

MAKING WAVES

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DP World to Build Largest Combined Deep Sea Port in Europe

DP World, the ports subsidiary of state owned investment group, Dubai World, has said that the project to build Europe's largest combined deep sea port and Logistics Park would go ahead at Stanford le Hope, east of London. As per the report, the USD 2.4 billion London Gateway port project was put under review by DP World during the emirate's recent financial woes.

On a visit to the London Gateway's port construction site to mark the start of work on one of the UK's largest infrastructure projects, Mr Gordon Brown, PM of UK said that the Gateway was a significant foreign investment and a massive vote of confidence in the UK's economic recovery. He noted that it would help bring the largest deep sea vessels and improve the efficiency of the UK's freight distribution, creating thousands of jobs, furthering growth and economic prosperity.

There have been fears expressed in some quarters about the future of DP World's flagship project in Britain, amid a steep downturn in global trade. But the group said that it had reviewed its options in light of the market downturn and was pleased to announce it has decided to proceed with the construction of essential infrastructure that lays the foundation of the facility. It will continue to review the development of the port and park operations in line with market demand.

London Gateway, the first new deep sea container port in Britain for more than 25 years, is intended to create 36,000 jobs including 12,000 in the short term in construction and logistics. The port is planned as a hub, with containers being sent via smaller ships to other British ports.

Source(s): Steel Guru, Jan 8, 2010.

http://steelguru.com/news/index/MTI3OTA1/DP_World_to_build_largest_combined_deep_sea_port_in_Europe.html

Indian Ports to Miss 2012 Capacity Expansion Target

It is reported that Indian government may miss a target to add capacity at its 12 major ports as the economy has grown less than anticipated and global trade has slumped amid a recession. Mr K Mohandas, the shipping ministry's top bureaucrat, said that the government controlled ports will have a capacity to handle 743 million tonnes of cargo by March 31st 2012 as compared with a target of 1.02 billion tonnes. Investment requirements in the five years to March 2012 may drop 61% to INR 220 billion. India's economic growth slowed to 6.7% in the year ended March as the global recession dampened world trade, prompting sea carriers to park vessels. The slowdown needs to be used to ramp up infrastructure.

Source(s): Steel Guru, Jan14, 2010.

http://steelguru.com/news/index/MTI4NjQ4/Indian_ports_to_miss_2012_capacity_expansion_target.html

The Korea Herald(Editorial): Growth Momentum

Korea is one of a few countries that have catapulted themselves from scratch into the ranks of advanced industrialized nations during the past half century or so. This transition is often referred to as "the miracle on the Han." When it was freed from the yoke of Japanese occupation at the end of World War II, Korea was too poor to feed its population on its own. The bad conditions were made even worse when the Korean War broke out. But it survived with food aid and grants, mostly from the United States. It was in the early 1960s that Korea could take its first step toward industrialization with a five-year economic development plan. Five decades of hard work has brought a sea of change, making Korea a global industrial powerhouse to be reckoned with. Korean companies rub elbows with multinational behemoths in the fields of electronics, semiconductors, shipbuilding, steelmaking, auto assembly and others.

Behind the great transformation is Japan, which Korea emulated in the initial stage and later tried to surpass. One thing all Koreans share about Japan is the determination never to experience the humiliation of being lorded over by Japan, be it in sports or business. No wonder a Korean sports team is turned into a traitor upon being defeated by its Japanese rival. The business strategy adopted by many of the world-renowned Korean companies, such as Samsung, Hyundai, LG and POSCO, has been to follow the process of copying Japanese technologies, improving them and reinventing them as the world's best for use in their assembly lines. The strategy has been so successful that

Korean companies are catching up with, or even ahead of, their Japanese rivals in shipbuilding, semiconductors, home appliances, steelmaking and auto assembly. But the strategy appears to have outlived its usefulness as the various kinds of Japanese technology they could be copied are now few and far between. As such, they are being forced to start moving away from the "me-too product" model and make greater efforts in the pursuit of first-mover advantages, which is all the more relevant because exponential advances in technology are making product life cycles shorter and shorter.

Source(s): Jan 18, 2010.

http://www.google.com/url?sa=X&q=http://www.koreaherald.co.kr/NEWKHSITE/data/html_dir/2010/01/18/201001180038.asp&ct=qa&cd=M1ok3t8BicE&usq=AFQjCNG7VRb5uwdTugC1w0ruhRbqOhsJiQ

Lack of Air and Sea Ports Hamper Immediate Aid Delivery to Haiti

Lack of usable airports and seaports in Haiti are hampering humanitarian relief in the post-earthquake country. The equipments, supplies and other relief goods to the quake devastated area loaded in planes and ships could not be offloaded. At least 1,400 planes filled with supplies and other forms of aid are waiting to be dispatched from various parts of the world but could not do so, for lack of space in Haiti's only working airport in the capital city. The airport which was heavily damaged by the earthquake could only accommodate less than 150 flight daily. Some flights are being diverted to neighbouring Sto. Domingo, Dominican Republic. The capital city's seaport has been heavily damaged making it difficult to unload supplies from vessels carrying the much-needed aid.

