

MAKING WAVES

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China takes new tack in maritime diplomacy

Dr. Jian Junbo

With its first explicit declaration that the South China Sea is one of its national "core interests", the Chinese government is taking a tougher stand on safeguarding its rights in what it sees as its territorial waters. Beijing's stance on the South China Sea is a proclamation that China will no longer tolerate activity deemed unfriendly or hostile there, since no country would compromise on any issue concerning its core national interests.

In the Yellow Sea too, China has reacted with unprecedented strength over a planned United States-South Korean joint naval manoeuvre, which reportedly is likely to start now that the United Nations Security Council has adopted a resolution on the sinking of the South Korean corvette *Cheonan* in March. A firmer stand seems likely on territorial waters in the East China Sea, where China in the month of July has been carrying out naval exercises aimed at rattling the United States over its sale of weapons to Taiwan.

Reports that South Korea is to carry out joint naval maneuvers with US in the international waters of the Yellow Sea suggest an attempt to warn North Korea to back off from continuously threatening security in Northeast Asia, as Seoul blames Pyongyang for the sinking of the *Cheonan*. The statement from the 15-member Security Council did not directly name North Korea as the culprit for the sinking, but "deplored" the attack in which 46 sailors died and expressed "deep concern". North Korea has said it is "satisfied" with the report.

But the possible involvement of a US aircraft carrier in any Yellow Sea naval exercises irks China. Foreign Ministry spokesman Qin Gang has said in Beijing that China is firmly opposed to any foreign warship coming near the Yellow Sea or other waters close to China's territory to conduct activities that would have consequences for China's national security.

When the People's Liberation Army Navy (PLAN) broke away from past practice of keeping military activities secret, and publicized exercises against an imagined hostile aircraft carrier battle group in the East China Sea, it was seen as an expression of Beijing's disquiet about the impending US-South Korean war games. China's naval exercise happened, interestingly enough, after a PLAN officer told two visiting senior US officials in Beijing in March that China regarded the South China Sea as its territorial water and core national interest - the first time this has been said.

A major reason for China's more proactive interventions in regard to safeguarding its rights and interests in its territorial waters is that with its growing

economic muscle, China no longer wants to tolerate any threat in its "near" seas from its neighbors or the United States.

The overtly unfriendly posture toward China from two of its strategic partners - the US and South Korea - is unacceptable to Beijing, especially since China compromised on the Iran nuclear issue and the *Cheonan* incident by voting in line with the US on two Security Council resolutions.

This is however, not the first time the US has challenged China's territorial waters. US spy planes and ships have constantly come to the edge of these waters in past years, collecting Chinese military information. One example was in 2001, when a Chinese fighter plane sank into the South China Sea after a collision with a US spy plane. The Chinese pilot died and his body was never found.

With recent US arms sales to Taiwan and the consolidation of the US-Japanese alliance after the end of the Cold War, China now deems the US as too antagonistic in the security area, even as bilateral relations in the economic and financial fields have been enhanced. Because of this, Washington is suspected by Beijing and many Chinese people of being an untruthful partner, or even of seeking to contain China's rise.

Beijing's claim that the South China Sea (and hence other near seas) is part of its core interests is not only in response to perceptions of a US challenge, but also to the realities of geopolitical conflict in the area. In Beijing's view, the most controversial islands in the South China Sea, especially the Nansha (or Spratly) islands, have been occupied by neighboring countries. Among them, Vietnam is perceived as the most aggressive, followed by the Philippines, Malaysia and Indonesia. Yet China only controls a small part of the Nansha islands, while the biggest island in the group, Taiping, is managed by Taiwan.

Mostly due to Beijing's weakness on the issue, these countries became more ambitious in strengthening their hold of the islands in the South China Sea. Vietnam, for example, has placed a new administrative division on some islands - although they have no permanent residents - and developed some tourist routes, and built military infrastructure to lay greater claim to sovereignty. Before the 1970s, though, no country questioned China's legitimacy and sovereignty over these islands and the waters of the South China Sea. For the Chinese, the South China Sea and its islands have historically been Chinese territory.

According to Chinese documents, the Chinese discovered the Nansha islands in the Han Dynasty some 2,000 years ago. From the Song Dynasty (960-1276 AD), the islands were under China's jurisdiction, while in the Yuan Dynasty (1279-1368 AD) the Nansha islands were a part of Hainan (today's Hainan province) and managed by the central government.

In the following Ming Dynasty (1368-1644 AD), China's ships sailed by the islands of the South China Sea, symbolically implying China's sovereignty over the waters. Then in the Qing Dynasty (1644-1911 AD), important official and royal Chinese political maps issued or drawn in 1724, 1755, 1767, 1810 and 1817 clearly marked the Nansha islands as Chinese territory.

In 1947, based on the Cairo Declaration and the Potsdam Proclamation, China's central government appointed Mai Yunyu as official commissioner to take sovereignty over the Nansha islands from Japanese forces. In 1947, the Internal Ministry of the Republic of China finished marking the South China Sea boundary, and the Nansha islands were undoubtedly included as a part of China's sovereignty.

Until about a quarter of a century later, no country, including Vietnam, the Philippines and Malaysia, expressed dissent over this situation, until two events occurred. First, geologists declared in 1967 and 1968 that they had discovered oil and gas in the South China Sea; second, the UN Convention on the Law of the Sea was adopted in 1982.

