

MAKING WAVES

The Monthly e-News Brief of NMF

Volume 5, Number 5

May 2010

Inside this brief.....

MARITIME EDITORIAL

- Sinking of the South Korean Corvette “Cheonan”.
- Asia's troubled waters.
- Pirates, Private security contractors, and Lawyers.

MARITIME SECURITY

- Somali Islamists vow to end piracy, pirates flee with ships.
- IMO calls for cooperation in combating Somalia piracy.
- North Korea to suspend naval hot line with south.
- Hague asks Colombia to testify in maritime dispute between Peru and Chile.
- Wen calls for defusing tensions over warship sinking
- Russia on Cheonan
- Israel faces growing international pressure to lift Gaza blockade.

SHIPBUILDING

- Shipbuilding industry in China 2010.
- Prime Minister Dr. Manmohan Singh dedicates Pipavav Shipyard in Gujarat to the nation

SHIPPING

- IMO safety committee adopts ship construction regulations.

MARITIME ENVIRONMENT

- Radiation leak: Sea ports advised to be careful.
- Gulf spill taints 'Mediterranean of the Americas'.

MARITIME CO-OPERATION

- Navy Chiefs ask for Help to Curb Piracy.
- Japan, China Agree to Co-Operate Amid Maritime Friction.
- India, Oman to accelerate cooperation in maritime security.
- Turkmenistan and Russia agree to enhance maritime communication in Caspian Sea.

MARITIME INFRASTRUCTURE

- Monitoring plan for infrastructure sectors in India.
- Bangladesh to beef up capacities of Chittagong and Mongla seaports.
- Kolkata Port Trust tender for study on deep-sea port off the Sagar island.
- Essar inaugurates new bulk terminal at Hariza port in India.
- Expansion of the US Navy's operations in Bahrain.

MARITIME LEGISLATION

- India MoS makes policy draft to encourage private investments in port infrastructure.

MARITIME TECHNOLOGY

- Ship Tracking System to Help Haitian Port Operations.
- Work on Indian Navy's maritime patrol aircraft to start in 2010.
- Maritime Surveillance system monitors coastline; aids in Djibouti national security.

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

Sinking of the South Korean Ship, “Cheonan”

The investigation into the sinking of the South Korean warship *Cheonan* has found that it was caused by a torpedo. The focus has now shifted into determining why *Cheonan* failed to make sonar contact with the torpedo, or the submarine that launched it, and the type of torpedo used. One theory being examined is whether North Korea introduced a new kind of torpedo—one unlike any other ever used.

The March 26 incident suggests that the submarine now has an advantage. The South Korean government will soon release the results of an investigation into *Cheonan*'s loss, conducted with the help of an international team of experts. Broken in half, the ship's wreckage lay in shallow water, making recovery relatively easy. Thus, it was quickly determined its loss was caused by an explosion external to the ship's hull. Accordingly, the emphasis shifted to ascertaining if a mine, torpedo or kamikaze mini-submarine was responsible. Metal remnants found on the seafloor left investigators in doubt that it was a torpedo.

In examining *Cheonan*'s hull, of note was the absence of heat exposure or a hole of the sort normally caused by contact explosives. In other words, the lethal blow was delivered by a non-contact explosion occurring underneath the ship, generating a powerful shock wave and high-pressure gas bubble called a “bubble jet.” This bubble jet caused the ship repeatedly to rise and fall, until it snapped in two. With metal torpedo remnants discovered, the focus shifted to why *Cheonan* failed to establish sonar contact and the type of torpedo used—the latter being critical to shedding light on where it was manufactured and, ultimately, who launched it. The shallow waters where *Cheonan* went down, combined with the noise generated in that busy shipping lane, may have impaired sonar detection.

There is another possibility. *Cheonan* was patrolling waters near a disputed border—waters it routinely sailed. Knowing this, Pyongyang could have, on many occasions prior to March 26, positioned a submarine to lie still on the sea floor as patrol ships passed. By doing so, repeated South Korean patrols coming across it in the same location may have simply learned to accept it as wreckage or some other non-threatening contact. Thus, on March 26, that same contact would have been ignored by *Cheonan*'s crew as a North Korean submarine crew prepared to launch the fatal torpedo. As to the type of torpedo, there are two possibilities—a “heavy torpedo,” with which all North Korean submarines are known to be armed, or a “supercavitation torpedo,” a devastatingly effective weapon known to be possessed by countries with interests adverse to the U.S. South Korean sonar men are better trained to identify the acoustics signature of an incoming heavy torpedo, which is easier to detect, than a supercavitation torpedo, which requires special adjustments to the sonar system to do so.

Both torpedoes are deadly—the supercavitating even more so as its design incorporates a law of physics loophole that makes detection and escape by a targeted ship virtually impossible. And, as of today, no defense exists against it. Both types are capable of generating non-contact bubble jet explosions underneath a target. A heavy torpedo cutting through the water is governed by the laws of physics—its underwater speed limited to between 40-50 mph. China, which manufactures such a weapon—a passive acoustics homing torpedo called the Yu-3—is known to sell them to North Korea. This “speed limit” on heavy torpedoes in water exists because traveling through a dense medium, friction and turbulence above this rotational speed of the propeller will cause it to rip apart. To go any faster, a torpedo, or any underwater vehicle, would need to cut through the water absent such friction and turbulence.

Another piece of evidence concerning torpedo type is based on an analysis of acoustics data generated at the time of *Cheonan's* loss. (It would be surprising if this data was not obtained from South Korean underwater listening devices similar to those planted by the U.S. to monitor Soviet submarine activity during the Cold war.) From this data, it appears an object approached the ship at 40 mph and effected a non-contact explosion eight feet below *Cheonan* with equivalent power of 450 pounds of TNT. A slower approach speed would suggest *Cheonan's* fate was sealed by a heavy torpedo. Hopefully, the data will also reveal whether the torpedo was launched from a larger submarine—necessary for a heavy torpedo—or a mini-sub, making use of a supercavitation torpedo possible.

