

MAKING WAVES

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LIBYA: MARITIME RESCUE EFFORTS



Countries' evacuation plans

Following are details on countries and companies evacuating nationals and employees from Libya or closing operations.

COUNTRIES:

TURKEY: Some 3,000 Turks boarded ferry boats in Benghazi early and set off for Turkey in a mass evacuation. The Turkish Foreign Ministry said the Orhan Gazi ferry departed Benghazi port with 1,500 Turks and the Osman Gazi set off with another 1,500 passengers. There are about 25,000 Turks living in Libya, most working for construction firms and other companies.

UNITED STATES: The State Department said it would start evacuating U.S. citizens by ferry from Tripoli to Valletta, Malta. It said processing of passengers will begin at 10:00 local time and people will be processed on first-come, first-served basis. Earlier, the United States said it had been unable to move any of its nonessential U.S. diplomats and embassy family members out of Libya and expected them to depart in coming days.

BRITAIN: Foreign Secretary William Hague said Britain planned to send a charter plane to Libya to bring out Britons and was dispatching a Royal Navy frigate to waters off Libya in case it was needed to help nationals.

BOSNIA: A Bosnian plane, due to evacuate from Tripoli the first group out of up to 1,500 Bosnian citizens from Libya, is awaiting a permit from authorities there, said Zoran Perkovic, the assistant foreign minister.

BULGARIA: A Bulgarian government airplane took off for Tripoli and a second plane was due to depart. About 1,500 Bulgarians live and work in Libya, some in Libya's second biggest city of Benghazi.

CANADA: Foreign Minister Lawrence Cannon said Canada intended to evacuate its citizens. Ottawa, which earlier in the day said it had no such plans, announced the evacuation after Libyan leader Muammar Gaddafi vowed to crush a growing revolt. Cannon said the first Canadian flight would arrive in Tripoli. Of the 321 Canadians registered with the embassy, 91 have so far expressed a wish to leave.

FRANCE: The Foreign Ministry said two planes had landed in Tripoli and passengers had started boarding. A third military plane is still in France, on standby waiting to fly to Tripoli if needed.

GERMANY: Foreign Minister Guido Westerwelle said all Germans remaining in Libya should leave the country. The Foreign Ministry would assist their repatriation where necessary.

GREECE: A Greek cargo ship sailed to Libya to evacuate Greek nationals, the Foreign Ministry said. It will repatriate Greek citizens, the Greek Foreign Ministry said in a statement. About 300 Greeks live in Libya, a ministry official said.

INDIA: India is finalising plans to evacuate all 18,000 of its nationals from Libya, the country's foreign secretary said, hours after local media reported the death of an Indian in a road collision in the country. India's foreign ministry plans to move 13,000 nationals in Tripoli to Tunisia, and the remainder in the east of the country to Egypt, before transferring them on ships and aircraft, the Indian Express reported, citing a ministry official.

IRAN: Iran has stopped its oil related activities in Libya and will evacuate staff from its National Iranian Drilling Company in the next 48 hours, the semi-official Mehr news agency reported.

ITALY: Italy plans to send a flight to Tripoli to bring back Italians who want to leave Libya, a Foreign Ministry source said.

JAPAN: Kyodo news agency reported that about 20 Japanese people in Libya were set to leave the country on charter flights. About 50-60 Japanese are still in the country.

NETHERLANDS: A Dutch military plane has been given permission to land in Tripoli to evacuate Dutch citizens, the Dutch Defence Ministry said. The Foreign Ministry said there were about 150 Dutch citizens in Libya.

RUSSIA: Russia sent the first of four planes to Libya to begin evacuating some 500 of its citizens and 700 non-Russian employees of Russia's state-owned railroad company, Russian Railways, the Emergency Situations Ministry said.

SAUDI ARABIA: Saudi television said the kingdom was sending a plane to Libya to bring home Saudis.

SERBIA: Serbian planes due to evacuate Serbian citizens from Libya were still awaiting permits from authorities there, Defence Minister Dragan Sutanovac said. As many as 230 people have formed a Serbian-language Facebook group to swap information. According to messages, all Serbs were safe.

SOUTH KOREA: Foreign ministry has advised its nationals to leave as soon as possible if their business was not urgent. A total of 1,300 South Koreans are in Libya, working for 24 South Korean construction companies.

SPAIN: An official airplane was due to fly to Tripoli to evacuate Spanish residents who wish to leave, the Spanish government said on its website.

TUNISIA: Some 3,000 Tunisians crossed the border at Dhiba and Ben Gerden in southern Tunisia, and another 1,200 were expected to be evacuated by air to Tunisia's capital, state media reported. Tunisia has at least 30,000 nationals in Libya and officials fear they could become targets because of Tunisia's role in inspiring uprisings.

