

MAKING WAVES

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The Israeli Raid on the Gaza flotilla

This summer promises events that will thoroughly eclipse the diplomatic flurry over the recent Gaza flotilla. What few would have expected is the maritime character of the drama to which US has to look forward. The distant drumbeat of the impending climax has been sounding for some time; Iran and Hezbollah have repeatedly threatened shipping in, respectively, the Strait of Hormuz and the waters off Lebanon and Israel, near the northern approach to the Suez Canal. Hezbollah's most recent threat was issued in May, shortly before the deadly flotilla incident. Both Iran and Hezbollah are actively preparing to make good on their threats. This is not a theoretical menace. A complacent dismissal of their activities would be very dangerous.

Moreover, they are about to get help from — and take direct advantage of — the chaotic maritime situation brewing with the follow-on flotillas now in planning. There was a good summary of them: they include a Gaza flotilla sponsored by German Jews; a counter-flotilla of Israelis hoping to bring aid to Cyprus, the Turkish Kurds, and Armenia (the latter under a Turkish blockade for more than 16 years); the Turkish flotilla for which Tayyip Erdogan has promised his own presence and a naval escort; and the flotilla being mounted by Iran, which is scheduled to leave Iran for Gaza on June 18. The U.S. can do one of two things about these proliferating flotillas. It can organize NATO overtly to monitor and control eruptions in the Eastern Mediterranean, or it can simply leave it all for Israel to handle. Doing the latter will guarantee the early involvement of Hezbollah and Hamas in enlarging the scope of this maritime challenge. A hands-off approach by the Western nations makes it more likely that the terrorists, along with Iran and Turkey, will seek to precipitate crises — which may involve innocent commercial shipping — and press situational advantages. On the other hand, a declaration that the U.S. and NATO will prevent destabilizing eruptions, accompanied by obvious readiness to impose order if necessary, would be a salutary and effective signal. None of this need be done in a bellicose manner: quiet but unyielding is the appropriate demeanour.

Turkey's involvement in the recent flotilla should already have resulted in a moment of reckoning with its NATO allies, if only behind closed doors. The West's lackadaisical approach to its core alliance is on borrowed time. If the impending parade of flotillas produces only disorganized posturing from NATO, while allowing Israel's enemies to create havoc at sea and score propaganda points against Israel, the next challenge is likely to emerge almost automatically in the Persian Gulf. Iran has threatened to begin stopping ships in the Strait of Hormuz if the inspection clause of the June 9 UN sanctions is actually applied against Iran-bound cargo. Tehran's willingness to carry through on this will depend on the U.S. posture, which governs what the Iranians think they can get away with. A strong stance in the Eastern Mediterranean is the lowest-cost, highest-payoff method of deterring Iran from the outset. Maintaining stability at sea

and control of the world's key chokepoints is an American naval task so basic that the US rarely think about it, but the impact from breaches of that order is immediate and far-reaching. Doing nothing is courting crisis; the US should be working to head this one off at the pass. That approach would be far less costly than reacting to a series of crises.

Source(s): J.E. Dyer

<http://weaselzipper.us/2010/06/15/obama-nato-dropping-ball-on-upcoming-maritime-shipping-crisis-following-flotilla-stunt/>

Mauritius' maritime strategy in the Indian Ocean

The PM of Mauritius, Navin Ramgoolam underlined the co-relation between maritime safety and security (MSS) and the overall development in the sub-region. Mauritius could now use the Indian Ocean Commission to conduct an audit of the maritime capacities of the Indian Ocean, so as to better engage international stakeholders.

Piracy costs around 250 million US dollars per year and more and more, it is affecting the economies of the Island States of the Indian Ocean. During the 25th Africa-France Summit, held in Nice on May 31, Dr. Navin Ramgoolam, very rightly pointed out that "piracy has led to an increase in the cost of insurances which in turn is translated into a rise in the price of our imported goods". He called for an increased collaboration between Mauritius and France in order to fight this growing maritime phenomenon both countries are already combining efforts through the Indian Ocean Commission. Mauritius is now presiding over the sub-regional organization and one can expect an increased focus on the nexus between maritime safety and security and the development in the sub-region.

In the same line, India is also discussing greater security and economic cooperation with Seychelles. India has been implementing a more intimate security grid with the Maldives, Mauritius and Seychelles as these countries are vulnerable in the absence of maritime domain awareness and adequate firepower.

The maritime domain is a space of evolving geo-strategic importance. Africa generally and the Indian Ocean in particular have been particularly affected by maritime threats. In order to begin to address maritime threats and challenges through the development of a maritime strategy, it is critical to assess and prioritize those threats and challenges.

According to several experts and the regional authorities, over and above piracy in Somalia, maritime threats include specific operational issues across the spectrum of maritime activities that can be measured in real losses and opportunity costs. These types of threats include illegal, unreported and unregulated (IUU) fishing resource theft, including oil bunkering trafficking of goods, including arms and narcotics money laundering climate change and coastal erosion and environmental degradation, which includes illegal dumping (including toxic waste), pollution, and oil and chemical spills, among others.