The discovery of oil and gas stimulated some countries to claim sovereignty over the islands and water in this region, and tried to seek historical proof to support their claims. The UN law gave these countries a general and legal basis to request sovereignty. Since the end of the 1960s, one claim or another over sovereignty of one or all of the islands has been a constant. These led to military conflicts with Vietnam and the Philippines in 1974, 1988 and 1995, small-scale skirmishes that China won.

In 1979, Chinese leader Deng Xiaoping proposed dealing with issue through the principle of "shelving disputes and co-developing", meaning that disputes over sovereignty in the South China Sea could be put aside and countries could pay more attention to exploiting oil and gas through international cooperation. This is still the policy of China's leaders today, though it has aroused increasingly vocal criticism from the Chinese public.

Some overseas commentators argue that China's recent tougher attitude indicates Beijing is becoming more and more influenced by nationalistic sentiment at home into giving up its rational policy in dealing with South China Sea matters. However, such reasoning confuses the concepts of nationalism and patriotism. Nationalism can lead to a country taking over territory, as the Nazis did. On the other hand, if a nation aims to recover its interests or territory taken away by others, this is patriotism, which is a cornerstone a nation needs to survive and prosper.

China should not be unjustly labeled as nationalistic, since it never claims other countries' territory. Simply for the sake of keeping "peace" and "stability", for a long time China has adopted an appeasement policy toward the US and neighboring countries. But now, Beijing perhaps thinks appeasement is coming to an end. A friendly China is considered by some neighbors as a weak state, and hence potential conflicts are accumulating. So Beijing must stop playing the part of a non-contentious person. In the



long run, a tougher China with a clear strategic policy toward the South China Sea and other seas will help maintain stability and peace in East and Southeast Asia.

Since the policy of "shelving disputes and co-developing" cannot effectively be put into practice because of a lack of cooperation from some Southeast Asian countries, it should be replaced by a new policy, even though the image of China as a peaceful rising power could be damaged. However, the international image of China is still mostly defined by Western leaders and their media and not by China itself.

In other words, for the Chinese, concerns over image take a back seat to what China should be doing.

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Source(s): 14 July
<http://www.atimes.com/atimes/China/LG14Ad01.html>

Maritime security: the need for preparedness

Dr. Ruwantissa Abeyratne

As maritime transportation expands its global network, enabling the carriage of people and freight, its security increasingly assumes greater salience. Since maritime trade is the most important element of international trade a critical driver of the world economy, it is absolutely imperative that stringent measures are taken to counter acts of unlawful interference with this area of transport.

Evidence suggests that the threat against the security of maritime transport is growing. What is alarming is the evolution of the nature of threats and the unpredictability of their nature and occurrence. Blaise Pascal, in his book 'Ars Cogitandi' states that fear of harm ought to be proportional, not merely to the gravity of the harm but also to the probability of the event. It is also a fact of risk management that, under similar conditions, the occurrence (or nonoccurrence) of an event in the future will follow the same pattern as was observed in the past. Based on these premises, one is confronted with the terrifying possibility that there could be a nuclear 9/11 sometime in the future.

The word "security" in the transportation context has not been defined. From a maritime perspective, security has many meanings, ranging from the protection of territorial integrity in a military sense against armed attack, to ensuring the freedom of navigation, the flow of commerce and the protection of ocean resources, as well as protecting maritime interests from threats posed by piracy, drug trafficking and environmental destruction.

From a maritime context, the act of terrorism could be applied to acts of piracy; acts of violence of a general nature not necessarily confined to piracy against a ship, its



crew or passengers; acts using a ship as a weapon of destruction against navigational and public safety; acts of sabotage using the high seas or territorial waters of a nation to support and sustain terrorism; using the sea as a platform to launch attacks against States, persons or property; and transport of weapons over the seas for terrorism purposes. From an aviation perspective, these definitions can be used to describe acts which unlawfully interfere with civil aviation, including hijacking of aircraft; using aircraft as weapons of mass destruction; destruction of aircraft, whether in-flight or on the ground; unruly conduct on board an aircraft which is calculated to endanger the flight or to cause death or bodily injury to persons or property; and acts of sabotage.

The adoption of the 2005 Protocol to the Convention for the Suppression of Unlawful Acts (SUA) Against the Safety of Maritime Navigation, otherwise known as the Rome Convention which was adopted in 1988, shares commonality with air transport. Both the Protocol and the Convention prohibit a wide range of offences at sea, such as: killing or injuring persons; seizure or taking control of a ship by threat or force; and performance of an act of violence against a person or persons on board a vessel calculated to endanger the safe navigation of the vessel.

Of particular relevance is Article 3 (b) is introduced by the Protocol which stipulates that a person commits an offence within the meaning of the Convention if that person unlawfully and intentionally commits one of the acts listed in the Protocol, if the intent and purpose of that act is to intimidate a population or to compel a government or an international organization to do or abstain from any act. The acts listed in the Protocol, most of which may apply to aviation security, create a useful precedent for aviation lawyers if they were to list acts that constitute unlawful interference with civil aviation.