With arrival of a Navy landing craft on Wednesday(Jan 20), officials expect Thursday to be able to start moving 150 shipping containers each day through the severely damaged port facility — and eventually accept 800 containers a day. Gen. Douglas Fraser, head of the US Southern Command said, he asked for the 2,000 extra Marines, now on their way to Haiti, because the military has been getting more requests for troops who can escort the humanitarian assistance to various areas. Officials are still trying to determine exactly where the group from the 24th Marine Expeditionary Unit's USS Nassau will be used. Meanwhile, a newly repaired pier south of the capital city is now serving the vessels coming in to unload relief equipment and supplies.

Source(s): Digital Journal, Jan 21, 2010.

<http://www.digitaljournal.com/article/286171>



SHIPBUILDING

Mr Putin Announces Plans for 2 Shipyards in Far East

Mr Vladimir Putin, Prime Minister of Russia, announced plans for the state run United Shipbuilding Corporation to build two major infrastructure projects with foreign partners, with investments of a combined USD 700 million. He said the government had created a USD 5 billion plan for the purchase of civilian ships and related technology in the Far East through 2020, a move that he said was crucial to ensuring the new ventures' success. The first infrastructure project, with Singapore's Yantai Raffles Shipyard, will create a new shipyard to build drilling platforms in Chazhma Bay. The second venture is with South Korea's Daewoo to construct a dry dock at the existing Zvezda factory in the nearby town of Bolshoi Kamen to make tankers, including those for liquefied natural gas. Vneshekonombank the state development bank said that it had opened a one year credit line of up to USD 33.7 million to help finance initial work to build the shipyard. Mr Putin said that 75% of the USD 700 million in financing would come from Russian sources, without giving a breakdown for the two projects. Separately, Gazprom deputy chief Mr Alexander Ananenkov said the company planned to spend USD 2 billion on four tankers from the shipyard project with Daewoo. The vessels would be for Gazprom's Shtokman deposit in the Arctic.

Source(s): Steel Guru, Jan 04, 2010.

http://steelguru.com/news/index/MTI3NDEy/Mr_Putin_announces_plans_for_2_shipyards_in_Far_East.html

Warships Herald 'a New Era'

Australian Prime Minister Kevin Rudd has opened a new naval shipbuilding facility in Adelaide at the cost of \$A120 million. The entire project, which is likely to cost around \$A8 billion, is aimed at constructing three destroyers in a collaborative alliance with Raytheon and the Defence Materiel Organisation.

Source(s): Jan 21, 2010.

http://www.tradingmarkets.com/news/stock-alert/rtn_warships-herald-a-new-era--719053.html

The Three Biggest Challenges Facing U.S. Naval Shipbuilding

The U.S. Navy's shipbuilding program has been facing a severe financial crunch. Despite a clear vision of how to construct a networked, flexible fleet suitable for use across the spectrum of conflict, the service only gets \$13-14 billion per year to build the warships that are required to populate its fleet. That isn't much for a country that relies on its Navy every day to sustain nuclear deterrence, assure free transit of sea lanes, and carry the global war on terror to the enemy. However, with the government borrowing \$4 billion per day to stay afloat and the cost of military pay and benefits rising faster than inflation, more money for shipbuilding will be hard to find. Here is the three biggest challenges Navy shipbuilding will likely face in the years ahead -- all of them money-driven.

Ballistic-missile submarines: The 14 Trident ballistic-missile submarines that provide secure retaliatory forces to the nation's nuclear posture will begin retiring in 2027. Because bombers and land-based missiles will contribute less firepower to the strategic deterrent in the future, the nation needs an even more 'reliable' and 'survivable' successor to Trident. To be ready in 2027, the first new boat must begin construction in 2019, which means commencing the six-year design cycle in 2012. But R&D on the new class will cost \$15 billion, the lead boat will cost \$10 billion, and each of the eleven subs that follow will cost \$5 billion - resulting in a total acquisition cost of \$80 billion. The Navy is presently not likely to be given \$5 billion a year in a shipbuilding account that only totals \$13-14 billion without deferring construction of surface vessels. This challenge is made worse by the spreading realization that the service will need to continue construction of Virginia-class attack subs into the production period for the Trident replacement.

Amphibious-warfare ships: The Marine Corps has a requirement for 38 amphibious-warfare ships to support fast deployment of two Marine expeditionary brigades and sustain global presence. During the Bush years, Navy leaders seemed to support that goal -- along with plans to buy new maritime pre-positioning ships, naval fire support, and "forcible-entry" equipment. But during the first year of the Obama Administration, the consensus within the Department of the Navy about future expeditionary-warfare needs was undone by budgetary pressures -- so much so that political appointees want to change the name from forcible entry to "theater access." The new phrase signals a drastic reduction in Navy support for the Marine Corps, and the Corps has responded by briefing an alternate vision of the future fleet to Congress that is at odds with Navy plans. The official line is that amphibious warfare is less important than it used to be, but the real problem is lack of money for a complete maritime posture.

Surface combatants: The Navy proposed three new classes of surface combatants at the beginning of the decade: a new land-attack destroyer designated DD(X), designed to provide high rates of precision fire in support of forces ashore; a missile-defense cruiser designated CG(X) to counter increasingly sophisticated ballistic threats; and a high-speed "Littoral Combat Ship" that could take the place of frigates in shallow-water operations. It has now decided to cancel the land-attack destroyer after building three and re-think the cruiser, opting instead to build improved Aegis destroyers while upgrading most of the Aegis warships already in the fleet. The Littoral Combat Ship is beginning to look like a winner - both variants performed well in sea trials - but the outlook for larger surface combatants is clouded by doubts about how to deal with future ballistic threats, Marine complaints about lack of fire support, and industrial-base concerns. It is far from clear how war-fighting needs and political equities can be reconciled within projected budgets.