Beyond these "tangible operational" threats, there are also "institutional" threats and challenges, which are more often of a structural nature. These include endemic poverty and high unemployment, food insecurity, political instability, conflict and corruption. Though these issues may seem removed from the immediate maritime domain, they have a very real and tangible effect on MSS.

According to Dr. Andre Le Sage, Senior Research Fellow for Africa at the Institute for National Strategic Studies, "IUU fishing is a primary African maritime security concern. Global annual losses to IUU fishing are estimated at \$10 to \$23 billion, with estimates for sub-Saharan Africa totaling \$1 billion per year." Citing UN and British reports, he added that IUU fishing now represents approximately 15-20 percent of all catches along Africa's Indian Ocean coast. This is a lucrative business: in Somalia, illegal fishing in tuna and shrimp can net \$94 million per year.

The UN Food and Agriculture Organization estimates that 200 million Africans rely on fish for nutrition, 10 million rely on fishing for income and some coastal nations could increase their Gross National Product (GNP) up to 5 percent with effective fisheries regulation.

The conference of ministers on maritime safety and security acknowledged that to the direct and indirect threats, a comprehensive strategy should encompass the emerging challenges to address the threats. Hence the expansion of the maritime domain and the under-surveillance by states of their territorial waters, the inability of many states to outfit and sustain a maritime force in terms of human and physical resources the poor coordination and communication between stakeholders in the maritime domain, and the (previous?) lack of political will in government to prioritize and commit resources to the maritime domain. All these challenges, mostly institutional, make it harder to confront the threats.

As the maritime threats affect a broad and diverse group of individuals, from Seychelles to Mauritius, from Mozambique to Maldives, it is vital for each country to develop a national maritime safety and security strategy, before comparing notes to adopt a regional strategy. From the individual citizen to national, regional and international bodies with responsibility for the maritime domain, to a variety of private organizations with specific interest in maritime issues and security, the group of stakeholders that a country can interact is numerous.

In the Indian Ocean Commission, Mauritius can generate momentum in the enhancement of maritime safety and security in the sub-region.

Underscoring the importance of the maritime domain for sustained economic development, like Prime Minister Ramgoolam did, is a first major step. Initiating the creation of national maritime safety and security strategies by conducting audits of maritime capacities in the operational, financial, legal and regulatory domains could be the second one...if we want to develop action plans to make adjustments where needed.

Several maritime security analysts believe that the misalignment of maritime security forces hinders states' ability to properly address maritime security threats. The reason for this misalignment is that African states, during the Cold War, relied on external powers to protect their maritime domain. And they have historically tasked their armies to defend the land, shying away from the sea. However, times have changed. In Mauritius, for instance, members of the Special Mobile Force could be asked to focus on coastal security instead.

They could help the coast guards fight organized crime (which includes gun-running, smuggling, drug trafficking, the destruction of maritime resources through dumping and pollution).

Governments must properly identify threats and appropriately allocate resources to address them. Another possibility could be the setting up of a unified maritime force to protect the South-West Indian Ocean with officers from Mauritius, Seychelles, Maldives, Comoros, Reunion, Madagascar...This unified front should be able to attract more attention and collaboration from international stakeholders.

Source(s): June 11, Nad Sivaramen
<http://allafrica.com/stories/201006110903.html>



Pakistan Navy Inducts 2 U.S. Maritime Patrol Aircraft

U.S. and Pakistani officials commemorated the delivery of two P-3C Orion maritime patrol aircraft to Pakistan from the United States, the U. S. embassy said.

The aircraft, inducted at a ceremony in south Pakistan's port city of Karachi, will enhance the Pakistan Navy's maritime patrol operations, the U.S. embassy spokesman said.

"The delivery of these aircraft to Pakistan demonstrates the U. S. government's commitment to a long-term, strategic partnership with Pakistan, one based on shared interests and mutual respect, that will continue to expand and deepen in future years," said Brigadier General Nagata.

The aircraft were transferred to the Pakistan Navy during a ceremony in Jacksonville, Florida, on April 30, and flown to Pakistan by U.S. and Pakistan Navy aircrew. By 2012, the Pakistan Navy will receive a total of eight P-3C aircraft.

During the past three years, U.S. civilian and security assistance to Pakistan has totaled more than 4 billion dollars, the embassy spokesman said. Assistance has included



support for medical aid, school refurbishment, bridge and well reconstruction, food distribution, agricultural and education projects.

Specific security assistance includes 14 F-16 fighter aircraft, 10 Mi-17 and two Bell 412EP helicopters, five fast patrol boats, 115 Howitzer self-propelled field artillery cannons, more than 450 vehicles for Pakistan's Frontier Corps, hundreds of night vision goggles, day/night scopes, radios, and thousands of protective vests and first-aid items for Pakistan's security forces.