YEMEN: Yemeni Television said .President Ali Abdullah Saleh had instructed the national airline to send flights to Libya to bring home Yemenis, including students.

COMPANIES:

ROYAL BAM: A spokesman for Dutch builder Royal BAM (BAMN.AS) said it had secured the safety of 10 expatriate employees in Libya and was investigating evacuation. He said the company also subcontracted 200 unskilled employees, mainly of Filipino and Thai origin, and it had taken measures to ensure their safety in the country. BAM provides tank construction and maintenance services for oil and gas firms in Libya.

YARA (YAR.OL): The Norwegian fertiliser giant said it was closing its Lifeco joint venture in Libya as fear of growing turmoil could put its 1,200 employees at risk.

SIEMENS (SIEGn.DE): "We are now organising to fly out our people out of Libya. There are a good 100 of them there, mostly in Tripoli," a spokesman said.

SHELL: Oil major Royal Dutch Shell (RDSa.L) said that all its expatriate employees and their dependants in Libya, involved primarily in the company's exploration activities in the country, had been relocated.

Source(s): 23 February 2011

<http://www.reuters.com/article/2011/02/23/uk-libya-protests-evacuation-idUSLNE71M02220110223?pageNumber=1>

Turmoil prompts Chinese Naval first

China has sent one of its most modern warships to protect vessels extracting thousands of its citizens from Libya, in the Asian power's first naval operation in the Mediterranean Sea and its first deployment of military hardware in a civilian evacuation mission. The Chinese navy diverted the Xuzhou, a 4,000 ton missile frigate, from anti-piracy patrols off the coast of Somalia and dispatched it to the Libyan coast on Thursday, according to a statement on the Chinese Defence Ministry's web site.

The Chinese government has also sent civilian ships and aircraft to evacuate about half of the roughly 30,000 Chinese citizens Libya amid escalating violence there, in what the state-run Xinhua news agency has described as China's biggest civilian evacuation operation. The evacuation reflects the mounting pressure on China's government to protect the growing number of Chinese citizens living and working overseas, especially in unstable regions where China is seeking supplies of oil and other key raw materials to feed its booming economy.

The Xuzhou's deployment also illustrates the Chinese navy's increasing capacity to operate far beyond China's own shores in order to protect the country's perceived interests, including the security of its businesses and citizens. As well as boosting the navy's public image, the Xuzhou's deployment could help it secure future funding, particularly for a program to develop aircraft carriers, according to Andrew Erickson and Gabe Collins of China Signpost, a website providing analysis and policy recommendations on China.

China's participation in those patrols, starting in January 2009, was seen as a milestone in the country's naval development, as its warships had not actively patrolled outside China's own waters before, and had not visited the African coast for several centuries. China's navy has staged joint exercises and visited ports all around the world in recent years: Chinese warships visited Egypt, Italy and Greece last year. But they have never before launched a real operation in the Mediterranean.

Source(s): 25 February 2011

<http://blogs.wsj.com/chinarealtime/2011/02/25/libyan-turmoil-prompts-chinese-naval-firsts/tab/print/>

Indian Navy deploys ships to evacuate Indians from Libya

Indian Naval ships INS Jalashwa and INS Mysore set sail on 26th Feb 11 to evacuate Indians stranded in Libya. 'Jalashwa', a Landing Platform Dock type of amphibious platform is particularly designed for sea lift missions is also capable of undertaking humanitarian missions. INS Mysore is a potent destroyer of the Delhi class. The ships have been specially equipped for the task with full medical facilities such as operation theatre, doctors and paramedics. The ships are also carrying helicopters and a contingent of marine Special Forces personnel. The ships will evacuate Indian nationals from Libya to either Malta or Egypt, from where they will be transferred by air to India.

It may be recalled that in Jul 2006, the Indian Navy had similarly evacuated over 2500 Indians, PIOs and some foreign nationals from Lebanon following the war between Israel and the Hezbollah. Induction of INS Jalashwa since then has significantly enhanced the capability of the Indian Navy to undertake such humanitarian missions.

Source(s): 26 February 2011

<http://indiannavy.nic.in/PR26Feb2011.pdf>



MARITIME EDITORIAL



Asia vs. the Pirates

Piracy poses a growing maritime security problem for East Asia. The region is home to major shipping nations with some, especially Indonesia and the Philippines, being leading providers of international seafarers.

China, Japan, South Korea and Taiwan are all heavily dependent upon sea-borne trade through waters at risk of pirate attack off Somalia and in Southeast Asia. Japan is at the forefront of moves to counter piracy in these areas, while China and South Korea have also deployed warships to waters off Somalia.

