monitoring and combat training tasks in the near maritime zone. The drones will also be performing flights in the area where the Arctic units of the military district are stationed.

The military district official explained that the drones will ensure the security of sea navigation and conduct reconnaissance flights over Russian territorial waters. Russia's combined Arctic strategic command officially began operating on Dec 1. The formation of the Arctic military forces is part of Moscow's extensive programmed to build up its naval presence in the Arctic.

Earlier reports in March indicated that Russian President Vladimir Putin had directed the military to increase armed forces training and boost the combat component of the Arctic group. Russia's Defense Ministry has since taken measures to strengthen the military. It is now planning to build 13 airdromes and 10 radars in the Arctic. Defense Minister Sergey Shoigu has previously said that Russia will have complete radar coverage of the Arctic region within the year. Shoigu had warned that Russia's Arctic forces will be ready to "meet unwanted guests" coming from the north and the east.

Meanwhile, defenses on the Falklands are currently under review after it was discovered that Russia is planning to offer long-range bombers to Argentina in exchange for beef and wheat. Russia's long-range bombers have the ability to mount air patrols over Port Stanley.

According to Express.co, UK Ministry of Defence officials are worried that Argentina will take the delivery of the bombers before the deployment of the British Navy's 65,000-tonne aircraft carrier HMS Queen Elizabeth and F35B fighter planes which will leave open a "real window of vulnerability."

Due to budget cuts, the Falklands only have less than 1,200 troops, four RAF Typhoon fighters and Rapier surface-to-air missiles. Mr Putin's visit to Argentina in July laid the foundation for the agreement to exchange Russian military planes for beef, wheat and other goods the country lacks because of Western sanctions.

Source: [international Business Times](#), 31 Dec 2014



### **New EU Marine Fuel Rules Erode Shippers' Gains from Cheap Oil**

Shipping firms operating in northern Europe will not get the full benefit of plunging oil prices as they face higher fuel costs and potential insurance problems from sulphur regulations coming into force early next year.

Shipping companies and industry watchers also say that moving to a low sulphur fuel that is around two thirds more costly than the current standard will drive some companies to skirt the rules, putting those who do comply at a major disadvantage.

"The total costs for all will go up, despite the drop in prices, because you are about to burn much more expensive bunkers," Chief Shipping Analyst Peter Sand with industry association BIMCO told the Reuters Global Oil Forum this week.

Under European Union rules from Jan. 1, all ships operating in the North Sea, Baltic Sea and English Channel will have to use a fuel with a maximum sulphur content of 0.1 percent, against 1 percent currently.

While the change has been years in coming, Sand and others in the industry say there are still shippers who will find it hard to follow the rules, which can increase costs as much as \$20,000 per round trip from the Baltic to Europe.

Others say that relatively low fines and expectations of spotty enforcement in Europe also undercut the preparations from some segments of the industry. "That's a quantum leap downward in sulphur emissions," said Stephen Harris, senior vice president of the marine practice at Marsh, a global insurance broker. "We knew it was headed this way...but ship owners can't adapt their entire fleet in two years."

Ferry company DFDS Seaways spent three years and roughly 100 euros million retrofitting its ships with scrubbers - devices that allow them to capture sulphur burned from fuels that would not otherwise be allowed.

It has cut three passenger routes this year as a result. "The sulphur rules have contributed directly to these closures," DFDS chief executive Niels Smedegaard.

"We are hit hard by this." For vessels travelling through Europe that do not have scrubbers, which are the majority, there is no uniform specification for the 0.1 "marine gasoil" most will use.

This means that fuels that comply with the rules could react differently in individual engines, and should be tested extensively before use - something the largest companies have spent years and millions of dollars doing. The process of switching engines from higher sulphur fuels, which run at far higher temperatures, to 0.1, also requires careful protocols.

Experts say ships that try to comply at the last minute could lose power in the choppy, highly trafficked waters leading into Europe. This happened to a string of vessels off the California coast when that state made the switch to low sulphur fuels in 2009.

"If you approach the same loss of power by percentage...you're going to have one ship every three days have a loss of power," said Robin Meech, the head of Marine and Energy Consulting Limited. "Everybody dismisses this. But when we get the first ship floating around for a day or two in a major shipping channel, people will care."