Source(s): Defence Professionals. Com, Loren B. Thompson, Jan 22, 2010.
<http://www.defpro.com/daily/details/491/>



Dutch Govt Eager to Work For Expansion of Bangladesh Local Shipbuilding Industry

The Netherlands has expressed its keen interest to work together with Bangladesh for expansion of shipbuilding industry, at a time when the world's shipbuilding industry faces setback due to the financial crisis. The interest was shown at a 'matchmaking seminar' for 'Shipbuilding Sector of Bangladesh and the Netherlands' on 30 Jan 10. Ananda Shipyard and Slipways Ltd (ASSL) and the Netherlands Embassy jointly organised the seminar backed by Holland Marine Equipment, a Dutch business group.

The seminar was aimed at introducing Dutch companies to the Bangladeshi shipbuilding companies and exploring the area of cooperation. Participating Dutch companies were Vuyk Engineering Groningen, Dagin Marine Technology, Heatmaster, Rubber Design, Winteb, Eurovalve, Neddeck Marine, HRP and Gea Bloksma. Speaking on the occasion, Doris Voorbraak, Charge d'Affairs of the Netherlands Embassy said that the world's shipbuilding industry did appear gloomy as orders were being cancelled and the overall trade volume was down due to the global financial meltdown. Bangladesh however, perceived as 15 percent cheaper than its main opponents such as Vietnam (due to low labour cost) was an opportunity that Dutch companies would be eager to explore. She said the Dutch have a vast experience in shipbuilding sector which could be shared with Bangladesh for benefiting equally.

Source(s): The Nation, Jan 31, 2010.
<http://nation.ittefaq.com/issues/2010/01/31/news0608.htm>



Philippines Government to Impose Stricter Sea Travel Security Measures

With eight maritime accidents happening in two years alone, the Philippines government will impose tighter sea travel security measures. In a briefing on 05 Jan 10, officials of the Department of Transportation and Communications (DoTC) and its attached agencies, Maritime Industry Authority (Marina) and Philippine Coast Guard, announced measures that would be enforced on shipowners and other interested parties. The Marina would implement new life vest standards for all vessels. Standards based on the classifications of vessels would be imposed before they are allowed to sail, while their areas of operation would also be studied. In the same briefing it was also mentioned that an executive order was being drafted ordering scholars of the Philippine Merchant Marine Academy to serve for two years in domestic ships before working abroad. In addition, the Marina would require the installation of global positioning system (GPS) devices on vessels, with the project now at the bidding stage.

Source(s): Jan 06, 2010.
<http://www.bworldonline.com/main/content.php?id=4154>

Security's all at Sea

HMS Lancaster of British Royal Navy has begun maritime security operations in support of international efforts to detect, disrupt and deter criminal activity. Having only returned from East of Suez, the Red Rose is back on patrol in the Gulf of Aden. Over the next few months, HMS Lancaster will be conducting patrols over an extensive area, including the Gulf of Aden, Arabian Sea and Gulf of Oman. With a Royal Navy and Royal Marines Boarding team embarked, the ship has the capability to conduct boardings of vessels suspected to be in breach of international law, particularly the United Nations Convention on the Law of the Sea. This, in turn, deters criminal activity, including drug smuggling and the movement of terrorist equipment, which has a direct impact on the security of the land environment, especially Afghanistan.

The ship's boarding team has received specific training to prepare them for operating in this region, with Lancaster's Lynx helicopter providing increased situational awareness and force protection in support. As Lancaster patrols the region, she will contribute to a number of multi-national maritime task forces, which will include anti-piracy operations. The ship will remain deployed until May 2010.

Source(s): The Visitor.co.uk, Jan 08, 2010
<http://www.thevisitor.co.uk/morecambe-news/Securitys-all-at-sea.5966625.jp>

Editorial(M Live.com): Avast! Stop the pirates

Frustrated with the unreliable presence and 'fortuitous' interventions of warships at sea, cargo ships plying in the Gulf of Aden are now taking matters into their own hands, using armed guards to battle the pirate horde. But the fatalism on display has been disastrous for shipping companies travelling the gulf, situated between Yemen and Somalia, especially as pirates grow more heavily armed and aggressive. Where the passive approach has worked, it's been because captured ships have paid hefty ransoms. Somali pirates have built a brisk trade on that willingness. A multinational armada of 15 ships sent out to protect commercial carriers has proven helpful but thin. But with over 1 million square miles to sanitize there is just too much work to do.

There were 324 attempted pirate boardings around the world in the first months of 2009, according to the International Maritime Bureau, a trade organization based in London. That is up nearly 70 percent from the same time period the year before. Even insurance companies, which worry about liability, are becoming more supportive of guns on board. Some offer discounts for clients who employ them. That's because insurers are frequently on the hook for ransom payments. Those ships that haven't resorted to on-board arsenals have hesitated largely because maritime law is a confusing cross-wind of jurisdictions and liability is a worry. The alternative to arming vessels, however, is to allow U.S. ships to be sitting ducks in dangerous waters, which is unacceptable.