There is little doubt *Cheonan's* demise was met with cheers in four world capitals where leaders saw it as a precursor to the demise of American naval dominance. Obviously, rejoicing took place in Pyongyang for pulling off its dastardly deed. In Beijing, cheers went up over what possibly was the first successful kill by its heavy torpedo. And, in both Moscow and Tehran there was recognition, that if a heavy torpedo was used with such success, their supercavitating torpedoes will be unstoppable against the US Navy.

Source(s): James Zumwalt, May 19
<http://www.humanevents.com/article.php?id=37067>

Asia's Troubled Waters

While the world has been focusing on Europe's economic crisis, events in Asia's waters presage a different kind of turbulence. The region's economic strength co-exists with continuing political and security tensions that threaten long-term stability in the region. These tensions increase the pressure on a United States Navy that is facing shrinking budgets and increasing responsibilities.

The current troubles began with the explosion that ripped through a South Korean naval vessel in late March, sinking the ship and taking the lives of 46 sailors. Whether by mine or torpedo, the destruction of ROKS *Cheonan* was an aggressive act almost certainly perpetrated by North Korea. Without concrete proof, however, Seoul's hands have been tied, and the likelihood of condemning, let alone punishing, Pyongyang for its act of war decreases by the day.

The longer term currents roiling Asia's waters, however, are coming from recent Chinese PLA Navy expeditions and strategic announcements. In early April, Chinese ships set out south and east to expand China's political claims and operational range. In the South China Sea, two Fisheries Administration patrol vessels were dispatched to accompany Chinese private fishing vessels in the Spratly Islands area. Two weeks earlier, Chinese ships seized a Vietnamese fishing vessel near the more northerly Paracels. Even though Vietnam, Taiwan, Malaysia and the Philippines all claim sovereignty over parts of the Spratlys, China has now elevated its claims to almost the entire South China Sea to the level of "core interests," according to reports. By making the South China Sea into a front-line territorial and strategic issue, Beijing is dramatically raising the stakes in any future confrontation, intentional or otherwise. It is also putting the U.S. Navy on notice that it will be far more present and engaged in the Asian maritime region than the U.S. has patrolled without interference for the past six decades.

The U.S. is hardly the only country to feel anxiety at China's ability to sail thousands of miles from its shores. While this East Sea Fleet was operating in Japanese territorial waters, ships of the Japanese Maritime Self-Defense Forces shadowed it at a safe distance. The Chinese responded by sending helicopters to buzz the Japanese vessels, leading to diplomatic protests from Tokyo. The



Chinese call their new strategy "far sea defense," marking a fundamental shift from the coastal orientation that guided naval doctrine until this decade. In capabilities, strategy and doctrine, the Chinese navy is reflecting the country's global outlook and, most importantly, signaling neighboring states that it will play an expanded role in the region.

The natural response in the region is to look to the U.S. Navy for the ultimate guarantee of stability. Yet that service has been put on notice by Secretary of Defense Robert Gates that it will have to make do with smaller budgets, possibly fewer aircraft carriers and maybe no next-generation ballistic-missile submarine. At the very time that China is flexing its maritime muscle, the trend lines are heading in the wrong direction. The U.S. will continue to play its stabilizing role in the western Pacific, but with a more uncertain future and eventually, should any type of conflict break out, with greater risk. That ultimately means more risk for the Asia-Pacific as a whole.

Source(s): Michael Auslin, May 20

http://online.wsj.com/article/SB10001424052748703957904575253292263660122.html?mod=WSJ_latestheadlines

Pirates, Private security contractors, and Lawyers

For years now, more and more people have been suggesting that deploying private security contractors aboard should be done as a way to deter and defeat pirates attacking commercial shipping off the coast of Somalia. This idea has gained currency since the rash of pirate attacks in 2008 caused the international community to rush a flotilla of naval ships into the waters off the Horn of Africa in an effort to protect international shipping passing through the Gulf of Aden. But that has hardly stopped the attacks. The pirates have proved resilient and adaptable and more brazen. Pirates launched 47 attacks in the region off the east coast of Somalia, which the Navy calls the Somali basin, in the first four months of this year, up from 37 during the same period last year, according to U.S. 5th Fleet statistics. According to the International Maritime Bureau Piracy Reporting Centre there were more hijacked vessels and hostages taken in 2008 than in any other year since the PRC began reporting on worldwide piracy statistics in 1992.

And everyone recognizes that the regular naval ships are not going to stay there. The bottom line is that it is not cost effective. Sending billions of dollars worth of warships to chase a ship worth \$1,000 is a losing proposition. Today, there is an average of about 25 naval ships patrolling the area. Even with the increased presence of the coalition warships the U.S. Navy admits that the limited coalition fleet can only patrol a small percentage of the 2.5 million square miles of waters off the Horn of Africa. Deploying armed guards aboard ships is not without its critics, including many shipping companies themselves. And the record of armed guards, thus far, is mixed. But the idea itself is hardly new. As I noted in 2008 private security contractors have been working the maritime beat for many years now, and not just off Africa. In fact, centuries ago the East India Company employed private convoys to protect its ships from pirates.