The U.S. also provided training for more than 370 Pakistani military officers in a wide range of leadership and development programs covering topics such as counterterrorism, intelligence, logistics, medical, flight safety, and military law, the spokesman said.

Source(s): June 2, Xinhua
<http://english.cri.cn/6966/2010/06/02/1721s573915.htm>

US-India defence cooperation to be enhanced

India and United States have agreed that there is scope for enhancing defence cooperation between the two countries.

In a joint statement issued after the first US-India Strategic Dialogue here, Secretary Hillary Clinton and External Affairs Minister S.M. Krishna expressed satisfaction with the strengthening of defence cooperation in recent years and stressed that security dialogues, service-level exchanges, and trade and technology transfer and collaboration on mutually determined terms were an intrinsic part of the strategic partnership and should be further strengthened.

The statement further said that both welcomed the regular engagement of Armed Forces of both countries, including through conduct of joint military exercises.

They recognized the scope for enhancement of defense trade between both countries to the mutual benefits to both sides. Both countries pledged to continue to work together on areas of mutual interest including maritime security, counter-piracy, humanitarian assistance and disaster relief and response.

Source(s): June 4, ANI
<http://news.oneindia.in/2010/06/04/usindia-defence-cooperation-to-beenhanced.html>

Seoul refers Cheonan case to UNSC

South Korea officially requested the United Nations Security Council to come up with a coordinated international action against North Korea after a multinational investigation team blamed it for the sinking of the naval warship Cheonan.

The move signalled the beginning of the Seoul-led campaign to force the North to face the consequences of its armed attack which killed 46 sailors near the maritime border in the West Sea on March 26. The Ministry of Foreign Affairs and Trade is eyeing two pillars of Cheonan diplomacy — working with the international community to take a coordinated action against the North to prevent a recurrence and cooperating with allies such as the United States to take measures aimed at causing "pain" to the North Korean regime by cutting cash inflow to the reclusive country.

The South Korean government made three points in the letter.

First, the multinational investigation team found that a North Korean armed attack caused the maritime disaster. Second, the North's armed attack posed a grave threat to peace and security of the international community. Lastly, therefore, UNSC members must take a close look at the case to come up with punitive action against the North to prevent the latter from committing similar provocations in the future.

Seoul made a case for its referring the case to the U.N., noting the maritime disaster is not a domestic issue but an armed attack by North Korea and that therefore the provocation should be dealt with at an international level.

However, hours before South Korea's request to the UNSC, North Korea's foreign ministry issued a statement, urging the U.N. not to investigate the Cheonan case based on the findings of the multinational investigation team. If the UNSC takes the step, despite its warning, North Korea said it will take excessively stern measures as it did previously. The statement was construed as meaning that it may test-fire missiles or conduct a fresh nuclear test.

Source(s): June 5, Kang Hyun-kyung
http://www.koreatimes.co.kr/www/news/nation/2010/06/113_67085.html

China stresses on benign nature of defence capability

Ma Xiaotian, deputy chief of the General Staff of the Chinese People's Liberation Army pointed out at the 9th International Institute for Strategic Studies (IISS) Asian Security Summit that some people still view China's development with suspicion, worrying that China will seek expansion and hegemony when it becomes strong, as some western countries did.

"The development of China's national defense capabilities is not aimed at challenging, threatening or invading any other country, but at, first and foremost, maintaining its own security, " Ma said. He noted that every country should combine its own interests of its own people with shared interests of people around the world, and its own national security with the common security with the international community. There is an old



saying, he said, that "one should help others succeed before he himself succeeds; one should help others prosper before he himself prospers," noting that this ancient wisdom for personal survival can provide a reference to international relations today. The solution to problems related to maritime affairs, cyberspace, outer space, climate and environment therefore, lies in further development and cooperation, and these issues should neither be politicized nor used as excuses to put pressure on these countries in pursuit of one's own interest.

"International community should bear in mind both the history and reality in handling those issues," he said. While upholding every nation's right to strive for sustainable development, he said "we should also give full consideration to the actual development level of different nations and gradually establish fair and effective international norms through serious, responsible and constructive negotiations."

"We believe maintaining security in the Asia-Pacific region serves China's interest, and it is also China's responsibility," Ma said, adding that China has the responsibility to make greater contribution to regional peace and prosperity and it is willing to do so.

Source(s): June 7

http://news.xinhuanet.com/english2010/china/2010-06/05/c_13334770.htm

Robert Gates challenges China to improve military relations

U.S. Defence Secretary Robert Gates has cautioned that China's continued refusal to restart military-to-military exchanges is counterproductive. China cancelled exchanges after the U.S. released a \$6 billion arms package to Taiwan in January.

We need "sustained and reliable military-to-military contacts at all levels that reduce miscommunication, misunderstanding and miscalculation," he said. "There is a real cost to any absence of military-to-military relations."

Gates made the comments June 5 in a speech at the International Institute for Strategic Studies (IISS) 9th Asia Security Summit, the Shangri-La Dialogue.