Some of these acts are: using against or on a ship or discharging from a ship any explosive, radioactive material or biological, chemical or nuclear weapon in a manner that causes or is likely to cause death or serious injury or damage; discharging from a ship oil, liquefied natural gas, or other hazardous or noxious substance, in such quantity or concentration that causes or is likely to cause death or serious injury or damage; using a ship in a manner that causes death or serious injury or damage; transporting on board a ship any explosive or radioactive material, knowing that it is intended to be used to cause, or in a threat to cause, death or serious injury or damage for the purpose of intimidating a population, or compelling a government or an international organization to do or to abstain from doing any act; transporting on board a ship any biological, chemical or nuclear weapon, knowing it to be such a weapon; and transporting on board a ship any equipment, materials or software or related technology that significantly contributes to the design, manufacture or delivery of a biological, chemical or nuclear weapon, with the intention that it will be used for such purpose.

The Secretary General of the United Nations acknowledged in 2008 that there is no specific definition of "maritime security" but identified seven activities that endanger maritime security: piracy and armed robbery against ships; terrorist activity involving shipping, off shore installations and other maritime interests; illicit trafficking in arms and



weapons of mass destruction; illicit trafficking in narcotics and psychotropic substances; smuggling and trafficking of persons by sea; illegal fishing and intentional and unlawful damage to the oceanic environment.

There is simply no doubt that an act of piracy is an act of terrorism. Disturbing trends off the coast of Eastern Africa, particularly starting from 2008 and mostly affecting the Gulf of Aden and the coasts off Kenya and Somalia in the Indian Ocean, portend an ominous threat for maritime security. It is reported that in 2008 the International Maritime Organization recorded 121 pirate attacks on merchant vessels globally 34 of which were off the Eastern seaboard of Africa and 17 in the Indian Ocean region. The seizure of the Sirius Star in November 2008 off the coast of Mombasa, Kenya drew world attention, particularly since a cash ransom of \$3 million was paid to the pirates for the release of the ship. During the same period, 14 ships were being held along with 268 hostages.

Waters off the Indian Ocean coast of Somalia have proved to be a dangerous area that threatens the shipping industry with acts of piracy. Somali waters have far overtaken traditionally dangerous areas such as the Straits of Malacca in the South East Asian, the waters of Nigeria and Iraq with the recent spate of piracy off the Somali coast. The pirates carry out daring acts of stealing goods or food aid with the use of speedboats, frequently extending their illegal activity to impounding ships for ransom.

The advantage maritime transport has over other modes of transport is that it carries large volumes of energy, food, precious metals and consumer goods. Although the biggest threat to maritime security is the smuggling of goods and people, piracy has raised its head, making the basic assumption that terrorist interference is rare in maritime transport a thing of the past. It is reported that since 1968, there have been 162 maritime incidents that can be associated with terrorist acts.

The biggest problem associated with responding to terrorism is that often, accusations of terrorism are met not by a denial of the fact of responsibility but by a justification for the impugned actions. This obfuscates the issue and makes what constitutes "terrorism" highly contentious and controversial. When some who perform acts of violence justify their acts as espousing a cause and expressing their right of self-determination and the resistance to an oppressive and totalitarian regime, and some societies condone or agree with such an interpretation, it becomes increasingly difficult to establish global consensus on terrorism.

It has been suggested that concise and direct action, even deadly force, must be employed to deter piracy. The development and implementation of a coherent tactical response to maritime terrorism is necessary, where forces have to be trained. This has to be done holistically and not in a fragmented manner which would focus only on any one type of transport. The concerned bodies of the United Nations must get together to address maritime, air and surface transport on the valid basis that the threats faced by all three modes of transport are common and adopt basic standards for cargo, passenger, baggage and document screening. Above all, these standards should arm



the UN bodies with enforcement powers and require them to establish joint security intelligence centres. Therefore, although it is quite evident that the world community has diligently addressed threats that confront transportation security, it is evident that much needs to be done; both on a pre-emptive and preventive basis and that the success of measures taken to counter this threat would mostly depend on the political will of State

Source(s): 18 July

http://www.island.lk/index.php?page_cat=article-details&page=article-details&code_title=2378



Unilateral sanctions on Iran will hurt India

India expressed its disapproval of “unilateral sanctions” by individual countries that restrict investments by third countries in Iran's energy sector.

“We are justifiably concerned that the extra-territorial nature of certain unilateral sanctions recently imposed by individual countries, with their restrictions on investment by third countries in Iran's energy sector, can have a direct and adverse impact on Indian companies and more importantly, on our energy security and our attempts to meet the development needs of our people,” Foreign Secretary Nirupama Rao observed while addressing members of Indian and Iranian think tanks.

India's reservations about the United States' keenness to implement some of its sanctions against Iran comes days after Washington appointed Robert Einhorn as its new ‘co-ordinator’ for implementing the sanctions.

In the light of UN Security Council Resolution 1929, approved despite being voted against by Turkey and Brazil, the European Union, in the last week of July 2010, laid out its plans for imposing sanctions against Iran.

Maintaining that the International Atomic Energy Agency provided the best framework to resolve questions about Iran's nuclear programme, Ms. Rao pointed out that India's approach to Iran was “embedded within the rationale” that defines its foreign policy — just as the ‘Look East’ policy has propelled India's relations with the countries of ASEAN and East Asia.

Tehran was important not only because it had large energy reserves, although this aspect was significant because India expects its energy needs to grow by eight to ten per cent in the coming years and Iran, the nearest source, has the world's third largest proven oil reserves and second largest gas reserves.