It has been suggested that the U.N. could facilitate putting professionally-trained armed guards aboard ships. Yet, it is highly unlikely that all countries could reach an agreement because not every country directly benefits from maritime commerce. n194 Ultimately, the dangers to the crew members outweigh the potential deterrent effect of putting armed guards on vessels and companies like Blackwater Worldwide and Hollow Point Services should not provide armed guards to the shipping industry. Furthermore, private security companies do nothing to help address the underlying problems of piracy or aid in the effective prosecution of pirates. Another concern with the use of PSCs is that many flag states discourage the use of armed guards and also restrict commercial vessels from



carrying arms aboard. But members of the U.S. Navy have expressed their support of the use of private security contractors. And Somali official Abdulkadir Muse Yusuf, the deputy marine minister of Puntland, has stated that PSCs are "welcome" in Somalia's waters. And a recent exclusive agreement between Hollow Point's subsidiary HP Terra-Marine and the government of Yemen might signal a new era of partnerships between coastal states and private security contractors. By closely regulating and monitoring the operations of PSCs, coastal states can ensure that PSCs maintain the highest standards of professionalism and accountability, while at the same time being able to generate tax revenue from these companies' operations. And by arming PSCs instead of crews, vessel owners also avoid the problem of entering port states with differing regulations on carrying onboard weapons, placing this burden on PSCs.

Source(s): David Isenberg, May 27

http://www.huffingtonpost.com/david-isenberg/pirates-psc-and-lawyers_b_592036.html



MARITIME SECURITY

Somali Islamists vow to end piracy, pirates flee with ships

A hardline Islamist militia vowed Monday to end piracy in Somalia by imposing sharia law, after seizing control of a notorious nest of pirates and forcing them to flee. The pirates abandoned the port of Harardhere and sailed three recently-captured vessels off towards another base, a day after the Hezb al-Islam militia took over the town in northern Somalia. Harardhere was one of the main hideouts for the pirate gangs that have turned the waters off Somalia into a danger zone for foreign vessels, which they capture exclusively for ransom.

The Islamist movement that ruled Somalia in the second half of 2006 clamped down on piracy, which was outlawed under their strict brand of Islam that also banned watching films and football. The movement, the Islamic Courts Union (ICU), was defeated by Ethiopian forces in late 2006, but its remnants fought on against the Ethiopians, who pulled out in January 2009.

Armed with AK-47s, GPS navigation and satellite phones, pirates raked in an estimated 60 million dollars in ransoms last year. They are often detained but then let go days later by foreign navies patrolling the region.

Source(s): By Mustafa Haji Abdinur (AFP) – May 2

<http://www.google.com/hostednews/afp/article/ALeqM5j0OwOfeiTlzFFb3Vb2e8dxa15qHA>

IMO calls for cooperation in combating Somalia piracy

The head of the International Maritime Organization (IMO) has told the United Nations General Assembly that multilateral cooperation between countries and institutions can curb the rampancy of pirate attacks. Addressing an informal meeting of the U.N. General Assembly in New York recently, Efthimios E. Mitropoulos, secretary-general of IMO, said the piracy issue has a global character and calls for effective cooperative mechanisms to combat it under the coordination of the U.N. system. Convened by Ali Abdussalam Treki, president of the 64th session of the General Assembly, and opened by Ban Ki-moon, U.N. secretary-general, the meeting was organized as three panels focussing on piracy from a wide variety of perspectives, including political, legal, social and economic aspects of combating it, in general, and in the particular case of Somalia. Speakers included ministerial-level officials of Somalia and other governments, representatives of U.N., regional and



seafarers' organizations, and the commander of the European Union's ongoing naval operation "Atalanta."

Mitropoulos took the opportunity to highlight the successful collaboration that Asian nations, with IMO support, had already established to combat piracy and armed robbery in the Straits of Malacca and Singapore. He pointed to IMO's success in drawing up the Djibouti Code of Conduct under which regional systems and infrastructure for information sharing, training, maritime situational awareness and legislative improvements are being established. Formally adopted in January 2009, the Djibouti Code now has 14 signatory States, all united in the effort to implement the rule of law at sea and, together, build the necessary capacities to tackle the problem. Other topics covered by the wide-ranging meeting included an examination of the relevant provisions of the United Nations Convention on the Law of the Sea, 1982, and the ILO Maritime Labor Convention, 2006, and discussion of the various initiatives that might be implemented within the framework of IMO to further enhance security of navigation.

Source(s): May 23

http://www.etaiwannews.com/etn/news_content.php?id=1265541&lang=eng_news&cate_img=35.jpg&cate_rss=news_Business

North Korea to Suspend Naval Hot Line with South

Amid continuing fallout over North Korea's sinking of the South Korean corvette *Cheonan*, Pyongyang announced last Thursday that it is cutting a naval hotline between the two Koreas established in 2004 to prevent naval clashes near the disputed Northern Limit Line (NLL) maritime sea boundary. The North's announcement came after the South conducted an anti-submarine exercise featuring 10 warships 150km south of the NLL. Meanwhile, details on the first of two joint South Korea-US naval exercises announced after the *Cheonan* sinking were revealed. The live-fire anti-submarine drill will take place June 8-11 near the NLL and will include the *USS George Washington*, a *Nimitz*-class aircraft carrier, an Aegis Ballistic Missile Defence-equipped destroyer and a nuclear submarine from the USN, as well as a destroyer, a submarine, and F-15K fighter jets from South Korea.

Source(s): CHOE SANG-HUN, May 27

<http://www.nytimes.com/2010/05/28/world/asia/28korea.html?ref=world>

Hague asks Colombia to testify in Maritime Dispute between Peru and Chile

On Chile's maritime dispute with Peru, the International Court of Justice (ICJ) at The Hague asked the Permanent Commission of the South Pacific (CPPS) – of which Colombia is a member to testify in addition to Ecuador. Ecuador is a third-party witness that signed previous border agreements between Chile and Peru in the 1950s. The CPPS was created in 1952 and includes member countries Peru, Chile, Ecuador, and Colombia, which also serve as witnesses to the disputed border. Chile and Peru have been squabbling over the maritime border issue for years. While Peru maintains its maritime border with Chile has never been properly defined, Chile insists a pair of treaties signed in 1952 and 1954 resolved the issue. Chile argues that its maritime border with Peru is simply a horizontal line in the Pacific.