Gates said. "Chinese officials have broken off interactions between our militaries, citing U.S. arms sales to Taiwan as the rationale," he said, adding that it made "little sense" to repeatedly interrupt dialogue and exchanges to the "vagaries of political weather."

Arms sales to Taiwan "are nothing new" and the U.S. had "demonstrated in a very public way that we do not support independence for Taiwan."

"We strongly encourage the cross-Strait improvement in relations and perhaps a time will come when this issue will go away because of those improved relations, but we will maintain our obligations" under the Taiwan Relations Act, he said.

China and Taiwan are preparing for the signing of a major economic agreement, the Economic Cooperation Framework Agreement, allowing for greater trade and investment ties.

China has also done nothing to stop the military buildup "largely focused on Taiwan," Gates said, and that arms sales to Taiwan were in response to that threat and that holding military-to-military relations "hostage" will not change U.S. policy toward Taiwan.

The Chinese however seem to feel that American policy makers tend to take Chinese acquiescence on U.S. arms sales to Taiwan, for granted – something that they claim is becoming increasingly counterproductive, as the shifting balance of power between China and the U.S. unsettles the equilibrium of the game.

Chinese delegates at Shangri-La repeatedly stated the U.S. must discontinue surveillance missions in the South China Sea.

Gates said the South China Sea is an area of "growing concern." And that it was essential that stability, freedom of navigation, and free and unhindered economic development be maintained. He said that while the US did not take sides on any competing sovereignty claims, but was opposed to the use of force and action that hinder freedom of navigation.

Source(s): June 7

<http://www.defensenews.com/story.php?i=4658686&c=AME&s=TOP>

U.S. targets shipping in new Iran sanctions

The U.S. Treasury imposed new sanctions on Iran to curb its nuclear program, blacklisting another of its state-controlled banks, companies that are fronts for its state shipping line, and more of its Revolutionary Guard Corps. The US Treasury also took a separate step to squeeze Iran's energy sector by identifying some 20 petroleum and petrochemical companies as being under Iranian government control -- an action that puts them off limits to U.S. businesses under a general trade embargo. The Treasury's action also aims to thwart Islamic Republic of Iran Shipping Lines (IRISL) from skirting previous sanctions against it by renaming vessels and shifting them to new front companies. It blacklisted five such companies, identified 27 new vessels blocked under the sanctions, and updated entries for 71 others that were renamed, reregistered and flying new flags. The new US Treasury sanctions also take further aim at the Iran Revolutionary Guard Corps, blacklisting its air force and missile commands over their activities in the development of ballistic missiles. The United States had previously sanctioned Revolutionary Guard entities over their support for terrorist activities and Iran's nuclear and missile programs.

Source(s): June 16, David Lawder

<http://www.reuters.com/article/idUSTRE65F5Q620100616>



Russia looking to speed up modernization of its naval fleet

Russia developed a serious lag in shipbuilding in the 1990s and must deal with it as soon as possible, President Dmitry Medvedev said on 15 June. The country plans to adopt an integrated military and civilian shipbuilding program. Medvedev believes that it is absolutely necessary for Russia to implement an effective modernization of the country's naval forces. – We can wait no longer, he said in a speech in Severodvinsk. Despite the economic development problems, despite the financial crisis, these programs must be carried out, he said.

Source(s): June 16

<http://www.barentsobserver.com/medvedev-russia-needs-to-speed-up-modernization-of-its-naval-fleet.4793708-116320.html>

China denies military exercise aimed at U.S.

The 6-day, live ammunition exercise starting on June 30 in the East China Sea off China's coast was seen by some analysts as a "response to a (planned) joint exercise between the United States and Republic of Korea navies in the Yellow Sea," said the China Daily, the country's official English-language newspaper.

A Chinese Foreign Ministry spokesman, Qin Gang, said there was no such link and a Chinese military officer said the timing was coincidental.

China's Foreign Ministry however, said last week it was concerned about reports a U.S. aircraft carrier may join the anti-submarine exercise with South Korea following a standoff with North Korea over the sinking of a warship from the South.

"Though the Chinese government did not say anything about the drill, anybody with common sense on military strategy will bet that they are related," one expert on China-U.S. relations, Shi Yinhong of Renmin University in Beijing, told the China Daily.

The joint exercise that had been expected in June will most likely take place in July, although a date has yet to be set, the Pentagon said. Washington has not said officially whether an aircraft carrier would participate, as some news reports citing Pentagon sources have suggested.

Beijing has apparently been angered by U.S. navy ships engaging in surveillance in waters close to China's southern coast. Earlier this year, Beijing curtailed contacts with the Pentagon over continued U.S. arms sales to Taiwan, the self-ruled island that China claims as its own territory. U.S. Defence Secretary Robert Gates said this month China's decision to break off military-to-military contacts could undercut regional stability. He observed that the PLA was the main obstruction in the way of improved relations and suggested its position was at odds with that of the country's political leadership.

Source(s): June 29
<http://www.reuters.com/article/idUSTRE65S1YU20100629>

China sends sixth naval escort flotilla to Gulf of Aden

China's sixth naval escort flotilla departed Wednesday for the Gulf of Aden and Somali waters.

