

MAKING WAVES

The Monthly e-News Brief of the National Maritime Foundation

Volume 7, Number 01

January 2012

Inside this brief.....



MARITIME EDITORIALS



- IRAN'S BRINKMANSHIP
- BATTLE FOR INFLUENCE IN ASIA



MARITIME SECURITY



- INDIA ADVOCATES COMPREHENSIVE STRATEGY TO COUNTER PIRACY
- RUSSIA HANDS OVER NUCLEAR-POWERED ATTACK SUBMARINE TO INDIA
- 31 INDIAN FISHERMEN HELD; 14 BOATS SEIZED
- ENSURE ADEQUATE INDIAN CONTROL OVER MARITIME ACTIVITY: PM MANMOHAN SINGH
- INDIAN NAVY INDUCTS SECOND SAIL TRAINING SHIP INS SUDARSHINI



MARITIME COOPERATION



- US-INDO DEFENCE TIES NOT BASED ON ARMS SALES: PENTAGON
- INDIA, EU JOIN HANDS FOR ANTI-PIRACY MILITARY OPERATIONS
- INDIA, JAPAN COAST GUARD MEETING AND COMBINED EXERCISES CONCLUDE
- 14 COUNTRIES TO JOIN INDIA IN NAVAL EXERCISE, MILAN



SHIPPING



- INDIA'S MINISTRY OF SHIPPING STRESSES IMPORTANCE OF PORT-LEVEL CSR
- INDIAN PORTS CAPACITY RISES TO 1160 MILLION METRIC TONNES

Editorial Team:

Cdr. Abhijit Singh
Mr. Jithin S George

Address:

National Maritime Foundation
Varuna Complex, NH-8, New Delhi-110010, India
Email: maritimeindia@gmail.com
Visit us at: maritimeindia.org

Acknowledgment: 'Making Waves' is a compilation of maritime news published in various national and international newspapers, journals, and websites. NMF expresses its gratitude to all sources of information. These articles, taken from source directly with minor editorial change, are for research and study only and not for commercial purposes.



IRAN'S BRINKMANSHIP

No one should doubt the potential seriousness of Iran's increased military defiance in the face of growing international pressure over its nuclear program.

The completion of the Velayat-90 war games near the Strait of Hormuz in no way brings any relaxation of the tension in the region. Quite the contrary.

We have seen the testing of two missile systems, the threat to block the passage of shipping through the Strait of Hormuz and the warning from an Iranian general that US aircraft carriers should not re-enter the Gulf.

The Iranian government is in financial and political trouble. The economy is collapsing and dissent, both within the leadership and among ordinary Iranians, is growing. Faced with this, the regime is ratcheting up tension militarily so that it can exploit the one clear option that it has left, nationalism. Whatever the populace may think about their government, there can be little doubt that most Iranians would rally around the flag if their country were attacked or seemed to be in imminent danger of attack.

Hence the studious provocation of the outside world as new sanctions promise to make the country's economic mess even worse. There is, of course, also a subtext here. Quite apart from trying to rally waning domestic support by claiming the country is in danger, the government of President Mahmoud Ahmadinejad appears determined on the creation of a crescent of Iranian hegemony from Lebanon to the Arabian Gulf. There is a growing conviction on this side of the Gulf that, in pursuit of this ambition, the Iranians have interfered throughout the region, most obviously in Iraq and Bahrain, and have tried to interfere in Yemen and even in the Eastern Province.

Nor can we forget that Iran continues to illegally hold on to the UAE's Tunb islands and Abu Musa which it seized in 1971, or that from time to time it makes outrageous claims on Bahrain. From their latest actions and pronouncements, the Iranians clearly regard the entire Gulf as their private back yard.

Any attempt to close the Straits of Hormuz would be provocative in the extreme. However, it must be asked if this is anything but a bluff. To close the channel would block its own oil exports as well as those of the other countries around the Gulf. Nor should one crucial fact

be forgotten: The bulk of oil exports from Gulf ports goes to Asia, with one of the most important customers for most Gulf oil states being China.

