

MAKING WAVES

The Monthly e-News Brief of NMF

Volume 6, Number 01

January 2011

Inside this brief.....



MARITIME EDITORIAL



- **Let a thousand talents bloom**
- **United Nations on Piracy**



MARITIME SECURITY



- **Seminar on maritime security to dwell on post-26/11 measures**
- **Antony commissions INS Deepak into Indian Navy**
- **Pak nabs 17 Indian fishermen, detains 7 boats**
- **Seoul steps up anti-piracy effort**
- **Coast guard to triple fleet size by 2020**



MARITIME INFRASTRUCTURE



- **India aims to invest \$100 billion in ports, shipping**
- **No takers for mega container terminal at Chennai port**



MARITIME COOPERATION



- **Indian, Russian navies to expand cooperation in Indian Ocean Region**
- **US ready to help Southeast Asia boost defence**
- **Seychelles and India develop privileged relationship**



MARITIME ENVIRONMENT



- **Australia floods: Great Barrier Reef damage**



SHIPBUILDING



- **Shipbuilding orders on the rise as recovery spurs demand**
- **103 MoUs in ship-building, ports signed**
- **Aggressive ship building to further sector's growth: Export-Import Bank of India**

Editorial Team

Dr. M Joshy Paul
Mr.Jithin S George

Phone : +91 011 26154901
Fax : +91 011 26156520

Address

National Maritime Foundation
Varuna Complex, NH-8 New Delhi-110010, India
E-mail: maritimeindia@gmail.com
URL : www.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.



Let a thousand talents bloom

China's understanding of how to promote scientific progress is more mature than America's.

By RAYMOND ZHONG

In his State of the Union address, U.S. President Barack Obama declared that a new "Sputnik moment" has arrived for America. To meet the challenge posed by an increasingly innovative China and India, he urged a nationwide reawakening of America's creative energies, aided by a targeted injection of new public money.

Yet in China it is hard to find analogous competitive fire, especially when it comes to science. Putting aside the still-hesitant attitudes of ordinary Chinese about how their country stacks up against the U.S., Beijing has shown little sign that it views its various science and technology investments as part of a race.

There are exceptions: Sectors like nanotechnology and clean energy, in which China is perceived to enjoy certain advantages, are lavished with extra funds in the hope of attaining "leap-frog" breakthroughs. But on the whole a calmer attitude prevails. Development in knowledge sectors is a granular process, the thinking goes, requiring multiple waves of investment, a steady accumulation of know-how, and, above all, lots and lots of time.

The difference in attitude in part represents the two countries' vastly unequal starting points on science and innovation. But it also suggests a divergence in the prevailing views on how to bring about economic growth and technological advancement, one in which China's leaders seem to have the distinctly more mature understanding.

No policy embodies the spirit guiding Beijing's current approach to science investment more than the "Thousand Talents" plan, an initiative to entice Chinese academics and experts living overseas to come work for Chinese universities and enterprises. If selected, returnees receive competitive salaries and a generous relocation subsidy, as well as ample funding for research.

Since the program started in 2008, more than 1,100 scholars have seized the opportunity. China has pursued similar academic recruitment schemes in the past, but the Thousand Talents plan is the first under the direction of the Organisation Department, a key organ of the Communist Party. That the program sits so close to the centre of power is a sign of how seriously matters of brainpower are being taken in Beijing today.

To be sure, there are problems with China's universities beyond their shortage of top talent. Chinese science enjoys a vibrant reputation for fraud and dishonesty. The peer-review process can resemble an old boys' club, wherein informal networks of carefully cultivated friendships decide the validity of a finding. The emphasis on quantity over quality may be deterring some more established academics from taking up the Party's offer to come home; true superstars among the repatriates' ranks have so far been rare.

Such issues show that, here as in many other realms, China suffers from underdeveloped institutions. As scholars who have studied and worked in the West return to China, though, they bring with them not only scientific knowledge, but also the management skills needed to lay crucial foundations. The Thousand Talents plan is an investment not merely in the 2,000 or so who will be receiving from the Party's coffers, but also in the many more to whom they will pass along their expertise and experience.

What can America learn here? Not much, it seems on first glance. It is America's schools, after all, from which China is poaching. And on this and other fronts China finds itself in the almost enviable position of playing catch-up, allowing it to produce rapid gains in productivity and output simply by recapitulating what the advanced world did generations ago.

