

MAKING WAVES

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Editorial Team

Cmde JS Shergill, NM
Cdr Rikeesh Sharma
Dr Amit Singh

Address

National Maritime Foundation
 Varuna Complex, NH-8,
 Airport Road
 New Delhi-110 010, India
 Email: maritimeindia@gmail.com

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Indonesia to Avoid Reliance on Maritime Security Regime

-- Syafiq Al Madihidj

From a strategic point of view, the importance of the straits of Malacca, Lombok and Sunda is unquestionable. In 2002 alone, Southeast Asian countries imported 10.3 million barrels of oil through these straits, and they are projected to double the amount over the next two decades. In comparison, the oil imported through these sea lanes of Indonesia is three-times greater than the oil shipped through the Gulf of Aden and ground pipelines. Further away, Japan and South Korea alone imported more than 60 per cent of its oil consumption via these Indonesian straits.

On one hand, the significance of the straits has been recognized by the establishment of maritime security cooperation treaties. Internationally, in 1982, the United Nations initiated the United Nations Convention on the Law of the Sea (UNCLOS). Regionally, ASEAN has also created the ASEAN Maritime Forum and the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) to provide maritime security. On the other hand, despite the growing number of international and regional cooperation agreements, the threat of piracy remains imminent. Following the Asian monetary crisis in 1997, piracy incidents peaked in 2000 with 259 cases. Although piracy has declined, it has been showing an upward trend. In the straits of Indonesia alone, piracy attacks rose by 440 per cent from 2009 to 2012, with more than 80 attacks occurring last year.

Statistically, the surge has rendered maritime security cooperation less significant, if not insignificant, in eradicating piracy. One of the problems affecting this failure lies in the tendency of such agreements to fight the consequences of piracy, not the root cause. Of all the cases of piracy, economic motives are believed to be the main trigger, although in some cases political reasoning was at play. The last time political reasoning justified major piracy in Indonesian straits was in the years before 2004 when Free Aceh Movement (GAM) rebels committed piracy to spread terror and to raise funds for their movement. Terrorists grouped under Jamaah Islamiyah (JI) from the Philippines, Malaysia, Singapore and Indonesia also used piracy to spark fear in these straits.

Whereas economics is commonly the main motive for piracy, the multilateral regimes of maritime security have always focused on politics as well as military cooperation and overlooked the socio-economic aspects, such as creating incentives for fishermen to prevent them from committing crimes on the sea. Therefore, the weaknesses of the multilateral maritime security cooperation regimes in fighting non-traditional threats provides a greater incentive for Indonesia not to rely on them and to start building a more comprehensive naval capability. A greater naval capability would enable Indonesia to ensure its own maritime security as well as to cope with a wider range of threats in the future, thus allowing the country to maximize the strategic value of the straits. Furthermore, the stake for Indonesia to develop its naval capability is even higher in recognition of China's People's Liberation Army (PLA) naval modernization. In that context, with their anti-access/area denial

doctrine, the increasing capability of China's navy will weaken the relative capability of both ASEAN and Indonesia in controlling China's assertive tendency regarding the South China Sea dispute, let alone in settling the dispute. Nonetheless, in the case of the South China Sea dispute, although Indonesia is not a claimant state, the importance of Indonesia's naval capability should not be underestimated.

Indonesia, ever since the failure of ASEAN countries to wrap up a code of conduct regarding this dispute, has been trusted by the parties involved, including China, to play a role as a mediator in this case. Thus, if Indonesia wants to prevent the conflict from escalating in the future, it will require improved naval power. However, in its long-term military modernization plan named MEF (Minimum Essential Force), Indonesia planned only to expand its Navy's defensive capability. By having only frigates, corvettes and submarines as the main striking force in 2024, Indonesia's military presence in the dispute may be unable to drive the involving parties away from conflict escalation.

Moreover, the lack of military presence will also result in Indonesia losing its strategic importance with the increasing possibility of involvement by a third party, such as the United States or India, rather than keeping them away. The power-projection capability will also enable Indonesia to enhance the security of its straits, whose importance is priceless for the development of the rest of the world and to augment its bargaining position in international affairs.

(The writer works for the ASEAN Study Centre and Centre for International Relations Studies, School of Social and Political Science, University of Indonesia).

Source: [The Jakarta Post](#), 16 June

Is China Adopting A New Maritime Security Policy?

-- Jayadeva Ranade

Several countries are concerned about China's growing sensitivity and assertiveness on issues of sovereignty and territorial — including maritime — integrity, especially in the past five years. China's actions have heightened tensions in the South China Sea and with Vietnam, the Philippines and Japan. China has neither hesitated to warn off Indian Navy and survey ships while they are in Vietnamese territorial waters. Interesting in this context is a recent (May 28, 2013) article in the People's Daily, written by Mian Yang, dean of the Shanghai Institute of International Studies (SIIS) and younger brother of Chinese state councillor and former foreign minister Yang Jiechi. Written prior to the recent summit (June 7-8, 2013) between Chinese president Xi Jinping and US president Obama, he quite candidly stated that the increase in China's comprehensive national strength had given its "new leaders" more confidence in dealing with the international community.

Mian Yang emphasised that this "self-confidence" has enabled China's leaders to be "very firm" in safeguarding sovereignty and territorial integrity while simultaneously being flexible in dealings with smaller countries. He revealed that China's new leaders will focus more on the neighbourhood and travel oftener in the region.

Reflecting this firmness on sovereignty and territorial issues, Chinese President Xi Jinping, according to the Japanese newspaper Asahi Shimbun (June 12), used the term “core interests” at the recent summit with Obama while referring to the dispute with Japan over the sovereignty of the Senkakus, which China calls the Diaoyu islands. China had referred to the islands as its “core interest” for the first time this April during a routine weekly news conference by a Chinese foreign ministry spokesperson. The US has, incidentally, briefed Japan on the talks at the summit.

Earlier this January, China’s National Administration of Surveying, Mapping and Geo-information (NASMG) announced that Sino-maps Press had published new maps of China. These identify more than 130 islands and islets in the South China Sea, most of which have not featured on previous official Chinese maps. The earlier maps featured only some of the larger islands. The new maps also have an enlarged inset of the Diaoyu (or Senkaku) islands. Predictably, the new map shows the entire state of Arunachal Pradesh and a large chunk of Jammu and Kashmir, mainly comprising Aksai Chin, as part of China. Pages of China’s new passports contain similar maps.

A major irritant for Beijing is, however, the maritime and aerial surveillance regularly carried out by US ships and aircraft inside China’s Exclusive Economic Zone (EEZ) and along China’s air-space off its coast. China has voiced its objections and in recent years intermittently shown its ire by confronting US aircraft and vessels, probably becoming the only country to do so.

A major accident was averted in April 2001 when a Chinese Air Force J-8 jet brushed wing-tips with a US Air Force EP-3 spy plane which was flying near China’s secret submarine base at Sanya on the southern tip of Hainan Island. The US pilot crash-landed his aircraft, but the Chinese pilot lost his life. Since 2009, several close confrontations have been reported between Chinese submarines, frigates and US navy vessels like the USS Impeccable and USS Victorious and the unarmed hydro-graphic vessel USS Bowditch. Chinese fishing ships reportedly harassed the USS Bowditch at least half a dozen times in China’s EEZ.

After one such incident ‘hawkish’ retired People’s Liberation Army (PLA) Air Force Senior Colonel Dai Xu, who is a regular commentator on Chinese TV channels and author of a book from which Xi Jinping often quotes, told the Chinese media that “concrete military actions should be taken.” He said “First warning, second expulsion. And if that does not work, the invading vessels can be directly surrounded and sunk.” Chinese military officers have also raised the issue at international conferences and on the side-lines of sessions of the National People’s Congress — China’s version of a parliament. The issue resurfaced this May at a working session on maritime security during the Shangri-La Dialogue in Singapore.

Articulating long-held objections to the surveillance of China’s coastline and EEZ by US aircraft and ships, PLA senior colonel Zhou Bo disclosed that China had “thought of reciprocating” by “sending ships and planes to the US EEZ”, and had actually done so “a few times”. This is the first occasion when a Chinese military official has confirmed reports in circulation for some time that PLA Navy (PLAN) vessels had been detected around Okinawa and Guam.

The disclosure is significant for countries in the region as it suggests that Beijing's maritime policy is set to shift towards increased assertiveness. It implies that as China's military might rises and its economic and strategic interests expand, China will copy US behaviour. It will accord to itself the right to carry out surveys and gather intelligence inside the EEZs of other countries. China's actions will initially affect South Korea, Japan and countries with competing claims in the South China Sea. As China's navy extends its reach and capabilities, this policy will directly impact countries like India.

Ni Lexiong, director of the Sea Power and Defence Policy Research Institute at the Shanghai University of Political Science and Law, confirmed that the PLA senior colonel's remarks reflected the "changing concept of maritime affairs" of China's leaders "following the rapid development of China's maritime industry and rising strength of its naval force in the past decade". The remarks also suggest that Beijing's interpretation of the UN Convention on the Law of the Sea could be under review.

(The author is a member of the National Security Advisory Board (NSAB) and former additional secretary in the cabinet secretariat, Government of India. Views expressed are personal.)

Source: [DNA India](#), 17 June

Growth of Chinese Navy Means US Must Compete For Maritime Supremacy

-- James Holmes and Toshi Yoshihara



US Navy Must Compete for Maritime Supremacy. Writing recently in the Los Angeles Times, Gordon Chang and retired Adm. James Lyons pointed with alarm to China's naval expansion. That sea power represents the path to national greatness is now axiomatic for the Chinese state and society. China is bolting together a great navy with aplomb, and the United States had better take notice. Beijing is thinking hard about how

to use this new implement to advance national power and purposes. This poses a challenge of the first order. America and its allies must brace themselves for a permanent Chinese presence in maritime Asia — or beyond.

Their first step: jettison the decades-old assumption that American sea power is an unchallengeable arbiter of Asian affairs. No longer does the US Navy rule the Asian seas by virtual birth right. Our navy must compete for what it has long taken for granted. Sure, that means rebuilding the material component of sea power, manifest in ships, weaponry and bases. Gadgetry obsesses Western pundits. But the service must also think. It must relearn the habits of mind needed to compete and win. Rediscovering musty old books from America's seagoing past is a good place to start rebuilding its strategic literacy. Reacquainting itself with its own traditions can help the US Navy navigate today's discomfiting new normal. Beijing views seaborne might as a prerequisite for its ascent to great power. At the Chinese Communist Party

Congress late last year, outgoing President Hu Jintao vowed to "build China into a maritime power." Hu's words marked the first time officialdom had used such a high-profile public forum to promote China's seafaring project.

His directive, since reaffirmed by successor Xi Jinping, signifies a radical break with China's historic preoccupation with continental affairs. The People's Liberation Army Navy is way ahead of Hu's and Xi's policy pronouncements. The fleet is already making its presence felt across the region. It recently commissioned its first aircraft carrier, dubbed Liaoning. It has mounted shows of force in the farthest reaches of the South China Sea, putting steel behind Beijing's territorial claims. And on and on. The PLA Navy is clearly a service on the make.

History's Lessons

But the story doesn't end there. Sea power is about more than navies. It also incorporates land-based missiles and aircraft capable of striking at sea. Moreover, non-military law-enforcement agencies have dispatched vessels to confront Japan, Vietnam and the Philippines. Fishing fleets — even cruise ships — have gotten into the act, daring rival claimants to evict them from contested expanses. China could prevail in maritime disputes without ever sending the navy. In fact, it would prefer to. Sea power is also about more than physical brawn. It demands intellect. It demands vigour and resolve, qualities the Chinese boast in abundance. Accordingly, Beijing has invested lavish intellectual capital in shaping its seaward turn. For over a decade now, the leadership has nurtured a freewheeling academic environment, encouraging officials and scholars of various stripes to hold forth on China's seaborne future. The discourse has been impressive. But China remains a closed society. Why would the leadership fan raucous debate over marine affairs while crushing political dissent?