Beijing, along with South Korea and Japan, are key buyers of Iranian oil. If new US sanctions on the Iranian central bank force the latter two countries to stop purchases, China would probably become Teheran's main source of foreign currency earnings. That might suit the Chinese, because there would be more Iranian oil for them to buy. However, it would be a very different matter if its entire oil supply from the Gulf were blocked by the Iranian Navy.

In these circumstances, it is hard to see that Beijing can sit back and watch this perilous situation in the Gulf develop. Along with Russia, China has until now been ambivalent about the nature of the Iranian nuclear program and its saber rattling throughout the region. Russia sponsored and supported the development of atomic power in Iran for civilian purposes. Yet it is either unable or unwilling to use the leverage it has thus acquired to urge caution on Teheran. Besides, greater Gulf tension drives oil prices higher, which is more money in Moscow's pocket.

It is a very different matter for the Chinese. Iranian antics already mean they must pay more for its oil. Now Iran's behaviour also clearly jeopardizes their entire supply from the Gulf. Beijing has been working hard to develop its commercial relations in the Middle East, not least in the Kingdom. There are major business opportunities for Chinese companies. If Teheran is allowed to continue its dangerous brinkmanship and bring about conflict, the consequences could be far-reaching. Therefore it is in the interests of China to take a lead role here, in defusing the regional tension. It probably has the most influence of any country on Teheran. It also stands to benefit handsomely in terms of regional gratitude, if it can check Iran's dangerous ambitions.

Meanwhile, if Iran genuinely wants stability and security in the region, it should press the reset button, simply by permitting a full inspection of its nuclear program. If the International Atomic Energy Agency were given unfettered access to Iranian nuclear facilities, it could validate Teheran's constant claim that its work on atomic power is for purely peaceful purposes.

Unfortunately Teheran so far refuses, either because its nuclear plans are indeed anything but civil, or possibly because such a move might appear as weakness, a caving in to the hated US.

Thus, with every further sabre rattle from both Washington and Teheran, this most obvious course seems ever more unlikely.

Source: [Arab News](#), 6 January

BATTLE FOR INFLUENCE IN ASIA

Where there is sugar, there are ants,” is perhaps the appropriate phrase to visualize the ongoing and increasing struggle among the major powers over influence in Asia – the continent with the world’s fastest growth and abundant natural resources. Along with these colliding interests, comes the race to exercise control and to tap the continent’s resources and huge potential.

The struggle among nations, particularly superpowers like the United States and the rapidly emerging power China, to gain control and influence over the world’s largest and most populous continent has unavoidably triggered an arms race and heightened tension — marked by an increasing military presence — in the region. The heavy military presence of those powerhouses, coupled with the need to secure strategic sea routes in the region, have made the continent’s surrounding seas seem a bit more crowded lately.

Media reports and analysis by military experts have specifically highlighted the increasing presence of submarines in Asian waters. Submarines are difficult to locate and harder to destroy. Along with the continuously improving and increasing use of stealth technology, submarines are the perfect defensive and offensive weapons for Asian countries, where maritime security is vital.

Today is, furthermore, an era when America’s submarine dominance in the region, particularly in the Pacific, is facing its biggest challenge since the Cold War. Nearly every maritime Asian country is fortifying its submarine fleet amid territorial disputes stirred up by an increasingly assertive China, the US’ interest in retaining control of the region and the lure of Asia’s bountiful natural resources.

It has been reported that China is pouring money into enlarging and modernizing its already giant fleet, and India is planning to procure a nuclear-powered attack submarine — the INS Chakra — on a 10-year lease from Russia. Australia is debating a submarine upgrade that could cost more than US\$36 billion, while Japan is adding another eight to its 16-boat fleet.

Other Asian countries such as Indonesia, Malaysia, Pakistan, the Philippines, Vietnam, Thailand, Singapore, Taiwan and even Bangladesh either now have or are planning to

acquire submarines. These are quite apart from North Korea, which has a large fleet of mini subs, and South Korea, which has the capability to develop submarines of its own.

The increasing build-up of submarines and their presence in the region has reached an alarming level. A minor spat among two nations could escalate into a multilateral dispute through the interconnectedness and interdependence of nations in the region. Unless they are careful and exercise restraint, World War III could start from here.