The flotilla with more than 1,000 personnel, including Navy special forces troops, is to relieve the fifth flotilla, which has been cruising the waters off the Somalia coast for more than three months.

The amphibious landing ship Kunlunshan, destroyer Lanzhou, and supply ship Weishanhu of the fifth fleet, will escort vessels sailing through the region.

It is the first deployment of the amphibious landing ship Kunlunshan, with a displacement of 18,500 tonnes, on an escort mission.

The previous five Chinese fleets to the Gulf of Aden have escorted 2,248 Chinese and foreign ships in 213 batches in this region, which has been plagued by pirate attacks, since December 2008.

Source(s): June 30
http://news.xinhuanet.com/english2010/china/2010-06/30/c_13377103.htm

SHIPBUILDING

Private shipbuilding firm wins Indian OPV contract

In June 2010, India's largest privately-owned ship-builder, Pipavav Shipyard, won a Rs 2,600 crore (about \$553.5 million) contract, as the lowest bidder to build 5 new 110m, 2,000t offshore patrol vessels (OPVs) for the Indian Navy. These would be more than mere coastal patrol boats, with expeditionary range throughout the Indian Ocean and beyond. A good comparison might be the US Coast Guard's current fleet of 115m, 2,950t Hamilton Class high endurance cutters. With 2 of the globe's major centres of piracy standing athwart their shipping lanes in the western Indian Ocean, and through the Straits of Malacca, large patrol vessels with good endurance are an important part of India's force mix.

On an industrial level, this is a significant contract for Gurjat's Pipavav shipyard, for 2 reasons. One is that it swells their order book by almost a third, to 7,000 crore. The other is that it marks their first foray into Indian military shipbuilding. India's government is beginning to place more emphasis on trade, and their location gives them natural maritime interests. Prime Minister Singh sees a strong private shipbuilding sector as part of that push, and a 2009 policy proposal sought to nurture that sector by having them build smaller-size vessels for the coast guard and navy. Larger defence contracts

would be left to the few state-controlled shipyards that have executed them in the past – but Pipavav has expressed the intention before of moving up to more complex naval ships, as they gain expertise.

Source(s): June 10

<http://www.defenseindustrydaily.com/Private-Shipbuilding-Firm-Wins-Indian-OPV-Contract-06431/>

COSCO signs \$440 mln worth of shipbuilding deal

Singapore-listed Chinese shipping firm Cosco clinched \$440 million worth of shipbuilding contracts from four European ship owners to build 15 bulk carriers. The bulk carriers, of which 4 are 82,000 dead weight ton each and 11 are 57,000 dwt each, are expected to be delivered between the end of 2011 and mid- 2013.

Source(s): June 15, Clement Quek

<http://af.reuters.com/article/energyOilNews/idAFSGE65E0D220100615>



Largest international maritime exhibition opens in Athens

The 22nd Posidonia, the largest worldwide shipping event, was inaugurated in Athens with the participation of 1,855 exhibitors from 87 countries.

According to Greek organizers, some 17,000 trade visitors from the global maritime community are expected to visit the event between June 7-11.

In an area spreading across 31,000 square meters by the seaside, Greece tries to promote an image of strength and optimism for the future. It is totally different compared to the bleak picture of the country painted over the past few months due to the economic crisis that has hit hard the national economy.

"Historically, the shipping sector has also been a leader in Greece's growth and development. Today, in this critical period that demands the engagement of all creative forces towards a common goal, shipping can also contribute dynamically to overcome the crisis and to create a better and fairer Greece," stressed Greek Prime Minister George Papandreou in a message to the exhibition.

With 3,996 Greek-owned vessels, Greece has the world's largest merchant fleet worldwide which accounts for 15 percent of total world tonnage capacity. Second in the list of the world fleet tonnage capacity by country of ownership is Japan, followed by Norway. The U.S. is fourth and China is fifth, according to recent figures.



Even in difficult times of a global economic crisis, the Greek shipping industry contributed with 13 billion euros (15.6 billion U.S. dollars) in foreign exchange inflow and 200,000 jobs in 2009, Katseli noted. This year Greek ship owners have already invested more than 2.2 billion euros (2.7 billion U.S. dollars) in the ship building of new vessels.

Source(s): June 08

<http://english.peopledaily.com.cn/90001/90777/90853/7016430.html>

Singapore named best seaport in Asia

At the ceremony held in Shanghai, the Port of Singapore not only took home the 'Best Seaport in Asia' for the 22nd time, it also bagged the 'Best Green Service Provider – Seaport' award for the first time. As the driving force behind Singapore's port and maritime development, the Maritime and Port Authority of Singapore (MPA) received the awards on behalf of the Port of Singapore.

Singapore's strong commitment to environmentally-friendly shipping and port activities is underscored by the country being compliant with environment regulations set by national and global bodies, such as being a party to all the Annexes of the International Maritime Organization's MARPOL convention, consistent application of environment standards and investment in green initiatives and technology.