By far, the greatest concentration of piracy globally in 2010 was off the shores of Somalia, but attacks in Southeast Asian waters have also increased. The downturn in international shipping following the global financial crisis led to more freighters laid up in anchorages, such as off Johore, in Malaysia and Vung Tau in Vietnam, where more attacks have occurred. Vessels underway have also been attacked recently around Mangkai and Anambas islands in the South China Sea, although some ships may be loitering in this area while waiting for work, making them more vulnerable to attack.

There is speculation that pirates in Asia might adopt the Somali model of piracy, but this is unlikely. Somali pirates operate out of a lawless land where ships can be held securely while ransoms are negotiated. They are able to operate far offshore.

In contrast, pirates in Southeast Asia do not have the arsenal and coordination of their African counterparts, as well as lacking their range. It's unlikely that Southeast Asian pirates could hijack a vessel and hold it for ransom without local intelligence agencies foiling their plans.

Japan is heavily involved in global efforts to counter piracy at sea. The nation has actively used its Coast Guard for building local capacity to counter piracy in Southeast Asian waters. The Japanese Maritime Self Defence Force, the nation's navy, would be unacceptable for operating in this region due to the island nation's constitution.

Japan is also instrumental in other important initiatives to improve regional maritime security, including establishment of the Heads of Asian Coast Guard Agencies meetings, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia, and the Cooperative Mechanism for Maritime Safety and Environmental Protection in the Malacca and Singapore Straits.

Piracy off Somalia was a critical turning point for the Japanese constitutionality of overseas military deployments. After increasing attacks on Japanese ships and following the example of China, Japan decided to deploy JMSDF ships and aircraft to protect its shipping off Somalia. Japan now plans to open its first overseas military base this year in Djibouti to provide an airfield for maritime patrol aircraft and a permanent port facility for warships.

Ship-owners suffer extra costs due to raids, but the ultimate victims of piracy are the seafarers who are exposed to violence during attacks, have their personal valuables stolen or suffer the privations of being held hostage for many months aboard a hijacked ship. The recent incident in which Korean marines killed eight pirates during a successful operation to free a Korean-owned merchant ship from Somali pirate control could lead to escalating violence against seafarers.

Apart from lobbying for increased security efforts by governments, the shipping industry might also do more to ensure that ships are not attacked. There are still many substandard ships at sea, and some vessels are not following best practices and recommended procedures for countering piracy. Professionally operated and maintained vessels with well-trained and efficient crew can take all the proper precautions against attack.

Interestingly, piracy has served the broader strategic interests of the rising powers of Asia — China, India and Japan. All three have sought to play a role in anti-piracy operations both off Somalia and in Southeast Asia, but so far an element of strategic competition has been evident in their initiatives. They have all deployed warships to Somalia and have provided assistance to local security forces both in the Indian Ocean and in Southeast Asia. These actions may be as much about regional influence as countering piracy.

Source(s): Dr. Sam Bateman, 12 February 2011
<http://www.thejakartaglobe.com/opinion/the-thinker-asia-vs-the-pirates/421871>

Vietnam's open port policy: Strategy for keeping China at bay

Vietnam's Cam Ranh Bay has opened up to foreign navy vessels after eight years of closure. Read in context, this decision is neither sudden nor unexpected. Why? Because the bay's opening is part of Vietnam's strategy to counteract Chinese assertiveness in the South China Sea.

At the ASEAN Regional Forum in July 2010, Secretary Clinton offered to facilitate a multilateral dialogue between ASEAN and China to solve territorial disputes in the South China Sea. Geng Yangsheng, the Chinese Ministry of Defence spokesman, objected to her suggestion, arguing that bilateral negotiations between China and the individual ASEAN countries are the best — and only — way to approach the issue. And while the US was excluded from ASEAN-China discussions regarding Code of Conduct in the South China Sea, it was soon invited to rejoin the conversation with the opening of Cam Ranh Bay.

While Chinese observers may perceive the American participation in the South China Sea discussions as an attack on China, Southeast Asian nations are starting to see US involvement as the *solution* to Chinese aggression.

Cam Ranh Bay, 290 kilometres northeast of Ho Chi Minh City, is one of the best deepwater shelters in Southeast Asia. At Cam Ranh, nations can repair ships and fuel aircraft carriers. They can also establish a geostrategic presence, as the bay is located near key shipping lanes in the South China Sea. In the past, the bay has long been prized by the great powers: the Russian fleet anchored at the bay prior to the Battle of Tsushima, the French used it as a naval base for their forces in Indochina, the Japanese used it to prepare for their invasion of Malaysia in 1942, and the Americans used it to conduct aerial surveillance of South Vietnam's coastal waters.