Source: [Jakarta Post](#), 31 January



INDIA ADVOCATES COMPREHENSIVE STRATEGY TO COUNTER PIRACY

India has advocated adoption of a comprehensive counter-piracy strategy by the international community to tackle the growing problem of maritime piracy off the coast of Somalia.

Addressing a UN Security Council meeting on Somalia, India's Ambassador to the UN Hardeep Singh Puri termed piracy off the coast of Somalia a "serious problem" for the international community.

With Somali pirates holding 19 ships and 331 hostages as of October last year, Puri said combating maritime piracy is an important issue intrinsically linked with the security situation in Somalia.

He said given the growing scope of the problem, "the international community has to think about adopting a comprehensive counter-piracy strategy," which should involve a "UN-led anti-piracy force to conduct naval operations."

This would help achieve greater coordination in anti-piracy operations by various naval forces.

The global strategy should also include enactment of national laws on priority to criminalize piracy and effective sanitization of the Somali coastline along with identifying safe corridors and buffer zones.

"We stand ready to help in capacity building of the Transitional Federal Institutions and the states in the region for effective measures against piracy off the coast of Somalia," he added.

Puri noted that India has taken several steps including anti-piracy patrols in the Gulf of Aden since 2008 and has also deployed its ships in Eastern and North Eastern Arabian Sea; measures which have helped neutralize several piracy attempts.

Source: [Economic Times](#), 12 January

RUSSIA HANDS OVER NUCLEAR-POWERED ATTACK SUBMARINE TO INDIA

Russia handed over the much-awaited Nerpa nuclear-powered attack submarine to India on a 10-year lease at a cost of over USD 900 million, boosting the Indian navy's fire-power.

The K-152 submarine was handed over to the Indian navy at a ceremony in the far eastern port of Primorye, making India the sixth operator of such subs in the world.

Indian ambassador to Russia, Ajai Malhotra, walked along the line of guards of honour of the Russian Pacific Fleet and Indian seamen in the port town of Bolshoi Kamen in Russia's Far Eastern Primorye Territory, Itar-Tass news agency quoted Rossiiskaya Gazeta as saying.

After national anthems of the two countries were played, a cloth hiding the submarine's new name was taken off and the Indian flag was unfurled.

So, after a two-years' process of leasing out the Russian Nerpa atomic submarine, it has finally become INS Chakra, the report said.

With a displacement of 8,140/12,770 tonnes and maximum speed of 30 knots, the K-152 submarine is armed with four 533mm torpedo tubes and four 650mm torpedo tubes, RIA Novosti reported.

Apart from Malhotra, the ceremony was attended by the head of the United Shipbuilding Corporation Roman Trotsenko, Eastern Military District commander Admiral Konstantin Sidenko and other officials, it said.

The acquisition of the submarine will make Indian navy only the sixth country in the world after the US, Russia, China, the UK and France to operate nuclear underwater vessels.

India had operated a Russian Charlie Class nuclear submarine in late 1980s on lease from Russia.

The reports did not mention whether the submarine was carrying its normal complement of long range nuclear and conventional missiles.

Twenty sailors had died on the Nerpa in 2008 after the vessel's fire-suppression systems were accidentally triggered during sea trials, releasing toxic gases. Russians ship builders carried out extensive refitting of the vessel before handing over it to India.

Source: [Times of India](#), 23 January

31 INDIAN FISHERMEN HELD; 14 BOATS SEIZED

The Pakistan Maritime Security Agency has caught 31 Indian fishermen along with their 14 boats while fishing well inside the Pakistan waters.

In a statement issued, the MSA said that the Indian fishermen were caught about “110 nautical miles inside the Pakistan’s exclusive economic zone”.

Sources said that usually fishermen were caught just a few nautical miles inside the other country’s waters, but the Indian fishermen caught safely intruded about 110 nautical miles inside the Pakistan waters, which exposed the inefficiency of all border security forces concerned.

India and Pakistan share the Arabian Sea and have their border at the Sir Creek, which has not yet been demarcated and remains a disputed territory.

Since it is in the Indus delta which is rich in marine resources, including various commercially important fish species, so fishermen from both countries go there to fish and in the absence of the clearly demarcated borders usually stray into the other country’s area.

Fishermen are caught and brought to land, tried and put into jails and after they serve their sentences, they are sent back to their homes. Their stay in the hostile jails may stretch from a few months to several years and in some cases over decades.