The Maersk Alabama, a U.S.-flagged container ship, was hijacked off the coast of Somalia in April. The crew tried to fend off the boarding pirates, who wielded AK-47s, with ice picks and galley knives, the only weapons at hand. The captain of the ship was taken hostage and saved only because of the heroic work of Navy SEAL snipers. In November, pirates again tried to attack the Maersk Alabama. This time, armed guards on board repelled the hijackers with small arms fire and sound pulses that are painful to the human ear. It was a classic example of how merchant mariners can and should respond to Somali pirates — with canny force and a refusal to be victimized. The water off the Somalia coast remains dangerous. Pirates should be on notice that, more and more, they aren't immune to the violence.

Source(s) January 13, 2010,

http://www.mlive.com/opinion/grand-rapids/index.ssf/2010/01/editorial_avast_stop_the_pirat.html

Pirate Attacks up Sharply in 2009

Pirate attacks around the world surged 38.5 percent in 2009 with suspected Somali pirates accounting for more than half of the 406 reported incidents, according to the Kuala Lumpur-based International Maritime Bureau. The Bureau said that Somali pirates ventured further out to sea last year to capture dozens of ships, take hundreds of hostages and collect millions of dollars in ransom. "Pirates are now more desperate to hijack ships. Recent attacks, at distances of over 1,000 nautical miles from Mogadishu, indicate the capability of the Somali pirates," the bureau's annual report said.

In the Gulf of Aden alone, 116 actual and attempted attacks took place, compared with 92 in 2008. Bulk carriers were targeted most often and ten crew have been injured, four killed and one is missing. In all, Somali pirates were held responsible for 217 acts of piracy in 2009. "As of Dec 31, suspected Somali pirates held 12 vessels for ransom with 263 crew-members of various nationalities as hostages," the report said. Authorities have been unable to deal with the pirates due to the lawless situation in Somalia although U.S. courts are now handling the case of a Somali teen-ager who was extradited to New York last year on charges of attempting to hijack a U.S. ship.

Source(s): Royce Cheah, Reuters, Jan 14, 2010.

<http://www.reuters.com/article/idUSTRE60D13620100114>

Navy's Future Linked to Flexible Weapons: US Navy Chief

Increasing pressure on the overall U.S. defense budget means the Navy must focus even more buying flexible and affordable weapons systems that can adapt to changing threats and needs, the Navy's top officer said. Chief of Naval Operations Admiral Gary Roughead, calling himself "a capacity guy," said his top priority was to proceed with plans to buy dozens of smaller, relatively inexpensive littoral combat ships (LCS) to expand the Navy fleet from 287 to 313 and meet growing demand for naval forces. He said he was also focused on cutting costs across the board, which

means reining in any efforts to add new "bells or whistles" to existing programs, streamlining maintenance and keeping the new F-35 fighter jet development program on track.

Industry executives are anxiously awaiting the fiscal 2011 Pentagon budget on February 1, amid signs that defense spending is beginning to flatten out after eight years of strong growth. Roughead said the flexibility and affordability of weapons systems would be the key to their future success, especially given mounting demand for naval forces. "The stuff that we buy is going to be around for a long time so we need to get as much flexibility out of it," Roughead said during a trip to Alabama to commission a new aluminum three-hulled ship built by General Dynamics Corp, the second of two competing designs for the new class of warships. Roughead lauded what he called the "eye-watering" performance of both the General Dynamics vessel, and a more traditional steel monohull design built by Lockheed Martin Corp that entered service in September 2008.

Both ships will revolutionize Navy operations since they have a smaller crew and carry interchangeable packages that will allow them to rapidly switch missions, including hunting for mines or enemy submarines, or providing disaster relief.

He said the LCS concept of modular mission sets would be used in future ship designs, although few new programs are likely to start development in coming years. For instance, work on new command and control ship will not begin until next decade. Roughead said he was already exploring ways to use an LCS-type approach on new DDG-51 destroyers the Navy will build after truncating its more expensive DDG-1000 destroyer. Sending those ships out with one helicopter instead of two would leave space for a separate interchangeable mission set, he said. The Navy is also looking at putting payload tubes on its Virginia-class submarines, which would allow them to perform more missions and make them more flexible, Roughead said.



The Navy Chief said the service needed self restraint and more of a "good enough" approach rather than continuing to chase technology, he said, adding that maintaining a highly skilled shipbuilding workforce was as important to U.S. national security as the ships themselves. He said a greater focus on smaller ships like LCS and a new Joint High Speed Vessel built by Australia's Austal in Mobile, would help the military respond to changing threats and needs, such as the Haiti earthquake. Given budget concerns, it made sense for now to continue building DDG-51 destroyers, rather than embarking on a costly program to develop a new cruiser, he said, adding that new programs should be based on common hulls to save money. He said he also remained a strong proponent of amphibious ships, two of which are en route to Haiti to help with the recovery effort, saying they offered just the kind of flexibility the Navy and Marine Corps needed.