But since the Soviet withdrawal in 2002, the Vietnamese government has not opened Cam Ranh Bay to foreign use. The opening of the bay is a timely reaction to regional developments. It follows the recent celebration of 15 years of Vietnamese-American diplomatic relations. It also comes amid Vietnamese concerns over increasing Chinese assertiveness on the high seas after the Chinese recently arrested, though later released, nine Vietnamese fishermen near the South China Sea.

On 28 January 2011, the Chinese and Vietnamese announced their intention to hold a new round of talks on territorial disputes in the sea. Vietnam, although a much smaller actor in comparison to China, knows that it retains a strong voice in this theatre, and, more importantly, knows how and when to project its voice. Nguyen Van Tho, the Vietnamese Ambassador to China, told Chinese reporters that he is 'optimistic about this issue.'

And while Vietnamese Prime Minister Nguyen Tan Dung now offers the bay to 'all countries ... when they need [Vietnam's] services,' the decision is a strong indication of a Vietnamese and broader Southeast Asian desire to keep the United States close by.

Ultimately, China's challenge to gaining sovereignty and claiming territorial integrity over the South China Sea is ASEAN, not the United States. Even if China were to successfully limit American involvement in regional issues, Southeast Asian nations will not yield to China's influence when their interests are at stake. Southeast Asian nations will be quick to identify their interests, assert their claims and use their resources and relationships for their own benefit — bringing the US back into the picture is evidence of such manoeuvring at work.

Source(s): Jennifer Chen, 1 March 2011

<http://www.eastasiaforum.org/2011/03/01/vietnams-open-port-policy-strategy-for-keeping-china-at-bay/#more-17705>

Libyan Crisis- India's Options

As the situation in Libya seems to be a military stalemate for now between forces loyal to Muammar Gaddafi and the motley groups that have come together as the opposition, the international community is again facing the question of whether, and how, to intervene in an internal conflict in a sovereign nation. Given Gaddafi's dogged refusal to step down, the threat of a virtual civil war turning extremely bloody is very real. But the issue of intervention, mostly by the US and its NATO allies, has been fraught with allegations of riding roughshod over legalities, sovereign and human rights as well as seeking control of energy resources. The latter issue is significant in Libya, with battles being fought in major oil-producing areas in a country whose per-capita oil output is one of the highest in the world. Some opposition leaders have, indeed, called for intervention, but reports also aver internal reservations abound. If the stalemate continues, it is likely that calls for intervention will be bolstered. But there will need to be a well-thought out, and genuinely international, consensus on what such an intervention can be.

For now, India has done well to oppose the hasty western proposals to enforce no-fly zones and use force against Gaddafi. Though it has, with reservations, gone along with the consensus to impose targeted sanctions and refer the Gaddafi regime to the International Criminal Court. It isn't certain if that will deter an often-eccentric and now seemingly irrational figure like Gaddafi. But it is clear his regime, a familial-tribal protection racket, marked by repression of opponents and the squandering of oil wealth, must end. And even as Libyan diplomats have been defecting in droves, the country remains a maze of tribal politics, with its ephemeral allegiances. There have been proposals for negotiations between the two sides, with the opposition saying Gaddafi must first resign and go into exile. To that end, calibrated pressure has to be the global community's response. India must play its part, while redoubling its hitherto unsatisfactory effort to evacuate Indian nationals still stuck in Libya.

Source(s): 5 March 2011

http://articles.economictimes.indiatimes.com/2011-03-05/news/28657161_1_gaddafi-libyan-diplomats-oil-output



Anti piracy operations off Lakshadweep islands

Sustained and relentless anti piracy operations by the Indian Navy and Coast Guard bore fruit once again, when a batch of 28 more pirates were forced to surrender in the early hours on 06 Feb 11, about 100 nautical miles off Kavaratti in Lakshadweep. INS Tir of Southern Naval Command (SNC), deployed off Kavaratti was asked to locate the Pirates who had carried out an aborted attack on merchantman MT Chios at about 4PM on 5 February. SNC launched a Dornier aircraft which located the skiffs and their mother vessel at about 8 PM on 5 February.

INS Tir reached the area and continued tracking the skiffs and their Mother vessel till first light on 6 February morning to ensure proper identification and prevent an accident. Coast Guard vessel CGS Samar joined the operations in the morning on the same day at about 5 AM.

On being ordered to stop and prepare to be boarded, the pirates aboard the skiffs opened fire. After correctly identifying the mother vessel as Prantalay 11, the ships contacted Prantalay 11 on radio and asked it to stop. However, the Pirates fired yet again, upon which the Navy and Coast Guard ship fired for effect. The Pirates immediately signalled their intention to surrender by hoisting a White flag. A mix of pirates and crew-members who were being held hostage aboard the trawler were apprehended by INS Tir and CGS Samar and transferred to CGS *Samar*.