According to Harris, insurers are adding contract clauses that require ships to have such protocols in place. But the longer term could bring bigger problems; the more highly refined marine gasoil leaves engine deposits that over time can cause clogging and even failure. Insurers are only beginning to digest this, but it could lead to widespread claims and more costs.

"This is the stuff of litigation," Harris said. "We won't know how big of a problem it is until we start to see these claims."

Source: [Reuters](#), 17 Dec 2014

## **Survey Ship INS Nirdeshak Decommissioned**

INS Nirdeshak, a hydrographic vessel of the Indian Navy, was decommissioned on Friday at the Karwar naval base after 31 years of dedicated service to the country.

Vice Admiral S K Jha, Chief Hydrographer to the Govt of India was the chief guest on the occasion.

INS Nirdeshak is the second of the Sandhayak class of survey ships. It was commissioned into the Indian Navy on October 4, 1983 at Garden Reach Shipbuilders and Engineers Ltd, Kolkata. The first commanding officer of the ship was Commander KR Srinivasan, who later went on to become the Chief Hydrographer to the Govt of India.

Nirdeshak has undertaken numerous Indian and foreign hydrographic survey operations to prepare navigational charts for mariners.

It had also assisted numerous wreck investigations of sunken ships and been a participant in Disaster Relief Operations during an earthquake at Kandla and tsunami in Sri Lanka.

Source: [Indian Express](#), 20 Dec 2014

## **Chinese Ship Breaking Yards Aim to Scrap European Merchant Vessels**

Eu – china – worldwide – With environmental concerns and policies becoming ever more important to all industry stakeholders there remains one giant elephant in shipping's living room, the disposal of vessels long past their best. Five years ago we illustrated the horrors of ship breaking on the Indian subcontinent and elsewhere in South Asia using suitable video evidence, and we told of the walls of silence surrounding an industry within an industry where ecological worries are often simply ignored in the name of profit.

Competition for this business is fierce so it was encouraging last week when, backed by no less than Lloyd's Register (LR), two Chinese ship recycling yards, reputedly the

largest such facilities in the world, applied for inclusion in the future EU list of Ship Recycling Facilities. The application follows the new Ship Recycling Regulation of the European Commission, which was adopted in November 2013. The new regulations followed the adoption of the International Maritime Organization's (IMO) Hong Kong International Ship Recycling Convention of May 2009, which ordained that only environmentally sound materials were to be included in vessels of the future.

Under the terms of the Convention Ship recycling yards are required to provide a Ship Recycling Plan, specifying the manner in which each individual ship will be recycled, depending on its particulars and its inventory and all parties involved to take audited, effective measures to ensure that ship recycling facilities under their jurisdiction comply with the Convention.

To be included in the approved EU list of approved facilities all recycling yards will have to conform to the requirements of the authorities and, if outside the EU, will be subjected to scrutiny by the European Commission to ensure compliance with the strict regulations. To ensure compliance the two Chinese groups, Zhoushan Changhong International Ship Recycling and Jiangyin Xiagang Changjiang Ship Recycling, sought assistance from Lloyd's Register. Jim Heath, LR's Ship Recycling Product Manager, commented:

"By inviting LR to provide independent third-party assessment of their Ship Recycling Facility Plans, the Zhoushan and Jiangyin yards have not just moved in advance of regulation; they have recognised the importance of attaining independent, reputable certification to help differentiate themselves from the significant number of yards who are unable to demonstrate they operate in accordance with IMO or EU requirements."

With reported capacities respectively of 1.1 and 1.2 million Light Displacement Tonnes, Zhoushan and Jiangyin also consulted with the Rotterdam headquartered Sea Cradle organization which has assisted a number of leading ship owners to recycle their vessels at the Chinese facilities concerned by ensuring their compliance with international, regional and local regulatory requirements. Sea2Cradle's Tom

Peter Blankestijn emphasized how helpful it had proved working together with LR and went on to say:

“With the experience of executing close to a 100 projects, these yards have developed into the best in the world offering the highest standards on Health Safety and Environment in the industry. We are very proud that these are the first yards, also from outside the OECD, to apply for EU approval”

An environmental team from the EU visited the yards in question in 2013 and apparently lodged a favorable report, whilst the EU itself was applauded by Secretary General Bernard Veldhoven of the International Ship Recycling Association for their legislative work, who said that Europe had shown that when there is a political will, legislation can change the dynamics of an industry in a relatively short period. He also confirmed more ISRA members were expected to join the accreditation process and he praised the work done by Mr Li Hongwei owner of both Chinese yards for ‘offering a green alternative [to vessel owners] for phasing out their ships.’