Source(s): Andrea Shalal-Esa, Reuters Jan 17, 2010.
<http://www.reuters.com/article/idUSTRE60G1U920100117>

UN Group of Nations Says Most Ships Hijacked by Pirates Ignored Safety Precautions

In a meeting of the Contact Group for Piracy of the Coast of Somalia on 28 Jan 10, piracy experts brought out that most of the hijacked ships off the coast of Somalia had ignored safety precautions, and at least 25 percent of the commercial ships that pass through the Gulf of Aden continue to do so. An informal band of nations and organizations fighting piracy along Somalia's vast and lawless coastline vowed to try to persuade more merchant vessels to follow precautions adopted by the world's leading shipping, cargo and insurance organizations. These self-protective measures, ranging from increased lookouts to zigzag maneuvers to the use of razor wire and fire pumps, are based on recommendations by the European Union's maritime security center for the Horn of Africa. The pirates usually seize the ships or the crews without harming them, and they often receive what they want — tens of millions of dollars in ransom, paid in cash.

Diplomats told the anti-piracy group that both industry and the U.N. Security Council had helped the effort — the 15-nation council by giving countries authorization to enter Somalia's territorial waters, with advance notice, and use "all necessary means" to stop piracy and armed robbery at sea.

It was mentioned that the successful hijacks were almost exclusively on ships not complying with the best management practices adopted by this group but still, only 70 to 75 percent of the ships passing through the Gulf of Aden followed the preventive measures even as nations stepped up efforts to increase military's protective naval escorts, and other counterpiracy measures, in the region. The group also has agreed to set up international funds to help pay the cost of prosecutions and beefed-up security. Charles Petrie, a U.N. deputy special representative for Somalia, said U.N.-sponsored anti-drug efforts also are playing a role.

Source(s): John Heilprin, Associated Press, Jan 28, 2010.

<http://www.latimes.com/news/nationworld/nation/wire/sns-ap-un-un-piracy.0.4279878.story>



MARINE ENVIRONMENT

Marine Environment Protection

Many government agencies and private organizations have been engaged in programs to protect the marine environment of the Philippines since the 1970s. A large amount of resources (financial, manpower and technical) has been spent in the implementation of these programs during the past 40 years. It is therefore of interest to evaluate these programs at this time.

The Silliman University-Angelo King Center for Research and Environmental Management, based in Dumaguete City, conducted a two-year evaluation of no-take marine reserves or marine protected areas in the Visayas, with support from the Department of Foreign Affairs and the Foundation for the Philippine Environment. The report has been published in the book, Directory of Marine Reserves in the Visayas, Philippines, by A.C. Alcala, A. Bucol and P. Nillos (2008) Silliman University Press, Dumaguete City.

The book describes 564 marine reserves on the islands of Bohol, Cebu, Leyte, Negros, Panay, Samar and Siquijor, as well as small islands associated with the Visayan islands.

Source(s): Angel Alcala, Malaya .com, Jan 07, 2010.

http://www.malaya.com.ph/01072010/envi_angel.html

The Sea Level Has Been Rising and Falling over The Last 2,500 Years

A new study has shown that rises and falls in sea level over relatively short periods do not testify to a long-term trend. The study, supervised by Dr. Dorit Sivan, Head of the Department of Maritime Civilizations at the University of Haifa, suggests that the phenomena is, in fact, very old. The sea level in Israel has been rising and falling over the past 2,500 years, with a one-meter difference between the highest and lowest levels, most of the time below the present-day level but it was early yet to conclude from the short-term increases in sea level that this was a set course that would not take a change in direction. Rising sea levels, of course, have the most influence on humankind: the rising sea not only floods the littoral regions but also causes underground water salinization, flooded effluents, accelerated coastal destruction, and other damage.

According to Dr. Sivan, the changing sea level can be attributed to three main causes: the global cause – the volume of water in the ocean, which mirrors the mass of ice sheets and is related to global warming or cooling; the regional cause – vertical movement of the earth's surface, which is usually related to the pressure placed on

the surface by the ice; and the local cause – vertical tectonic activity. Seeing as Israel is not close to former ice caps and the tectonic activity along the Mediterranean coast is negligible over these



periods, it can be concluded that drastic changes in Israel's sea levels are mainly related to changes in the volume of water.

Source(s): Rachel Feldman, eurekaalert.org, Jan 26, 2010.
http://www.eurekaalert.org/pub_releases/2010-01/uoh-tsl012610.php



MARITIME COOPERATION

Caspian Sea Delimitation will not Affect Turkmenistan -Azerbaijan Good-Neighbourly Relations: Turk Amb

The Caspian Sea delimitation was not likely to affect the good-neighbourly relations between Turkmenistan and Azerbaijan, Turkmen ambassador to Azerbaijan Annamamed Mamedov said at a news conference in Baku. "This issue should be resolved in a civilized manner and on the basis of international law," he said. According to Mamedov, the sides hold negotiations on the delimitation of the Caspian Sea on both bilateral and multilateral levels. "Work on the Caspian Sea delimitation is underway," Mamedov added. The Caspian littoral countries signed the Framework Convention for the Protection of the Caspian Sea Marine Environment in November 2003.

In July 1998, Kazakhstan and Russia signed an agreement on delimitation of the northern part of the Caspian Sea to realize sovereign rights for subsoil use, and in May 2002 - a Protocol to the Agreement. Kazakhstan and Azerbaijan signed agreement on the delimitation of the Caspian seabed and the appropriate protocol Nov.29, 2001 and Feb. 27, 2003. May 14, 2003, Kazakhstan, Azerbaijan and Russia signed an agreement on the junction point of the delimitation of adjacent sections of the Caspian Sea.