Source(s): 6 February

http://indiannavy.nic.in/PRel_110206_AntiP-Prantalay11.pdf

Italian-flagged oil tanker hijacked East of Socotra

Italian-flagged oil tanker was seized by the pirates around 670 nautical miles east of Socotra (closer to the Indian coast than the African coast) as it travelled from Sudan to Malaysia. Pirates are reported to have fired small arms and RPGs at the vessel in an attempt to intimidate the crew in advance of the boarding. There are reported to be 22 crewmembers on board. The vessel was registered with the naval authorities but the attack is likely to have taken place far from the nearest warship. The attack was launched from a single skiff, although a pirate mother ship is likely to be in the vicinity (many are not spotted until after a vessel has been seized).

Source(s): 8 February 2011

<http://logisticsweek.com/ocean/2011/02/oil-tanker-hijacked-maritime-security-alert/>

Pakistan arrests 16 Indian fishermen

Pakistani authorities arrested 16 Indian fishermen and seized three boats on charges of illegally fishing in the country's waters on 14 February 2011. The fishermen were arrested in Pakistan's exclusive economic zone, the Maritime Security Agency said in a statement. Four of the fishermen were "apprehended for the second time", the statement said. Pakistan and India arrest dozens of fishermen every year for violating the maritime boundary. Many of them languish in prison for years even after completing jail terms given to them. Islamabad recently repatriated 12 Indian prisoners, including 11 fishermen who had been held in a jail in Karachi for nearly three years even after completing their prison terms. Another 442 Indian fishermen were freed last year after two Pakistani NGOs petitioned the Supreme Court for their release.

Source(s): 14 February 2011

http://www.dnaindia.com/world/report_pakistan-arrests-16-indian-fisherman_1507996

Security deficit in Asia: Shivshankar Menon

Underlining a "security deficit" in Asia, National Security Adviser (NSA) Shivshankar Menon said there is an increasing threat of terrorism spreading from Pakistan and Afghanistan, describing them as countries which are not part of the region's growth story. "There is a growing security deficit or divide in Asia. There is increasing danger of terrorism spreading from those parts of Asia like Pakistan and Afghanistan, which have not been part of the Asian economic movement," Menon said at the 13th Asian Security Conference hosted by Institute of Defence and Strategic Analysis.

On the security divide in the region, the NSA said, "There are parts of Asia which are falling behind, not just in economic terms but in terms of the normal security attributes of sovereignty that we take for granted. And the consequences for Asian security should concern all of us in Asia."

Addressing the conference on the topic "Towards a New Asian Order", Menon said the continent was facing security challenges that were in the connectivity domain that

includes cyber and outer space, maritime security. The second is the security divide within Asia and thirdly, the institutionalisation of security cooperation in Asia."

On the desired new security order in Asia, he said it should be an "inclusive" arrangement including "all relevant powers, including those geographically external but intrinsic to Asia's security in practice and presence. It should be extensive, from Suez to the Pacific and including the entire Eurasian landmass. If not, it will not be able to address the security consequences of the growing security divide within Asia," the NSA added.

Noting that Asia's geopolitics is complicated by the presence of several global and extra-regional powers, Menon said these players are now integral to Asian security in this age of globalisation of economics, security and technology. "Powers such as the USA, Russia and Japan are present and have long established interests of their own in Asia. An Asian order which ignores their interests is unlikely to be stable," he added.

Noting that a number of powers are simultaneously rising in Asia, the NSA said China is not the only rising Asian power and other countries like South Korea, Vietnam, Indonesia and India are also developing rapidly.

"We already see in Asia classical responses to the rapid rise of new powers in terms of internal and external balancing. We see increasing defence budgets throughout the region over the last two decades," he added

Source(s): 18 February 2011

<http://news.oneindia.in/2011/02/18/securitydeficit-in-asiamenon-aid0126.html>

One sentence in Indian budget speech for 13% spending

In his 197 paragraphs speech, running into an hour and 45 minutes of time, Union finance Minister Pranab Mukherjee devoted precisely one paragraph to the nation's defence budget. This paragraph (para 116) reads: "In the Budget 2011-12 a provision of Rs. 1,64,415 crore (Rs. 1644.15 billion) has been made for defence services, which include Rs. 69,199 crore (Rs. 691.99 billion) for capital expenditure. Needless to say, any further requirement for the country's defence would be met."

Admittedly, this has been a standard formulation of successive finance ministers for years, however, for a government that spends close to 13 per cent of total government expenditure (though the finance ministry's "Budget at a Glance" document claims it is only 11 per cent) on defence, this is a rather cavalier treatment of one of the most important items of the government's expenditure statement.