To ensure environmentally-friendly shipping in its port, Singapore, on 31 December 2009, deposited the Instrument of Accession to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 with the IMO. MPA is also driving maritime R&D in clean technologies in partnership with tertiary research institutions and the industry, supported by MPA's S\$100 million Maritime Innovation and Technology Fund Fund.

The Port of Singapore was chosen above 12 other nominees in the 'Best Seaport in Asia' category for her cost competitiveness, container shipping-friendly fee regime, suitable container shipping-related infrastructure, timely and adequate investment in new infrastructure to meet future demand and facilitation of ancillary services, including logistics and freight forwarding facilities. The other 12 nominees were the ports of Hong Kong, Shanghai Yangshan, Busan, Klang, Kaohsiung, Laem Chabang, Tanjung Pelepas, Manila, Ningbo, Shenzhen, Tianjin and Dalian.

For the 'Best Green Service Provider – Seaport' award, the other 7 nominees for the award were the ports of Los Angeles, Long Beach, Rotterdam, Hamburg, Tacoma, Vancouver and Brisbane.

At the same awards ceremony, PSA Singapore was conferred the 'Best Container Terminal Asia' (over 4 million TEUs per year), PSA International was awarded the 'Best Global Container Terminal Operating Company' and Jurong Port received the 'Best Container Terminal Asia' award (Under 1 million TEUs per year).

Source(s): June 13





Undersea oil adrift in Gulf may create oxygen 'Dead Zones'

The millions of gallons of oil leaking from a broken well a mile under the Gulf of Mexico may create oxygen-depleting dead zones below the ocean, killing sea life and upsetting the region's ecology for decades, scientists say.

BP Plc's oil spill, the biggest in U.S. history, has been sprayed with 950,000 gallons of chemicals on the surface and near the seabed to dissolve the oil into water. The amount of dispersants used is unprecedented and the behavior of the dissolved oil unknown, Environmental Protection Agency Administrator Lisa Jackson has said.

A government team appointed by the Coast Guard estimates oil has been spilling from the well at a rate of 12,000 to 19,000 barrels a day. That could increase as much as 20 percent when BP makes its next attempt to control the leak by sawing off a damaged pipe. Within the week, BP plans to reconnect the pipe and funnel oil to a ship on the surface.

Underwater Spread

Universities and federal agencies are dispatching boats to search for oil deep within the sea, where it remains unseen and more difficult to measure than the oil floating atop the water or washing ashore.

Oil from the spill may have spread underwater for 22 miles toward Mobile, Alabama, researchers aboard a University of South Florida vessel reported May 27. Initial tests aboard the Weatherbird II show the highest concentrations of "dissolved hydrocarbons" were 1,312 feet (400 meters) below the surface.

Research crews dispatched to study the spill include expeditions funded by the Louisiana Universities Marine Consortium, the National Oceanic and Atmospheric Administration, and the National Science Foundation.

Coastal marshlands, which are breeding grounds for a rich variety of sea life, will take years to recover from the toxic effects of crude, scientists say.

BP CEO disputes reports about spread of oil spill

BP's Chief Executive Officer Tony Hayward disputes researchers' reports that undersea pools of oil are spreading from the spill. He said May 30 that BP's own sampling of the water showed "no evidence" that oil was suspended beneath the surface. BP said it will provide up to \$500 million to fund research on the spill's impact.



Scientists are packing their research vessels with an arsenal of tools, some of which have never been used in oil spills before. They've dragged a "Sipper" -- a cross between a microscope and digital camera -- behind a boat to collect images of the water.

Sipper technology was invented at the University of South Florida for monitoring fisheries. This is the first time the camera is being used on an oil spill, Vickie Chachere, a spokeswoman for the school, said.

Source(s): May 31, Jessica Resnick-Ault

<http://www.businessweek.com/news/2010-05-31/undersea-oil-adrift-in-gulf-may-create-oxygen-dead-zones-.html>

World Oceans Day

Many countries have celebrated *World Oceans Day* following the United Nations Conference on Environment and Development, which was held in Rio de Janeiro, Brazil in 1992.

In 2008, the United Nations General Assembly decided that, as from 2009, 8 June would be designated by the United Nations as *World Oceans Day*.

The official designation of *World Oceans Day* is an opportunity to raise global awareness of the current challenges faced by the international community in connection with the oceans. The oceans are essential to food security and the health and survival of all life, power our climate and are a critical part of the biosphere.

The theme of the inaugural observance of the *World Oceans Day* by the United Nations in 2009 was "*Our Oceans, Our Responsibility*". The Division for Ocean Affairs and the Law of the Sea, in cooperation with the Department of Public Information, organized a number of events and activities at United Nations Headquarters in New York on 8 June 2009.

World Oceans Day, "*Our oceans, our responsibility*", emphasized our individual and collective duty to protect the marine environment and carefully manage its resources. Safe, healthy and productive seas and oceans are integral to human well-being, economic security and sustainable development.