The Foreign Secretary identified maritime security as another potential area of cooperation and welcomed Iran's decision to join the Indian Navy's confidence building



initiative — the Indian Ocean Naval Symposium. Iran was also crucial in resolving the Afghanistan issue. She hoped that the upcoming India-Iran Joint Commission meeting would instil fresh momentum in their bilateral relations — especially the long-pending dialogue on energy and trade corridors in Central Asia and greater cooperation and information sharing on counter-terrorism.

Source(s): 6 July, Sandeep Dikshit
<http://thehindu.com/news/article501752.ece>

Arab experts call for new measures to combat piracy, crime

Arab port and border security chiefs ended their 10th summit Thursday (July 8th) at the Arab Interior Ministers Council's Tunis headquarters with a call to combat marine piracy and trans-national trafficking.

Piracy is a growing problem in the Gulf of Aden, Horn of Africa and other regions, despite considerable efforts from NATO and other institutions, the Arab experts noted. Commercial vessels from home ports around the world have been hijacked to fund the war in Somalia or to support terrorist groups operating there or in neighbouring regions.

"The rising pace of security events and problems resulting from the infiltration of countries' borders and their air, sea and land crossings... emphasises the importance of controlling borders and crossings for the security, well-being and stability of countries," said Mohammed Ben Ali Kouman, secretary-general of the Arab Interior Ministers Council, at the opening of the conference on Wednesday.

The Tunis forum called for the deployment of advanced radar systems to detect infiltration in territorial waters and monitor maritime arms, drugs and human trafficking operations. Also necessary, the experts agreed, is co-ordination among Arab countries and other friendly nations in order to improve maritime security.

In April, the UN Security Council adopted Resolution 1918 on the issue of piracy. This resolution calls on all countries to criminalise acts of piracy under their national laws. According to UN statistics, Somali pirates carried out 217 attacks and hijacked 47 vessels in 2009 alone, receiving some \$82 million in ransom.

On the issues of drugs and human trafficking, the assembled experts called on Arab authorities to work towards establishing a joint headquarters for operations and security control in airports, seaports and land borders. According to a June report by the United Nations Office on Drugs and Crime (UNODC), Morocco was the largest source of confiscated quantities of cocaine in Europe between 2005 and 2009, amounting to 3,700 kg. It was also the second-highest African country, behind Nigeria, for the numbers of women transported to Europe for sexual exploitation, the UNODC report said.

Source(s): 9 July, Mona Yahia
http://www.magharebia.com/cocoon/awi/xhtml1/en_GB/features/awi/features/2010/07/09/feature-01



Piracy Attacks Decline on Navies' Somalia Offensive

Piracy attacks worldwide declined 18 percent in the first half of 2010 as a more offensive naval presence around Somalia lowered the number of incidents.

Attacks globally fell to 196 from 240 in the same period last year, the London-based International Maritime Bureau said in a report today. Incidents in the Gulf of Aden, the Red Sea and around Somalia fell to 98 from 144. "The actions of the navies in the Gulf of Aden have been instrumental in bringing down attacks there," IMB director Pottengal Mukundan said in a statement. Incidents also fell in the first quarter.

The European Union's naval mission has adopted a "more offensive approach" to Somali assailants, hunting them down at sea before they can attack, the force's commander, Rear Admiral Jan Thornqvist of the Swedish Navy, said in June. About 20 percent of world trade passes through the Gulf of Aden, a transit point for ships navigating Egypt's Suez Canal when sailing between Asia and Europe, according to the EU.

The EU's Atalanta operation, the first naval mission ever created by the 27-nation bloc, started operating in December 2008. Thornqvist said in June he has six ships and four patrol aircraft under his command, with more ships due to arrive in August. Combined with a North Atlantic Treaty Organization fleet, a U.S.-led fleet, as well as individual warships from countries such as Russia, China, India, Japan and Malaysia, there are about 30 warships engaged in anti-piracy missions off the Horn of Africa.

Source(s): 15 July, Alaric Nightingale

<http://www.washingtonpost.com/wp-dyn/content/article/2010/07/15/AR2010071500807.html>

SHIPBUILDING

Abu Dhabi Ship Building to pursue military contracts

Abu Dhabi Ship Building (ADSB) is campaigning for new military ship orders in the Gulf and North Africa after delivering a 42-metre landing craft to the Bahrain Royal Navy.

The Musaffah-based shipbuilder and repair yard has now delivered three of the four landing craft ordered by Bahrain in 2008 in a multimillion-dollar contract comprising two 16-metre boats made of composite materials and two of the 42-metre steel vessels. The final ship is scheduled to be delivered by the end of the year.

The order highlights ADSB's growing involvement in new lightweight shipbuilding materials, such as composites and aluminium, while maintaining its capabilities in steel-

hulled vessels. ADSB is the only military shipbuilder in the region and competes against yards in North America and Europe, as well as rising Asian counterparts. ADSB has been able to compete with rivals on pricing because of its lower cost base in Abu Dhabi, officials said. It was created in 1996 with the help of the US-based Newport News Shipbuilding. The firm has 54 vessels on order for local and foreign customers, including six Baynunah-class corvettes, two naval landing craft, 32 so-called fast interceptor composite boats and 12 Ghannatha-class fast fighting boats, in addition to tugs and workboats. It plans to deliver a total of 10 vessels this year, including the first six interceptors to the UAE's Critical National Infrastructure Authority.