Surely, the nation's lawmakers deserve some more details, considering that so many paragraphs of the finance minister's speech have been devoted to an elaboration of so many schemes that together do not even amount to 3 per cent of the total expenditure of the government. Spending proposals in the range of Rs. 100 crore (Rs. 1 billion) and Rs. 500 crore (Rs. 5 billion) have secured more space and time in the finance minister's

speech, compared to the whopping Rs. 1,64,415 crore (Rs. 1,644.15 billion) defence budget.

That a large part of the total defence Budget is in fact devoted to just salaries and pensions (pensions alone account for Rs. 34,000 crore [Rs. 340 billion]) is of course obvious. To the extent that data is provided, we know that the Army continues to walk away with a lion's share of total defence spending, followed by Air Force and Navy in that order.

The time has come for the government to explain and defend this pattern of spending. Is the Indian Navy being neglected? In what way does the defence Budget reflect preparation to meet medium to long-term threats to national security?

Is the 14 per cent hike in capital outlay on defence services, amounting to a budgeted Rs. 69,198 crore (Rs. 691.98 billion) in 2011-12, adequate? To what extent is this spending on defence going to trigger demand for services and goods within the domestic economy? Can defence spending be an instrument of industrial policy and technology development? If so, what is the government doing about it? What are the views of the nation's economic policy makers with respect to the role of the private sector in defence related manufacturing and services industries?

These and many such questions have been repeatedly raised in the public debate on defence and development in India that the finance minister could have tried to address while seeking the Parliament's authorisation to devote as much as 13 per cent of total government spending to defence. In not doing so, the finance minister has lost an opportunity to bring greater transparency to defence spending.

Source(s): 3 March 2011

<http://www.rediff.com/business/slide-show/slide-show-1-one-sentence-in-budget-speech-for-13-spending/20110303.htm>

MARITIME COOPERATION

India, Maldives to intensify anti-piracy cooperation

Amid reports of Somali pirates heading into Asian waters, India and the Maldives discussed ways to intensify anti-piracy cooperation and decided to scale up bilateral trade and investment.

Maldives President Mohamed Nasheed, who began a three-day visit to India, he met External affairs minister S.M. Krishna and discussed a host of issues, including steps to expand maritime security cooperation between the two countries. The two also discussed counter-terrorism, steps to intensify economic cooperation and India's developmental assistance to the Indian Ocean archipelago nation.

Climate change also figured prominently in the discussions, an issue of existential importance for the Maldives, one of the world's lowest lying islands that faces the prospect of extinction in case of a perceptible surge in sea levels triggered by global warming.

Source(s): 24 February 2011

http://articles.economictimes.indiatimes.com/2011-02-24/news/28627948_1_anti-piracy-maldives-president-climate-change

India positions naval aircraft in Seychelles

India has said it has deployed a naval aircraft in the Seychelles to carry out surveillance of the Indian Ocean island nation's territorial waters as part of anti-piracy efforts. 'Indian Navy has deployed a Dornier (aircraft) to the Seychelles under a government-to-government memorandum of understanding. The Dornier is stationed at Victoria, capital of the Seychelles, and will be operated for exclusive economic zone surveillance and anti-piracy patrols,' a navy spokesperson said.

The aircraft would be operated by an Indian aircrew in response to requirements projected by the Seychelles government. 'The step will bridge the requirement (of the Seychelles) till a new Dornier under manufacture at Hindustan Aeronautics Limited is handed over to the Seychelles government,' the spokesperson said.

During the visit of Defence Minister A.K. Antony to the Seychelles, India had agreed to its government's request to take forward the bilateral cooperation to tackle the spread of piracy in the Indian Ocean Region (IOR). India agreed to facilitate the Seychelles' acquisition of a new Dornier aircraft and two Chetak helicopters from HAL for maritime surveillance.

India is now helping the Seychelles with military training and capacity building, the fight against piracy and in developing an information technology training centre. The two countries have also signed a military cooperation agreement to train the Special Forces of the Seychelles People's Defence Forces in VIP protection duties, commando operations and deep sea diving. India has also pledged a defence grant worth \$5 million to boost the Seychelles' capability to defend its territory against pirate attacks.

Source(s): 24 February 2011

<http://www.sify.com/news/india-positions-naval-aircraft-in-seychelles-news-national-lcysOgeaheg.html>

Pakistan Navy invites 39 nations for 'Aman-11'

Pakistan Navy will start five-day professional exercises. Nearly 39 countries will take part in this high mark exercises aimed at providing common forum for information sharing, mutual understanding and identifying areas of interests. Algeria, Australia, Azerbaijan, Bahrain, Brazil, Brunei, Canada, China, Djibouti, Egypt, France, Indonesia, Japan Jordan, Kazakhstan, Kuwait, Libya, Malaysia, Maldives, Myanmar, Nigeria, Netherlands, Oman, Philippines, Poland, Qatar, Russia, Saudi Arabia, Singapore, Sri

Lanka, South Korea, Sudan, Thailand, Turkey, UAE, UK, Ukraine, USA, and Yemen will participate in the exercises.