Photo: The precise moment a giant bulkhead separates and drops away as the cutting torch scythes through the hull formers.

Source: [Handy Shipping Guide](#), 22 Dec 2014

### **Reliance Industries in Shipping Pact to Import Ethane from US**

Reliance Industries on Thursday said it had sealed shipping agreements with one of the world’s largest and reputed shipping companies, Mitsui OSK Lines, for transporting liquefied ethane from North America to India.

MOL will supervise the construction of six very large ethane carriers ordered by RIL. It will also operate and manage the vessels after they are built and delivered. RIL, following this strategic tie-up with MOL, has achieved a key milestone in the successful implementation of its ethane import project to feed crackers in India, the Mukesh Ambani-promoted firm said in a statement.

RIL plans to ship 1.5 million tonne of ethane a year from its US shale joint ventures to its chemical complex in Gujarat, said agency reports. Mitsui, in a separate statement, said the VLECs, being built by Samsung, are expected to be delivered in the last quarter of 2016. Samsung will deliver the ships from October 2016 to January 2017. Each ship is priced at \$120 million.

Reliance has two joint ventures in Pennsylvania's Marcellus Shale: One with Chevron, in which it has invested \$1.7 billion; and another with Houston-based Carrizo Oil & Gas, in which it has invested \$392 million. It has a third joint venture, in which it invested \$1.5 billion, in Texas' Eagle Ford Shale with Dallas-based Pioneer Natural Resources.

Source: [Financial Express](#), 26 Dec 2014

### **Will Vietnam Sell Its Best Shipbuilder to the Netherlands?**

Experts have warned that Vietnam will fail to develop its shipbuilding industry if it sells Song Cam – the best and only profitable shipbuilder – to Damen company of the Netherlands.

The Dutch group, which is now a partner in the Song Cam Shipbuilding joint venture, has officially asked to buy at least 70 percent of the company's shares, according to the Shipbuilding Industry Corporation, previously known as Vinashin, which said it had reported the request to the Prime Minister and Ministry of Transport for consideration.

Choosing Damen as a strategic partner is part of the SBIC holding company's equitization plan made public earlier this year and a Song Cam restructuring plan released last August.

The managers of SBIC, advocating the the share sale to Damen, said this would not only help attract more capital for the restructuring of SBIC, but also would help improve corporate governance skills, upgrade technology and give opportunities to Vietnam to approach the world market.

However, under current laws, the sale of 70 percent to one single foreign investor is impossible. The Prime Minister's Decision No 55 dated in 2009, foreign investors must not hold more than 49 percent of shares in joint stock companies.

Therefore, in a document to the Prime Minister and relevant ministries, SBIC proposed to sell 70 percent of Song Cam shares in an exclusive case. If the sale gets the nod from the Prime Minister, SBIC's spokesman said, the two sides would finish the negotiations about the price by mid-January 2015.

Song Cam is the only profitable subsidiary of SBIC with a steady growth rate of 11 percent per annum. Though Vinashin, its "parent company", is widely known for its ineffective use of state capital and heavy losses, Song Cam still has been "living well". Thus, experts have called on the government and SBIC to think carefully about the deal. "If Vietnam sells Song Cam, it will have nothing left for the shipbuilding industry," an economist said, adding that Vietnam wants to develop shipbuilding into a key industry.

Do Thai Binh from the Vietnam Shipbuilding Industry Science & Technology Association, a renowned shipbuilding engineer, noted that in general, Vietnam should not look forward to technology transfer from foreign partners.

"Foreign investors come to Vietnam to take full advantage of the cheap Vietnamese labor force. Meanwhile, the benefit Vietnam can get is really very modest," Binh said in an interview with Dat Viet newspaper. "It seems that SBIC just wants to sell stakes to get money to pay Vinashin's debts, while it does not think about what the nation, laborers and the shipbuilding industry can obtain from the deal," Binh said.