Probably out of expediency. It takes a clash of ideas among fearless minds to yield creative thinking of sufficient quality to inform policy and strategy. And by grooming a cohort of (relative) freethinkers, China solidifies the popular and elite consensus that sea power is a natural if not inevitable choice for the nation. Furthermore, the Chinese are acutely conscious that mindless pursuit of sea power — shipbuilding unmoored from rational strategy — could abort China's rise. It's happened before. History reminds Beijing that Imperial Germany staged an imprudent naval challenge to Great Britain during the age of Pax-Britannica. Imperial Japan undertook an illusory quest of its own, seeking a cataclysmic battleship duel against the US Navy. Whimsy helped bring down great empires. Only through careful study can China avoid similar blunders. Letting a hundred flowers bloom, then, has let intellectual curiosity flourish, to the benefit of China's nautical cause.

Chinese strategists commonly consult Western sea-power theorists — most prominently Alfred Thayer Mahan, the second president of the Naval War College — to school their thinking. Multiple translations of Mahan's celebrated treatise "The Influence of Sea Power upon History" (1890) now festoon Chinese bookshelves. The Chinese are avid consumers of ideas, merging concepts from foreign thinkers into a distinctive brand of maritime strategy. Their voracity stands in sharp contrast to the apathy many American naval officers, strategists and academics exhibit toward sea-power history and theory, the fields that furnish the raw material for strategy-making.

To cope with China's march to the sea, the US Navy must not just outpace PLA hardware development. It must match the industry and acumen of Chinese thinkers. It's tough for a long-time champ to stay hungry. Complacency is easier. But our navy must rekindle its determination to learn and compete — or risk losing its title to Asia's No. 1 contender.

(Holmes and Yoshihara are professors of strategy at the Naval War College.)

Source: [Investor's Business Daily](#), 17 June

The South China Sea: A Good Time for Some New Thinking by Washington

-- Carla Freeman



After May's choppy waters, recent weeks have seen a rare patch of calm in the South China Sea. The respite from immediate crisis offers a chance for dialogue among all countries—perhaps some of this can take place at next week's ASEAN Regional Forum in Brunei, which Secretary of State Kerry will attend. For the United States, it is also a chance to engage in some self-assessment about its regional policy— to ask itself whether the way it is approaching the South China Sea's contested waters supports its national interests and broader goals for regional engagement. American interests lie in promoting regional stability. They also include ensuring that American power remains at a level enabling it to hinder unilaterally assertive behaviour by other powers toward their neighbours as well as to preserve freedom of navigation in the sea — both to protect the flow of commerce and for military purposes.

These objectives appear compatible; in reality they are difficult to reconcile amid the shift in the regional balance of power associated with China's rise. Good US-China relations are vital to regional stability, but at the same time China represents the principal challenger to America's relative influence in the region. The tensions in US objectives vis-à-vis the region have been evident in its strategic rebalance to Asia. There attendant efforts to revivify America's regional role in part through reinvigorating alliances and strategic partnerships with countries in the region have injected additional friction into the bilateral relationship as China interpreted the "rebalance" as an American effort to build a regional coalition against it.

Meanwhile, the vital alliance relationships that for decades have undergirded America's role in keeping regional tensions at bay now complicate Washington's efforts to preserve neutrality on territorial disputes in the region and risk embroiling the United States in regional conflicts. At the same time, countries in the region are wary of the United States hijacking the issue (inadvertently or deliberately) as they all seek to manage their own independent relationships with each other as well as with China. Nor is there consensus within ASEAN about what role Washington might play in helping to resolve the disputes resulting from what are in some cases overlapping claims.

To date US policy has unfolded as if these contradictions do not exist. On the one hand, civilian and military officials have sent signals of affinity and commitment, along with new military hardware, to our regional allies and partners. In criticizing behaviour in the sea, US diplomats have also directed their best harsh rhetoric toward China. On the other hand, Washington has repeatedly affirmed its commitment to good US-China relations, most recently in the intimate tête-à-tête between presidents Obama and Xi at Sunnylands. The downside of this approach has been apparent. There have been encouraging indications that progress toward a formal code of conduct could be forthcoming. However, overall regional tensions have not only persisted but arguably intensified following the new attention given by Washington to the contest in the South China Sea.

So how might the United States usefully rethink its approach? Compartmentalization is in order. Washington should address disputes in the South China Sea in relationship to but not as part and parcel of its broad strategic objectives. And, it should resist the reflex to perceive the outcome of these disputes as a test of US power and influence against that of a rising China. A shift in the emphasis of US diplomacy away from official reactions within international and regional fora to the particular dynamics between countries in the region toward the role of dispute mechanisms, and international law in particular, as tools in managing these disputes offers the United States a more constructive role— one that would of course be enhanced by its own ratification of the United Nations Convention on the Law of the Sea.

In the meanwhile, in the spirit of promoting bilateral understanding between the United States and China and in the interest of reducing regional tensions, the United States should move swiftly to reach agreement with China on rules of the road for their own bilateral maritime interactions in the region. Recognizing the tangle of relationships and issues along with the risks and potentially grave costs of escalation in the South China Sea, the United States should seek agreement with China on refraining from mutually provocative actions where these disputes are concerned. The fifth Strategic and Economic Dialogue to be held the week of July 8-12 between senior officials from the two sides provides an early opportunity to move forward toward these goals.

(Dr. Carla Freeman is Executive Director of the SAIS Foreign Policy Institute, and concurrently, Associate Research Professor and Associate Director of the China Studies Program for [Johns Hopkins SAIS](#). Read Dr. Freeman's thoughts on what China can constructively do in the South China Sea [here](#).)

Source: [Cogit ASIA](#), 20 June

Maritime Boundary Dispute with India

-- Ashfaqr Rahman

Recently, Foreign Minister Dipu Moni informed our Parliament that the Permanent Court of Arbitration (PCA) based in The Hague, Netherlands, is expected to deliver its judgment on the maritime boundary dispute with India by the middle of next year. Oral hearing of the case by the five members of the PCA would start this December. Bangladesh in the meantime had submitted a 'memorial' in May 2011 which was

countered by India with its own 'memorial' in January 2013. Then Bangladesh submitted the required papers to lay its claim to territorial waters, Exclusive Economic Zone up to 200 nautical miles and Continental Shelf up to 350 nautical miles from the baseline. PCA has fixed July 31 this year to hear India's rejoinder on this issue. The expected oral hearings will then take place in December. It may be recalled that India and Bangladesh had approached the Arbitration Court in 2009 to resolve the dispute over the maritime boundary between the two countries. It is therefore pertinent to examine the nature of the dispute, what the claims are of India and Bangladesh and what are the international principles usually applied to resolve such disputes.

The maritime boundary between India and Bangladesh is not delineated. Both the countries co-occupy 180 km of a maritime borderline. Hence, there have always been claims and counter-claims and overlapping claims. The issue came to a head after India discovered huge hydrocarbon deposits in the Bay of Bengal. India, it was reported, was keen to 'box' out Bangladesh from the Bay so as to be able to exploit these resources. But this could only be done if the maritime border was drawn by India at an acute angle from the coastal base line. India's came in late 1971, when a small island unexpectedly appeared 3.5 km from the mouth of Hariabhangha River, which served as the border river between the two countries in the south west part of Bangladesh. As per the Thalweg doctrine, when a river separates two nations, the middle of the deepest channel serves as the borderline. Because of this principle, the flow of the river Hariabhangha became a source of the maritime dispute.

Even in those early days of Bangladesh, a joint survey with India was suggested to determine the position of navigable main deep water channel of Hariabhangha. The critical point was that if the deep water ran west of the island, Bangladesh would have its rightful claim. However, if the flow was deepest on the eastern side of the river, then Bangladesh would be 'boxed' out of the Bay as India intended. India said no to the joint survey as it said that the island was already Indian Territory. In fact, India went to the British Admiralty to officially put the island, to be called New Moore Island, as its own on the admiralty chart. Bangladesh contested this and named the island south Talpatti. In 1975, Indian Border Security Force (BSF) installed concrete pillars and a billboard with the Indian flag, thereby claiming it as 'its territory.' Bangladesh had to send its naval units to challenge this claim on the island. Then, in 2010, it was reported that just as suddenly as the island appeared, it also disappeared from the Bay. It had submerged into the sea. A crisis was averted but the problem of demarcating the maritime border between the two countries still remained.

Several issues need, therefore, to be determined when delimiting the maritime border between India and Bangladesh. First is the definition of territorial waters. Usually, this refers to a belt of coastal waters extending up to 12 nautical miles from the 'baseline' of a coastal state. The 'baseline' is a line connecting low water marks closest to its shore. The UN Convention of the Law of the Sea (UNCLOS) gives all coastal states full sovereignty within these territorial waters. India insists that Bangladesh comply with the same low water baseline concept. But Bangladesh is a delta and has a very uneven and unstable coastline, as numerous rivers empty into the Bay of Bengal. In 1974, Bangladesh refused to follow the concept and instead endorsed the system of a straight base line. Under Article 7 of UNCLOS, a straight

base line is accepted where a region is characterised by islands or is deeply indented or is unstable.

The second determination is related to the direction the maritime borderline should be drawn to establish the maritime zones in the Bay of Bengal. India wants to delineate its 200 mile Exclusive Economic Zone (EEZ) by applying the 'equidistance principle' from its coastline. But this can be applied where the border of adjacent nations is located in a contiguous coastline. If this principle is used Bangladesh will then become a 'zone locked' country in the Bay of Bengal. Bangladesh applies the 'equitable principle' based on a straight baseline. It emphasises equity to produce an equitable solution to overlapping boundary claims. A boundary based on equity will take into account all equitable variables, combine them and then balance the relative weight of each factor. The 'equitable' principle had been successfully applied by the ICJ when deciding the 1969 North Sea Continental Shelf where a situation similar to Bangladesh prevails. In 1983, the case of Guinea and Guinea-Bissau was also decided using this principle.

The matter of Continental Shelf up to 350 nautical miles is the next determination that has to be done by the PCA. On this matter, papers based on scientific survey will speak for themselves. But, in principle, equity must play its due role here too. There is no doubt that both the countries have much at stake on fair maritime border delimitation. But it must be remembered that Bangladesh has, in percentage terms, a much bigger stake than India. The Bay of Bengal is our only sea and we are heavily dependent on its resources. India enjoys a much larger coastline in the Bay than Bangladesh. In addition, it has the Indian Ocean and the Arabian Sea. If the maritime border delimitation is done to the satisfaction of stake holders there will be little reason why the two countries cannot cooperate and work together in the Bay for their mutual benefit. There are other issues that must also be addressed jointly by the two countries, like climate change, sedimentation, subsidence, as well as maritime security. Peaceful settlements of the maritime border issues will indeed open up huge opportunities to both the countries to work together and prosper.

(The writer is a former Ambassador and a commentator on current affairs.)

Source: [The Daily Star](#), 23 June

Naval Gazing

-- Vipin Narang and Paul Staniland

India wants to "look east," but does it have the ships -- and strategic focus -- to be a military player in Asia?



On June 23, during a visit to New Delhi, Secretary of State John Kerry gave a speech in which he explained the role that India plays in Asia. He mentioned Pakistan six times, climate change eight times, and Afghanistan 12 times. China, Southeast Asia, and East Asia only merited one mention, while the "Look East" Policy -- India's effort to expand its

economic and military relationships with East Asian and Southeast Asian nations -- received only two mentions, both in the same sentence. Kerry's speech probably disappointed New Delhi: India no longer wants the world to see it as an inwardly focused nation mired in its own backyard.

Indeed, over the last month, India's Navy made goodwill visits to Vietnam and Malaysia; a mid-June trip to the Philippines included "courtesy calls, receptions" and shipboard tours, according to the *Inquirer*, a Filipino newspaper. In May, for the first time ever, an acting Indian defence minister made an official visit to Australia; the two sides agreed to start annual naval exercises. After a late-May visit to Thailand and Japan, Prime Minister Manmohan Singh said that he is "hopeful" of the Look East Policy's future success. The rest of the region, however, should not share Singh's optimism: India's ability to become a major Asian power is constrained by conventional and insurgent threats, resource and organizational limitations, and a chaotic domestic political scene.