The sources said the Exercise entitled 'AMAN-11' is scheduled to be held from March 08 to 12, 2011. Total of 12 ships from China, Saudi Arabia, USA, UK, France, Malaysia, Indonesia, Sri Lanka and Australia and x 04 aircraft from Australia, Japan and USA are also participating in the exercise. In addition Special Operational Forces (SOF) and Explosive Ordnance Disposal (EOD) Marines teams from Turkey, Saudi Arabia, China, USA and Sri Lanka are also participating during the Exercise AMAN-11.

The Exercise has two time line phases, one is harbour phase which is from 08 to 10 March, and second is sea phase which is from 11 to 12 March. All foreigner participating Units will arrive Karachi by 07th of this month as the Harbour Phase activities will commence on 08th March, they added.

In the first Exercise, AMAN-07, 28 countries had participated with naval assets and observers. 14 ships from China, UK, Italy, France, Malaysia and Bangladesh joined the exercise. SOF and EOD, teams from Turkey, USA and Bangladesh also participated. In the second Exercise, named AMAN-09, 26 countries had participated.

Boarding drills on nominated Pak Navy Tankers/MV will be conducted. Ship's boarding teams will conduct the serial after briefing. PN boarding team will lead the serial. Multinational Exercise Coordination Centre (MECC) will coordinate the requirement of ship's boarding teams. Ships are to indicate their boarding team composition and participation to MECC. Anti-Surface Warfare (ASuW) serials are planned during the exercise including Naval gun firings on target at sea, Night Encounter Exercise and Maritime Interdiction Operation (MIO) exercise. Coordinated Missile attacks Exercise from Missile Boats and fighter aircraft will be held during this Anti-Air Warfare (AAW) Exercise. ACASEX C-2 Anti Submarine Warfare (ASW) exercise is planned on 11 March with basically coordinated ASW exercise involving ships, Helos and Aircrafts. Aim is to exercise ASW units in localizing, attacking and reporting a submarine whose initial position is known. For this exercise EMATT will be used.

Source(s): 3 March 2011

<http://dailymailnews.com/0311/04/FrontPage/index.php?id=5>



Bharati Shipyard plans shipbuilding facilities in Bengal and Orissa

Bharati Shipyard proposes to build more shipyards on the country's east coast. According to Mr Vijay Kumar MD of Bharati Shipyard, the company has six shipyards, five of them on the west coast and one on the east in Kolkata.

Mr Kumar said that "Depending on the availability of land, we would like to launch the proposed shipyards in West Bengal and Orissa." It might be noted that Bharati, together

with Apeejay Shipping, has been planning for some time to build two modern ship building facilities on the east coast.

Source(s): 21 February 2011

http://www.steelguru.com/indian_news/Bharati_Shipyard_plans_shipbuilding_facilities_in_Bengal_and_Orissa/192016.html

More ships, less new orders for shipbuilders

The outlook for the Indian shipbuilding industry has shown little improvement in the last few months. Global oversupply of ships has made new shipbuilding orders hard to come by for local firms and that's affecting revenue visibility. Bharati Shipyard Ltd, in particular, has been badly hit.

Bharati's order book pending execution as on 31 December has declined to about Rs1,280 crore. At the end of the September quarter, it stood at Rs1,580 crore and at Rs1,920 crore at the end of June. Bharati's current unexecuted order book is equal to the company's revenue in FY10, which is not much comfort given the present environment. On the operating front, though, Bharati managed to maintain profit margins (excluding the impact of subsidy) at 18%, but ABG disappointed. ABG's operating margins fell to 17% from 18.5% in the corresponding period last year and 26% in the September quarter. Debt levels have gone up. Bharati's debt has increased to Rs3,000 crore after it acquired Tebma Shipyard Ltd in the last quarter, while its market capitalization stood at a mere Rs415 crore.

On the other hand, ABG Shipyard Ltd appears relatively better placed on revenue visibility. According to a post-results note of Angel Broking Ltd, ABG's order book pending execution stood at about Rs7,600 crore. That's more than four times the company's revenue in FY10. ABG's operating performance was hit mainly due to a sharp rise in other expenditure. Net profit of both companies is lower on a year-on-year basis and sequentially as well. "ABG's current net debt has increased to about Rs2,200 crore (debt to equity at 1.8 times) in 3QFY2011 compared with about Rs1,825 crore in 2QFY2011 (debt to equity at 1.5 times)," wrote analysts from Angel Broking in their post-results note. In comparison, ABG's market capitalization stands at Rs1,752 crore.