Source: [Hellenic Shipping News](#), 29 Dec 2014

### **RIL Orders Six New Ships to Transport Ethane**

six huge ships to transport liquefied Ethane from North America to India, an official statement said here. The company has signed a deal with Mitsui O.S.K. Lines Ltd, one of the world's largest shipping companies.

MOL will supervise the construction of six Very Large Ethane Carriers ordered by Reliance, and also operate and manage the vessels after they are built and delivered.

Source: [Hellenic Shipping News](#), 29 Dec 2014

### **US Fines Japanese Shipper NYK for Price Fixing**

The US justice authorities fined Japanese shipper NYK US\$ 59.4 million (S\$ 78.6 million) on Monday (Dec 29) for conspiring with other companies to fix the prices of transporting cars to and from the United States.

"NYK conspired to suppress and eliminate competition by allocating customers and routes, rigging bids and fixing prices for the sale of international ocean shipments of roll-on, roll-off cargo to and from the United States and elsewhere," the Department of Justice said. NYK, or Nippon Yusen Kabushiki Kaisha, agreed to plead guilty to a one-count felony criminal charge in the scheme, which spanned the period of 1997-2012, and pay the fine.

The Justice Department said two other unnamed companies have already pleaded guilty to similar charges.

"This is another step in the effort to restore competition in the ocean shipping industry to the benefit of US consumers," said Bill Baer, assistant attorney general in charge of the antitrust division at the department. "We are not done. Our investigation is ongoing," he added.

Source: [Channel News Asia](#), 30 Dec 2014



### **Drilling Company Charged with Environmental and Maritime Crimes In Alaska**

A drilling company has been charged with environmental and maritime crimes for operating the drill ship Noble Discoverer and the drilling unit Kulluk in violation of federal law in Alaska in 2012, announced Karen L. Loeffler, U.S. Attorney for the District of Alaska, and Sam Hirsch, Acting Assistant Attorney General for the Environment and Natural Resources Division of the U.S. Department of Justice.

Under the terms of a plea agreement filed in federal court last week, Noble Drilling (U.S.) LLC will plead guilty to eight felony offenses, pay \$12.2 million dollars in fines and community service payments, implement a comprehensive Environmental Compliance Plan, and will be placed on probation for four years. In addition, Noble's parent corporation, Noble Corporation plc, headquartered in London, England, will implement an Environmental Management System for all Mobile Offshore Drilling Units owned or operated by Noble Corporation plc and its direct and indirect subsidiaries worldwide.

Noble Drilling (U.S.) LLC was charged in an eight-count Information with knowingly failing to maintain an accurate Oil Record Book and an accurate International Oil Pollution Prevention certificate, knowingly failing to maintain a ballast water record book, and knowingly and willfully failing to notify the U.S. Coast Guard of hazardous conditions aboard the drill ship Noble Discoverer. At the time of the offenses, the Noble Discoverer was operating under contract with Shell Offshore, Inc. and Shell Development, Ltd. for the purpose of drilling in the arctic in Alaska.

During the 2012 drilling season, Noble was the operator and bare boat charterer of the motor vessel Noble Discoverer and the drilling operator of the MODU Kulluk. The Kulluk was a conical-shaped vessel, weighing 27,968 gross tons, and measuring 265.7 feet in diameter. The Kulluk was not self-propelled, but rather had to be towed. The Noble Discoverer, a mobile drill ship, weighed approximately 15,296 gross tons, measured 572 feet long, and was propelled by a single main engine. In 2012, the Kulluk and the Noble Discoverer made several U.S. port calls in Washington and Alaska on their way to the Shell drilling site off the coast of Alaska. After leaving the

drill site, the Kulluk ultimately ran aground off the coast of Unalaska when it broke free from its tow in bad weather, and the Noble Discoverer was dead-ship towed from Dutch Harbor to Seward due to failures with its main engine and other equipment.

Under the terms of the plea agreement, Noble admits that it knowingly made false entries and failed to record its collection, transfer, storage, and disposal of oil in the Noble Discoverer's and the Kulluk's Oil Record Books in 2012. Oil Record Book entries falsely reflected that the Noble Discoverer's Oil Water Separator (OWS) was used during periods of time when in fact the OWS was inoperable. Under the International MARPOL protocol and the Act to Prevent Pollution from Ships, none overboard discharges must pass through an operating OWS to insure that water pumped overboard contains more than 15ppm of oil.