However Peru claims that due to the fishing agreements between both countries, the border should be considered as a diagonal line equidistant between both countries rather than a longitudinal line that extends out from the land border. The net effect is that Peru is claiming fishing rights to



10,000 square miles of seafood-rich ocean that Chile has claimed for decades. Having first brought the case to the ICJ in January 2008, Peru decided to litigate the issue before the ICJ at The Hague in March, 2009. The ICJ is the principal judicial organ of the United Nations and its final ruling on the matter will be binding and irreversible. While Chile recognizes that reaching a consensus is complicated, Peru has established that it does not support the CPPS participation in the case. In March 2010, Chile submitted a 200 page response to Peru's report. Later, both countries will have the possibility to orally present their case to the ICJ. Ecuador has to make its decision whether to participate in the trial by this time. Chile has to hand in its last written response in July of 2011 and the tribunal will likely pronounce its final decision in 2012.

Source(s): Elizabeth Osborne, May 28

http://www.santiagotimes.cl/index.php?option=com_content&view=article&id=18940:hague-asks-colombia-to-testify-in-maritime-dispute-between-peru-and-chile&catid=1:other&Itemid=38

Wen calls for defusing tensions over warship sinking

Chinese Premier Wen Jiabao called for proper handling of the serious consequences of the March sinking of a South Korean warship, and efforts to gradually ease tensions in the region over the incident.

"The pressing task for the moment is to properly handle the serious impact caused by the Cheonan incident, defuse tensions in the region, and most importantly of all, avoid possible conflicts," Wen said.

Wen was speaking at a joint press conference following a two-day summit meeting with South Korean President Lee Myung-bak and Japanese Prime Minister Yukio Hatoyama on the South Korean resort island of Jeju.

Wen urged the Northeast Asian nations to help maintain regional peace and stability.

"We must spare no effort to promote peace and stability in Northeast Asia. Short of this precondition, development will be out of the question, and the hard-won achievements will be lost again," he stressed.

"China will continue to enhance communication with relevant parties (over the Cheonan incident) in order to steer the situation toward a direction which is conducive to peace and stability in Northeast Asia. This is in our best common and long-term interests," Wen said.

As the region is facing many new challenges, China, Japan and South Korea should strengthen coordination between them, appropriately deal with sensitive issues and increase mutual political trust, Wen said.

At the press conference, Wen also expressed his condolences to the victims of the Cheonan incident and sympathies to their relatives.

Source(s): Xinhua, May 31

<http://www.chinaview.cn/index.htm>

Russia on Cheonan

Russia is reportedly dispatching a team of experts to Seoul soon to review the investigation by an international team of experts of the March 26 sinking of a South Korean warship. The dispatch is coming at a time when North Korea is denying its torpedo attack on the Cheonan warship. A news report says the Russian team will include submarine and torpedo experts. Their expertise should shed light on questions raised by North Korea and others on the outcome of the investigation, which confirmed North Korea's culpability.

Against this backdrop, Russia, a veto-wielding UNSC member, holds the key, together with the United



States, China, the United Kingdom and France, in sanctioning North Korea for its act of unprovoked belligerence. South Korea will have to permit the Russian team unrestricted access to information regarding the explosion and sinking of the Cheonan.

Source(s): May 31

<http://www.koreaherald.com/opinion/Detail.jsp?newsMLId=20100531000369>

Israel faces growing international pressure to lift Gaza blockade

On May 31st Israel Navy commandos raided a six-vessel activist flotilla leaving nine activists - four identified as Turkish- dead and detaining almost 700 more. The pro-Palestinian activists were transporting humanitarian aid supplies when Israel boarded the *Mavi Marmara*. The raid has invited international criticism and pressure has been mounted on Israel to lift its blockade of the Gaza Strip. The UN Security Council (UNSC) requested the immediate release of ships and civilians arrested during the raid. The UNSC also called for a "prompt, impartial, credible and transparent" investigation. Despite the growing criticism and pressure Israeli Prime Minister Benjamin Netanyahu says he will not lift the air, land or sea blockade as it will increase weapons smuggling into Gaza. Meanwhile political relations appear to be rapidly deteriorating between Turkey and Israel. Ankara passed a declaration demanding Israel formally apologize and pay compensation to the victims, while at the same time Israeli Defense Minister Ehud Barak met the navy commandos involved in the raid to thank them for their service to their country. Today, Israel deported 105 activists while the remaining 506 detainees will be released in near future, according to officials in Tel Aviv.

Source(s): June 2

<http://www.haaretz.com/news/diplomacy-defense/israel-faces-growing-world-pressure-to-lift-gaza-blockade-1.293800>



IMO safety committee adopts ship construction regulations

The Maritime Safety Committee (MSC) of the International Maritime Organization (IMO) has adopted an historic change in the way international standards for ship construction is to be determined and implemented in the future. The adoption of the so-called "goal-based standards" (GBS) for oil tankers and bulk carriers by the MSC means that newly-constructed vessels of these types will have to comply with structural standards conforming to functional requirements developed and agreed by the committee. This also means that for the first time in its history, IMO will be setting standards for ship construction.

The MSC commenced detailed technical work on the development of goal-based ship construction standards at its 78th session in May 2004, when a comprehensive general debate of the issues involved took place and the MSC agreed to utilize a five tier system initially proposed by the Bahamas, Greece and the International Association of Classification Societies (IACS).