Yes, India is modernizing its armed forces. In February, India announced it will spend over \$37 billion on its military, a 14 per cent increase from last year; for the last three years, it has been the world's largest arms importer. But India's military remains distracted by counterinsurgency operations in the disputed state of Jammu and Kashmir and in the country's restive northeast, as well as by a fractious relationship with Pakistan. And India still lacks the ability to secure its borders. One of the embarrassing takeaways of a border crisis in early May, in which roughly 30 Chinese troops pitched tents 12 miles inside Indian Territory, was that India lags far behind China in its ability to move forces into the contested area.

Indian strategists place their greatest hopes for influencing Asia's security dynamic on naval power. India's annual naval spending grew from \$181 million in 1988 to \$6.78 billion in 2012; the navy is now a professional and capable force that, in combination with the United States and other allies, could potentially balance China in the South China Sea. But some Indian strategists and political elites worry about excessively close cooperation with the United States. India's Look East Policy has already created friction with a China worried about being contained. New Delhi is wary of further provoking its neighbour to the north, one of Asia's dominant military powers and one of India's largest trading partners. Both countries have stated that they want bilateral trade to reach \$100 billion by 2015, up from \$68 billion today; this is particularly important at a time when India's economy is growing at its slowest rate in a decade. And without partners like the United States, the Indian Navy is unable to sustainably project power -- doing so alone would require at least several years of modernization, expansion, and investment in logistics, support, and surface and submarine vessels. Courtesy visits to Manila are not the same thing as deployable military power in the South China Sea.

Indian domestic politics present another hurdle. India's defence bureaucracy is slow and inefficient, and an ambitious strategy such as this would require sustained oversight and prodding by powerful politicians. Yet India's most influential elected officials seem focused on the instability of the ruling government and, above all, the 2014 general elections. There is no incentive for Indian politicians to focus on defence policy or alliance strategy. Politicians win votes by distributing patronage, building local alliances with regional political parties, and making appeals to class,

caste, language, and religion. As former Chief of Naval Staff Arun Prakash said in May 13, "Since defence and security have not, so far, become electoral issues," Indian politicians are "happy to leave defence and security matters" to the bureaucracy, which lacks the power to make changes to defence policy. Until India gets its own house in order, Singh's hope that his country's diplomacy "will contribute to peace, prosperity and stability" in the region will continue to ring hollow. In his speech, Kerry also said that "India is key parts of the US rebalance in Asia." That it is -- and it's not ready to go into Asia alone.

(Vipin Narang is Assistant Professor of Political Science at the Massachusetts Institute of Technology. Paul Staniland is Assistant Professor of Political Science at the University of Chicago.)

Source: [Foreign Policy](#), 25 June

China's Naval Aspirations: A 'Blue-Water' Force

-- Seth Robson



A century before Columbus discovered America, Chinese naval vessels many times bigger than the Santa Maria sailed the high seas, reaching as far as Africa. But, unlike European voyages of discovery, the Chinese efforts did not forge a global empire. Beset by internal strife, China abandoned its naval efforts, and by 1500, it was a capital offense to build a seagoing junk with more than two masts. Today, fuelled by a booming economy, Chinese naval power is on the rise again. The People's Liberation Army (PLA) Navy has been producing frigates, destroyers, submarines and missile boats at an unprecedented rate. In September, it commissioned its first aircraft carrier, the 74,406-ton Liaoning.

US naval commanders, ordered to move the bulk of their fleet to the Pacific theatre, say it's clear that China is building a "blue-water navy," capable of sustained operations across oceans and able to project power far from the home country. The US has denied its "Pacific pivot" is directed at China but has called for "transparency" from the PLA. "They are not making clear why they require these sorts of forces," said Jan Van Tol, a retired US Navy captain who is a senior fellow at the Centre for Strategic and Budgetary Assessments in Washington. He noted that China wouldn't need an aircraft carrier to seize Taiwan since the island, which China regards as rebellious province, is well within range of mainland air fields.

One reason for a blue-water navy could be for China to protect its trade routes, rather than relying on the US to guarantee freedom of navigation, Van Tol said. The Chinese government reported imports and exports worth \$3.87 trillion in 2012, surpassing, for the first time, those of the US — valued at \$3.82 trillion by the US Commerce Department. China also could be seeking to emulate the US ability to project naval power and build influence, Van Tol added. "The Chinese now want to

do whatever the Americans can do and say: 'we are here in the region,'" he said. Col. Lui Mingfu, of the PLA's National Defence University, told Australian media in February that China's goal is to force the US out of the Western Pacific.

Mingfu said American strategic influence would be confined "east of the Pacific midline" as it is displaced by Chinese power throughout East Asia, including Australia. Such rhetoric is being noted by people like Capt. James Fanell, deputy chief of staff for intelligence and information operations at the US Pacific Fleet. He recently told the US Naval Institute in San Diego that the PLA Navy regularly operates in the Pacific and Indian Oceans and maintains a robust presence around the East and South China seas. "These moves into the 'distant seas' would seem inevitable for a nation as large as China," he said. "But it goes without saying that this expansion into blue waters is largely about countering the Pacific Fleet."

China's Xinhua news agency reported that a PLA Navy destroyer and two frigates exercising in the Western Pacific earlier this year were practicing maritime confrontation, open-sea mobile combat, law enforcement and open-sea naval commanding. "Make no mistake, the PLA Navy is focused on war at sea and about sinking an opposing fleet," Fanell said. There is evidence that the PLA Navy has ambitions even beyond the Pacific. Van Tol said China sent a frigate through the Suez Canal in 2011 to evacuate citizens during unrest in Libya, and Chinese ships have participated in anti-piracy efforts off the coast of Somalia.

According to a Dec. 10 Congressional Research Service report on Chinese naval modernization, the PLA Navy comprises 275 vessels: 75 warships, 60 submarines, 55 amphibious ships and 85 small missile boats. The US Navy's current strength is 285 ships and submarines. Despite the similarities in numbers, Van Tol said it's hard to compare the navies. A vessel that the Chinese might describe as a "frigate" might not be deemed worthy of the class in the US, he said, but added: "They have certainly been building at a vigorous rate." China has a large commercial ship-building industry capable of producing high-quality vessels.

Some of its latest naval designs, such as the Lanzhou-class destroyers, are equipped with powerful radar. Since 2004, the Chinese have launched more than 80 new Houbei-class missile boats, and they are acquiring increasingly advanced diesel submarines, Van Tol said. Ralph Cossa of the Pacific Forum in Hawaii said China's submarine fleet is the best that Russia will sell or can be copied. But he added: "The Russians aren't selling their very best to China." China's anti-submarine warfare capability remains weak, said Lyle Goldstein, an associate professor in the China Maritime Studies Institute at the US Naval War College in Newport, R.I. The Chinese have mounted a massive research effort to improve their sonar capabilities but will likely lag at least two decades behind the US and its allies, he said.

"Certainly for the next decade there is a major gap to be exploited," he said. "We need to make the investments today to keep that gap in play." US attack submarines have the firepower and survivability to be a strong deterrent and should be spared from budget cuts, he warned. "I think we could do with fewer carrier battle groups and putting that money towards attack submarines fleet, which is of primary importance," he said. "That is America's sharpest weapon." The anti-ship ballistic missile (ASBM) that the Chinese are developing would be a powerful weapon

although there's no indication of a successful test against a moving target at sea, he said. Compared with the Soviet Union's naval build-up — which involved launching a new submarine every month during the height of the Cold War — the Chinese effort is more deliberate, he said.

“The carrier program has gone forward but it is fairly slow,” he said. “They don't seem to be in a great hurry. It is within China's capabilities to build a navy that looks like the US Navy in 15 years, but they may be more restrained.” The PLA Navy's lack of combat experience is another question. The US Navy has had 90 years to reach its current level of proficiency in aircraft carrier operations, Van Tol said. “It took a lot of training and accidents before we got good at it,” he said. “The Chinese are just starting down that road, and it's hard to predict where they will go.” Cossa would rank the PLA Navy behind Japan's Maritime Self Defence Force. “The Chinese are improving, but there is no question that the Japanese navy is far superior in terms of technology, training and sustaining operations,” he said.

The PLA Navy may soon be comparable in strength to the Spanish or Italian fleets, but launching an aircraft carrier isn't enough to make it competitive with the top powers, Cossa said. “You need to be able to support it (an aircraft carrier) with missile boats and submarines, and all this looks like it is years away for China,” he said. In an effort to gain experience in blue-water operations, the PLA Navy is ranging further from its home ports than many people realize, said Goldstein. In recent years, it has made port calls in Fiji and New Zealand. “China is building strategic relationships along the sea lanes from the Middle East to the South China Sea in ways that suggest defensive and offensive positioning to protect China's energy interests, but also to serve broad security objectives,” a 2005 Department of Defence report said.

China's Global Times newspaper recently reported that a Chinese company had taken over operation of the strategic Gwadar Port in Pakistan, at the door to the Strait of Hormuz and, according to some commentators, a potential naval base. Goldstein said China's presence in overseas ports has been almost entirely commercial so far, but he noted that if the PLA Navy wants to operate far from home, it will need places to refuel and repair its vessels. “For years the Chinese have condemned countries having overseas bases,” he said. “We have seen ship visits but we haven't seen efforts to build and sustain a base overseas. Someday that may come.”

Source: [Stars and Stripes](#), 25 June

America's Pacific Force Structure Takes Shape

-- Robbin F. Laird



The US Navy-US Marine Corps team is at the heart of a strategic evolution of 21st century US military forces, notably in the Pacific. An inherent characteristic of many of the US military's new systems is that they are really about presence and putting a grid over an operational area, and therefore they can be used to support

offensive strikes or defensive actions within an integrated approach. In the 20th century, surge was built on the notion of signalling. One would put in a particular combat capability – a Carrier Battle Group, Amphibious Ready Group, or Air Expeditionary Wing – to put down a marker and warn a potential adversary that you were there and ready to be taken seriously. If one needed to, additional forces would be sent in to escalate and build up force. With the new multi-mission systems, the key is presence and integration able to support offense or defence in a single operational presence capability. What is emerging is a 21st century attack and defence enterprise.

The strategic thrust of integrating modern systems is to create a grid that can operate in an area as a seamless whole, able to strike or defend simultaneously. This is enabled by the evolution of C5ISR (Command, Control, Communications, Computers, Combat Systems, Intelligence, Surveillance, and Reconnaissance). By shaping a C5ISR system inextricably intertwined with platforms and assets – which can honeycomb an area of operation – an attack and defence enterprise can operate to deter adversaries or to conduct successful military operations. Inherent in such an enterprise is scalability and reach-back. By deploying the C5ISR honeycomb, the shooters in the enterprise can reach back to each other to enable the entire grid of operation, for either defence or offense.

The 21st strategic naval environment demands forces the US Navy to conduct distributed operations. The evolving capabilities of Marine Corps and US naval aviation provide key enablers for meeting that demand. The V-22 Osprey has begun this process by giving the USMC-USN team a revolutionary capability for speed, range and an ability to operate on sea and land. In a recent interview with *The Diplomat*, Lt. General Terry G. Robling, the highest-ranking Marine in the Pacific, MARFORCPAC, underscored this point: “Speed, range and presence are crucial to the kind of operations we participate in throughout the Pacific. The Osprey clearly fits perfectly into the types of missions we are tasked to perform.

“To illustrate hypothetically, if we were tasked to counter challenges in the South China Sea, such as to bolster the defence of Ayungin Shoal, also known internationally as Second Thomas Reef, with one of our treaty allies, the Philippines, the US has several options, but not all are efficient or even timely. We could use USAF assets, such as B-2 bombers or B-52 aircraft from Guam, or Navy surface or subsurface assets that are patrolling in the South China Sea, but the location of those assets may not provide timely arrival on station. “But using the Osprey, we can fly down quickly from Okinawa with a platoon of well-trained Marines or Special Operations Forces (SOF) forces, land on difficult terrain or shipping, and perform whatever task that may be required in not only a timely but efficient manner.”