Noble also admits that it failed to log numerous transfers and storage of machinery space bilge water and waste oil and failed to log that the Noble Discoverer's oil content meter audible alarm was nonfunctional. Noble also made modifications to the Noble Discoverer's new OWS system after the OWS system passed inspections by the Classification Society and the U.S. Coast Guard. Noble did not inform the U.S. Coast Guard or the Classification Society of the modifications and did not receive an International Oil Pollution Prevention certificate that documented the unapproved decanting system, the increased storage, or the new OWS piping arrangement.

Noble had problems managing the bilge and wastewater that was accumulating in the engine room spaces of the Noble Discoverer. This and other conditions led to a number of problems. Noble devised a makeshift barrel and pump system to discharge water that had entered the vessel's engine-room machinery spaces directly overboard from the Noble Discoverer without processing it through the required pollution prevention equipment as required by law. Noble failed to notify the Coast Guard about this system, and took steps to actively hide the fact that it was being used. These false and missing record entries and the use of the illegal overboard discharge system all violated the Act to Prevent Pollution from Ships.

In the factual basis of the plea agreement, Noble also admits that it negligently discharged machinery space bilge water from the Noble Discoverer into Broad Bay, Unalaska, on July 22, 2012. While anchored in Dutch Harbor, the Noble Discoverer's bilge holding tank 27S overflowed and went overboard, creating a sheen in Broad Bay.

The Non-indigenous Aquatic Nuisance Prevention and Control Act requires vessels to maintain accurate ballast records reflecting the source of ballast water in the ballast water tanks, discharges from the tanks, and the total volume of ballast water onboard. By design, water ballast tanks should only contain uncontaminated seawater. Noble pumped oily skimmer tank fluids and deck water with a sheen into several ballast tanks on the Noble Discoverer. Noble then discharged those ballast tanks directly overboard instead of properly discharging the water through the OWS or transferring to a shore-side facility. Noble failed to record the transfers to the ballast tanks and the subsequent discharges in the ballast log.

The Ports and Waterways Safety Act regulations either require that the owner, operator, or person in charge of a vessel must immediately notify the nearest Coast Guard office whenever there is a hazardous condition, aboard a vessel or caused by the vessel or its operation. Noble knowingly and willfully failed on several occasions in 2012 to notify the U.S. Coast Guard of hazardous conditions aboard the Noble Discoverer. There were conditions aboard the Noble Discoverer that may have adversely affected the safety of the Noble Discoverer, other vessels, and the environmental quality of ports, harbors, and navigable waterways of the United States. During 2012, the Noble Discoverer experienced numerous problems with its main propulsion system, including its main engine and its propeller shaft, resulting in engine shut-downs, equipment failures, and unsafe conditions. At times, the condition of the Noble Discoverer's main engine also created high levels of exhaust in the engine room, multiple sources of fuel and oil leaks, and backfires. Noble acknowledges that it failed to report any of these hazardous conditions to the U.S. Coast Guard.

The Noble Discoverer was initially detained in Seward by the Officer In Charge, Marine Inspection for the Western Alaska zone, following a Coast Guard Port State Control examination on November 29, 2012. This case was investigated by the U.S.

Coast Guard Investigative Service and the U.S. Environmental Protection Agency Criminal Investigation Division and is being prosecuted by the Department of Justice's Environmental Crimes Section and the United States Attorney's Office for the District of Alaska.

Source: [Sit News](#), 17 Dec 2014

### **Tackling Plastic Pollution in the Mediterranean Sea**

Figures from UNEPO state that every second, more than 200 kg of plastic waste are dumped into the world's oceans and seas: so the impact on the natural environment is considerable.

The trouble is that despite the various strategies elaborated by international organizations the figures indicate that the problem is not getting any better. To this end, an international conference will be held in Monaco in March 2015 to try to tackle the issue of plastic pollution in the Mediterranean Sea.

The 'Plastic in the Mediterranean Sea: What Are The Solutions?' conference aims to bring together the stakeholders from the Mediterranean maritime sector to work on practical and durable measures towards a reduction in the stream of plastic waste entering and impacting on the marine environment.