But there is more to China's strategy here than simply allowing money to flow where it previously did not. The Thousand Talents program is an acknowledgment that successful scientists and entrepreneurs today are truly global manufactures: made in one place, assembled in another and deployed into a worldwide market. It is a recognition that top-notch universities, like iPhones and laptops, are best built as collaborations across multiple borders.

The analogy is not as glib as it looks. Such manufacturing practices represent the simple fact that the most efficient means of production are rarely located all in one place, that resources are not to be guarded jealously but should be shared with whoever can use them most productively. Likewise with

brainpower: Universities in Beijing and Shanghai currently do not produce the calibre of scholars that ones in Cambridge and Chicago do, but China's new wealth allows it to compete in a global market for Cambridge- and Chicago-educated talent so that someday they might.

For America, such recognition has a clear policy implication: Freer immigration rules are needed, especially for foreign students completing their studies who wish stay in the U.S. President Obama made promising noises in this direction during last week's speech, but actual leadership here remains elusive.

Outside of labour and education policy, too, there are benefits to maintaining a good sense of the interconnected nature of advancement. The present ethos in America should share less with Sputnik-induced competitive frenzy than with another feature of the post-war global paradigm: the common interest in rebuilding Japan and Western Europe. Because America allowed the fruits of its development to spill liberally into those economies, their growth in turn provided America with its own share of positive spill over.

It is possible, of course, to take an open, collaborative spirit too far, in dealing for instance with the Chinese state-owned enterprises that swipe the best ideas and technologies of their Western investors and pass them off as their own. But again, such issues are artefacts of an immature legal and business culture, not arguments against working with China altogether.

A measure of humility, therefore, should guide America as China and others challenge its dominance in world science. Beating the drum of national competitiveness profits neither side. "Winning the future," as President Obama puts it, requires both industriousness within America and acknowledgment that success elsewhere brings its own opportunities.

Source(s): 2 February

http://online.wsj.com/article_email/SB10001424052748703445904576117563431938014-1MyQjAxMTAxMDAwMjEwNDIyWj.html

United Nations on Piracy

It may just be a coincidence that U.N. Secretary General Ban Ki-moon was in Oman in mid-January while the South Korean Navy's Cheonghae Unit rescued all 21 crewmembers of the cargo ship Samho Jewelry from Somali

pirates. Some here speculate that Ban's meeting with Omani King Qaboos bin Said Al Said may have been conducive to Oman's support for the operation. Among his many duties as the chief executive of the world body, anti-piracy efforts occupied much of Secretary General Ban's concerns as abductions of merchant vessels by Somali bandits have grown in frequency and affected a wider area since he took office in 2007. The latest U.N. actions included the Security Council's adoption of the Russian-proposed anti-piracy resolution in April 2010 and naming of former French minister Jack Lang as the U.N. special advisor on piracy.

Yet, there is much more that the United Nations should do to eliminate the persisting piracy in the Indian Ocean off the coast of east Africa and the Arabian Gulf that puts commercial navigation into perils and raises the costs of shipping. Major trading countries, which also happen to be leading military powers, have dispatched naval elements to the piracy-infested zone to protect their ocean liners but the number of hijackings continued to increase. At present, about 50 warships from 27 countries with a total strength of 10,000 personnel, excluding the U.S. 5th Fleet forces, are patrolling the vast area off the Horn of Africa. They are assigned to the NATO's Ocean Shield mission, the EU's Atlanta mission or the U.S.-led Combined Task Force 151 or operating independently while coordinating with the above missions. This anti-piracy system in the Indian Ocean has yet to prove its effectiveness in fighting what the U.N. chief called "the scourge of the 21st century." The Somali pirates, numbering about 1,000, captured a record 1,016 hostages in 2010 and are currently holding 32 ships and 746 crewmembers, including the Korean-owned Geummi 305 with two Korean and 41 foreign seamen.