Officials from the Bahraini navy said they planned to use the landing craft for logistical support for the 33 islands in the kingdom. The ship has a payload of 180 tonnes of deck cargo, as well as being able to carry 120 cubic metres of water and 60 cu metres of fuel.

Source(s): 13 July, Ivan Gale

<http://www.thenational.ae/apps/pbcs.dll/article?AID=/20100713/BUSINESS/707139914/1005>

S. Korea gives up world's top shipbuilding spot to China

China overtook South Korea to become the world's top shipbuilding country for the first time in the first half of the year as it fared better in terms of three major industry indicators, sources said.

Since overhauling Japan in 2003, South Korea had held the number one position as it ranked first in the world in terms of shipbuilding tonnage, new orders and order backlogs. According to market researcher Clarkson Research Services Ltd. and the sources, Hyundai Heavy Industries Co., the world's largest shipyard, and other South Korean shipbuilders constructed vessels amounting to 7.47 million compensated gross tons (CGT) in the January-June period, lower than China's 8.01 million CGTs.

In terms of new orders, South Korea clinched 4.62 million CGTs during the six-month period; compared with China's 5.02 CGTs. China's 53.31 million CGTs of total order backlogs also topped South Korea's 49.25 million CGTs.

Given the current trend, China will surely emerge as the world's top shipbuilding nation for all of 2010, market watchers said.

Source(s): 18 July

<http://english.yonhapnews.co.kr/business/2010/07/18/78/0501000000AEN20100718000600320F.HTML>

Chlorine leak in Mumbai port area sparks panic

The leakage of chlorine gas at the Mumbai Port Trust (MbPT) warehouse at Hay Bunder near Sewri sent waves of panic among thousands of residents and port workers who woke up in the wee hours of Wednesday morning to breathlessness, nausea and coughing fits.

More than 120 people —including students of a nearby maritime college, labourers, port workers, and fire-fighters involved in rescue operations — were admitted to various city hospitals. Seventeen of those affected were in a critical condition at the time of going to press. The impact of the leak was so deadly that flora and fauna in the vicinity turned white, said officials. Chlorine is a hazardous element and sustained exposure to it at high concentrations can lead to corrosion of lung linings and skin.

What's shocking is that the cylinder from which chlorine leaked out, along with another 140 such canisters, had been lying abandoned at the MbPT with no precautions or safeguards whatsoever. Given the total absence of safety precautions, it is only providence that a tragedy of a bigger magnitude hasn't happened yet.

It was only during rescue and relief operations that the authorities realised that as many as six cylinders, including the one that was compromised, contained chlorine gas. Each cylinder weighed a tonne. The MbPT has launched an enquiry as to why the cargo was left unattended and exposed to the elements in such a careless manner.

Source(s): 15 Jul, Sharad Vyas
<http://timesofindia.indiatimes.com/City/Mumbai/Chlorine-leak-in-Mumbai-port-area-sparks-panic/articleshow/6169587.cms>

Pollution Board asks ports to handle chemicals properly

The near-fatal gas leak in the Bombay Port Trust (BPT) is an eye-opener to various cargo handlers importing hazardous chemicals, the country's top pollution watchdog said, asking them to prepare an emergency plan to prevent such situations.

In fact, the Central Pollution Control Board (CPCB) had as early as April asked various cargo handlers including BPT to be particular in handling toxics like chlorine and ammonia which have high chances of leakages.

As per "Manufacture, Storage, and Import of Hazardous Chemicals (MSIHC) Rules, 1989" under the Environment (Protection) Act, 1986, the industries are supposed to give details of hazardous chemical imported by them to the CPCB.

The Board's report emphasised that import of chemicals like ammonia need to be handled safely given that its import has not only increased in the last three consecutive years but also was the highest in terms of quantity.

"As ammonia is very toxic and there are high chances of leakage of ammonia during the operation, it is very essential to have proper supervision during unloading operation," the Board said.

Nearly 103 persons had fallen sick after inhaling chlorine gas leaking from a cylinder stored in Bombay Port Trust (BPT) premises at Sewri suggesting gaps in the safety mechanism which is now being probed.

Underlining the need for adequate safety measures, the CPCB had in its report pointed out that during 2008-09, there was 26.51 per cent increase in the quantity of hazardous chemicals imported compared to the previous year 2007-08.

In 2008-09, 86 hazardous chemicals were imported through 15 sea ports while no chemical was imported via airways.

Among all ports, the maximum quantity of hazardous chemicals - 2.24 lakhs tonnes during 2008-09 - was shipped to Nhava Sheva port in Maharashtra while Chennai port received 54 chemicals which was the minimum.

Authorities of new ports such as Ennore, New Mangalore, Pipivav and ICD Delhi port have also been asked to be vigilant and plan safe handling, storage and transport facilities while others have been asked to workout an emergency preparedness plan according to quantum of import.

Though the response from industries (about import of chemicals) is increasing year by year, the CPCB noted, "This may not be the real picture as many industries might not have informed State Pollution Control Boards/pollution control committees."