Recently, Pakistan had released 180 Indian fishermen after they completed their prison sentences. Over 300 others are still languishing in jails here and over 100 fishing boats of the Indian fishermen are also being held here. Similarly a large number of Pakistani fishermen with their fishing boats are in Indian custody also.

Fishermen leaders here have been demanding that India and Pakistan declare roughly a 100-kilometres buffer zone —50 kilometres on each side of the border — and after joint verification issue permits to each other's fishermen so that they could fish in the border area and if caught could be immediately identified by the border security forces and were not arrested.

Another proposal by fishermen representatives is that since India had an agreements with its other two neighbours — Sri Lanka and Bangladesh — with which it also shares the sea that whenever they catch fishermen of the other country who stray into their waters, they do not arrest the fishermen but confiscate their catch to tell them to return to their respective countries.

Source: [Dawn](#), 23 January

ENSURE ADEQUATE INDIAN CONTROL OVER MARITIME ACTIVITY: PM MANMOHAN SINGH

Voicing concern over growing incidents of piracy close to the Indian shores, Prime Minister Manmohan Singh stressed the need to ensure adequate control over maritime activity for security reasons.

"As our maritime sector, including shipping ports, ship-building and ship repair is of vital significance to our economy, we should collectively make every effort for growth of this sector. However, we should also ensure adequate Indian control over our maritime activity, for reasons of maritime security," he said.

The Prime Minister was speaking at the concluding function of the golden jubilee celebrations of the Shipping Corporation of India (SCI).

"Incidents of piracy and armed robbery against ships are a cause of concern to all of us and to the shipping industry in particular. Instances of pirate attacks in the Arabian sea and more recently in the Indian Ocean much beyond the piracy infested areas of Gulf of Aden, pose a serious threat to us by putting at risk a large number of Indian seafarers and ships as also our sea-borne trade," he said.

"Our Navy, Coastguard and shipping companies are putting up a concerted effort in close co-ordination with other international agencies to deal with this menace," Singh said.

Source: Moneycontrol.com, 24 January

INDIAN NAVY INDUCTS SECOND SAIL TRAINING SHIP INS SUDARSHINI

INS Sudarshini a three-masted barque, the second sail training ship of the Indian Navy, was commissioned by Vice Admiral K.N. Sushil, Flag Officer Commanding-in-Chief, Southern Naval Command.

INS Sudarshini is a follow-on class of INS Tarangini which was inducted in the Southern Naval Command in 1997.

The ship, commanded by Commander P.K. Boyiri Varma, has been built by Goa Shipyard Limited and is designed by the British naval architect Colin Mudie. The ship was launched by Letha Sushil, wife of Vice Admiral Sushil, on January 25, 2011.

INS Sudarshini has an overall length of 54 metres, has 20 sails, 7.5 kms of rope and 1.5 kms of steel wire rope. She can sail for up to 20 days with its complement of five officers, 31 sailors with 30 cadets embarked for training.

Sail training ships are crucibles for future naval officers for training in seamanship, navigation, ship handling and braving the elements.

The inclusion of a second sail training ship will ensure the availability of either of the ships for training of cadets on a continuous basis.

INS Sudarshini is expected to undertake a historic ASEAN voyage in September to cement India's historic ties with the countries of ASEAN region. The vessel will touch 18 ports in eight countries and will return in April 2013.

Due to the demise of Kerala governor M.O.H. Farooq, the commissioning was devoid of the celebrations associated with such an occasion.

Source: Economic Times, 27 January



US-INDO DEFENCE TIES NOT BASED ON ARMS SALES: PENTAGON

America's strong and deepening defence ties with India are not dependent on any arms sales, but on common interests and objectives between the two largest democracies of the world, a top Pentagon official said.

"Defence trade is certainly a part of the bilateral relationship but the cement and the core of that relationship is not on any arms sales," Deputy Assistant Secretary of Defence for South and Southeast Asia Robert Scher said.

"It is on the common interest, common objectives, people to people ties between our two countries," he said. "We share common interest in terms of maritime security in the Indian Ocean; we have the same short of appreciation of the importance of the global commons and we share interesting safety and security in the region," Scher said responding to questions at Pentagon round table with select Washington-based journalists from the Asia Pacific region.