Source(s): V.Zhavoronkova, Trend News, Jan 8, 2010.
<http://en.trend.az/capital/pengineering/1614346.html>

Bangladesh Seen Benefiting from India Ports Deal

While politicians lock horns over likely benefits Bangladesh may derive from Prime Minister Sheikh Hasina's visit to India, the country's business leaders say the decision to open up its ports to neighbours could earn up to \$1 billion annually in extra trade revenues. Hasina, herself called the trip was a grand success and one that has opened up a new era of relationship with the giant neighbour. "Bangladesh cannot keep doors closed to neighbours in this 21st century when the whole world is racing every possible ways to cash in on closer ties and to spur their economies," Hasina said, back in Dhaka.

Her rivals from opposition Bangladesh Nationalist Party (BNP) led by former Prime Minister Begum Khaleda Zia, branded the visit as a "100 percent failure and a total sell out to India." In New Delhi, Hasina signed deals and memorandum of understanding to reduce trade gap with India, allowing India as well as Nepal and Bhutan use of Bangladeshi ports, combat terrorism and find ways to share water of the common rivers. But the key issue in a roaring debate is Hasina's decision to let India use Bangladesh's sea ports, which her critics say would be a threat to the country's security. "Giving port facilities to the neighbours will substantially increase handling of import and export cargoes, meaning more revenue earnings for us," said Annisul Huq, president of SAARC Chamber of Commerce and Industry. "This may bring in additional \$1 billion revenue for cash-strapped Bangladesh".

Annisul, also chief of the Federation of Bangladesh Chambers of Commerce and Industry, however, said Bangladesh must improve its infrastructure so neighbours could properly use the increased connectivity facilities. He said Bangladesh could improve its roads and other infrastructure with a \$1 billion loan facility offered by India, for which a deal was signed during Hasina's visit. Mustafizur Rahman, Executive Director of Centre for Policy Dialogue, a leading think tank in private sector observed that the connectivity facility will ensure maximum utilisation of our two ports at Chittagong and Mongla, and both trade and business volumes will rise manifold. With the implementation of the deals (with India) more foreign investment will flow into the country.

Meanwhile, Abdul Matlub Ahmad, President of India-Bangladesh Chamber of Commerce and Industry noted that Bangladesh was not in a position to use more than 40 percent and up to 90 percent of the capacity of Chittagong and Mongla ports respectively and it will not need to make any

capital investment but only need to improve the infrastructure facilities for which India has agreed to provide credit.

Source(s): Serajul Islam Quadir, Reuters, Jan 14, 2010.
<http://in.reuters.com/article/businessNews/idINIndia-45398820100114>

United States : Maritime Security Key To Broadening US-Indian Defense Ties

As maritime violence continues off the Somali coast, the United States and India have deployed warships to confront the worst piracy attacks in generations. In November 2008, terrorists gained entry into India aboard a trawler before launching their deadly attacks in Mumbai. These criminal and terrorist acts, which exploit the oceans, threaten national security interests, shipping and global commerce, require international collaboration. Such partnering was envisioned when US President George W. Bush and Indian Prime Minister Manmohan Singh agreed in 2006 to the Indo-U.S. Framework for Maritime Security Cooperation. This landmark accord committed India and the U.S. to address, among other threats, piracy and armed robbery at sea, and called for regular meetings on maritime security. Importantly, it recognized the unique challenges, demands, and requirements of maritime security. The Maritime Framework is one of several recent agreements between India and the United States, representing emerging and close political, economic, technological, and military ties.

A White House press statement declared “the United States and India are building the foundation of a durable relationship that will support our common strategic and security interests well into the 21st century”. Indian Prime Minister Singh agreed, stating, “I am very pleased with the state of our relationship, which has truly acquired the characteristic of a genuine strategic partnership. Military collaboration has been especially productive and varied this decade, including, dramatic improvements in the number and quality of training exercises, seminars, personnel exchanges, senior visits, functional visits, unit/ship visits, subject matter expert exchanges, organizational/agency relationships, technology cooperation, and defense sales”.

In October 2008, 8,500 naval personnel from India and the United States participated in a week-long maritime exercise Malabar in the Arabian Gulf. With piracy becoming an international concern, such exercises attain much significance wherein two nations learn each others procedure. Ex-Navy Chief, Admiral Sureesh Mehta credited confidence-building partnership activities between the United States and India with tangibly improving coordination and made both forces more effective in fighting piracy off the Somali coast. Operationally, India and U.S. navies seek to, among other things, safeguard the sea lines of communication, repress piracy, and combat terrorism. Both the United States Pacific Command and the Indian Chief of Naval Staff have recently discussed the importance of navigational freedoms, global mobility, and operational maneuverability.

Source(s): Jan 17, 2010.

<http://www6.lexisnexis.com/publisher/EndUser?Action=UserDisplayFullDocument&orgId=574&topicId=100018248&docId=I:1109722671&start=25>

Bangladesh, Myanmar Agree on Equity And Equidistance Principles in Demarcating Bay Boundary

Bangladesh and Myanmar came closer in demarcating the maritime boundary as the two neighbours have agreed on the principles of equity and equidistance for apportioning their territorial waters in the Bay of Bengal. The agreement came at the fifth technical committee meeting between the two countries held in Chittagong on January 8-9, Bangladesh’s Foreign Secretary Mijarul Quayes disclosed at a press briefing at the Foreign Ministry today (Sat- Jan 23)).