Source(s): George O'Young, Taiwan News, May 31

http://www.etaiwannews.com/etn/news_content.php?id=1272526&lang=eng_news&cate_img=35.jpg&cate_rss=news_Business

Prime Minister Dr. Manmohan Singh dedicates Pipavav Shipyard in Gujarat to the nation



The Indian Prime Minister Manmohan Singh said India was destined to be a major trading nation of the world and shipping, ship building and management of ports assumed great importance in the country's scheme of development planning.

"Even today, around 95 % of our foreign trade is sea borne," Dr Singh said while dedicated the Pipavav Shipyard on the Saurashtra coast in Gujarat to the nation.

Dr Singh said the development of maritime infrastructure – ports, shipbuilding, and shipping, including inland water transport, was therefore of critical importance to the progress of our economy. This sector also provides substantial employment in the organized sector, and acts as catalyst for rapid development of the hinterland as well, he said.

He said the Government had taken many steps to develop this sector. He said the National Maritime Development Programme (NMDP) envisaged investment of more than Rs. 100,000 crore. He also said the Government had recently set up the Indian Maritime University.

Dr Singh said the Government had also welcomed private sector participation in major ports to access much-needed funds and technical and managerial expertise.

Source(s): June 1

<http://netindian.in/news/2010/06/01/0006711/pm-dedicates-pipavav-shipyard-gujarat-nation>

SHIPPING

Shipbuilding industry in China 2010

The shipbuilding market in China has been steadily growing and is expected to show strong growth with the ending of the recessionary period leading to renewed large scale international trade. China is the second largest player in the global shipbuilding industry, led by South Korea. The market had been impacted by the prevalent economic scenario. Major government initiatives have been implemented towards cushioning the market from the recession and allowing it to grow further. Chinese ships have been the preferred choice due to the cost advantages that the buyers face. It is estimated that China will be the market leader by 2015.

Source(s): Apr 30

<http://www.clickpress.com/releases/Detailed/219284005cp.shtml>

MARITIME ENVIRONMENT

Radiation leak: Sea ports advised to be careful

In the backdrop of the radiation scare in New Delhi, various sea ports receiving hazardous chemicals like ammonia have been asked to ensure that an adequate disaster management plan is in place. The Central Pollution Control Board (CPCB) has asked cargo handlers to be particular in handling toxic ammonia which has high chances of leakages as its import has not only increased in the last three consecutive years but also was the highest in terms of quantity. Anhydrous ammonia, which is used for various chemical purposes, is a severe skin irritant and can cause serious injuries.

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.

Source(s): PTI, May 3

<http://www.indiareport.com/India-usa-uk-news/latest-news/814224/National/1/20/1>

Gulf spill taints 'Mediterranean of the America'

The gigantic Gulf of Mexico oil spill is the latest blow to an increasingly fragile marine environment, battered by decades of human encroachment, neglect and natural upheavals.

A watery expanse of 600,000 square miles, the Gulf features marshes and coral reefs, commercial and recreational fisheries and hundreds of wildlife species, including imperilled birds, whales and sea turtles. Many are in harm's way, as the oil unleashed when an offshore rig exploded two weeks ago threatens their food supply and the marshlands where they spawn or build nests. The Deepwater Horizon oil spill, also called the BP Oil Spill, the Gulf of Mexico oil spill, is a massive ongoing oil spill in the Gulf of Mexico, now considered the largest offshore spill in U.S. history. The spill stems from a sea floor oil gusher that followed the April 20, 2010 Deepwater Horizon drilling rig explosion. The explosion killed 11 platform workers and injured 17 others

The Gulf, bordered by the United States, Mexico and Cuba, also supports endangered birds such as the snowy plover, as well as the formerly listed brown pelican. The area between Louisiana and Florida is "some of the most biologically varied marine habitat in the country," said Bill Hawkins, director of the Gulf Coast Research Laboratory in Ocean Springs, one of many scientific outposts along the coast where staffers are anxiously monitoring waters in the advancing oil plume.

Despite its ecological richness, the Gulf was suffering from years of degradation even before the spill. The nutrients that feed estuaries have been increasing due to agricultural runoff that drains into the Mississippi River, causing a roughly 8,000-square-mile "dead zone" that forms annually off the Louisiana and Texas coasts. It has so little oxygen that few if any aquatic animals can survive there.

Fishing pressures, too, have caused decreased stock, while the Gulf coastline is losing wetlands at a rate of about 25 square miles a year due to erosion from storms and construction of flood-control levees that prevent the Mississippi River from depositing sediments that could rebuild them. The region has lost more than a million acres of wetlands in the past century, and the National Oceanic and Atmospheric Administration predicts parts of the Louisiana coastline could migrate inland as much as 33 miles by 2040. Wetlands are crucial spawning and feeding grounds for marine creatures.

Yet the Gulf, dubbed the "Mediterranean of the Americas," supports a dizzying variety of ecosystems and wildlife, and is the only place in the Western Atlantic where blue fin tuna spawn. Five species of imperilled sea turtles live in Gulf waters, along with seven endangered or threatened whale species. There are sharks, dolphins and all manner of seafood the world consumes daily, from tuna to oysters, shrimp and crabs. The fisheries here are some of the world's most productive.

Source(s): BRIAN SKOLOFF and JOHN FLESHER (AP), May 3
<http://www.google.com/hostednews/ap/article/ALeqM5h5g0OD5XxU6pZbSh6OsoZib5sDIwD9FFKJ2G0>



Navy Chiefs ask for Help to Curb Piracy

Abu Dhabi played host to Navy Chiefs and officers from twenty seven countries, including India, at the Indian Ocean Naval Symposium, marking the second phase of a renewed endeavour to pursue a joint initiative in the Indian Ocean Region for tackling security issues. The conference, held in the UAE's capital city between 10-12 May 2010 and entitled "Together for the Reinforcement of Maritime Security", focused mainly on smuggling, terrorism and piracy off the Horn of Africa that has threatened to hamper trade through vital shipping lanes in the IOR.