"This is the foundation of the growing relationship that I think, has the potential and the currently we are seeing how we are both working together to really improve the stability of the region at large," said the top Pentagon official.

India is going to be a clear area of investment for the United States, Scher said.

"For India the strategy points out that the United States is investing in a long term strategic partnership with India to support its ability to serve as a regional economic anchor and provider of security in the broader Indian ocean region," he said.

The top Pentagon official said the US India relationship is a top priority for the government and for the Department of Defence.

"We have a strong a growing bilateral partnership. We think that we can work together with India on a range of issues because we share common interests and that is foundation of the work that we do together and how we look at the world together," he said.

Source: [Indian Express](#), 14 January

INDIA, EU JOIN HANDS FOR ANTI-PIRACY MILITARY OPERATIONS

India and the European Union (EU) have joined hands for launching joint military operations in the Indian Ocean against piracy activities. EU has deployed four warships and supporting military ships of EU member-countries and is engaged with the Indian Navy in developing synergy in the region.

“We have launched a concrete collaboration with India since December 2011 on anti-piracy operations in the Indian Ocean. We have put in place one of the biggest military operations — Operation Atlanta — against piracy in the Indian Ocean. We are developing a synergy with the Indian Navy in dealing with such situations,” Joao Cravinho, Ambassador and Head of EU Delegation to India, told journalists here.

Mr. Cravinho said EU has put in place a military effort to deal with the situation and make it secure. “Anytime, four warships and support ships of EU member-countries remain deployed in the Indian Ocean under this military operation. We will be working very closely with the Indian authorities and especially the Indian Navy on this issue.”

He said the EU bloc and India were seeking to put in place a concrete strategy for launching anti-piracy operations in the Indian Ocean, share intelligence and exchange high-level visits in an effort at forging a new strategic relationship on dealing with the new global security dimensions.

Mr. Cravinho, who took office on January 12, said the security dimension was novel in its relationship with India. “We have found some concrete results to put in place a strategy against counter-terrorism, cyber security and counter-piracy. We are trying to develop intense mechanism to share terrorism-related intelligence.” Interestingly, the India-EU summit is scheduled to be held in New Delhi on February 10 where security is going to be one of the key issues of discussion.

The EU Delegation Ambassador said exchange of visits of people involved in the security structure was taking place. Specific steps were being taken as experts were holding regular meetings to draw up a road map for the near-future cooperation.

On EU sanctions against Iran, he said it was up to India how to deal with Tehran and EU had always respected India's position on the issue. “Our sanctions determine what European countries do, determine what European companies do. We cannot determine what Indian companies do or do not,” he said.

The Ambassador said the sanctions were to step up pressure on Iran because the reports coming from International Atomic Energy Agency about its nuclear programme were worrisome for EU and global security. “Conversations with Iran have been taking place for quite a long time. There are doubts about the nature of Iran's nuclear programme. These are doubts that are not European Union's but are doubts of the UN and the IAEA too,” he said.

Source: [The Hindu](#), 24 January

INDIA, JAPAN COAST GUARD MEETING AND COMBINED EXERCISES CONCLUDE

The visit of a high level Japanese delegation led by Admiral Hisayasu Suzuki, the Commandant, Japan Coast Guard (JCG), for the XI High Level Meeting and Combined Exercises with the Indian Coast Guard (ICG) concluded. The five-day visit, was in pursuance of the Memorandum of Cooperation (MoC), signed between the two Coast Guards on 24 November 2006, which stipulates that the heads of the two organizations meet alternately in India and Japan, to discuss maritime issues of mutual concerns and formulate a cooperative approach to address these.

The Memorandum of Cooperation between the two Coast Guards encompasses issues of maritime search and rescue, combating marine pollution, technical assistance for responding to natural disasters and exchange of information regarding crimes at sea, including smuggling and illicit trafficking.

The first ICG-JCG combined exercises were carried out in November 2000 off Chennai, in which one JCG ship participated and was overseen by a high level delegation of JCG, led by the then Commandant of JCG. This also laid the foundation for development of close interaction between the two organisations that included regular visits and exercises, sharing of information and expertise and training visits.