Coming soon is an even more revolutionary asset – the F-35B and F-35C – which will allow the networking of USAF and allied forces through the F-35 deployed global fleet, which will dramatically enhance the power of the distributed force. Add in a number of new capabilities for ISR and C2 – the P-8, the new Hawkeye, the Growler, and a variety of new UAVs – and the power of the distributed fleet will be extraordinary indeed. And these assets will operate with a new fleet of combat and support ships – the USS Ford, the USS American, the USS San Antonio, the Joint

High Speed Vessel, and the Mobile Landing Platform – to name a few that will allow for effective distributed operations over time.

Besides transforming its own capabilities, the USMC's ability to do distributed operations will depend on its interactions with key allies such as Australia and Japan. Notably, both of these militaries are undergoing reform as well, as illustrated by two recent exercises. The first is the Bold Alligator, conducted on the eastern US seaboard, which included many allies including Australia and New Zealand. It was aimed at shaping a more flexible force structure to operate deep inland from sea-bases. As Brigadier General Michael Love, the Marine Expeditionary Force Commander in the exercise, told me in a recent interview: "I think the Navy and Marine expeditionary force like this is probably the best suited of all the combinations in the armed forces to arrive on the scene, and be ready to respond to a full range of missions. We can operate literally from the very low end of the range of military operations, all the way up to an enabling force for the high end of military operations.

This allows you to arrive on the scene, conduct an estimate of the situation – all the political factors, all the military factors, the mission, – and then customize the force. "And you can put just the force that is required ashore and then you can build on that force as the situation escalates, or you may choose to conduct distributed operations in in multiple locations from the sea base. "Because we are uniquely well suited for ship-to-shore movement our flexibility is enhanced as well. The MV-22s and the LCACs are especially important tools that enable this flexibility. This allows you to aggregate the force at sea and then disaggregate the force ashore as the situation dictates. And that's just very unique, I think, to this type of force."

The Dawn Blitz exercise is doing much the same thing in the Pacific, and this year included Japan's participation. The testing of the Osprey on Japanese ships, as well as shaping an ability to more flexibly move capabilities across allied ships (operating as sea-bases), is clearly a foundation for 21st century operations. It is about 21st century capabilities to deal with missile threats in the region, operate widely in the Pacific, and use distributed forces instead of adopting a posture for sequential operations. In other words, the USN-USMC team is shaping a new approach to land power for the 21st century. Lt. General Robling again: "All of our forces are important to the security of this region, but I believe the USN-USMC team is strategically more important than any of the others.

"While seven of the 10 largest land armies in the world reside in the Pacific region, many of those Armies are now concentrating on their territorial borders. Many of their territorial defence lines are bordered on oceans or sea-lanes. This requires them to have a capability to police their borders in the littorals and they are looking to the USN-USMC to help them to either fill in capability gaps or train or equip to do this on their own successfully." The Japanese and Australians, among others, understand that the future of their Armies lie in shaping more expeditionary capabilities to enable them to operate as a manoeuvre force.

(Dr. Robbin F. Laird is a military and security analyst, the co-founder of Second Line of Defence, and a Member of the Editorial Board of Contributors, AOL Defence.)

Source: [The Diplomat](#), 28 June



Taipei, Manila Agree To Avoid Force in Fishing Disputes

Taiwan and the Philippines have pledged not to use force in fishing disputes, officials said, as they tackle a row over the killing of a Taiwanese fisherman by Filipino coastguards. The agreement was reached during their first preparatory meeting on fishery cooperation held in Manila, Taiwan's foreign ministry said in a statement released. It said the agreement was aimed at avoiding a recurrence of incidents such as the death of 65-year-old Hung Shih-cheng who died after his boat was fired upon by Filipino coastguards while operating in waters near a Philippine island that Taiwan also claims as part of its economic zone. "Both sides have guaranteed to avoid the use of armed force or violence in the implementation of fisheries laws," it said.

The two sides agreed to share their maritime law enforcement procedures and establish means for notifying each other without delay whenever actions are taken against vessels and crews of the other party, it said. They also agreed to develop a mechanism for the prompt release of detained fishing vessels and their crews, in line with international practice. Further meetings would be held on fisheries cooperation including management and conservation schemes, it said. Philippine investigators said they had recommended that criminal charges be filed against coastguards involved in the fatal shooting after coastguard chiefs in Manila initially insisted the fishing vessel had tried to ram the coastguard boat and their personnel had fired in self-defence. The killing caused outrage in Taiwan, with President Ma Ying-jeou describing it as "cold-blooded murder".

His government ordered a freeze on the hiring of Filipinos to work in Taiwan, issued a "red-alert" warning tourists against travelling to the Philippines and staged naval drills near Philippine waters. Philippine President Begnino Aquino repeatedly apologized and sent an envoy to Taiwan, but these actions were rejected as insincere. Following pressure from Taiwan, the Philippines agreed to joint investigations into the incident. Taiwanese authorities were allowed to visit the Philippines, inspect the ship and interview the coastguard personnel involved. The Taiwan investigators concluded that two guns were used in the attack, including a M14 rifle that fired the fatal shot. Adding to the anger in Taiwan, authorities said the fishing boat had 50 bullet holes and there were no marks consistent with it ramming the coastguard vessel.

Source: [ABS-CBN News](#), 16 June

Navy Plans Unmanned Aircraft to Tackle Piracy



The Indian Navy is mooting deployment of unmanned surface and sub-surface vehicles to strengthen its anti-piracy operations. The Navy has submitted its qualitative requirements for a ship-track-and-trail vehicle to the Vizag-based Naval Science and Technological Laboratory (NSTL) for "tackling non-state threats and players". The move

is to develop an unmanned vehicle that can be deployed from a naval ship to recce waters in an operational area for suspicious movement and presence of hostile elements. "Navy's idea is to develop an unmanned seaplane type of vehicle. They want it to do aerial as well as sea-surface surveillance," a senior defence source told.

The naval staff qualitative requirement (NSQR), a mandatory expression of interest that precedes any defence development or procurement programme, wants the vehicle to have an endurance of eight hours. "Two types are being designed. One will be a smaller version weighing 1.5 tonne and the second one weighing five tonne. The latter obviously will be able to carry more payload for reconnaissance," sources said. The Indian Navy's initiative is based on the success of unmanned operations of US and Israeli navies. "These vehicles can direct the ship to the exact area where pirates wait for an assault. This would add power to the first strike capability," sources said.

Source: [The Times of India](#), 16 June

Ghana Maritime Authority Downplays Piracy Threats in Ghanaian Waters



The Ghana Maritime Authority says Ghana has tough security measures to deal with the activities of pirates in its territorial waters. The assurance follows a report by the International Maritime Bureau that piracy in West Africa is overtaking Somali ship attacks. The report said while about 900 sailors were attacked in Somali waters in 2012, West Africa recorded close to 1,000 attacks. But the Director General of the Ghana Maritime Authority, Peter Azumah, said the country has adequate measures to protect legitimate business in Ghana's waters. He said

Ghana's oil exploration activities have made it important for the Authority to collaborate with the Ministry of Defence and other agencies to beef up maritime security. "As a maritime authority Director General, I'm giving you the assurance that we have nothing to fear as a country" he told. He said there was a sub-regional co-operative strategy in place to check piracy in the West African sub-region. According to him, even if the co-operative strategy was not in place, Ghana's domain will still remain secure because there were "formidable" measures in place to deal with piracy.

Source: [My Joy Online](#), 18 June

Indian Navy Concerned Over Country's Depleting Submarine Fleet

India's underwater combat arm - the submarines fleet - is sinking as India has 14 conventional submarines, of which half are available for deployment. This is because ageing submarine fleets is being forced to spend more and more time at the docks for repairs and maintenance. The Navy says the shortage is a serious concern.

"The possibility of submarines lurking underneath the sea makes it difficult for enemy ships to move freely. A depleting submarine fleet means we will less and less capability of this," a senior Navy officer told. The bad news just got worse. Six Scorpene submarines, which were meant to be delivered by 2016, are further delayed. The first was expected in 2012. The first of these boats will now be inducted into the Navy in 2016.

The reason: bureaucratic delay on part of the Department of Defence Procurement and the Mazagaon Docks Limited (MDL) in finalising the purchase of the equipment to be fitted into the boat and these include the sensors, propulsion systems etc. The order is not likely to be completed before 2022. The six submarines are being built at Mazagaon Docks Limited (MDL) in Mumbai with technology transfer from DCNS of France.

MDL and Department of Defence Procurement was scheduled to complete the negotiations for MPM equipment by 2006-2007. Although technicians were sent to train in France, the negotiations for purchase of the MPM equipment wasn't finalised. In 2010, the Navy was told the vital negotiations with vendors were far from complete and the first of the submarines wouldn't be ready for induction in 2012.

The initial cost of the six submarines was pegged at Rs. 18,000 crore. With the delay, the cost is now pegged at least Rs. 24000 crore. The Indian Navy says it needs at least 24 conventional submarines to deter Pakistan and China on its east and west coast. China in comparison has about 60 submarines; Pakistan has five. Even now, there is no clarity on what kind of torpedoes are to be fitted into these boats. In 2011, MDL had proposed staggered delivery of the submarines, with the first in 2015 and then a new one every six months. The first submarine will now come only by 2016 followed by one every year from thereon.

Source: [International News Network](#), 19 June

INS Teg Affiliated With Sikh Light Infantry Regime

As part of the Army's tradition to enhance jointness between the services, an Indian Navy warship INS Teg was affiliated with the Sikh Light Infantry regiment in Mumbai. An affiliation between any two units of different services is aimed at enhancing jointness and synergy between the services to better meet the ever changing dynamics of modern warfare, an Army release said.

"The charter of affiliation was signed in the presence of Army Chief Gen Bikram Singh, who is the Colonel of the Sikh Light Infantry Regiment and Western Naval Commander," it said. This is in conformity with the on-going practice wherein, 25 Regiments of the Army are already affiliated to various ships of the Navy. Gen Singh termed the affiliation of the Sikh Light Infantry Regiment with INS Teg as "historic", as both the units symbolised the "cutting edge" of their respective forces. He underscored the importance of joint operations and stated that there was renewed emphasis on a joint approach by the three services for success in operations.

Source: [Zee News](#), 20 June

Xi Jinping Seeks Political Solution to Solve Maritime Dispute with Vietnam



President Xi Jinping told his Vietnamese counterpart, Truong Tan Sang, that both sides should demonstrate their determination to forge a political solution to their territorial dispute in the South China Sea. Xi said the two countries should ensure their relationship does not veer off the right track. "China and Vietnam must both act in a spirit of responsibility towards history and their people, put the broader picture of Sino-Vietnam friendship and bilateral development first, make up their minds to ... push for a political resolution to the South China Sea issue and prevent it from affecting ties," Xinhua quoted Xi as saying. It was their first meeting since Xi became president in March. Xi said Beijing would work with Hanoi in pushing their negotiation progress over demarcating waters outside the Gulf of Tonkin. But he reiterated China's stance that disputes in the South China Sea should be resolved directly between the claimants and rejected outside involvement.

Sang said both countries should work together in maintaining maritime peace and stability, so that it would not affect bilateral relations. "The two countries have a deep traditional friendship, and this is a treasure for the two peoples [to cherish]." After their meeting, both sides signed several agreements, including one strengthening strategic co-operation and another on Chinese banks providing low-interest loans to Vietnamese firms. The Associated Press said the countries' agriculture ministers also signed an agreement to set up a hotline to resolve fishing incidents in the South China Sea. Sang's delegation, which includes Deputy Prime Minister Nguyen Thien Nhan, is also planning a visit to Guangdong.

Professor Mark Thompson, director of the University of Hong Kong's Southeast Asia Research Centre, said Vietnam was in a dilemma. "On the one hand, the leadership wants to be close to China, but on the other hand they're worried about the reaction of their domestic audience." If the leadership was perceived as being too appeasing towards Beijing, popular discontent and protests might pose a threat to the Vietnamese regime, Thompson said. But Hanoi might also be looking to China for a developmental role model for its own industrialisation. Dr Yang Danzhi, a researcher at the Chinese Academy of Social Sciences' Institute of Asia-Pacific Studies, said he believed Vietnam might be part of a larger geopolitical balancing act. "We should understand China-Vietnam relations under the context of great power relations," Yang said. "Many countries are waiting for middle powers like Vietnam to adjust their policies accordingly. It's a domino effect."