This year's observance will focus on how effectively UNCLOS (United Nations Convention on the Law of the Sea) is operating as the legal framework for the oceans and seas after 15 years of its entry into force. The expert panel discussion on the theme "*Our oceans: opportunities and challenges*" is sponsored by the Division of Ocean Affairs and the Law of the Sea, Office of Legal Affairs.

The United Nations Convention on the Law of the Sea (UNCLOS), also called the Law of the Sea Convention or the Law of the Sea treaty, is the international agreement that



resulted from the third United Nations Conference on the Law of the Sea (UNCLOS III), which took place from 1973 through 1982. The Law of the Sea Convention defines the rights and responsibilities of nations in their use of the world's oceans, establishing guidelines for businesses, the environment, and the management of marine natural resources.

Source(s): June 8

<http://fis.com/fis/techno/newtechno.asp?id=36767&l=e&ndb=1>

MARITIME CO-OPERATION

Japan, China seek to prevent maritime friction

Japan and China agreed to set up an emergency hotline and set in place ways to prevent maritime friction sparked by Beijing's growing naval reach from getting out of hand.

Chinese Premier Wen Jiabao held to Beijing's cautious stance on the sinking of a South Korean warship, which Japanese Prime Minister Yukio Hatoyama has joined Seoul and Washington in saying was certainly torpedoed by North Korea. Ties between the world's second- and third-largest economies have improved since 2006, when they set aside years of rancor centered on Japan's wartime occupation of Asia.

Wen later told Japanese business executives the huge economic flows between the two nations, with bilateral trade worth \$238.7 billion last year, would cement closer ties.

Japan and China agree for Gas Field Talks

Japan and China have agreed to resume talks on jointly exploring disputed gas fields in seas between them. The two nations had earlier argued over China's exploration for natural gas in the East China Sea. Japan was maintaining that the Chinese exploration could impinge on gas fields in its maritime jurisdiction. In June 2008 however, they struck a broad agreement intended to solve the row by jointly developing the fields. Informal talks have recently started, but progress has been slow.

China shares longstanding bonds with its communist neighbor North Korea and Beijing has been noncommittal about whether Pyongyang was behind the sinking of South Korea's Cheonan corvette on March 26, which killed 46 sailors.

Japan has firmly backed the findings of a multinational investigation that blamed North Korea for torpedoing the ship, and has agreed with Seoul that the U.N. Security Council should censure Pyongyang.

As a permanent member of the U.N. Security Council, China can veto any proposed resolution or statement.

Source(s): Yoko Nishikawa and Chris Buckley, May 31
<http://ca.reuters.com/article/topNews/idCATRE64U02H20100531?sp=true>

Germany strengthening maritime and logistics sectors in Bahrain

The General Organisation of Sea Ports (GOP) has announced the signing of a significant logistics agreement with the City of Nuremberg, Federal Republic of Germany for developing mutual co-operation and enhancing bilateral relations between Nuremberg and the General Organisation of Sea Ports, Kingdom of Bahrain. With the prime objective of strengthening the logistics relations and promoting bilateral exchange of information, know-how and technology between the two countries, the MoU will provide a solid framework for mutual co-operation. As part of the agreement, both Germany and the Kingdom of Bahrain will develop logistical relations providing marketing support for all logistics companies to gain access to the markets in Middle East and Germany as well as Europe. In addition, both countries will support the development of cooperation between all relevant logistics organisations, institutions, associations and administrations with regard to infrastructure, technology and science. The technical logistics expertise and cooperation will be implemented through this MoU in conjunction with Nuremberg Inland Port and Freight Village in Germany.

Source(s): June 8, Sarah Khan
<http://www.english.globalarabnetwork.com/201006086135/Related-news-from-Bahrain/germany-strengthening-maritime-and-logistics-sectors-in-bahrain.html>

GCC seeks Intelligence sharing for maritime security

Gulf Corporation Council (GCC) states stepped up the sharing of intelligence to help counter maritime security threats. Greater co-operation was needed between the GCC states building on measures implemented in a counter-terrorism pact signed in 2004. The main external threats lay with the proliferation among militant groups of more sophisticated weaponry that could target ships and the determination of terrorist groups to strike the oil industry. Militant groups increasingly had access to weaponry that used to be available only to regional armed forces, such as the RPG-29 Vampir and the Ababil unmanned aerial drone used by Hizbollah in the 2006 Lebanon War.

About 40 per cent of global oil exports pass through the Strait of Hormuz, with the UAE exporting almost US\$70 billion (Dh257bn) worth of oil – 25 per cent of its gross domestic product- through the passage in 2009. “The resulting damage [from maritime attacks] is very large – the devastating loss of life and the economic impact,” said Ahmed al Astad, the head of social and economic studies at the centre. “To close the Strait of Hormuz would have an immediate impact on global trade.” Most importantly, there was a lack of capacity in maritime security in the region.