The Indian Ocean Naval Symposium is an initiative of the Indian Navy and was first held in New Delhi in 2008. Participants include nations from Australia, Mozambique, Sudan, Indonesia and all the GCC states. Countries with bases in the region, such as Britain, the US and France, are also participating.

Piracy attacks off Somalia doubled in 2009 and Mustafa Alani, the senior adviser for security and terrorism at the Dubai-based Gulf Research Centre, said: "The objective of this sort of meeting is to say that this is an international problem, and there is a need for co-operation in terms of information exchange and physical co-operation. The problem we are now facing is that despite the physical measures taken to counter piracy, despite UN Security Council resolutions and co-operation on every level, the pirates are still doing a good job. This is becoming an international crisis affecting energy supplies, trade routes and the safety of crews.

Source(s): Loveday Morris, May 9

<http://www.thenational.ae/apps/pbcs.dll/article?AID=/20100510/NATIONAL/705099870/1018>

Japan, China agree to co-operate amid maritime friction

Japan's Foreign Minister Katsuya Okada and his Chinese counterpart Yang Jiechi agree there's a need to set up a hot line between their defence authorities to avoid conflict in disputed areas. The agreement was reached on the sideline of a trilateral foreign ministers' meeting hosted by South Korea in Gyeongju. The decision follows friction over China's recent activities in waters off Japan. Both sides traded barbs over which side was to blame for the incidents in April in which Chinese navy helicopters flew close to Japanese destroyers. On the issue of Japan's concern over China's expanding nuclear arsenal Mr Yang gave the reassurance that China has pledged no first use of nuclear weapons.

Source(s): May 16

<http://www.radioaustralianews.net.au/stories/201005/2900573.htm?desktop>

India, Oman to accelerate cooperation in maritime security

India and Oman decided to take their defence cooperation a step higher by agreeing to accelerate their cooperation in maritime security and regional security issues. The decisions in this regard were taken at bilateral discussions between visiting Defence Minister A K Antony and his Oman counterpart Sayyid Badr bin Saud bin Harib al Busaidi in Muscat on 18 May 2010, during Mr Antony's two-days visit to the country.

A total of 16 Indian Navy ships have been deployed in the Gulf of Aden since. In addition to escorting Indian flag ships, ships of other flags have also been escorted. "We are cooperating with other navies deployed in this area by way of information sharing and have been participating in the Shared Awareness and De-Cofliction (SHADE) Meetings since April 2009," Indian Defence Minister said. The two sides also discussed various bilateral and regional issues. Mr Antony said the two countries had a common aim in Afghanistan and that was to ensure that it did not become a safe haven for terrorists again. In this connection, he recalled the first ever air exercise "Eastern Bridge" in October 2009. Royal Air Force of Oman pilots have attended Jaguar simulator training in India in the past and similar training is planned in 2010 also.

Source(s): May 18

<http://netindian.in/news/2010/05/18/0006538/india-oman-accelerate-cooperation-maritime-security>

Turkmenistan and Russia agree to enhance maritime communication in Caspian Sea

Economic Development Minister of Russia's Astrakhan region Askar Kabikeev and representatives of the Turkmen government have noted the importance of enhancing communication between the Caspian Sea Ports of Turkmenbashi and Olia at the meeting in Ashgabat. The Turkmen governmental press service reported that establishment of air links between Astrakhan and Turkmenbashi and Astrakhan and Ashgabat, as well as opening of the Turkmen Trade House in Astrakhan, was also mulled over.

Astrakhan is ready to import products of agriculture and processing industries, building materials, including gravel and cement, textiles and cotton, to Turkmenistan. The Astrakhan region is interested in the development of international shipping in the North-South transport corridor, shipbuilding and repair, as well as the sustainable use of bio-resources of the Caspian Sea. "The sides confirmed the readiness to place orders for vessels to Turkmenistan at the Astrakhan shipyard," the source reported.

Source(s): May 21

<http://en.trend.az/capital/transport/1691694.html>



Monitoring Plan for Infrastructure Sectors in India

The Indian government will unveil a monitoring plan for infrastructure sectors in the last week of May, as it looks to improve the performance of ministries and address delays in implementation of projects. Planning Commission deputy chairman Montek Singh Ahluwalia is expected to unveil the plan after a meeting with officials of key infrastructure ministries governing sectors such as power, telecom, road, shipping, highways, airport and ports.

As per the plan, a committee on infrastructure (Col) under Prime Minister Manmohan Singh will oversee the performance of ministries and suggest corrective measures. The infrastructure ministries will be asked to prepare a quarterly report card and publish it on their websites. The Col will review the performance on physical targets and revenue generation



targets for public-private partnership (PPP) projects. The government is building pressure on its constituents to ensure that growth momentum is not lost due to sluggish performance of the infrastructure sector. It is also concerned that the country may fall short of expected investment level of \$500 billion in the sector for the 11th Plan (2007-12) period. It is also keen to ensure that the \$1 trillion investment target for the 12th Plan will be achieved.

Despite the talk of an infrastructure boom in the country, only about \$200 billion have been invested in the first three years of the current plan. This also, as per Mr Ahluwalia's admission to Economic Times, has been mainly on account of a spurt in the telecom sector. The performance of other sectors has been less than encouraging. The port sector is expected to see 40% shortfall in capacity addition during the current Five-Year Plan. The shipping and ports ministry had set a target of taking total capacity at major ports to 1000 million tonnes by adding about 500 million tonnes by the end of 2011-12. "The main reason of slippage is delay in awarding contract at various ports," a shipping and ports ministry official said.