Source: [South China Morning Post](#), 20 June

Boeing's Maritime Drone to Add Royal Navy's Intelligence

UK's Ministry of Defence has purchased an unarmed ScanEagle UAV as a part of a £30m contract to boost surveillance and reconnaissance capabilities of British warships. Manufactured by Boeing's subsidiary Insitu, the 22kg drone with an over three-metre wingspan will be carried by Royal Navy and Royal Fleet Auxiliary ships.

Being able to fly at around 60 knots, the vehicle will be launched by a pneumatic catapult from the ships' deck and controlled by specialist teams aboard the ships. ScanEagle is the first drone ever designed specifically for the purposes of maritime operations. The prototype was tested in 2002 and the aircraft has been used by several nations since. "ScanEagle provides the Royal Navy with proven surveillance capability that has already been used on operations by other nations, so we know we are getting top quality equipment," said Philip Dunne, UK's Minister for defence, equipment, support and technology. "The technology is off-the-shelf and will be available to the Royal Navy as soon as possible."

ScanEagle carries several instruments for advanced remote sensing, including an electro-optical and infrared camera and NanoSAR radar, the smallest synthetic aperture radar in the world. Data from the instruments can be transmitted in real time to the control centre within a 100km distance. ScanEagle can fly for more than 20 hours, performing surveillance and monitoring operations in the vicinity of the ships, before having to return to the base. According to Royal Navy Captain Ian Annet, the drone will improve intelligence, surveillance and reconnaissance capabilities of the Royal Navy that currently rely mostly on helicopters and long range radar. "ScanEagle's ability to deploy during the day and night coupled with the technology it uses, will give commanders a clearer picture of the operational situation whenever it's required," he said. Philip Dunne highlighted that the current purchase is essential to keep UK's armed forces up to date.

Source: [Science and Technology Magazine](#), 20 June

Indian Navy Releases RfI for ASW Protection System

The Indian Navy is seeking to procure an integrated anti-submarine defensive suite (IADS) from an Indian vendor, according to a request for information (RfI) issued by the navy's Directorate of Staff Requirements. The IADS is envisaged to be a fully integrated system with a towed array sonar, anti-torpedo decoy system and associated fire control system. The RfI's publication suggests that an earlier tender for similar towed array sonar has been cancelled. It states the system should be capable of simultaneous active and passive operations in both littoral and deep waters to detect submarines and the automatic detection of torpedoes while searching, classifying and tracking submarine contacts in a 360° azimuth.

Source: [IHS Jane's](#), 20 June

China Hits Philippines for 'Illegal Occupation' of Reef

China condemned what it called the "illegal occupation" of a disputed coral reef by the Philippines, and vowed to protect its sovereignty after Manila moved new soldiers and supplies to the remote location. The Second Thomas Shoal, known in China as the Ren'ai reef, is at the centre of the latest territorial dispute between Beijing and Manila. Both countries have been locked in a decades-old territorial squabble over the South China Sea. The Philippines is accusing China of encroachment after three Chinese ships, including a naval frigate, converged just 5 nautical miles (9 km) from an old transport ship that Manila ran aground on a reef in 1999 to mark its territory. "China's determination to safeguard its national sovereignty

is resolute and unwavering and (we) will never accept any form of illegal occupation of the Ren'ai reef by the Philippines," Chinese Foreign Ministry spokeswoman Hua Chunying told a regular briefing.

Philippine Armed Forces chief General Emmanuel Bautista told reporters the military had brought in a fresh team to replace soldiers stationed on the wrecked ship on the reef and replenished their supplies, including food, water and fuel. China's claims over islands, reefs and atolls in resource-rich waters off its south coast and to the east of mainland Southeast Asia have set it directly against Vietnam and the Philippines, while Brunei, Taiwan and Malaysia also lay claim to parts. The Second Thomas Shoal, a strategic gateway to Reed Bank, believed to be rich in oil and natural gas, is one of several possible flashpoints in the South China Sea that could force the United States to intervene in defence of its Southeast Asian allies. In 2010, Manila awarded an Anglo-Filipino consortium a license to explore for gas on Reed Bank, but drilling stalled last year, because of the presence of Chinese ships. Manila says Reed Bank, about 80 nautical miles (148 km) west of Palawan Island at the south-western end of the Philippine archipelago, is within the country's 200-nautical mile (370 km) exclusive economic zone. Beijing says it is part of the Spratlys, a group of 250 uninhabitable islets spread over 165,000 square miles, claimed entirely by China, Taiwan and Vietnam and in part by Malaysia, Brunei and the Philippines.

Source: [ABS-CBN News](#), 21 June

India-Made Aircraft-Carrier to Test Waters in Aug

The Indian Navy's indigenously built aircraft carrier, which is under construction at the Cochin Shipyard, will be launched on August 12 by Union Defence Minister AK Antony. The carrier will be floated out of the shipyard on August 12 and taken to the repair dock to carry out remaining work. The hull work for the vessel will be over by June next year, by when the ship will be ready for trials. The vessel will be inducted into the Navy by January 2018, Commodore K. Subramaniam, Chairman and Managing Director, Cochin Shipyard, said. India is the fifth country in the world to design and construct an air defence ship. The yard has been working with the navy for over seven years in building this vessel, he said. Describing the construction of the carrier as a significant achievement for the yard, he said this was the most challenging task that it had undertaken so far.

According to Subramaniam, this is the first time the yard is constructing a warship. As the specifications for commercial vessels and warships are different, there are only a few yards in the country where both can be constructed. The shipyard had signed the contract for the construction of the aircraft carrier with the Navy in 2007 and the keel was laid in February 2009. Subramaniam pointed out that negotiations with the navy for the second phase of the aircraft carrier are complete and the contract will be signed after getting Cabinet approval. The design of the ship is happening along with its construction, so the shipyard is hopeful of delivering the vessel by 2018, he said. Sources say that the aircraft carrier, which weighs 40,000 tonnes and has 20,000 tonnes of steel, is estimated to cost \$4-5 billion.

Source: [The Hindu](#), 22 June

Karnataka Maritime Bill Awaits President's Nod

The Karnataka Maritime Board Bill is before the President for his consent, according to a Karnataka Government official. Speaking to presspersons R. Mohan, Director of Ports and Inland Water Transport, said that the Bill was passed by the state legislature in 2011 and was submitted to the President for his approval. The Government wants to set up the board to take up various developmental projects and to maintain ports along the 300-km-long coastline of Karnataka. The state has 10 minor ports.

Sea Erosion

To a query on sea erosion along coastal Karnataka, Mohan said that Rs 911-crore plan to prevent sea erosion along coastal Karnataka has been prepared by the Government. The cost of this project will be jointly shared by the Karnataka Government and the Asian Development Bank. The plan will be implanted in three phases over a period of eight years. In the first phase, the work will be taken up at a cost of Rs 223.32 crore on Ullal stretch in Dakshina Kannada district. The tender process for constructing four in-shore berms at Ullal has been completed. The Kochi-based RDS Projects Ltd has been awarded this work. The site has been handed over to the company for further works, he said. Other works include beach nourishment and construction of reefs at Ullal among others. The project will be implemented at Udyavara Padukere and Uliyaragoli in Udupi district, and at Pavinakurve in Uttara Kannada district in the next phases, Mohan said.

Source: [The Hindu](#), 22 June

Andhra Pradesh Urged to set up Maritime Board Soon

The Andhra Pradesh Government should expedite the setting up a state maritime board, on the lines of the Gujarat board. A maritime board is an essential prerequisite to promote coastal shipping and use of inland waterways in the State and to draw investment from the private sector. Several speakers at the Vizag Bay investment summit organised by Gravity 2.0 called for promoting coastal shipping and usage of inland waterways in the coastal region from Visakhapatnam to Vijayawada.

INTEGRATION

Integrating coastal and inland shipping with road and rail networks can make significant contribution to the regional economic development, said S.C. Mishra, Director of the Visakhapatnam centre of Indian Maritime University. Delivering the keynote address, he said waterways and coastal shipping have the potential to trigger the development of the region by offering an economical transport solution to the industries as well as people.

He advocated full use of the National Waterway 4 – Kakinada-Puducherry – the second longest National Waterway in India. The IMU can help entrepreneurs with ship design, hydro-graphic studies, training and mentoring.

DEVELOPMENT

“The formation of a State maritime board is a prerequisite for the development of maritime sector. The Board would not only provide a single window clearance for the project proposals but also enable the Government to plan development of infrastructure. The State Government should learn from the experiences of similar boards in Gujarat, Maharashtra and Tamil Nadu,” Sitaram Nadimpalli, founder-director of Reveille Engineers Private Ltd, said. The Small Industries Development Bank of India (SIDBI) has expressed interest in the sector and its AGM T. Kameswar Rao said the financial institution would be keen to fund small and medium businesses with detailed project reports in the areas of ship design, ship building, ferry operations and cargo liners.

Representatives from Imaginnovate, IMU (NSDRC), Sankhya Technologies, RECAMS, VCTPL, Vikkys Maritech, Reveille Engineers (P) Ltd, Xinthe, Vizag Steel Plant, Stanchart Securities India, SIDBI, MSME Development Institute, GITAM School of International Business participated in the event supported by the Visakhapatnam Port Trust.

Source: [The Hindu](#), 23 June

Vietnam, RoK Maritime Police Conduct Joint Drill



A joint drill at sea between maritime police forces of Vietnam and South Korea was conducted successfully off Vietnam’s southern city of Vung Tau on June 25. The drill was carried out by visiting South Korean sea police ship JuJakHam of the Republic of Korea Coast Guard and a Vietnamese maritime police ship from the Vietnam Maritime Police Zone 3. The location of the drill was about 10 nautical miles off Vung Tau. The drill focused on fire extinguishing and search and rescue activities at sea. The scenario for the drill was that a Vietnamese-flagged cargo ship was facing a fire on its deck at sea, and four sailors had to jump from the ship into the sea to escape the fire. Immediately, Vietnamese sea police deployed plans to extinguish the fire, and search and rescue the victims.

A Vietnamese ship and a South Korean ship at the same time used hose reels to extinguish the fire on the ship in distress. The two maritime police forces of Vietnam and South Korea coordinated in using savage tugs and lifeboats to rescue the victims. After lasting for about an hour, the drill ended successfully, with all objectives and requirements of the drill being met. As previously reported, JuJakHam landed in southern Vung Tau city for a five-day working visit to Vietnam. The ship has a crew of 68 members headed by Ko Myung Suk, head of the Department for Technology and Equipment of the South Korean High Command of Maritime Police. After the above drill, the ship will leave Vung Tau for Ho Chi Minh City to continue its visit trip to Vietnam. The visiting sailors will engage in cultural and sporting activities with Maritime Police Zone 3 and the Maritime Police.

Source: [Tuoitre News](#), 26 June

New Delhi Issues Surface Surveillance Radar Bid

The Indian Ministry of Defence (MoD) has issued tenders to domestic defence companies to supply surface surveillance radars (SSR) valued at more than US \$300 million. The domestic companies in turn have teamed up with foreign firms to acquire necessary technology for the competition. When asked why the tender was issued only to domestic companies, knowing that most of them will need technological help from overseas defence companies, a MoD official said, "India wants to encourage the domestic defence industry." The tenders have been sent to Nova Integrated System, which has teamed up with Terma of Denmark; Mahindra Defence Systems, partnered with Elta of Israel; Tata Power SED is teamed with Indra of Spain; Broadcast Engineering Consultants India has teamed with Rosoboronexport of Russia; Data Patterns has partnered with Reutech of South Africa; Larsen & Toubro has teamed with EADS; and state-owned Bharat Electronics has tied up with state-owned Defence Research and Development Organisation (DRDO). None of the domestic company executives would comment on the terms of partnership with the overseas firms, saying it was a "commercial secret." "MoD decided to encourage only domestic defence companies because the overseas defence companies indulge in making too many charges and complaints against their competitors, thus delaying the whole process of acquisition," a senior retired MoD official said.