The Foreign Secretary called the breakthrough a positive development that may head off the disputants from the international court of settlement into a bilateral deal on demarcation of the disputed area of the bay. Myanmar earlier, had not accepted Bangladesh's proposal for demarcating the maritime boundary on equity basis. And Bangladesh went to the international court of dispute settlement with Myanmar as well as India, the other clamant on the continental shelf of the bay. The Foreign Secretary hoped that the talks would now make progress since the criteria of demarcation have been worked out.

Source(s): Sarabjit Jagirdar, HT Syndication, Jan 23, 2010.

<http://www.interconnectionworld.com/index/display/wire-news-display/140385731.html>

China Joins Somalia Piracy Drive

China has agreed to join an international naval operation to fight piracy off the coast of Somalia. China has been focusing on protecting its own shipping in the area, but it will now join the naval forces of the US, NATO and the European Union. This grouping, the Shared Awareness and Deconfliction (SHADE), protects a shipping corridor in the western Indian Ocean. This is the area where pirate attacks are most frequent. Members of the international naval task force say that although attacks there have increased, fewer have been successful.

The BBC correspondent says officials believe having China on board will allow more ships to be diverted to the Somali Basin, a vast expanse of water in the western part of the Indian Ocean, where attacks are at an all time high. The agreement also allows China to take on the rotating chairmanship of the naval task force that coordinates patrols. China is believed to be interested in raising its participation in the anti-piracy drive partly because one of its ships was hijacked last October. The De Xin Hai bulk carrier was reportedly freed in late December amid reports of a possible ransom payment.

Source(s): BBC, Jan 29, 2010.

<http://news.bbc.co.uk/2/hi/asia-pacific/8486502.stm>



MARITIME LEGISLATION

Shipping Ministry to Have a Say in New Port Policy

Sticking to its decision of coming out with a new policy on port development along India's fragile coastline, the environment ministry has sought to assuage shipping minister GK Vasan's concerns related to its impact on planned expansion of port capacity. "We have been advised by the environment ministry that all stakeholders, including the shipping ministry, will be consulted before the finalisation of any policy. The point is that we don't have any time to lose in expanding the capacity of our ports when India's economic growth and share in world trade are expected to rise," a senior official in the shipping ministry told FE.

On November 10, Finance Minister Pranab Mukherjee had said the economic growth should return to 9% in two years, from 6.7% in 2008-09. In the same month, Commerce And Industry Minister Anand Sharma said India wants to double its share in global trade by 2020 from 1.64% in 2008. In November, the environment ministry had decided to form a policy on port development projects. As the policy is likely only after October 2010, the ministry issued interim guidelines that require conducting hydro-dynamic study and comprehensive environmental impact assessment to know the effects of port projects on the 7,517-km shoreline and the neighbouring ecology. It has also initiated a micro-level study of changes in the long coastline of the country due to existing port projects and is identifying suitable sites to locate the new projects.

Following this, the ministry deferred environment clearances to a few projects to expand the 12 major ports, including Mormugao Port and Paradip Port. This prompted shipping minister G K Vasan to shoot off a letter to his environment counterpart Jairam Ramesh, opposing the move. He also demanded green signal to the ongoing projects under National Maritime Development Programme (NMDP), which is moving slower than expected.

Source(s): Praveen Kumar Singh, The Financial Express, Jan 02, 2010.

<http://www.financialexpress.com/news/Shipping-min-to-have-a-say-in-new-port-policy/562249/#>

Philippines Seafarers' Union Pushes Marina Reforms

A group of Filipino seafarers said the maritime mishaps that happened in the country's domestic waters for the past years were a result of poor enforcement of maritime safety rules and regulations of the government. United Filipino Seafarers (UFS) also called for drastic measures to prevent these tragic events from happening again. According to the letter UFS sent to President Arroyo, wooden-hulled vessels, such as the sunken passenger motor boat Catalyn B that slammed into a fishing vessel on Christmas Eve, should have been phased out in 2009, but Maritime Industry Authority (Marina) has allowed its extended use. "As you know, most wooden-hulled vessels are bereft of the appropriate navigational and marine engine equipment and facilities to ensure the safety of its passengers. MB Catalyn B and several other motorized bancas that have been involved in

maritime accidents over the past two years were all wooden-hulled vessels," UFS president Nelson Ramirez said in his letter dated January 4.

UFS also questioned Marina's policy of allowing altered vessels, such as the sunken MV Baleno 9, to ply domestic waters. Most of the vessels plying domestic waters are imported, and therefore have undergone a series of alteration in order to fit Philippine conditions. It is cheaper to buy secondhand vessels than building new ones, especially those locally manufactured. "It is a big question mark on the minds of many stakeholders in the local shipping industry why vessels, like motorized bancas and those imported ones designed for inland waters in Japan, for example, are being issued by Marina a franchise to navigate in the open seas," UFS said.

Source(s): VG Cabuag, The Business Monitor, Jan 06, 2010.

<http://businessmirror.com.ph/home/nation/20617-seafarers-union-pushes-marina-reforms.html>

IMO Kicks off "Year of the Seafarer"

The International Maritime Organization (IMO) launched the theme for this year's World Maritime Day-- "2010: Year of the Seafarer" --at an event held at its London headquarters yesterday (Jan11, 2010), co-hosted with the International Shipping Federation (ISF) and the International Transport Workers' Federation (ITF). IMO Secretary-General Efthimios E. Mitropoulos said 2010 promises to be an "auspicious and important year" a diplomatic conference in June set to adopt amendments that will bring the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code, fully up to date with today's expectations.