The world is now convinced that Somalian piracy is not a temporary phenomenon caused by near anarchy in the African country. The global community can terminate it by making concerted efforts with increased contributions from individual states, hopefully under the leadership of the United Nations. Secretary General Ban has this important mission to distinguish the final year in his five-year term. Serious debates are under way on how to cope with future threats of piracy in the waters where one out of every five merchant vessels are owned or operated by Koreans. While civilian experts call for the dispatch of another Korean warship to the Indian Ocean, military authorities have reservations about dividing the limited combat capabilities of the South Korean Navy. Assigning a second destroyer to the Indian Ocean would mean taking one away from the fleets defending the East, West and South Seas of the Korean Peninsula. Strategic consideration has to

be made for effective distribution of available military resources between the two equally important missions of coastal defence and protecting the sea line of communication for our numerous freighters and crude carriers. As the seventh-largest trading country in the world, with the two-way trading volume expected to exceed \$1 trillion this year, unreserved efforts should be made to provide maritime security. Still there is a limit to Korea's capability of directly protecting its merchant ships in faraway seas and the same is true of other countries. The ultimate solution is creating a powerful multinational force under the U.N. flag.

Source(s): 25 January

<http://www.koreaherald.com/opinion/Detail.jsp?newsMLId=20110125000479>



Seminar on maritime security to dwell on post-26/11 measures

Senior officials of central, state governments and other maritime security agencies participated in a two-day seminar on maritime security organised by the Western Naval Command to deliberate on future challenges post 26/11 attacks. The officials participating will represent nine coastal states and four Union Territories in which the coastal security organisation has been revamped after the Mumbai terror strikes, a Defence spokesperson said.

After the 26/11 attacks, the Central government has designated the Indian Navy as the lead agency for maritime security including coastal security. The Navy and the Coast Guard have initiated several measures to improve the security of the coastline. Both the organisations have adopted a synergistic approach with other stakeholders of coastal security to work towards establishing an effective mechanism for improving coastal security and preventing a repeat of such incidents. These include senior bureaucrats of the Ministry of Home, Shipping, Ports, Petroleum and Natural Gas, Ministry of Environment and Forest, security agencies like the Indian Coast Guard, Police, and CISF.

Source(s): 18 January

<http://news.oneindia.in/2011/01/18/seminaron-maritime-security-to-dwell-on-post-2611measures-aid0126.html>

Antony commissions INS Deepak into Indian Navy

INS Deepak, an Italian-built fleet tanker, was commissioned into the Navy by Defence Minister A K Antony who said the year will see more acquisitions and commissioning of vessels to strengthen maritime security. "It is a great moment for Indian Navy and 2011 will see more acquisitions and commissioning to strengthen the maritime security," Antony said.

The 175-metre long and 25-metre wide ship has a capacity to carry 15,450 tonnes of liquid cargo, 510 tonnes of solid cargo and 16 cargo containers on the upper deck. The ship has been built by Italian company Fincantieri. The commissioning ceremony was attended by Admiral Nirmal Kumar Verma, Chief of Naval staff and Vice-Admiral Sanjeev Bhasin, the flag officer commanding in Chief of Western Naval Command and other dignitaries.

Source(s): 21 January

<http://economictimes.indiatimes.com/news/news-by-industry/et-cetera/antony-commissions-ins-deepak-into-indian-navy/articleshow/7333268.cms>

Pak nabs 17 Indian fishermen, detains 7 boats

Pakistan Maritime Security Agency (PMSA) has apprehended 17 Indian fishermen and seized their seven boats from the international maritime border near Jakhau town of Kutch district, secretary of the National Fish Workers' Forum Manish Lodhari said. Five fishing boats Visheshvar, Amit Sagar, Sagar Raj, Jay Prasad and Rajlaxmi were intercepted along with their crew of 27 people. However, Rajlaxmi and 14 fishermen, largely the old and the very young, were returned while the remaining were taken to Karachi port.

According to Porbandar Boat Association president Hiralal Siyar, an estimated 476 boats of Gujarati fishermen are in the custody of Pakistani authorities. He further said that over 250 fishermen from the state are languishing in Pakistani jails, including the 17 who were apprehended.

Source(s): 22 January

<http://timesofindia.indiatimes.com/city/rajkot/Pak-nabs-17-Indian-fishermen-detains-7-boats/articleshow/7343475.cms>

Seoul steps up anti-piracy effort

The South Korean Navy's rescue operation of 21 sailors onboard the chemical carrier Samho Jewelry, which was hijacked by Somali pirate's, ended

successfully. In 2010, the Ministry of Foreign Affairs and Trade teamed up with other ministries to draw up preventive measures to ensure ships and their crewmembers have safe passage up and down the Gulf of Aden.