Surface Radars

The Indian Navy proposes to procure 31 SSRs and one SSR training simulator to meet Navy operational requirements. The selected vendor will have to deliver at least two SSR systems within 12 months of signing the contract and the entire contract will have to be executed within several months beyond the first year, a Navy official said. The SSRs will be installed along with accessories on the designated ships located at various shipyards. The Navy requires the SSRs, which will operate on the "X" band frequency, to integrate with the ship's overall weapon and sensor suite, the Navy official said. The SSR will be used for all-round sector search, detection, automatic tracking, determination of coordinates and motion parameters of surface targets. In addition, the SSR will have to provide target designation data to surface-to-surface missiles and other fire control systems of the ships. The SSR must be able to track not less than 50 targets at a time and to track small targets up to a distance of 12 kilometres. The radars should be able to automatically detect and track small surface targets, such as mines, swimmers and periscopes in all weather conditions. The Indian Navy is buying 3-D radars to be mounted on 3,000-ton warships to provide 360-degree surveillance to detect aircraft, helicopters and anti-ship missiles. MoD sources said the 3-D radars will be acquired from DRDO, which has already developed radar for use with the home-grown Akash surface-to-air missiles, which have a capability to track 150 targets.

Source: [Defence News](#), 26 June

Naval Ship INS Taragiri Bows out of Service

Indian naval ship INS Taragiri, the last of the six British-designed but indigenously built Nilgiri class frigates, will bow out of service after 33 years of glorious service to

the nation, an official here said. INS Taragiri, christened after a hill range in the Garhwal Himalayas, was commissioned May 16, 1980, and was the youngest of her sister ships -- Nilgiri, Himgiri, Dunagiri, Udaygiri and Vindhyagiri. Cdr. Rahul Shankar, an alumnus of the National Defence Academy, Pune, and Defence Services Staff College, Wellington, is INS Taragiri's 27th and last commanding officer. The Nilgiri class frigates were the advanced versions of the Leander class of British-designed frigates and built for the Indian Navy by Mazagaon Dock Ltd, Mumbai.

When the first ship in the class, INS Nilgiri, was commissioned into the Indian Navy in 1972, it became a trend-setter as they incorporated increasingly higher levels of indigenization, state-of-the-art technology, weapons and sensors of that era, the official said. Later, INS Taragiri and INS Vindhyagiri, the last two ships in that class, were significantly modified with the addition of a Seeking anti-submarine helicopter, A244S 321mm triple torpedo tubes and a Bofors anti-submarine twin barrel mortar. Recognising the ship's considerably enhanced and potent anti-submarine capabilities, the ship's crest depicts a Pallas fishing eagle, a predatory Indian bird found in the foothills of Taragiri hills, signifying that INS Taragiri was "ready to pounce at the enemy underwater," the official added. In recent years, it was also fitted with advance ship control systems to facilitate control of Unmanned Aerial Vehicles. Thus, she retained her "cutting edge and functioned as the eye of the Western Naval Fleet for surveillance at extended ranges, blue water operations and network centric warfare, as also the chosen platform for coastal patrolling and anti-piracy operations," the official said. The solemn de-commissioning ceremony will be held later in the afternoon in Mumbai, the official added.

Source: [Zee News](#), 27 June

19th CARAT Philippines Supports Strong and Enduring Maritime Relationship

The 19th annual Cooperation Afloat Readiness and Training (CARAT) Philippines exercise commenced with an opening ceremony in Subic Bay, June 27. Continuing through July 2, CARAT Philippines 2013 consists of seven days of shore-based and at-sea training events designed to address shared maritime security priorities, develop relationships, and enhance interoperability among participating forces. "For the past 19 years, CARAT Philippines has played a major role in the strong and enduring relationship between our naval forces," said Rear Adm. Tom Carney, commander, Task Force 73 and commander, Naval Forces CARAT. "This year's exercise builds on that longstanding foundation, and offers many opportunities to conduct joint and combined training with the Philippine navy, Coast Guard and Marine Corps."

CARAT is a series of bilateral naval exercises between the US Navy and the armed forces of Bangladesh, Brunei, Cambodia, Indonesia, Malaysia, the Philippines, Singapore, Thailand and Timor-Leste. CARAT Philippines began in 1995, and has since occurred in several locations throughout the Philippines, including Cebu (2009), Subic Bay (2010), Puerto Princesa (2011) and most recently General Santos City in Mindanao (2012). Training events in each CARAT phase are tailored based on available assets and mutual training goals across a broad range of naval capabilities. CARAT Philippines 2013 will focus on maritime security operations,

maritime domain awareness and information sharing. The exercise will also feature extensive training in diving and salvage operations, jungle warfare and marksmanship, tactical combat casualty care, civil affairs, riverine and boarding team scenarios, sporting events, community service projects and public band concerts. More than 600 US Sailors and Marines are participating in CARAT Philippines 2013.

Participating ships include the guided missile destroyer USS Fitzgerald (DDG 62) with embarked Commander, Task Group 73.1/ Destroyer Squadron (DESRON) 7 staff, and the diving and salvage ships, USNS Safeguard (T-ARS 50) and USNS Salvor (T-ARS 52). A company of Marines from with India Company, 3rd Battalion, 3rd Marine Regiment will participate in shore-based events. Also participating in CARAT Philippines are medical, civil affairs and visit, board, search and seizure evaluators from Maritime Civil Affairs and Security Training Command, divers from Mobile Diving and Salvage Unit 1, P-3C Orion aircraft, and the US 7th Fleet Band, Orient Express.

Source: [MENA FN](#), 27 June

UN Chief Lauds Africa, West's Anti-Piracy Strategy



Secretary-General Ban-Ki-moon has welcomed the adoption by a summit of African leaders of a regional strategy against piracy and other illegal maritime activities in West and Central Africa. “The Secretary-General welcomes the successful conclusion of the Summit of the Gulf of Guinea Heads of State and Government on maritime safety and security, which took place in Yaoundé, Cameroon,” said a statement issued by the secretary-general's spokesperson. The

two-day meeting included Member States of the region, the Economic Community of Central African States (ECCAS), the Economic Community of West African States (ECOWAS), and the Gulf of Guinea Commission (GGC).

Ban commended all the participants for their high level of engagement and collective efforts to address and prevent piracy, “which remains a serious threat to the security and economic activities of the affected countries.” He also welcomed the adoption of the “Code of Conduct concerning the Prevention and Repression of Piracy, Armed Robbery against Ships, and Illegal Maritime Activities in West and Central Africa,” which defines the regional strategy and paves the way for a legally binding instrument. “He encourages all Member States of the region to sign and implement it, and calls on bilateral, regional and international partners to provide the necessary resources,” the statement said, adding that the United Nations stands ready to continue to support this process, including through the work of the Secretary-General's Special Representatives for Central and West Africa.

In a statement delivered to the opening meeting of the “milestone” summit, Ban recalled that less than two years ago, the Security Council issued its first-ever resolution on this issue, calling on countries of the Gulf of Guinea to develop a comprehensive response to piracy and armed robbery at sea. “You have met this challenge head on,” he said, stressing the international community's collective

responsibility to keep the situation from escalating. “We must strengthen our efforts and cooperate even more closely.”

Source: [The Nation](#), 28 June

Tanggamus Builds SE Asia’s Largest Maritime Zone

The Tanggamus regency administration in Lampung has commenced building the first phase of the Maritime Industrial Zone (KIM) project at the Batubalai Port in Rimau district. The Tanggamus KIM area is projected to become the biggest maritime industrial area in Southeast Asia. Tanggamus Development Planning Board (Bappeda) head Herman Hermawan said the first phase of the project commenced and was projected to be complete in two years. The Tanggamus KIM project is carried out by PT Repindo Jagad Raya and PT PAL Surabaya. “Tanggamus KIM is Indonesia’s fourth shipbuilding site after Surabaya, Cilegon and Batam. The integrated KIM will be built in stages, with the first stage covering 263 hectares,” Herman said.

“A 333-hectare area has been prepared at Batubalai Port. The project will cover a total area of over 1,000 hectares owned by state oil and gas company PT Pertamina.” According to Herman, the ecology and technology-based Tanggamus KIM is part of a project in support of the Master plan for the Acceleration and Expansion of Indonesian Economic Development (MP3EI) in Tanggamus. Tanggamus was picked as the location for the project given the geographical condition of Semaka Bay which has deep sea and is protected from the high waves. The location, which spans some 3,500 hectares, is also located close to the Indian Ocean and Sunda Strait. Herman said the project was funded by the state budget with Rp 9 billion (US\$908,000) is disbursed this year and Rp 21 billion in 2014.

“The Tanggamus regency administration provided the land and supporting infrastructures, such as roads and power, line” he said. The project started with the construction of a dock measuring 12 meters wide and 100 meters long. The dock will have a 26-meter causeway. The dock will serve ships with a capacity of between 1,500 and 3,000 dead weight tons (DWTs) which are supplying materials to the project. The KIM area will later become a ship docking centre equipped with a crude oil terminal or oil bunkering, international port, ship recycling yard, shore base, warehouses and other port facilities.

Source: [The Jakarta Post](#), 28 June

India Inducts New Power-Packed Stealth Frigate INS Trikand



In tune with its operational drive to turn "stealthy" because surprise and deception are crucial in modern-day warfare, the Navy inducted its latest guided-missile stealth frigate INS Trikand. INS Trikand is the last of the six stealth frigates ordered from Russia. The Navy had earlier inducted three 4,000-tonne Talwar-class stealth frigates (Talwar, Trishul and

Tabar) from Russia in 2003-2004. Then, impressed by the punch the frigates packed, India ordered another three (Teg, Tarkash and Trikand) under a \$1.15 billion contract inked in 2006. Navy's Vice Chief Vice admiral R K Dhowan commissioned INS Trikand at a ceremony at Kaliningrad in Russia, which was also, attended by the Indian ambassador Ajai Malhotra and other top Indian and Russian officials.

"Her sister ships INS Teg and INS Tarkash were commissioned last year and are now undertaking operations as part of the Western Fleet," said an officer. INS Trikand carries a state-of-the-art combat suite, which includes the supersonic 290-km BrahMos missile system, Shtil advanced surface-to-air missiles, an upgraded A-190 medium range gun, an electro-optical 30-mm close-in weapon system, anti-submarine weapons such as torpedoes and rockets and an advanced electronic warfare system. "The weapons and sensors are integrated through a combat management system 'Trebovanie-M', which enables the ship to simultaneously neutralise multiple surface, sub-surface and air threats," said the officer.

The ship also incorporates "innovative" features to reduce its radar, magnetic and acoustic "signatures" to ensure it is relatively difficult to detect by enemy radars. Powered by four gas turbines, the frigate is capable of speeds in excess of 30 knots. "The ship, commanded by Captain Ajay Kochhar with a crew of 300 officers and sailors, can also carry an integrated Kamov-31 helicopter suited for airborne early warning roles," he said. India, of course, is also building its own stealth frigates. Three Shivalik-class frigates, built at Mazagon Docks (MDL), have already been inducted by the Navy. Then, there is an over Rs 50,000 crore plan on the anvil to construct seven advanced stealth frigates, with all weapon and missile systems under the hull for a lower radar "signature", in a programme called Project-17A. The project will be shared between MDL at Mumbai and Garden Reach Shipbuilders and Engineers (GRSE) at Kolkata.

Source: [The Times of India](#), 29 June

Japan, ASEAN Agree to Discuss Maritime Security at Dec. Summit

The agenda of the December summit meeting in Japan with the leaders of Association of Southeast Asian Nations members will likely include beefing up maritime security amid China's increased assertiveness over the South China Sea, Japan's foreign ministry said. The foreign ministers of Japan and the 10 member nations of ASEAN agreed at a meeting in Bandar Seri Begawan to begin making preparations for the leaders' summit at the year-end. The ministers were in the Brunei capital for an ASEAN security meeting to which the foreign ministers of Japan, China and South Korea were also invited. Japanese Foreign Minister Fumio Kishida said abiding by international rules and ensuring the rule of law are important in the South China Sea, as Japan and the ASEAN countries discussed a wide range of issues concerning the region.