Source(s): Subhash Narayan & Nirbhay Kumar, ET Bureau, May 15
<http://economictimes.indiatimes.com/news/economy/infrastructure/Infrastructure-monitoring-plan-next-week-Montek/articleshow/5932863.cms>

Bangladesh to beef up capacities of Chittagong and Mongla seaports

The Bangladesh government has taken up a number of projects to upgrade the infrastructure and other relevant facilities of Chittagong and Mongla seaports at a cost of about \$700 million to cope with the future increase in their workloads. The up-gradation work has been taken up keeping in view the possible rise in the inflow and outflow of goods of sub-regional countries, including India, Bhutan and Nepal, through the ports. The implementation of a total of 26 big and small development projects have already begun. The official sources said that these projects are expected to be completed by June 2013. Five other big projects, to be approved soon, will be completed by June 2019. Most of the development projects will be financed from the own source of Chittagong and Mongla port authorities.

It was agreed that Bangladesh will allow the use of Mongla and Chittagong sea ports for movement of goods to and from India through road and rail. Chittagong Port is the principal seaport of Bangladesh handling about 92 per cent of import-export trade of the country. The construction of Karnaphuli container terminal at a cost of \$117 million is expected to be completed by June 2013. The installation of container terminal management system at a cost of \$8.70 million will be completed by June 2011. The construction of New Mooring container terminal at a cost of \$ 14 million is expected to be completed by March 2012 and construction of container handling facilities for transit cargo handling at a cost of \$21 million will be completed by December 2010.

Source(s): Nazmul Ahsan, The Financial Express, May 19
http://www.thefinancialexpress-bd.com/more.php?news_id=100526&date=2010-05-19

Kolkata Port Trust tender for study on deep-sea port off the Sagar island

The Kolkata Port Trust (KoPT) has floated a tender to conduct a feasibility study for the proposed deep sea port off the Sagar Island in South 24-Parganas after a failed-attempt by the state government. A deep sea port in the state is needed for the success of the Nayachar



project.

In a letter written to the chief secretary of the state, the chairman of KoPT has mentioned that the port would be developed in two mouzas in the southwest region of Sagar Island~Mahishamari and Beguakhali. The letter also mentioned that to set up railway facilities, a portion of Ganga Sagar mouza will be used. The KoPT said this port, which would be located at a deep-drafted location, would be developed as part of the measures to combat the present critical draft situation in Kolkata and Haldia ports.

The KoPT said development of port facilities at Sagar Island would require 2,400 acres of land in the first phase. In case, the study suggests that instead of impounded dock system, open riverine jetties will be a better proposition, the KoPT will require land available in the other side of the river too. The KoPT wants the state government to acquire the required land. The KoPT will approach the state on completion of the study, which will take 8-9 months. Details of mouza-wise daag and khatian of the required land would also be given so that it could be acquired by the state and handed over to the KoPT. State government officials said this time they won't face trouble in acquiring land as per the requirement of the KoPT because only a few hundred families reside in the selected mouzas. There are about 376 families in Mahismari and 785 families in Beguakhali according to the 2001 census. If these families are given better compensation, there will be hardly any resistance.

Source(s): Sabyasachi Roy, May 24

http://www.thestatesman.net/index.php?option=com_content&view=article&id=328966&catid=36

Essar inaugurates new bulk terminal at Hariza port in India

Indian industrial and energy giant Essar Group's subsidiary Essar Shipping Ports & Logistics Ltd has announced the inauguration of commercial operations of Essar Bulk Terminal at India's Hazira port, which will serve as a fully integrated transportation hub. According to a company statement, set up at a cost of approximately Rupees 8 billion (\$167.6 million), Essar Bulk Terminal is now India's second largest private dry bulk terminal with a 30 million mt per annum capacity. The new terminal has made Essar India's second largest private port operator with 76 million mt per annum capacity and with a planned capacity of 158 million mt per annum in 2013. MV Malavika, a 53,000-dwt vessel, became the first Supramax to the 550 m-long berth at the newly constructed terminal. The dredged channel at the terminal, which is being widened and deepened further, will soon be able to accommodate mini cape-sized vessels up to 105,000 dwt.

Source(s): May 25

<http://www.steelorbis.com/steel-news/latest-news/essar-inaugurates-new-bulk-terminal-at-hariza-port-533513.htm>

Expansion of the US Navy's operations in Bahrain

A major expansion of the US Navy's operations in Bahrain commenced in May 2010, a move described by US Ambassador Adam Ereli as a signal of America's intent in the region. Work on the \$580 million (BD219m) military harbour officially got underway at the site of the old Mina Salman port. Once complete, the 70-acre waterfront development – which will handle port operations for US and allied navy ships – is expected to see a significant increase in international naval traffic in Bahrain.



The presence of the US Navy is important in the region as it provides the needed stability in order for the GCC countries to prosper. This shows the US commitment to stay in the region and this project particularly symbolises US intent to expand their presence. The project, which is due to be completed in 2015, reflected US confidence “in Bahrain and its growth”. US officials denied the project was intended to step up pressure on Iran and claimed it was not a response to the perceived nuclear threat from Tehran. However, they described it as a huge boost for Bahrain’s economy that would create thousands of jobs, with local construction companies and producers of construction materials set to cash in from lucrative contracts.

There is also expected to be a 30 per cent increase in the number of military vessels stopping in Bahrain, meaning the country’s tourism sector could also benefit.

The project will include a new port infrastructure and utilities, a port operations and harbour patrol facility, personnel barracks, administrative buildings and a dining facility. There will even be a new flyover connecting the military port with Naval Support Activity (NSA), the headquarters of the US Navy’s Fifth Fleet in Juffair. NSA commanding officer Captain Enrique Sadsad said the growing number of US Naval operations being conducted from Bahrain made the expansion vital. Bahrain has long been home to the US Navy’s Fifth Fleet, which covers 27 countries in the Middle East and Central Asia. The new port will help its operations across 7.5 million square miles, from Somalia in the south to Kazakhstan in the north, Egypt in the West to Pakistan in the East – including the Arabian Gulf, Red Sea, Gulf of Oman and parts of the Indian Ocean.