The task force was established after several South Korean ships were attacked by pirates while sailing off the Somali coast, as well as the Arabian Sea approximately 2,000 kilometres away from Somalia. To protect ships and sailors from pirate attacks, the team is preparing a new bill reportedly requiring all ocean-going ships to be equipped with a “citadel,” an anti-piracy muster zone inside which sailors can hide themselves for days in the event of a pirate attack. The inter-ministry team is also considering mandatory private security forces on board ships that embark on long distance journeys off the Somali coast. The government will finalise the bill featuring the preventive maritime security measures and then submit it to the National Assembly for approval no later than this year’s end.

Several governments, including the United States, Canada, and Germany, have deployed troops and warships to protect and escort their ships sailing in the region. In 2008, the U.N. Security Council (UNSC) adopted four resolutions to thwart pirates. Among them, UNSC resolution 1851 authorizes international naval forces to carry out anti-piracy operations in Somali territorial waters and ashore, which was approved by the Somali authorities. Korea is a member state of the contact group which is an international mechanism to combat piracy.

Source(s): 23 January

http://www.koreatimes.co.kr/www/news/nation/2011/01/113_80159.html

Coast guard to triple fleet size by 2020

The Indian Coast Guard (ICG) will triple its fleet size from the existing 100 vessels to 300 ships by 2020, ICG Director General Vice Admiral Anil Chopra said. The maritime security forces will also double its aviation wing's strength from the present 50 to 100 aircraft, apart from its manpower to 20,000 personnel from the existing 12,000 in the next one decade.

On the training of coast guard personnel, Chopra said the government had sanctioned construction of an academy to train its officers on the lines of the Naval Academy. Though land had been identified in a couple of places, there were some pros and cons and it was yet to be finalised. Asked when would the coast guard have a director general from its own cadre, instead of

the current practice of appointments from the Navy for the top job, Chopra said the government had recently decided to have an additional director general in the ICG from its own cadre.

Source(s): 31 January

<http://www.hindustantimes.com/Coast-guard-to-triple-fleet-size-by-2020/Article1-656830.aspx>

MARITIME INFRASTRUCTURE

India aims to invest \$100 billion in ports, shipping

India aims to invest 4.52 trillion rupees (\$100 billion) by 2020 to build new ports and develop its shipping industry in a bid to boost trade, Shipping Minister G.K. Vasana said. He also unveiled the "Maritime Agenda 2010-2020" plan. The investment is also likely to increase India's share in the global shipbuilding industry to 5% from 1% and raise Indian companies' share in the global cargo tonnage to at least 9% from 6%-7%, Mr. Vasana said.

Improving maritime infrastructure in India will boost its trade, which is largely carried out by sea. In the fiscal year through March, India aims to export merchandise worth \$200 billion while imports are likely to be about \$320 billion. The government plans to set up two ports on the east and west coasts of the country, he said, but didn't specify how much will be invested in the ports or where will they be located.

Source(s): 14 January

<http://online.wsj.com/article/SB10001424052748703959104576081594176904366.html>

No takers for mega container terminal at Chennai port

An ambitious plan by the government to build a mega container terminal at India's second-busiest container port at Chennai, with private funds worth Rs.3,686 crore, is stranded. In a separate development, the tariff regulator for Union government-owned ports has rejected a proposal by the Chennai port to increase its rates for services rendered.

None of the seven short-listed bidders submitted bids because of a pending environment clearance and fears that overcapacity would render the project unviable. The deadline for the bids was 19 January. The terminal is designed to handle four million standard cargo containers a year. Chennai has

two container terminals, run separately by DP World Pvt. Ltd and PSA International Pte Ltd, with a combined capacity to handle 2.8 million standard containers a year. The two terminals loaded 1.11 million standard containers between April and December, up from 886,000 containers a year earlier.

DP World, L&T Transco Pvt. Ltd, IL&FS Maritime Infrastructure Co. Ltd, Lanco Infratech Ltd, GVK Power and Infrastructure Ltd, and Mundra Port and SEZ Ltd, were among the pre-qualified bidding groups. Executives at these firms confirmed non-participation. None wanted to be identified. The port official said the bidding groups wanted more time to study finer details of environment clearance, pending with the Union ministry of environment and forests. Experts believe the project is not viable because of over-capacity in and around Chennai and other factors. "It was too ambitious a plan," said an executive at a Mumbai-based infrastructure consultancy firm that had studied the project.