The topics included maritime security in the Asia Pacific region, North Korea's nuclear and missile programs, and bolstering economic cooperation, according to the Japanese Foreign Ministry. On the long-standing issue of Japanese abducted by North Korea, Kishida stressed Tokyo's determination to resolve the issue and called for international support, a Japanese government official said. In turn, Kishida

expressed support for ASEAN's ambition to achieve political, economic and social integration in creating the ASEAN Community by 2015. The ministers also agreed to deepen cooperation in the fields of disaster prevention, space technologies and medical services -- key areas where Japan has strengths. This year marks the 40th year of friendship between Japan and ASEAN.

Source: [Global Post](#), 30 June

Chinese Ship Allowed to Depart After Paying P1.4 M in Fines



After paying nearly P1.4 million in fines, the Chinese ship M/V Ming Yuan is expected to depart soon after being given clearance by three government agencies. PHILHUA Shipping Inc., the local shipping agent of the Hong Kong-registered vessel, paid P1, 396,240 in fines imposed by the Bureau of Immigration (BI), Bureau of Quarantine (BQ) and Bureau of Customs (BOC) on the ship and its 24 Chinese crewmembers for illegal anchorage off Malapascua Island since May

19. The ship's agent paid the penalty since it wanted the vessel to depart from the Philippine territory. The fines paid to the BI under Alien Control Officer Casimiro Madarang III totalled P1, 266,240.

Each crewmember was made to pay an administrative fine of P50,000 or a total of P1.2 million, another P2,000 for waiver of exclusion ground fee or P48,000, P10 legal research fee or P240, and P500 express lane fee or P12,000. The ship received an administrative fine of P5, 000 and an express lane fee of P1, 000. Immigration officer Rey Cuizon said that they received the faxed copy of the receipts as proof of payment by PHILHUA and that he was instructed by Madarang to clear M/V Ming Yuan. "The agent from PHILHUA will be here to ask for clearance. We will be basing the clearance on our initial boarding inspection conducted two weeks ago. I will ask for other documents as the penalty has already been Okayed. I also have the crew list and I was instructed to give them clearance," Cuizon said. "I already examined the crew and they are all healthy and no one has any communicable diseases, so we issued the clearance," said Emmanuel Labella, director of Quarantine Cebu Station.

Source: [Phil Star](#), 30 June



SHIPPING



Berthing Facilities for Indian Naval Ships

Naval vessels will be provided berthing facilities at the proposed Vizhinjam port. The decision in this regard was taken at a high-level meeting chaired by the Union Defence Minister AK Antony at the Southern Naval Command. It has also been decided that the cost of setting up the facility will be jointly borne by the state

government and the Indian Navy, sources said. The Navy had requested 500 meters of berthing space for its ships at Vizhinjam. The government had already clarified that there was no issue if the Navy shared the cost of establishing the facilities. The government also informed the Naval authorities that it would cost approximately `500 crore for establishing the berthing facilities at the port. The government had also placed an estimate of `498 crore before the Navy and the Defence Ministry. Understanding the importance of having a base at a strategic location like Vizhinjam which is located just ten nautical miles from the international shipping routes, both the Indian Navy and the Coast Guard have evinced interest in setting up base at the port. The Navy sought 500 meters of berthing space and 25 acres of land while the Coast Guard is looking for 150 meters of quay space at the port.

Source: [The New Indian Express](#), 16 June

Entrepreneur Group Working to Promote Coastal Shipping

A group of entrepreneurs from the region have decided to take steps to promote coastal shipping and inland waterways for its all-round development. The group under the aegis of Gravity 2.0 – a regional economic development forum – has involved academics, practitioners and potential investors for a half-day investment summit. Director of Indian Maritime University, Visakhapatnam campus, SC Mishra, delivered the keynote address on the subject and a number of senior officials from Visakhapatnam Port Trust, Visakha Container Terminal Private Limited and other organisations and investors keen on coastal shipping are expected to participate. Eco-friendly coastal shipping not only reduces transportation costs but also would create new opportunities in wealth generation and employment. It would also help revive the interest of the people of the region in a rich tradition, according to Gopi Bulusu, the founder-member of Gravity 2.0. The proposal would stimulate economic development of the Visakhapatnam-Rajahmundry-Vijayawada region by developing a new industrial eco system, he said. And, added that the Union Government was also attaching a lot of importance to coastal shipping and inland waterways, neglected for long, to cut down on logistics costs.

Source: [The Hindu](#), 16 June

Piracy Surge Endangering Shipping



Pirate attacks off West Africa's mineral-rich Gulf of Guinea have almost doubled from last year and threaten to increase the costs and jeopardise the shipping of commodities from the region. The Gulf of Guinea, which includes Nigeria, Ghana and Ivory Coast, is a major source of oil and cocoa and increasingly metals for world markets, although international navies are not actively engaged in counter-piracy missions in the region. Unlike waters off Somalia and the Horn of Africa, where ships can transit past at high speed with armed guards on board, many vessels have to anchor off West African coastal nations, with little protection, making them a soft target

for criminals. A study published showed piracy in the Gulf of Guinea cost the world economy between \$740m and \$950m last year and that figure is expected to grow in 2013.

Kaija Hurlburt of advocacy group Oceans beyond Piracy (OBP), which co-authored the report, said the type of vessels attacked had become more diverse. "The impact on the commercial trade sector is a problem," she said. A separate study by OBP earlier this year estimated the cost of Somali piracy fell 12.5% in 2012 to \$5.7bn-\$6.1bn, helped by vigorous navy action, the deployment of private armed security guards and defensive measures on ships. In contrast, the World Bank in April estimated Somali piracy may still cost the world economy about \$18bn a year. Data from watchdog the International Maritime Bureau, another of the latest study's authors, showed attacks in the Gulf of Guinea for the year to date reached 67 incidents, versus 34 in the same period last year. These included five attacks off Togo, versus five in the same period last year. Apart from the fear of increasingly violent attacks in the Gulf of Guinea, the study said seafarers were concerned that authorities in the region could not be relied upon. "We had a 'port inspection' and they took eight tins of paint, two coils of rope, and several bottles of whiskey," one seafarer said in the report. "If the 'authorities' do this, who do we rely on for help?"

Higher insurance costs

The Joint War Committee, which groups syndicate members from the Lloyd's Market Association (LMA) as well as representatives from London's insurance company market, added Togo to its list of high risk areas for merchant shipping, which already includes Nigeria and Benin. "We were recognising the trend of increased risk to the assets the market insures," LMA senior executive Neil Roberts told Reuters. "All the reports indicate the situation will continue for a while. We need to be alive to that as insurers." The study, which was also put together by industry alliance the Maritime Piracy Humanitarian Response Programme, estimated the total insurance cost for the Gulf of Guinea last year was between \$423m to \$437m. "We expect, especially with the expansion of the high risk zone by the Joint War Committee, that is going to lead to a higher cost of insurance," said OBP's Hurlburt.

"We have already seen a greater number of kidnappings for ransoms," she said. "There might be a higher cost for private security as we move forward." Analysts say while Somali gangs have focused on capturing vessels to extract ransom money, criminality in West Africa, including oil theft, poses more complex problems.

Source: [News 24](#), 18 June

Shipping Ministry to Finalise New Tariff Guidelines for Ports Soon



The government will soon finalise the new tariff guidelines for major ports in the country, which would provide autonomy to the operators to fix market-linked tariffs. "Shipping Ministry has decided to come up with new tariff guidelines in response to many feedbacks which we received from

the stakeholders, the new guidelines will provide level playing field across the port sector by allowing the port terminals to fix market-linked tariffs,” Shipping Minister GK Vasan told reporters here. “We have taken the views of all the stakeholders and we are in the process of finalising the new guidelines and very soon we will announce them,” Vasan added. The ministry had earlier proposed rejigging the Tariff Authority for Major Ports (TAMP).

TAMP was constituted in April, 1997, to provide for an independent authority — the Port Regulatory Authority — to regulate all tariffs, both vessel-related and cargo-related, and rates for the lease of properties in respect of major port trusts and the private operators located therein. There are 12 major ports in the country — Mumbai, Jawaharlal Nehru Port Trust, Kolkata (with Haldia), Chennai, Visakhapatnam, Cochin, Paradip, New Mangalore, Marmagao, Ennore, Tuticorin and Kandla. Shipping Ministry will award 30 port projects during the current financial year, which are likely to come up at an investment of Rs 25,000 crore. “These projects will bring in an additional capacity of 288 million tonnes per annum at an estimated investment of Rs 24,633 crore,” Vasan said.

The government last year (2012-13) awarded 32 projects which will add a capacity of about 137 million tonnes per annum at an estimated investment of Rs 6,765 crore. Meanwhile, Jawaharlal Nehru Port Trust signed an agreement with Dubai-based DP World for development of a container terminal in Navi Mumbai. The project would be executed on DBFOT (Design, Build, Finance, Operate and Transfer) basis. The concession document was exchanged between Shipping Minister G K Vasan and Sultan Ahmed Bin Sulayem, Chairman of DP World. JNPT currently handles 44 per cent of the country’s container cargo.

Source: [The Hindu](#), 19 June

Shipping Firms Brace for Suez Disruption as Egypt Turmoil Mounts

Growing turmoil in Egypt is threatening to disrupt shipments through the Suez Canal and increase the costs for shipping lines as Cairo's cash-strapped government seeks ways of bringing in revenue. Egypt's economy has been in crisis since the 2011 overthrow of Hosni Mubarak. The government of Islamist President Mohamed Mursi is grappling with a slump in tourism and falling foreign currency reserves as it seeks to obtain a loan from the International Monetary Fund. "The government will try to generate some income in the short term through various creative surcharges - including, most likely, on transit fees through the Suez Canal. These measures will be counterproductive over the intermediate and long term," said J. Peter Pham of US think-tank the Atlantic Council.

Rising costs will also hurt the shipping industry - now in the fifth year of one of the worst slumps on record - which relies on the 192-km (120-mile) waterway as the quickest route between Asia and Europe. In May the Suez Canal Authority (SCA) raised tolls on the canal by 2 to 5 per cent, following an increase of 3 per cent in March 2012. A spokesman for the authority said talk of another rate hike this year "will not happen". He added, "The system to announce tolls happens in the beginning of the year, so maybe in January there will be a decision to raise, stabilise, or lower prices according to the global economy and other considerations." Tolls

brought in around \$5 billion annually in recent years, but revenues are falling due to reduced trade between Asia and Europe and a shift to bigger ships to save costs, resulting in less traffic. "The rate hike earlier this year is simply not going to make up for overall revenue losses," said Michael Frodl of US-based consultancy C-Level Maritime Risks.

"We think another rate rise is likely before the end of the year and could be applied almost immediately." A standard container ship bringing consumer goods pays tolls of around \$1.2 million for a return trip through the canal, or around a quarter of the overall costs of a voyage between Asia and Europe, according to analysts' estimates. Shipping industry sources say Cairo may turn to other charges to raise revenues. A maritime security source active in Egypt said indirect surcharges were likely to be introduced, such as stepping up ship inspections for seaworthiness and checks on ships' security teams and weapons carried on board. The Suez Canal Authority has said it may offer discounts or rebates to increase traffic through the canal. The security source said, however, "It is unlikely they will be able to act on it given the growing political and bureaucratic chaos internally."

PROTESTS AHEAD

Cities around Suez have already been flashpoints for violence this year, causing minor stoppages through the canal. Shipping sources say some vessels calling at Port Said also have experienced robberies in recent months. Mursi faces nationwide protests, the first anniversary of his inauguration, with opponents urging him to step down. Days of brawling between his supporters and the opposition have already left several people dead. Egypt's military has said it will reinforce security around the canal ahead of demonstrations. "The Suez Canal is a main lifeline for us," army spokesman Colonel Ahmed Ali said. "Protecting it is a responsibility for us toward the Egyptian people and toward the world." Klaus Holm Laursen of the Suez Canal Container Terminal said it planned to minimise any potential impact on customers.