During the 11th ICG-JCG High Level discussions, it was mutually agreed to strengthen the cooperation on evolving collaborative approach, in addressing a spectrum of maritime issues concerning safety and security. The visit was also very significant in providing renewed impetus to strong ties that exist between the two Coast Guards as the Japan Coast Guard Ship has visited India, after a gap of six years, for the combined exercises with the ICG off Chennai.

A delegation from the Information Sharing Centre, Singapore established under the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) also participated in the exercise. This was significant in furthering the interaction among the participating agencies on anti-piracy issues.

Source: [Press Information Bureau](#), 30 January

14 COUNTRIES TO JOIN INDIA IN NAVAL EXERCISE, MILAN

Aiming to strengthen cooperation among the navies in the region, Indian Navy will host 14 of its counterparts from South East Asia, Asia-Pacific and Indian Ocean Region (IOR) for the eighth edition of the Milan exercise in Andaman and Nicobar Islands.

The five-day exercise will see the participation of Seychelles and Mauritius for the first time in the event where nine countries, including India, will field their warships, Navy officials said.

During the exercise, the Navies will aim to enhance their inter-operability and the Standard Operating Procedures (SOPs) in case there is a need to operate together in the event of a natural disaster or a tsunami-like situation, they said.

14 countries, including Australia, Bangladesh, Myanmar, Brunei, Malaysia, Maldives, Indonesia, Sri Lanka, Thailand, Singapore along with the two newcomers will take part in this exercise, they said.

Of the 13 participants who came last year, only Vietnam would be missing this year.

A seminar with the theme 'Capacity-building through mutual cooperation' would also be held during the five-day event.

From the Indian side, the Andaman and Nicobar Command (ANC) will be the host for the event and will field its various warships, including INS Kesari fleet tanker.

The first Milan exercise was held in 1995 and since then has been held after every two years except 2011 and 2005.

Source: [The Economic Times](#), 30 January



INDIA'S MINISTRY OF SHIPPING STRESSES IMPORTANCE OF PORT-LEVEL CSR

India's port have been strongly advised to consider their Corporate Social Responsibility (CSR) following the publication of new guidelines by the Indian Ministry of Shipping.

The guidelines focus around CSR and the promotion of accountability for the impact of port activities. They stress that CSR should be the port's commitment to operate in an economically, socially and environmentally sustainable manner, whilst recognising the interests of its stakeholders.

The ministry stated that the commitment to CSR is beyond statutory requirements and is therefore, closely linked with the practice of sustainable development. Thus, it recommends that CSR projects should be linked to the United Nations Global Impact Program on environment and with the principle of sustainable development based on the immediate and long term social and environmental consequences of their activities.

The document concludes that "all major ports are requested to adhere to the guidelines and take up CSR projects/activities in right earnest within budget allocated and time limits prescribed" These requested activities have all been issued with the Mister of Shipping's approval with a strong call for rethinking their responsibilities and identify activities that create any impact on society.

Source: [Carbon Positive](#), 9 January

INDIAN PORTS CAPACITY RISES TO 1160 MILLION METRIC TONNES

As India charts its voyage as the port of call for world trade, ports and terminals see the dire need to meet the growing demand in both infrastructure and capacity for vessels crisscrossing between the West and the East. About 95 per cent of our overseas cargo by volume and 75 per cent by value are carried by sea. The major ports thus play a key role in facilitating external trade. Development of India's Port and Shipping industry is therefore critical to sustaining current levels and achieving higher levels of growth in the years to come.

The capacity of Indian ports stood at 1 billion metric tonnes per annum in the month of January, last year. The capacity has risen to 1160 million metric tonnes as on 31.12.2011.

The recently concluded "India Maritime Week" in New Delhi provided the perfect platform

for policy makers, decision makers and industry captains working across diverse spheres to share a common cause of development of the maritime sector. The Conference deliberated on a number of issues ranging from equipment for handling huge loads and capacities, leverage technologies, enterprise resource planning to the international port perspective, the inland dimension, trends and changes in global freight flows etc.

The India Maritime Week, 2012 that concluded, brought together national and global leaders, experts, policymakers, investors and all stakeholders in the field of maritime activity.

Source: [Press Information Bureau](#), 25 January