Source(s): 29 January

<http://www.livemint.com/2011/01/28201929/No-takers-for-mega-container-t.html?atype=tp>



Indian, Russian navies to expand cooperation in Indian Ocean Region

India and Russia discussed the security environment in the Indian Ocean Region (IOR), particularly piracy threats and expanding cooperation to fight the menace, at a meeting between the navy chiefs of the two countries. The Russian Navy's commander-in-chief, Admiral Vladimir Sergeevich Vysotskiy, began a three-day visit at the invitation of his Indian counterpart, Admiral Nirmal Verma.

Detailed discussions were also held on the ongoing projects between the two countries, including the training of Indian naval personnel for the operating the INS Vikramaditya aircraft carrier (formerly the Admiral Gorshkov) that is scheduled to commence later this year.

India had bought the Gorshkov in 2004 for \$1.5 billion, but in the last six years the cost of its refit at the Sevmash shipyard in Russia has escalated and a final price of \$2.34 billion was agreed to last February. The warship is expected to be inducted into the Indian Navy by the end of 2012. Other matters discussed included the possibility of regularising the navy-to-navy interaction

with 'staff talks' and the feasibility of enhancing the scope of the Indra series of joint naval exercises between the two countries.

Source(s): 17 January

<http://www.sify.com/news/indian-russian-navies-to-expand-cooperation-in-indian-ocean-region-news-national-lbru4qaegei.html>

US ready to help Southeast Asia boost defence

A U.S. delegation led by Assistant Secretary of State Kurt Campbell, the top American diplomat for Asia, forged an agreement with the Philippines to set up working groups to study ways of increasing cooperation in "territorial defence and maritime security." The move is in step with American efforts to reassert its once dominant role in Asia, where China has emerged as a powerhouse. Several Southeast Asian countries dispute ownership of islands in the South China Sea with China.

Source(s): 27 January

<http://www.washingtonpost.com/wpdyn/content/article/2011/01/27/AR2011012702088.html>

Seychelles and India develop privileged relationship

Seychelles President, James Michel met with Indian Prime Minister Dr. Manmohan Singh at the Prime Minister's residence in New Delhi, during the President's working visit to India.

The Prime Minister said that India would intensify its maritime surveillance efforts in the Indian Ocean and support Seychelles in its efforts to ensure the maritime security of its waters. India is currently aiding Seychelles in military training and capacity building, the fight against piracy, as well as the development of an IT training centre.

Seychelles and India recently signed a military cooperation agreement, to provide for the Special Forces Unit of Seychelles People's Defence Forces, Tazar, to train in India for concentrated training on Special Forces Operations, VIP Protection Duties, Commando Operations, and Deep Sea Diving. The SPDF has been receiving training in various institutes of the Indian Defence Forces for more than a decade.

President Michel and Prime Minister Singh met in June 2010 during the President's State Visit to India. During the June meeting, India announced it would write off 45% of Seychelles debt owed to the government of India, and

reschedule the remainder over a 20-year period with the interest rates halved, as part of the "Paris Club formula" approach. India has also pledged a defence grant worth US\$5 million to boost Seychelles capability to defend its territory against pirate incursions.

The government of India is also writing off US\$1.375 million of debt, which Seychelles owes on a commercial loan with the Exim Bank (Export Import) of India. The Exim Bank of India is also giving the Development Bank of Seychelles (DBS) a US\$10 million line of credit at concessionary terms, for small businesses to be able to access funding for development.

Source(s): 2 February

<http://www.forimmediaterelease.net/pm/4409.html>

MARITIME ENVIRONMENT

Australia floods: Great Barrier Reef damage

The flooding of major Queensland Rivers is a major concern for the marine environment. The flood waters bring immense amounts of freshwater into the coastal marine environment, which can kill marine life such as corals and sea grasses.

Other materials contained in the floodwaters such as silt, nutrient and pollutants, such as pesticides (mostly from eroded soils), can have negative effects on the marine environment, which are likely to last for months to years and can impede the recovery of organisms.

In some areas, especially in Moreton Bay adjacent to Brisbane, there will be also an issue with pollution from oil, sewage and debris. For the Great Barrier Reef (GBR) environmentalists are mostly concerned about the inshore coral reefs (20-30 km from the coast), and mainly the reefs in Keppel Bay, close to the city of Rockhampton which have experienced major flooding from the Fitzroy River, which drains into Keppel Bay.

Because the freshwater floats on top of the seawater, environmentalists are mainly concerned about the corals and other organisms in shallow water close to the coast. The combination of low salinity and high turbidity (which shades out the light for the marine life) will most likely be a lethal combination for the reefs and sea grass meadows inundated by the plume.