Source(s): June 9, Kareem Shaheen
<http://www.thenational.ae/apps/pbcs.dll/article?AID=/20100610/NATIONAL/706099870/1010>



The Indian government may go for corporatisation of 12 top ports in the country

The Indian government said that it is considering corporatisation of the 12 major ports in the country, a move that will result in greater autonomy for these ports, but stressed that this did not amount to disinvestment.

India has 12 state-owned ports -- Kolkata (with Haldia), Paradip, Visakhapatnam, Ennore, Chennai, Tuticorin, Cochin, New Mangalore, Mormugao, Mumbai, Jawaharlal Nehru Port Trust and Kandla -- which handle over 500 million tonnes (MT) of cargo annually.

Shipping Secretary K Mohandas said the government would prefer a "landlord" pattern for corporatisation, under which the corporate body will own the port, while the services will be leased out.

Once the structure is changed, the ports will have the freedom to set tariffs and compete with foreign and Indian private ports as against the current practice where the Tariff Authority for Major Ports (MTPA) fixes the port charges under the Major Port Trust Act (MPTA), 1963.

Source(s): 31 May

<http://economictimes.indiatimes.com/news/news-by-industry/transportation/shipping/-/transport/Govt-may-go-for-corporatisation-of-12-top-ports-in-the-country/articleshow/5995752.cms>

India to build bridge over Feni River

India will construct a bridge over Feni river in southern Tripura to get access to the Chittagong international sea port in Bangladesh for carrying goods and heavy machineries for the land-locked north-eastern region.

The Bangladesh government has agreed to allow India to use the Chittagong port, about 75 km from Tripura's southern bordering town Sabroom.

'The proposed bridge would connect Sabroom town of southern Tripura with Ramgarh town of southeastern Bangladesh. Besides construction of the bridge, various others tourism-related amenities and infrastructure would also be constructed in and around the area, 135 km south of Tripura capital Agartala,' he added.

During Bangladesh Prime Minister Sheikh Hasina's New Delhi visit in January, it was agreed that the construction of the proposed Akhaura-Agartala railway link would be financed by India. It would be the second railway linkage between the two neighbours after the Kolkata-Dhaka railway link.

Similarly during Tripura Chief Minister Manik Sarkar's visit to Dhaka in March to attend Bangladesh's Independence and National Day celebrations, Hasina responded positively to Sarkar's demand saying that Bangladesh has no problem if India constructs the bridge over Feni river at New Delhi's cost.

Agartala is 1,650 km from Kolkata and 2,637 km from New Delhi via Guwahati, whereas the distance between the Tripura capital and Kolkata via Bangladesh is about 350 km. The north-eastern states are surrounded by Bangladesh, Myanmar, Bhutan and China and the only land route access to these states from within India is through Assam. But this route passes through hilly terrain with steep roads and multiple hairpin bends.

Source(s): June 1

<http://sify.com/finance/india-to-build-bridge-over-feni-river-news-default-kgbpkiccij.html>

Korean Companies Making Inroads into Russia's Far East Shipyard

At the old dockyard in Zvezda, near Russia's Far Eastern city of Vladivostok, a brand new, state-of-the-art shipyard will be constructed before the opening of the APEC summit slated for 2012.

The ambitious plan to renew the 1.6 million square meter site, in which they used to build or repair naval ships, will be headed by Seoul-based Daewoo, the world's second biggest shipbuilder, in collaboration with Moscow's state-owned Russian United Shipbuilding Corporation. Daewoo says it expects to support Russians to secure modernized shipbuilding techniques and create more jobs in Russia's Far East, while underscoring its ambition to become a global maritime power and making further inroads into the region.

Source(s): June 15, Yoo Ji-hae

http://www.arirang.co.kr/News/News_View.asp?nseq=104028&code=Ne2&category=2



MARITIME TECHNOLOGY

NOAA Funds Marine Forecasting In Gulf

The \$4 million competitive grant was awarded to a group of university researchers to create more precise computer models of ocean and coastal conditions in the Gulf of Mexico. As the Deepwater spill clean-up in the Gulf of Mexico continues, the National Oceanic and Atmospheric Administration (NOAA) is donating \$4 million to support better marine forecasting in that region. NOAA's IOOS is a government-private sector partnership to discover better ways to collect data and information about the ocean and coasts. That information is then used by researchers to track, predict, manage and adapt to changes in the earth's marine environment.



NOAA has been the federal agency at the forefront of the clean-up efforts in the Gulf as teams continue to try to contain millions of gallons of oil spilled when the oil rig Deepwater Horizon exploded and sank on April 20. One of the ways researchers have been trying to monitor the spill is to adapt a computer model -- called the Advanced Circulation Model and typically used to predict hurricane activity in the region --to coastal currents in the Gulf. By doing so researchers hope to better study the effects of the spill and also predict its trajectory.

Source(s): June 15, Elizabeth Montalbano

http://www.informationweek.com/news/government/policy/showArticle.jhtml?articleID=225700113&cid=RSSfeed_IWK_News