Source(s): 15 July

<http://economictimes.indiatimes.com/environment/pollution/Pollution-Board-asks-ports-to-handle-chemicals-properly-/articleshow/6176313.cms>

Obama launches new Oceans Policy

US President Barack Obama on Monday launched a new National Oceans Policy, designed to promote healthy eco-systems in coastal waters, seas and Great Lakes surrounding the United States. Recommendations of an ocean policy task force were formalised in an executive order, even as the US administration battles the worst environmental disaster in its history spawned by the Gulf of Mexico oil spill.

"The Deepwater Horizon oil spill in the Gulf of Mexico and resulting environmental crisis is a stark reminder of how vulnerable our marine environments are," Obama said in the order.



The President also noted America's stewardship of healthy oceans and Great Lakes along the border with Canada were linked to human health, national prosperity, international diplomacy and national and homeland security. The order adopted the recommendations of an inter-agency task force on oceans policy, which would oversee expanding US uses of oceans and coastal areas and adopt new planning models.

Specifically, the order directs the government to improve resiliency of ocean and Great Lakes ecosystems and coastal regions and to use the best available science to make decisions about maritime waters. It additionally directs the establishment of a National Ocean Council to oversee marine planning and to promote long-term conservation and sustainable use of oceans.

The council would be charged with ensuring that overlapping state and government agency policy actions on oceans and the maritime environment are coordinated.

Source(s):19 July

http://www.google.com/hostednews/afp/article/ALeqM5iENMDg_EqxR1-c5gSqsOjP2e7t4A

US expert: China oil spill far bigger than stated

China's worst known oil spill is dozens of times larger than the government has reported — bigger than the famous Exxon Valdez spill two decades ago — and some of the oil was dumped deliberately to avoid further disaster, an American expert said.

China's government has said 1,500 tons (461,790 gallons) of oil spilled after a pipeline exploded two weeks ago near the northeastern city of Dalian, sending 100-foot- (30-meter-) high flames raging for hours near one of the country's key strategic oil reserves. Such public estimates stopped within a few days of the spill.

But Rick Steiner, a former University of Alaska marine conservation specialist, estimated 60,000 tons (18.47 million gallons) to 90,000 tons (27.70 million gallons) of oil actually spilled into the Yellow Sea.

The estimates, though rough, could complicate China's efforts to move on from its latest environmental disaster: Dalian's mayor already declared a "decisive victory" in the oil spill cleanup, state media reported.

The spill has caused at least one death when a cleanup worker drowned in the sticky crude, and thousands of Dalian residents have used everything from their bare hands to chopsticks to pick the goo from the sea.

Steiner, who worked on the 1989 Exxon Valdez spill, announced the China estimates after touring the oil spill area as a consultant for the environmental group Greenpeace China. The government has said the pipeline exploded July 16 after



workers continued to inject an agent to strip sulfur from oil after a tanker had finished unloading its cargo.

According to Steiner, firefighters at the scene later told Greenpeace China that workers had let oil escape from other tanks in the area to reduce the risk that another nearby tank containing the chemical dimethylbenzene would explode as well. The oil terminal is owned by China National Petroleum Corp., Asia's biggest oil and gas producer by volume. Steiner said his estimates came from the fact the oil storage tank that was destroyed had a capacity of about 90,000 tons (27.70 million gallons) and reportedly had just been filled by the tanker.

In addition, this year's shellfish harvest has been wiped out, causing tens of millions of dollars of economic losses, he said. And many miles (kilometers) of beaches, the jewel of Dalian's tourist industry, remain heavily oiled. Some Chinese environmental experts have said the oil spill's effects around Dalian, once named China's most livable city, will be felt for years.

Both Steiner and Greenpeace China warned their oil spill estimates could be 50 percent off because of the lack of information about the spill and expressed their frustration, putting "information transparency" at the top of their list of demands.

"(The oil) could have spread to North Korea by now. As far as we know, nobody knows," Steiner told the news conference.

Source(s): 30 July, *Cara Anna*
http://news.yahoo.com/s/ap/as_china_pipeline_explosion

MARITIME CO-OPERATION

World's largest naval military exercise underway in Pacific

RIMPAC, the world's largest naval exercise--involving 14 nations, 32 ships, five submarines, more than 170 aircraft, and 20,000 personnel--is now underway in the waters of the Pacific off Hawaii.

The multi-national maritime exercise began June 23 and will continue through August 1.

This year's exercise includes units or personnel from Australia, Canada, Chile, Colombia, France, Indonesia, Japan, Malaysia, the Netherlands, Peru, South Korea, Singapore, Thailand, and the U.S. including three observer nations: Brazil, India and New Zealand.

This is the 22nd time RIMPAC has been held. Australia, Canada, and the US held the first exercise in 1971. New participants this year include Indonesia, France, Colombia, Malaysia, and Thailand.

While the United States accounts for the largest group of participants this year, the exercise isn't designed just for one force. According to the United States Navy, the exercise will consist of three major phases.

Phase I, the Harbor Phase, was conducted from June 28 through July 5 and consisted of operational planning meetings, safety briefings and sporting events.

Phase II, the operational phase--driven by a structured schedule of events--started July 6 and continues through July 24.

Phase III-- the tactical phase of the exercise is scenario-driven and takes place July 25 through July 30.

Training during Phase III will allow participating nations to strengthen their maritime skills and capabilities and improve their ability to communicate and operate in simulated hostile scenarios. A tactical 'free play' segment will round out the exercise with a yet-to-be-announced warlike scenario.