Corals respond to freshwater influence with coral bleaching (a loss of the symbiotic algae, similar to what has been observed in extremely hot summers

in the past); they may die or recover depending on how badly affected they were.

A concerted effort of several science agencies and state departments is underway to measure the water quality in the affected coastal and offshore areas and, as soon as possible, also to assess the damage to the marine environment, once the situation has improved and divers can be sent into the water. The recovery of reefs and sea grass meadows will be followed up by existing long-term monitoring programmes.

Source(s): 27 January

<http://www.channel4.com/news/australia-floods-great-barrier-reef-damage-could-last-years>



Shipbuilding orders on the rise as recovery spurs demand

Shipbuilding orders may touch the highest level since 2008 keeping pace with global economic recovery, according to estimates released by South Korea's industrial ministry. New vessel contracts will probably rise 4 per cent this year to 35 million compensated gross tons, the highest since 2008. The rise in orders will be led by container and LNG carriers, South Korea's Ministry of Knowledge Economy said.

The tonnage total would also be the most since 2008, when it was 47.1 million tons, according to Clarkson Plc, the world's largest shipbroker. According to the ministry's estimate, Hyundai Heavy Industries Co and Samsung Heavy Industries Co., the world's two biggest yards, and their four largest rivals will probably win 33 per cent more orders this year.

Meanwhile, orders for bulk carriers are likely to drop 43 per cent to 7.8 million tons this year amid concerns of oversupply, the ministry statement said. The ministry also said that the world's top six shipyards, all based in South Korea, were on track to win \$50.1 billion worth of orders this year, higher than the \$37.6 billion they received in 2010. The yards include Daewoo Shipbuilding & Marine Engineering Co., Hyundai Samho Heavy Industries Co, Hyundai Mipo Dockyard Co and STX Offshore & Shipbuilding Co.

Source(s): 13 January

http://www.domain-b.com/industry/Shipping/20110113_spurs_demand_oneView.html

103 MoUs in ship-building, ports signed

One hundred and three MoUs with proposed investments of Rs 1.03 lakh crore were signed in the ports and shipbuilding sector on the final day of Vibrant Gujarat Global Investors' Summit (VGGIS). The MoUs were signed during a seminar, "Gujarat Ports: A catalyst to India's Development," organised by Gujarat Maritime Board at Mahatma Mandir.

Seventy MoUs with proposed investments of Rs 100 crore and upwards each were signed between GMB and various groups. Among the MoUs with the highest investment proposals were four with the Adani Group worth a total of Rs 12,500 crore. Two of these were towards expansion of the Mundra Port and Special Economic Zone at Mundra.

Source(s): 14 January

<http://www.indianexpress.com/news/103-MoUs-in-ship-building--ports-signed/737379/>

Aggressive ship building to further sector's growth: Export-Import Bank of India

Despite recessionary conditions, traffic handled at major ports in India grew on an average by 5.7 per cent in the year 2009-10, over the year 2008-09, states a research study by Export-Import Bank of India (Exim Bank). The study assesses that the shipbuilding industry in the country has the potential to grow at a rate of more than 30 per cent, and this rate of growth could be achieved through supportive measures by the Government, including incentives for shipyards.

The study titled, 'Indian Shipping Industry: A Catalyst for Growth' views that approximately 95 per cent of the India's trade by volume, and 70 per cent by value, is moved through maritime transport. India is among the top 20 leading countries having large number of merchant fleets in the world. The Gross Tonnage (GT) under the Indian flag was 10.1 million, as of 1.09.2010, with as much as 1029 ships in operation.

According to the study, even though India occupies a small percentage of the global shipbuilding market, the Indian shipbuilding industry is well positioned for further growth. According to the world order book position, during 2009, Indian shipyards had an order book of close to 260 ships constituting 1 per cent share in terms of Gross Tonnage (GT) and 2.8 per cent

share in terms of number of bookings. India stood at the sixth position in the world ship-building order book.

The study by Exim Bank recommends that increasing investment in shipping industry, strengthening shipbuilding industry, developing adequate container freight stations, integration of shipping and logistics, creation of adequate warehousing facilities, creation of multimodal logistics parks and tapping LNG business are some of the measures for further development of this sector.

Source(s): 31 January

<http://www.business-standard.com/india/news/aggressive-ship-building-to-further-sector%5Cs-growth-exim-bank/423538/>