It will be a rallying point for those who produce plastics, those who recycle them, those who suffer the impacts from non-recycled waste, those who are trying to assess the state of affairs on plastic litter and its impacts and those who are researching both technical and societal solutions.

The conference's long term ambition is to establishment durable dialogue between the plastic stakeholders, which may even evolve into the creation of a think-tank. Leading the conference will be Stéphane Paoli and His Serene Highness Prince Albert II of Monaco will conclude it.

Organized by Tara Expeditions, Surfrider Foundation Europe, Mava Foundation and the Prince Albert II of Monaco Foundation, the conference will be held from 10 and 11 March 2015 at the Monaco Yacht Club.

Source: [Maritime Journal](#), 17 Dec 2014

### **Italian Shipping Firm to Pay \$2.75 Million Fine over Magic Pipe Pollution Case**

Italian shipping firm has pleaded guilty and agrees to pay a \$2.75 million criminal penalty for falsifying oil record books in relation to the use of a so-called 'magic pipe' aboard one of its ships. The U.S. Justice Department made the announcement Tuesday that Genoa-based Carbofin S.P.A. (Carbofin) agreed to plead guilty to three counts of violating the Act to Prevent Pollution from Ships related to the deliberate concealment of vessel pollution from its ship, the LPG tanker Marigola, which called on Tampa on three occasions in 2013 and 2014 with a falsified oil record book. Under the terms of its plea agreement, Carbofin agreed to pay a \$2.75 million criminal penalty, including \$ 600,000, which will go towards supporting the protection and preservation of natural resources located in and adjacent to the Florida National Keys Marine Sanctuary.

Second engineer aboard the MT Marigola, Alessandro Messori, also pleaded guilty to one count of violating the Act to Prevent Pollution from Ships for his role in the offense. Meanwhile second officer, Carmelo Giano, who served as the ship's chief engineer and was the person responsible for maintaining the ship's oil record book, is expected to enter a plea, to one count of violating the Act to Prevent Pollution from Ships.

According to documents and statements made in court, the investigation began when two crewmembers alerted U.S. Coast Guard inspectors of the offense during a routine Port State Control examination when the MT Marigola called on the Port of Tampa on April 16, 2014. During the examination, the two crewmembers presented the inspectors with cell phone video showing a black hose connected between two points in the engine room. The inspectors were able to determine that the hose,

known in the maritime industry as a “magic pipe” or “magic hose”, had been used on multiple occasions to discharge sludge, waste oil, and machinery space bilge water directly into the sea, bypassing the ship’s required pollution prevention equipment.

Crewmembers told the inspectors that Giano, the Chief Engineer at the time, had directed them on at least two occasions to discharge sludge, waste oil, and bilge water directly into the sea, while in international waters. Giano then falsified the ship’s oil record book by not recording the discharges.

The investigation also revealed that Messore, the second engineer, under direction of Giano, had on several occasions ordered the ship’s engineering cadet to hook up the magic hose and then personally discharged discharge sludge, waste oil, and machinery space bilge water directly into the sea, under the cover of darkness, while the vessel was in international waters.

Under International law, a ship’s sludge and waste oil are required to be disposed by either incineration in the vessel’s onboard incinerator or disposal to a barge or other shore-based disposal facility. Bilge water, meanwhile, must also be disposed of in only two ways: process through the onboard oil water separator and oil content meter resulting in an overboard discharge of water with no more than 15 parts per million of oil; or disposal to a barge or other shore-based disposal facility. The person or persons in charge of those operations in the vessel’s oil record book must record all disposals and transfers of sludge, waste oil, or bilge water, regardless of disposal method.

Obviously, in this case there was no intent in abiding by these requirements. The case was prosecuted by the U.S. Attorney’s Office for the Middle District of Florida and the Environmental Crimes Section of the U.S. Department of Justice.

Source: [G Captain](#), 17 Dec 2014

## **Royal Caribbean Steaming Ahead Toward Global Emissions Standards**

Royal Caribbean Cruises Ltd. will retrofit 19 of its ships with advanced emissions purification systems, underscoring its commitment to meet or exceed important environmental standards. These systems, also known as scrubbers, will remove more than 97% of the sulfur dioxide emissions generated by the ships' diesel engines.