The Pacific Ocean has been the setting for a number of large scale naval exercises in recent month. China recently conducted live fire exercises off its coast and Russia is concluding large scale naval exercises in the Sea of Japan. Of particular note, the Russian naval exercises reportedly included firing anti-ship missiles over long distances, in addition to anti-carrier exercises.

Many analysts have commented recently about the vulnerability of large surface fleets to asymmetric warfare capabilities, such as anti-ship ballistic missiles, quieter submarines, and sophisticated mines.

The USN aircraft carrier Ronald Reagan will be the centerpiece of the 'Rim of the Pacific' naval exercises. The San Diego-based Reagan was in the Gulf of Oman last year from July 2 to Sept. 17 providing air support for the war in Afghanistan.

Source(s): 12 July, John Signoriello
<http://www.examiner.com/x-36464-NY-Military-Headlines-Examiner~y2010m7d12-Worlds-largest-naval-military-exercise-underway-in-Pacific>

UAE to help Seychelles beef up maritime security

The UAE and the Republic of Seychelles have signed an agreement worth \$15 million (Dh55 million) to assist Seychelles in combating sea piracy and the regulation of fishing and marine activities.



The agreement was forged under the directive of President His Highness Shaikh Khalifa Bin Zayed Al Nahyan and close follow up of General Shaikh Mohammad Bin Zayed Al Nahyan, Abu Dhabi Crown Prince and Deputy Supreme Commander of the UAE Armed Forces.

Under the agreement, the UAE will help Seychelles fund the building of a new coast guard base in Mahé, the largest island in the archipelago.

The UAE will also provide five patrol ships. The signing of the agreement was attended by Mal Allah Mubarak Suwaid Al Ameri, UAE ambassador to Tanzania and non-resident ambassador to the Republic of Seychelles, Joel Morgan, Seychelles Minister of Internal Affairs and Environment, and Jean Paul Adam, Seychelles Minister of Foreign Affairs.

Source(s): 18 July

<http://gulfnews.com/news/gulf/uae/government/uae-to-help-seychelles-beef-up-maritime-security-1.655755>

India, Seychelles to expand maritime security co-operation

India and Seychelles have agreed to expand maritime security cooperation in order to tackle the spread of piracy in the Indian Ocean region (IOR). India has also agreed to the Seychelles request for surveillance operations at its exclusive economic zones (EEZs) and to help the country train its forces.

The decisions were taken at meetings visiting defence minister AK Antony had with Seychelles leaders, including President James Alix Michel, vice president Danny Faure and various ministers of the government.

The problem of piracy in the Gulf of Aden affects all countries of the world, Antony said, adding that he shared the concerns of Seychelles on the increasing reach of the pirates.

"This is a problem which calls for cooperation among all countries. The Indian Ocean links us all and is critical for our economic interests. We must cooperate to ensure peace and stability in this region," he said, going on to assure Seychelles India's continued cooperation in all fields, particularly in the field of defence and security.

During Seychelles President Michel's visit to India, earlier in the year, Prime Minister Manmohan Singh had announced a \$5 million assistance for defence related projects in Seychelles. In addition, India would now provide that country with a new Dornier and two Chetak helicopters from the Hindustan Aeronautics Limited for maritime surveillance, on a priority basis.

During the interim period till supplies are completed, India will provide Seychelles with one of her in-service Dornier aircraft to carry out maritime surveillance. India would

also help the country to carry out EEZ surveillance as frequently as possible, Antony said.

The Indian Navy will also make additional visits this year to conduct surveillance and hydrographic survey. These visits will also be used to provide Seychellois personnel with maintenance training as also drills and exercises.

Source(s): 19 July

http://www.domain-b.com/defence/general/20100719_seychelles_oneView.html

Pakistan to expand maritime ties with China

Pakistan is "very satisfied" with the performance of the frigates it bought from China and hopes to further strategic maritime cooperation with the nation, a top Pakistani official said.

"We are very happy with the performance, and some technology is as good as in Western countries," Admiral Noman Bashir, Pakistan's chief of naval staff, was quoted as saying by *China Daily*.

Two of the four F-22P frigates Pakistan ordered from China are already in service its navy, with the third one scheduled to be commissioned in September this year.

Source(s): 23 July

<http://www.hindustantimes.com/Pakistan-to-expand-maritime-ties-with-China/Article1-576447.aspx>

U.S.A and South Korea wrap up joint military drill

South Korea and the U.S. wrapped up their four-day military exercise, which was conducted in the Sea of Japan to send a warning message to North Korea and deter future provocations.

The maritime and air readiness exercise, dubbed "Invincible Spirit," included antisubmarine drills, naval live-fire exercises, aerial training and computer-based simulation drills.

Some of the allies' core military assets, including the aircraft carrier USS George Washington and four F-22 stealth fighter jets, were mobilized in a display of their combined military might against the North that the allies hold responsible for the March sinking of the corvette Cheonan.

The joint exercise focused particularly on antisubmarine manoeuvres as it was arranged following the naval disaster that took the lives of 46 sailors. A Seoul-led multinational team concluded in May that the 1,200-ton vessel was torpedoed by a North Korean submarine. The North denies its culpability.