Source(s): Mahmood, May 27
<http://bahraini.tv/2010/05/27/580m-harbour/>



Policy Draft to Encourage Private Investments in Port Infrastructure

The Ministry of Shipping (MoS) has reportedly finalised a policy draft aimed at checking private sector monopoly in ports and terminals as also to encourage more players to invest in this sector. The draft is understood to have been forwarded to the Law Ministry for approval. The draft was prepared in consultation with private players and their concerns have been addressed to the extent possible, a MoS official said. In order to speed up the process, the MoS would appoint an expert to help the Law Ministry understand the technicalities involved, he added.

Stakeholders, however, are of the opinion that such a policy is regressive. “People who are qualified and have the expertise in the sector should not be banned. In container terminals, it is a well-known fact that the longer the quay length, the lower is the cost.” Hence, a monopoly policy would not boost this sector, felt the Indian Private Ports and Terminal Association. Under the proposed policy, a private player will not be allowed to bid for consecutive berths for the same cargo. The player will also not be allowed to bid for a terminal within the 100-km radius of an existing one. The policy will address issues like the quay length limit beyond which one player cannot have a berth. The policy will also put a cap on overall capacity and the number of terminals one party or player can have at a port.



Source(s): May 25

<http://www.dredgingtoday.com/2010/05/25/india-mos-makes-policy-draft-to-encourage-private-investments-in-port-infrastructure/>



Ship Tracking System to Help Haitian Port Operations

An advanced vessel tracking and communications system, designed to aid port management and international relief organizations is now available at the commercial sea port of Port au Prince, Haiti. Haitian port operators can now identify any ship along with its second-by-second position, course and speed within tens of kilometers of the port. This information is also relayed to the US DOT / Volpe Centre Maritime Safety and Security Information System or MSSIS server. Maritime Domain Awareness or MDA from around the world is delivered by the MSSIS server. This enables the Navy and the Haitian port authority to expertly manage vessel traffic, thus making the receipt of relief supplies and regular Haitian maritime trade safer and more efficient.

Source(s): May 17

<http://communication-solutions.tmcnet.com/topics/communication-solutions/articles/85481-ship-tracking-system-help-haitian-port-operations.htm>

Work on Indian Navy's Maritime Patrol Aircraft to Start in 2010

Work on the Indian Navy's latest acquisition, the long-range maritime patrol aircraft that will add strength to its ability in domain awareness and deal with threats below the surface, will get underway later in 2010. For the present, the United States Navy is gearing up to put the second plane (T2) to test its primary mission system next month, having conducted preliminary trials for airworthiness during April on test plane one (T1) at its facility.

The Boeing Company is developing the long-range patrol aircraft for the U.S. Navy, called P8A, and the Indian Navy is getting the P8I to specifications as provided by it. The contract was signed in January 2009, with the first delivery scheduled 48 months from the date. "The Indian Navy is the first foreign customer that Boeing is developing for the U.S. Navy," P8I Programme Manager Leland Wight told a group of journalists from India after a tour of the Renton facility here, where the 737 platform, on which the P8 is being developed, is finally assembled. The group was later taken around the T2, at the Puget Sound facility, where the aircraft is being prepared before being handed over to the U.S. Navy. The aircraft has multiple weapon stations armed with anti-submarine Harpoon missiles, torpedoes in weapons bay that can be launched into water up to 1,000 feet and advanced radar and sensors. The plane can travel 1,200 nautical miles. It can stay on for four hours before heading to its base and with mid-air refuelling, it can undertake a mission for longer hours.

It has five identical mission operator consoles, with each having the ability to select which sensor they want to study with two observer stations. The aircraft is designed for user to



expand and configure 21 crew seats. The Indian Navy conducted a preliminary design review in October 2009 and held a conference here in February this year. Equipment provided by the Electronics Corporation of India Limited and Bharat Electronics Limited to go on board is being checked.

Source(s): K.V. Prasad, May 24

<http://www.thehindu.com/2010/05/24/stories/2010052460021400.htm>

Maritime Surveillance System Monitors Coastline; Aids in Djibouti National Security

"Like a person who was earlier blind, we are now able to see a little better," said the commander of the Djibouti Navy as he discussed the Regional Maritime Awareness Capability (RMAC), a maritime surveillance program. The system will monitor waters and for the future the system will enable other East African countries for information exchange. The RMAC system installation and operation is now 40 percent done and, when complete, it will sense information from four points along the Djiboutian coastline. Near the northern border of Djibouti in Moulhoule, where Yemen is visible and a mere 10 nautical miles away, a small crew mans one of the RMAC sites.

A team from Camp Lemonnier recently accompanied technicians from Furuno, the manufacturer that produces the radar inside the RMAC, to the site. To do some repairs to the system, they hitched a ride on a Marine CH-53 Super Stallion from the Heavy Marine Helicopter Squadron 366 group. The team's mission that day was to install a surge protector, install lightning protection on a sensor and swap out computer components. Inside the two-story building, the computers use Automatic Identification System (AIS) and ground based radars and sensors to provide situational awareness in their maritime domain, according to Commander Paradela. "This maritime domain awareness is an essential aspect of maritime safety and security in [the] region. The French began an independent but similar program in 2003 and then the U.S. provided RMAC equipment starting in 2008. However, the systems currently run parallel to each other. The RMAC will eventually allow information to be transmitted real time versus the current process where operators call in updates. This will allow the Djibouti Navy to be able to have eyes on this well-travelled area, not so far away from piracy and terrorism havens.

Source(s): May 25

<http://www.africom.mil/getArticle.asp?art=4468>

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