Several shipping sources have said that if unrest escalates they may consider re-routing around the Cape of Good Hope. "The smaller hassles and minor disruptions may also create unhappy customers, and if (they are) not handled by the Suez Canal Authority, some owners may opt for avoidance of the canal," Peter Sand, chief shipping analyst with trade association BIMCO, said. "We can hope that the opponents of President Mursi understand the long-term economic implications of disrupting Suez Canal traffic. However, sometimes the logic of an uprising is not entirely fact-driven."

Source: [Reuters](#), 27 June

Gujarat Plans Maritime Cluster, Two Port Cities



Gujarat government plans to develop a maritime cluster and two port cities, according to two officials familiar with the development. Gujarat Maritime Board (GMB), the regulator for all non-major ports and shipping activities in the state, will develop a maritime cluster on the lines of

such centres in Singapore and Dubai, said AK Rakesh, vice-chairman and chief executive. Non-major ports are those not controlled by the Union government. GMB will also develop a port city at Mundra in Kutch district while Gujarat Industrial Development Corporation (GIDC), a state-run body for attracting industrial investments, will build a second one at Pipavav. A GIDC official confirmed the development but declined to be named.

Ports regulated by GMB handle at least 25% of the total cargo managed by the country's various ports. In 2011-12, GMB-regulated ports handled 259 million tonnes (mt) of cargo, or about 28% of the total 930 mt of port cargo handled in the country. In 2012-13, Gujarat's non-major ports handled 288 mt of cargo. The overall traffic at all Indian ports for the year were not immediately available. "Gujarat already has the infrastructure in place. The need of the hour is development of soft infrastructure such as maritime education, maritime finance companies, chartering, just to name a few," said Rakesh. "We have noticed that trading houses that are based in Gujarat go to places like Dubai or Mumbai for their chartering needs." So far, private developers and GMB have invested about Rs.30, 000 crore in developing infrastructure at Gujarat ports and will sink in an additional Rs.15, 000 crore over the next two years, said another GMB official, requesting anonymity.

The maritime cluster approach, an important component of government policy in the US, the UK, Singapore and Australia, among other nations, is new to India, according to Rakesh. Such a cluster incorporates interconnected companies, suppliers, service providers and firms in related industries.

The area required for setting up the cluster and the investments required for the project have not been finalized, he said. GMB is in the process of initiating feasibility studies for the maritime cluster, expected to be developed close to state capital Gandhinagar and Ahmedabad, the principal city of Gujarat, said another government official, also declining to be named. The state government's plan to develop port cities at Mundra and Pipavav is on the lines of similar infrastructure in Singapore and Rotterdam in the Netherlands, said Rakesh.

The port city planned in Mundra will be spread over 250-500 sq. km, and the one at Pipavav will be smaller at 100-150 sq. km. Mundra port, the country's second largest by cargo traffic, is run by Ahmedabad-based Adani Group. It is close to a special economic zone also developed by Adani Group. Pipavav houses a port operated by APM Terminals Ltd and a shipyard project run by Pipavav Defence and Offshore Engineering Co. Ltd, a company promoted by SKIL Infrastructure Ltd.

"While there has been unplanned development around ports like Haldia and JNPT (Jawaharlal Nehru Port Trust), it could be for the first time that cities are planned around existing ports in India," said Suren Vakil, managing director of BMT Consultants (India) Pvt. Ltd, the Indian arm of the UK-based maritime consulting firm. "Both Mundra and Pipavav are thriving ports and more people will start living here with planned development." "We expect that the cities now being developed in phases would emerge as independent economic hubs when completely developed," said Rakesh.

Source: [Mint](#), 27 June



Shipping line to pay less than P1M for coral damage

A shipping firm has agreed to pay P917, 000 to the Maripipi municipal government in compensation for damage wrought on its coral reefs by one of the shipping line's vessels. Of the amount, P500, 000 would be used to rehabilitate the damaged coral reefs, said Ritchie Peñaflor, Maripipi's operations chief. June Racuela, representing Wisdom Marine Lines, and Maripipi Mayor Uldarico Marocol met at the provincial prosecutor's office in Naval, Biliran to agree on the compensation package. Peñaflor said a check will be issued by the shipping firm at the latest. The MV Unicorn Logger, the vessel that ran aground on the town's coral reef, and its 18 Vietnamese crewmen, cannot leave Naval, near where the vessel is docked, until Maripipi receives payment. The MV Unicorn Logger was towed by the Philippine Coast Guard on June 15 out of the coral reef area. All its crewmen chose to stay inside the vessel.

Last June 13, the MV Unicorn Logger, which is loaded with 1,607 pieces of lumber, ran aground on Sambawan Islet around 7:10 p.m., causing damage to a coral reef area measuring 270 square meters. The site is 50 to 60 meters from the Sambawan Beach Resort and Diving Camp, which is owned by the local government unit of Maripipi. The MV Unicorn Logger left from Sandakan, Malaysia last June 11 and was bound for Japan. The Sambawan Islet is one of Maripipi's tourist spots which the local government has been promoting as a diving site, Peñaflor said. The area where the vessel hit the coral reefs is just one of three diving sites in Sambawan Islet, which has an area of 2.89 hectares.

In a recent interview, Navy spokesperson Col. Edgard Arevalo said foreign vessels run aground in Philippine coral reefs, particularly the Tubbataha Reefs National Park, because they are able to enter Philippine territory undetected. "There are two contemporary and complementing realities. Number one is that our borders are porous and our coastlines are vast. Second is the limitation of our equipment and the number of vessels that we have," said Arevalo. "Those are the contemporary realities that we have to contend with but we are always maintaining that even with what we have, we are still doing what we can do," Arevalo said. Arevalo said the Navy only has a number of ships and aircraft available that can patrol the Philippines' territorial waters.

Source: [Inquirer](#), 19 June

Haze Doesn't Deter Malacca Strait Shipping Traffic



Street traffic in Southeast Asian cities is thinning out and air traffic controllers are taking extra measures to ensure planes are well-spaced to account for the thick haze that has blanketed parts of the region, reaching hazardous levels over the past couple of days, but sea traffic in one of the world's busiest waterways is proceeding without serious interruptions, at least so far. The

805-kilometer Strait of Malacca, a channel that separates Indonesia's Sumatra Island and the Malay Peninsula, is the shortest sea route between the Persian Gulf and Asian markets. Over 70,000 vessels a year ply the channel, carrying a third of global trade and almost half of world's oil shipments.

Although authorities and industry officials worry that poor visibility raises the likelihood of accidents when the haze thickens—an annual event in the area, mostly fed by smoke from fires that are deliberately set to clear land for oil-palm plantations—they aren't moving to enforce any systematic changes in how the traffic flows through the strait. "We have had no diversion of vessels due to the haze situation," said Peter Corfitsen, the Singapore-based Head of Asia Pacific Liner Operations Cluster, Maersk Line. "We have encountered some occasional, short stoppages at terminals due to limited visibility for the quay crane operators, which have extended some of our vessel port stays, but it has not been significant." That isn't to say there aren't any precautions that can be taken.

A drop in visibility below two nautical miles, around 3.7 kilometres, automatically triggers hazard warnings by port authorities. These include among others, tracking all inbound vessels and issuing specific navigational advisory to ships in the vicinity of a port and even a complete ban on small vessels in the area, said K. Subramaniam, assistant general manager at Malaysia's Port Klang. Although visibility sometimes dips to one nautical mile in the area during the June-September period when annual monsoon winds carry the smoke from fires on Sumatra to Singapore and Malaysia, that level hasn't been reached yet at Port Klang. Mr. Subramaniam said visibility is currently six miles, classified as "clear." Visibility at Singapore's port is, well, unclear. A PSA Singapore Terminals spokesman told The Wall Street Journal that he didn't immediately have any information on any warnings. The PSA said it was "monitoring the situation closely," and was taking precautions with respect to workers' health.

"Although the sailors are trained to navigate through low visibility, the density of traffic raises the danger of contact in the narrow channel," said Daniel Tan, executive director at Singapore Shipping Association, a grouping of shipping companies in the city-state. At Phillips Channel, close to Singapore, the Strait of Malacca narrows to just 2.8 kilometres. Accidents due to haze have been rare, as most vessels are equipped with sophisticated satellite-guided navigational devices. In 2005, a container ship ran aground due to poor visibility when Malaysia declared a state of emergency in coastal areas of Port Klang and Kuala Selangor. In July 2009, shipping was halted near Indonesia's Port of Damai, where visibility fell to less than 0.2 nautical miles.

Source: [The Wall Street Journal](#), 21 June

Uttarakhand: Navy Deploys Marine Commandos, Deep-Sea Divers

Indian Navy has deployed a crack team of marine commandos and deep-sea divers to assist rescue and relief operations in Uttarakhand. According to Navy officers, two teams of Marcos (marine commandos) including two officers and a dozen sailors have been stationed at Rudraprayag. These commandos are trained to carry out dangerous missions in all terrain and could come in handy for extremely difficult

rescue operations in the mountains. Another dozen Navy personnel, all of them trained deep-sea divers and led by an officer, are on standby in Rishikesh. These divers can go over 100 feet deep into the waters. The team is also equipped with inflatable boats and diving equipment. "They will be used for operations in the river, including fishing out bodies," an officer said.

The naval headquarters has placed the teams at the disposal of the civil authorities, officers said. "The (Navy) teams have not yet undertaken any operations," the official said. The Navy joins the Army and IAF efforts, alongside the paramilitary forces, in one of the largest rescue and relief operations ever undertaken by Indian security forces. For the military, in terms of helicopters, aircraft and manpower involvement, this is the biggest rescue and relief operations in history. But for the Navy, nothing would match its operations after the Indian Ocean tsunami of 2004. Besides the naval commandos and divers, Army has also deployed specialists for operations in the dangerous mountains. Army's paratroopers and teams from Nehru Mountaineering Institute are also in the region.

Source: [The Times of India](#), 25 June

Ship Owners Will Have to Count Co2 Emissions under EU Plan

Owners of large ships using EU ports will have to measure and report annual carbon dioxide (CO₂) emissions from January 2018 under proposals the European Commission published. The plans stop short of including shipping emissions in the EU carbon market, but the Commission says they can still have an impact and are part of its work towards global emissions agreements. "The EU monitoring system will bring environmental and economic gains for the shipping sector by increasing transparency about emissions and creating an incentive for ship-owners to cut them," Connie Hedegaard, EU Commissioner for Climate Action, said in a statement.

The proposals are subject to months of debate and will need approval from EU member states and the European Parliament before they can become law. They would create an EU-wide legal framework for collecting and publishing verified annual data on CO₂ emissions from all large ships (defined as more than 5,000 gross tons) that use EU ports, irrespective of where the ships are registered. Owners - such as Denmark's A.P. Moller-Maersk A/S, the group behind the world's biggest container shipping operator - will also be required to provide other information, such as data to determine the ships' energy efficiency. The Commission said the EU-wide monitoring system should cut CO₂ emissions from the journeys covered by up to 2 per cent and could also help to reduce costs to owners.

Debate on how to handle shipping emissions, which the Commission estimates accounts 3 per cent of global greenhouse gas emissions and 4 per cent of EU greenhouse gas emissions, has rumbled on for years with little progress. Without action, shipping emissions are expected to more than double by 2050 as transport demand increases. Preliminary discussions between EU member states and the shipping industry addressed the option of including emissions in the European Union's Emissions Trading Scheme. But there is little chance of that happening in the short term, given the international outcry and threats of a trade war that followed

an earlier decision to expand the carbon trading scheme to include all flights to and from EU airports.

As a result, the European Union agreed to freeze the charge on intercontinental flights for a year to give the UN International Civil Aviation Organization (ICAO) a chance to come up with an alternative. Talks are already under way at the International Maritime Organisation on a global deal for shipping emissions. The European Commission says its measures on both shipping and airlines are only being introduced pending a worldwide agreement and the EU shipping rules would be modified if necessary to conform to any global standards, if agreed.

Source: [Reuters](#), 28 June