Mr. Mitropoulos said that designating 2010 as the Year of the Seafarer would help to reassure seafarers themselves that those responsible for the international regulatory regime understand the extreme pressures seafarers face and that they approach their task with a genuine sympathy for the work that seafarers carry out. Despite the numerical decline in officer-level entrants, shipping remained a potentially exciting, rewarding and fulfilling career that could take people almost anywhere, both in geographical terms and in terms of the sort of work they may finally find themselves doing.

Source(s): Marinelog.com, Jan 12, 2010.

<http://www.marinelog.com/DOCS/NEWSMMIX/2010jan00121.html>



SHIPPING

10th Annual Trans-Pacific Maritime Conference to Address Future of Shipping Volumes March 1 & 2, Long Beach, California.

The 10th annual Trans-Pacific Maritime Conference, hosted by The Journal of Commerce, will return to Long Beach, California, in Mar 2010. The TPM would start with an opening keynote by Eivind Kolding, partner and CEO of the world's largest container line, Maersk who will provide answers to pressing industry questions in a setting for intensive dialogue, networking and business opportunity.

Economists who follow container trade predict an end to the historic container volume downturn in 2010, but the speed of recovery remains uncertain. The questions on many minds include: What is the container industry's future after historic rate declines and financial losses? What condition will it be in? How will shippers' approach to Asian sourcing and freight transportation have changed and how will carriers, third-party logistics providers and other service providers need to adapt? These and many other questions will be answered by the TPM 2010 program of speakers.

Sessions at this year's TPM Conference will address the market outlook for the trans-Pacific trade, the simultaneous popularity and controversy of clean truck plans; shippers' strategies for approaching a still-very uncertain 2010; and effective use of social networking for the transportation industry. In addition, discussions at TPM will include:

- Is the U.S. marine terminal model outdated and ready for change?
- Western railroads and ports that are taking the offensive to protect their franchise.
- Insight into how exporters -- challenged by fees, demand and equipment -- can navigate the current climate.

- How the recession and slower consumer demand is altering shippers' supply chains.

Source(s): PRNewswire, Jan 13, 2010.

<http://www.prnewswire.com/news-releases/10th-annual-trans-pacific-maritime-conference-to-address-future-of-shipping-volumes-march-1--2-long-beach-calif-81349782.html>

Ocean Shipping: A Vision to 2020 and 2030

The Vietnam Seaports Association reported that the amount of cargo handled in Vietnam-based seaports grew more than 20 percent per year from 2001-2008, the vast majority of which was handled in ports in Hai Phong, Quang Ninh and Ho Chi Minh City. In a projection of Vietnam's ocean shipping development to 2020 and a related vision 2030, the association stated modernization of ocean shipping - towards quality, safety, reasonable cost, environmental pollution reduction, energy efficiency and better competitiveness - as being a major target.

The plan, approved by the Prime Minister through Decision 1601/QD-TTg dated October 15, 2009, states that the maritime economy is the second most important among five marine economic sectors from now to 2020; but the most important sector beyond 2020. The plan also says that maritime development will contribute to strengthening national defense and security. Based on analyses of factors that influence port successes, seaport development trends in Asia Pacific region and Vietnam, the plan for Vietnam seaport development to 2020 and beyond, focuses on maritime and seaport development, focus on improvement of ocean shipping service quality, satisfaction of domestic ocean shipping demands, increasing the market share of import and export goods transport to 27-30 percent, and transporting cargo according to the order of foreign partners.

There are a number of problems and challenges related to Vietnam's seaport system. Most of major seaports in Vietnam are located near a big city and deep inside an estuary area that is usually affected by alluvial and tides, and therefore big ships cannot enter these ports for cargo loading and unloading. Urban areas' narrowness makes it difficult and even impossible for expansion and development of port-based warehouses and holding yards and other port-related infrastructure projects. Inadequate cargo loading/unloading equipment and warehouse systems deterred cargo handling. Logistics services are in general less developed, poor and less effective, which increased the cargo transport cost. The range of port and ocean shipping-related services remains poor. Vietnam does not have a Southeast Asian-standard entrepot port. The lack of such a port causes businesses exporting goods to West Europe and North America to have their exports transited in Singapore and or Malaysia. This increases the average transport cost by up to 20 percent.



Source(s): Vietnam Business, Jan 18th, 2010

<http://vietnambusiness.asia/ocean-shipping-a-vision-to-2020-and-2030/>

MARINE TECHNOLOGY

New Navigation System Set to Boost Trade

The Australian Maritime Safety Authority (AMSA) has said that it expects to have a new shipping navigation system operating in the Torres Strait by the end of the year, which could lead to significant economic benefits for Australia's export industries, including coal and grain. In 2008, a review recommended a single under-keel clearance management system be introduced in the Torres Strait to help large ships gauge sea depths and navigate through the area. At the moment there is a maximum draught depth of 12.2 metres for ships using the area.

Source(s): Siobhan Barry, ABC News, Jan 7, 2010.

<http://www.abc.net.au/news/stories/2010/01/07/2787237.htm?section=business>



Associate Membership: Membership of NMF is open to individuals. Application forms may be downloaded from www.maritimeindia.org.

Suggestions and contributions are welcome at maritimeindia@gmail.com