Upon the beginning of the exercise, the North threatened to “open a retaliatory holy war.” According to the U.S.-funded Radio Free Asia, the North has put its military and people on heightened alert.

The exercise was initially reported to take place in the Yellow Sea where the Cheonan sank. However, apparently considering China’s strong objections, the allies decided to hold the exercise in the Sea of Japan.

China, the North’s closest ally, and its media have presented strong objections to the exercise, contending that it could ratchet up regional military tensions.

On the last day of the exercise, the two militaries conducted maritime maneuvers in which they practiced transporting logistical support for the soldiers in the battles fraught with enemy aerial, underwater and maritime threats. They also conducted simulation drills in which they practiced detecting infiltrations of enemy submarines, and dropping antisubmarine bombs and torpedoes.

They also staged a drill to fend off incursions by North Korean special forces. The North, which has increased the number of its special forces to 180,000, the largest in the world, is said to have in recent years deployed some 50,000 of them along the Demilitarized Zone.

The exercise was the first in a series scheduled to occur in the coming months. Some 10 joint exercises are scheduled to take place until the end of this year.

Whether and where to deploy the nuclear-powered aircraft carrier was a delicate diplomatic issue with China continuing to object to the exercise. As the carrier has an operational range of 1,000 kilometres, China was reportedly unnerved.

The carrier belonging to the U.S. Seventh Fleet based in Yokosuka, Japan, is the sixth Nimitz-class vessel, commissioned in 1992. It carried some 5,000 crew and more than 40 aircraft.

Some 20 naval vessels were mobilized for the exercise. They included the 14,000-ton amphibious landing ship Dokdo, 3,200-ton KDX-I and 4,500-ton KDX-II destroyers, a 1,800-ton submarine and a research vessel.

About 200 military planes participating in the exercise include fighter aircraft such as the F/A-18E/F Super Hornet and the F/A-18A/C Hornet. They also include the E-2C Hawkeye airborne early warning aircraft, the P3-C antisubmarine surveillance aircraft, Lynx antisubmarine helicopters, and F-15K and KF-16 fighter jets.

For the first time the F-22 Raptor was deployed on training missions around the Korean Peninsula. With its combination of stealth, speed, agility, precision and situational awareness, combined with air-to-air and air-to-ground combat capabilities, it is regarded as the world’s most advanced combat aircraft.



For the exercise, some 8,000 service members from the two allies' armies, navies, air forces and marines took part. Four officers from Japan's Maritime Self-Defence Force also joined the drill as observers aboard the U.S. aircraft carrier.

Source(s): 28 July

<http://www.koreaherald.com/national/Detail.jsp?newsMLId=20100728000837>

MARITIME INFRASTRUCTURE

India agrees to build land transit infrastructure in Bangladesh

India has agreed to build necessary land transit infrastructure to carry goods from Kolkata to the Indian state of Tripura through Bangladesh. The concerned Indian authorities will dredge the waterway from Kolkata river port of India to the Ashuganj river port of Bangladesh and construct a 40 kilometre roadway from Ashuganj to Akhaura, Shipping Minister Shahjahan Khan said after a meeting in Dhaka he had with Rajeev Mitter, Indian high commissioner to Bangladesh.

After the meeting, which was held at the secretariat, the Minister told reporters that the two sides also discussed the use of the Ashuganj river port and the Chittagong and Mongla sea ports. Khan said, "India is going to set up a power plant in Tripura and they would have to transport a lot of building materials for construction. India will have to use the Ashuganj port to carry the Over Dimension Consignments (ODCs) from Kolkata to Tripura".

The company that won the tender to construct the power station will also build the 40 kilometre road, Khan added. The Minister said they also talked about setting up of a new landing station and a container jetty in Bangladesh.

Source(s): 13 July

<http://www.karachifriends.com/news/international/india-agrees-to-build-land-transit-infrastructure-in-bangladesh-10034.html>

Gujarat approves Rs 1,070 cr to develop shipbuilding yards

The Gujarat state government said it has approved three projects, worth Rs 1,070 crore, for development of shipbuilding yards, off Gujarat coast line.

"The three projects have been approved by the Board, which includes yards along the north bank of Narmada near Dahej, and old-port of Bhavnagar," a Gujarat Maritime Board (GMB) spokesperson said.

"Small to medium size vessels are proposed to be constructed by these private players at the approved sites," he said.

The three companies granted approval for developing shipbuilding yards are Modest Infrastructure at Nava Ratanpara in Bhavnagar, Dolphin Offshore at Jafrabad in Saurashtra and Bombay Marine at Koliyad near Dahej.

"The project in Bhavnagar by Modest is worth Rs 500 crore for which environment and coastal regulatory zone clearances have been received from Government of India). Land is in possession of the shipbuilder and project implementation shall begin soon," GMB spokesperson said.

"Land acquisition is in progress for the yards proposed at Jafrabad and Koliyad to be developed by Dolphin Offshore and Bombay Marine with an estimated cost Rs 450 crore and Rs 120 crore, respectively," he said.

The state government has proposed to set up five marine shipbuilding parks (SMPs), of which projects for three SMPs along the coastlines of Bhavanagar and Dahej are being accorded priority by the board.

Source(s): 20 July

<http://www.indianexpress.com/news/State-govt-approves--Rs-1-070-cr-to-develop-shipbuilding-yards/649103>