The move will position RCL ahead of all forthcoming International Maritime Organization Emission Control Area emissions standards, and will ensure compliance with existing European Union standards. Additionally, the decision to install AEP systems instead of switching to a fuel with a lower sulfur content will ensure that RCL's ships can be compliant everywhere they sail, as availability of lower-sulfur fuels is limited.

Royal Caribbean Cruises Ltd. has been involved in development, testing and planning for the use of AEP technology since 2010. Two newly built RCL ships that entered into service this year, Royal Caribbean International's Quantum of the Seas and TUI Cruises' Mein Schiff 3, were among the first cruise ships to be built with AEP systems installed during initial construction. Royal Caribbean International's Liberty of the Seas has been operating one of its six engines with a retrofitted AEP system for two years. AEP systems "scrub" exhaust gases by injecting high volumes of water spray into the exhaust stream, removing more than 97% of sulfur dioxide emissions.

"AEP technology for maritime vessels is very new, and we expect that by utilizing multiple technological solutions to accommodate the differences among our ships, additional development will ultimately help industrialize AEP technology even more, which will benefit not only RCL but also the larger maritime industry," said Adam Goldstein, President and COO, Royal Caribbean Cruises Ltd.

The company faced significant challenges in order to accommodate the AEP systems on its existing ships – some pieces of which can be as large as a school bus, an entire system having an operational weight of several hundred tons of equipment and liquids. "A retrofit project of this size and complexity – and the scale

and intricacy of the research, planning, and design required – is unprecedented for our company, and has required a very systematic process and involved the world’s leading expertise in this field,” said Harri Kulovaara, Executive Vice President, Maritime, Royal Caribbean Cruises Ltd.

To ensure the right systems are available for each ship’s unique requirements, RCL contracted two different AEP technology suppliers, Swedish company Alfa Laval and Finnish company Wartsila. Additional companies are being hired to execute the installations.

“In addition to the teamwork it takes within our own company to execute a program of this magnitude and make all the necessary process improvements, the collaboration with government agencies has been key,” Goldstein said. “Working with our fleets’ flag states, the United States Environmental Protection Agency, the United States Coast Guard, and Transport Canada to explore technology development has been critical, and we are eager to continue to work with these agencies to explore whether there are additional environmental benefits to using these systems,” said Goldstein.

Beginning in January 2015, installation will take place on 13 Royal Caribbean International ships and six Celebrity Cruises ships, during scheduled dry-dockings and while ships are in service. While preliminary work has begun on several of the ships receiving AEP systems, most will take place between 2015 and 2017. Each installation will take approximately eight months.

AEP systems that scrub sulfur particles from exhaust streams are one of several different emissions reduction tools that RCL employs. Another focus is using less fuel, to further the company’s goal of reducing its carbon footprint – a typical measurement of greenhouse gas emissions. To use less fuel, RCL has implemented hundreds of energy-saving initiatives throughout its fleet. Several new approaches were taken in building Quantum of the Seas, including a full-hull air lubrication system that reduces friction between the ship and the water, which can result in up to seven percent energy savings depending on ship speed and itinerary; a keycard-operated master switch for lights and air-conditioning in guest staterooms that reduces unnecessary energy usage; and the use of only LED or fluorescent lights.

Anticipated costs for the AEP program have been estimated and included in RCL's capital expenditure and capacity guidance. Royal Caribbean Cruises Ltd. (NYSE/OSE: RCL) is a global cruise vacation company that owns Royal Caribbean International, Celebrity Cruises, Pullmantur, Azamara Club Cruises and CDF Croisieres de France, as well as TUI Cruises through a 50 percent joint venture. Together, these six brands operate a combined total of 42 ships with an additional seven under construction contracts, and two on firm order. They operate diverse itineraries around the world that call on approximately 490 destinations on all seven continents.

Source: [Hellenic Shipping News](#), 23 Dec 2014

### **India is Keen to Help Bahrain Coastguard**

India is prepared to help the Bahraini coastguard to contain oil spills and conduct search and rescue operations. Indian coastguard ship Vijit arrived in Bahrain yesterday on a four-day visit as part of efforts to enhance maritime co-operation. Its commanding officer Deputy Inspector General Rakesh Pal said they were keen to work with and train their Bahraini counterparts.

"This offshore patrol vessel is capable of combating oil spills, designed to carry one twin engine light helicopter and five high speed boats for search and rescue operations," he said during a Press conference on board the ship yesterday.