Needless to say, higher interest cost would add to the pressure on profitability.

Source(s): 27 February 2011

<http://www.livemint.com/2011/02/27220623/More-ships-less-new-orders-fo.html>



Cochin Shipyard IPO delayed

Shipping Ministry of India is believed to have put the disinvestment of Cochin Shipyard on the backburner, as the state-run shipyard has yet to firm up its expansion plans for which it had to raise funds.

The government was mulling disinvestment in Cochin Shipyard Ltd through an initial public offering (IPO) and is now likely to take a while following the expansion plans getting delayed."Its (Cochin Shipyard) IPO has to be linked to its expansion, they are working on the expansion...which may take up to next fiscal (2011-12) to complete, therefore not right now," according to a Shipping Ministry official.

Source(s): 6 February 2011

http://articles.economictimes.indiatimes.com/2011-02-06/news/28433074_1_dry-dock-shipbuilding-shipping-corp-plans

Mundra Port Q3 net up 40% at Rs 228.46 cr

Mundra Port and Special Economic Zone posted a 39.94% jump in net profit to Rs 228.46 crore for the quarter ended December 31, 2010. The company had reported a net profit of Rs 163.25 crore for the October-December quarter last fiscal, Mundra Port said in a filing to the Bombay Stock Exchange.

Total income of the company swelled to Rs 450.76 crore in the December quarter from Rs 337.83 crore in the year-ago period, the filing added. Mundra Port has declared an interim dividend of Rs 0.50 on equity shares of Rs 2 face value for its shareholders, it said.

Source(s): 8 February 2011

http://articles.economictimes.indiatimes.com/2011-02-08/news/28431679_1_net-profit-total-income-interim-dividend

Cochin international container Trans-shipment terminal inaugurated

Prime Minister Manmohan Singh on 11 February dedicated the prestigious International Container Trans-shipment Terminal (ICTT) project at Vallarpadam in Cochin - a major milestone in the development of the country's maritime and logistics infrastructure.

Launching the Rs3,250-crore first phase of the project in Vallarpadam off the Cochin coast, the prime minister said it is a symbol of how private public partnership can be a commitment to the public good. "It is also a symbol of cooperation with our West Asian neighbours," Singh said.

Of the Rs3,250 crore investment, Rs1,650 crore has come from the central government while Dubai Ports World (DPW) its BOT operator, invested Rs1,600 crore. The BOT is for 30 years. Cochin also wrote a new chapter in maritime trade with OEL Dubai, the first cargo-carrying vessel, berthing at the Vallarpadam International Container Trans shipment Terminal.

With the completion of the over Rs6,000 crore project, the new terminal is expected to become a trans shipment hub and the country will no longer have to rely on ports like Colombo, Dubai and Singapore, the Prime Minister said.

ICTT Vallarpadam will help Indian exporters save \$300 per container in freight cost up to 10 days in trans shipment time, he pointed out. ICTT Vallarpadam is also the largest single-operator container terminal in the country.

The ICTT is a state-of-the-art terminal with modern cargo handling equipments and related super-structures with facilities for handling mother container ships of 8,000 plus TEUs capacities and has an annual throughput target of 3 million TEUs.

The BOT operator has completed the construction of phase-I A of the terminal with an investment of approximately Rs1,600 crore. The first phase has a quay length of 600 metres with a handling capacity of 1 million TEUs. This will be increased to 1,800 metres in the final phase.

It also reduces the country's dependence on foreign ports for trans shipment of export-import containers. About 60 per cent of India's export and import containers are trans-shipped through ports like Singapore and Colombo, the prime minister noted.

The project area has been declared as a special economic zone. A link road has been built to connect Vallarpadam with NH 47 and NH 17. The Railway Vikas Nigam Limited has also completed an 8.5 km rail link that connects the ICTT to the railway network. Deepening of the navigation channels, involving removal of nearly 26 million cubic meters of soil are being undertaken on an emergency basis, the prime minister noted.

Inland waterways connectivity has also been established with the West Coast Canal, which has been declared as National Waterway 3, offering excellent hinterland connectivity for Cochin and Vallarpadam port along the length of Kerala till Kollam. The Inland Waterways Authority of India (IWAI) has developed 'ro-ro facility' or roll on-roll off facility at Bolghatty and Willingdon islands in collaboration with Cochin Port Trust, which further improves connectivity of Vallarpadam port.

Source(s): 11 February 2011

http://www.domain-b.com/economy/infrastructure/ports/20110211_container_oneView.html