"We want to explore these areas with Bahraini coastguards so that they know about our capabilities and experience in dealing with different situations."

The vessel will dock at Mina Salman Port until Saturday as part of its 25-day deployment programme, which also includes Qatar, UAE and Oman. It has around 120 personnel on board and is equipped with the most advanced navigation and communication equipment. It is also responsible for the surveillance of north western part of India, where 70 per cent of the country's crude oil and gas imports pass through the Gulf of Kutch.

Commander Pal said India has built world-class maritime training and support facilities, adding that they were being used by coastguards of many countries. "The Coastguard Academy in Kerala is being developed and capable of training hundreds of cadets including foreign coastguards," he added.

Also present at the Press conference were Indian Ambassador Dr Mohan Kumar and Defence Attache for the GCC region Captain Arjun Dev Nair. The diplomat said he expected the visit to boost bilateral ties, even though there was no defence agreement between the two countries. "Maritime co-operation is essential as one country alone is not capable of handling different situations and requires co-operation from other countries," he said.

"Such visits help promote naval exchanges and maritime interests between the two countries." Dr Kumar said India was also co-operating with the 30-member Combined Maritime Forces based in Bahrain, which aims to defeat terrorism, prevent piracy, encourage regional co-operation and promote a safe maritime environment. Meanwhile, a reception was held last night on board the Indian coastguard ship Vijit, which was attended by government officials, dignitaries and diplomats.

Source: [Gulf-Daily-News](#), 25 Dec 2014

### **The Surprising Source of Pollution Trashing San Diego's Beaches**

When San Diego environmentalists tallied up how much trash they collected from local beaches in 2014, they found, not surprisingly, a lot of plastic. In fact, volunteers removed 23,477 pieces of plastic and 17,438 pieces of plastic foam.

But that pollution was dwarfed by the 75,069 cigarette butts fouling beaches, according to report released Monday by San Diego Coast keeper and the San Diego chapter of the Surfrider Foundation.

"Littered butts continue to be a major concern because they are no biodegradable and leach toxins into the water, poisoning marine life," the report states. "They also move with ease through our storm water systems, meaning a cigarette butt need not

be dropped directly at the beach in order to find its way there.” Although smoking rates have been in decline for decades, more butts are finding their way to the beach. This year, volunteers picked up nearly 30 percent more cigarette butts than in the 2013 cleanups. (Cigarette butts are also a form of plastic pollution, as they contain a plastic foam filter.)

“I believe this is because people who wouldn’t normally throw other types of trash on the ground don’t seem to have a problem throwing a cigarette butt out their car window or onto the sidewalk,” Kristin Kuhn, San Diego Coastkeeper’s community engagement coordinator, wrote in an email.

Haley Jain Haggerstone, manager of Surfrider’s San Diego County chapter, said cigarette butts are not just a California problem. “Cigarette butts are the most commonly found item at cleanups around the world,” she said in an email. “This is true here in San Diego County and has been for the several years. I think many smokers are unaware of the impacts of cigarette litter, especially when it comes to the environment.”

Despite years of beach cleanups and efforts by environmental groups to educate the public about ocean pollution, the volume of trash found on the Southern California city’s coast is growing.

In 2014, more than 7,000 volunteers picked up 207,804 pieces of trash weighing a total of 10,455 pounds. That’s up from the 9,544 pounds of garbage collected last year by nearly 6,500 volunteers. While plastic accounted for 46 percent of the trash collected, there was one bright spot: The number of plastic bags found on area beaches this year fell 41 percent compared to 2012 and represented only 3 percent of all the plastic gathered.

“This may indicate a decrease in the use of plastic bags, the success of regional bag bans, or an increase in recycling or proper disposal,” the report’s authors wrote.

A statewide plastic bag ban takes effect next year in California. “While we don’t find staggeringly large numbers of intact bags themselves, those bags do cause disproportionate environmental harm, and we do find lots of small pieces of plastic

that may be fragments of plastic bags,” Kuhn said. “So we will likely see a decrease in both the number of bags we find and in the number of pieces of plastic from unidentifiable origin. How big that impact will be is yet to be seen.” Among the stranger items found on the beach: a stethoscope and a 150-pound I-beam.

Source: [Take Part](#), 29 Dec 2014