

# MAKING WAVES

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### **B'desh Deep-Sea Port to be Completed by 2016**

The first-phase construction works for deep-sea port at Sonadia offshore island of the Bay would be completed by 2016, accelerating shipping operations. Responding to a stated question from M Tajul Islam (Comilla-9), Shipping Minister Shahjahan Khan further said that on completion of construction of the deep-sea port, vessels of 14-meter draft would be able to berth at the new seaport. In the first phase, it would be possible to handle 23.84 lakh tons of cargoes and 17.80 lakh-TEUS containers per year. "From this deep-sea port Tk 1580 crore will be earned annually," the minister told the lawmakers. The deep-sea port was planned, as big ships couldn't reach the country's existing seaports in Chittagong and Mongla.

Source(s) UNB, Sangsad Bhaban, Oct 5, 2009.

[http://www.thedailystar.net/newDesign/latest\\_news.php?nid=19717](http://www.thedailystar.net/newDesign/latest_news.php?nid=19717)

### **Massive Boost Needed for Vietnam's Ports Sector**

Vietnam needs \$20bn-\$25bn in port investment over the next decade, most of which will have to come from private investment, according to Vietnam Maritime Administration (Vinamarine). Vietnam, which has seen container throughput grow at 25% annually in recent years, and is expected to see growth this year despite the global economic crisis, will continue to need major port investment to meet demand, Vietnamese officials told the Lloyd's List Vietnam ports and logistics conference in Hanoi.

Vinamarine consultant Portcoast Consultant deputy director general Nguyen Manh Ung said the country needed \$20bn-\$25bn in port investment by 2020 to meet the government's masterplan for the country's seaports. Mr Ung said of the required investment around 12%-15% would come from the Vietnamese government, mainly for breakwaters, dredging and roads to connect to main highways. The remaining investment would need to come from private investors for the purchase and operation of terminal equipment. With an annual throughput of 5m teu Vietnam's container ports are only just beginning to catch-up with export demand having experienced several years of congestion as demand outstripped supply.

This year has seen the opening of Vietnam's first deepwater container terminals at Cai Mep, Thi Vai, close to the country's industrial heartland of Ho Chi Minh City, in the shape of a PSA International and Saigon Port joint venture, and a terminal run by Saigon Newport. Both terminals attracted mainline calls to the US in their first week of operation. Last week DP World opened its Saigon Premier Container Terminal joint venture in Hiep Phouc attracting a CMA CGM regional service almost from day one. According to Vinamarine chairman Vuong Dinh Lam, the country has attracted around \$1.8bn in foreign investment so far into new terminals in Cai Mep and Vung Tau. A total of 21 terminals are being developed in the area, of which just four, including bulk as well as container facilities, have been completed and a number are still at the planning stage. APM Terminals, SSA Marine and Hutchison Port Holdings are among those also developing terminals in the area.

Source(s): VNBusinessNews.com, Oct 20, 2009

<http://www.vnbusinessnews.com/2009/10/massive-boost-needed-for-vietnams-ports.html>

### **India may be Major Civil Security Market by 2017**

India is expected to become one of the major civil security or homeland security markets in the world with expected cumulative spends of about \$10 billion by 2017, according to a Frost & Sullivan study. Homeland security concept came in the limelight after 9/11 and as the name suggests the term refers to providing security using integrated technologies on the city, state and country level. Speaking on the sidelines of the Frost & Sullivan, Growth, Innovation, and Leadership summit in Bangalore, Ratan Shrivastava, Director-Aerospace & Defense, South Asia and Middle East said, "Airports, mass transportation and maritime security are expected to be biggest verticals under growing homeland security market in India."

While airports will see investments to the tune of \$3.3 billion by 2016, mass transportation will see spend of \$3.6 billion. The mass transportation segment comprises railways and metro systems. These two segments are followed by security-related spending for maritime areas, which will be about \$1 billion by 2016. Shrivastava said, "The presence of Indian Coast Guard along the country's coastline is expected to involve the installation of approximately another 20 Coast Guard stations, along with all the relevant systems, technologies and equipment. Similarly the modernisation and up gradation of current airports, in addition to the planned construction of over 35 new airports around the country, is expected to dramatically increase the amount being spent on airport security." Besides

airports, mass transportation and maritime security the other key segments for homeland security market include sea ports, large events such as up coming Common Wealth Games, border security and first responders. Further, critical infrastructure protection that involves pipelines, nuclear power stations, hydroelectric stations and roadways will see spend of over \$350 million by 2016.

Source(s): Urvashi Jha, Mydigitalfc.com, Oct 23, 2009.

<http://www.mydigitalfc.com/news/india-may-be-major-civil-security-market-17-813>

## SHIPBUILDING

### **Greenfield Shipyards in India, Should be Left to Private Sector**

Cochin Shipyard and Hindustan Shipyard have been asked to carry out feasibility studies and help build two new shipyards, but being government organisation they may not have enough freedom to do justice to the project.

The factors governing ports and shipbuilding industry are totally different. Hence, empowering ports to implement shipyard plan was not a correct decision. Tenders were invited from consultants to advise ports on location identification and feasibility report of shipyard. Several shipbuilding consultants did not bid for it, as there was lack of clarity on the consultant's role and work content. There was only one bid received by Mumbai Port Trust. Two years have passed since the tenders were invited, no progress has taken place. Other failures of similar case are Shiprepair projects of Cochin Port Trust and Kandla Port Trust both run by Ministry of Shipping.

The responsibility to coordinate setting up two International Shipyards has now been given to two commercial shipyards namely Cochin Shipyard and Hindustan Shipyard, managed under Shipping Ministry. The dynamics of shipbuilding is quite complex. In such a scenario, the shipyard developer has to be flexible and swift in decision making. It is difficult for a state run firm in India to take quick decision, to change a decision if it has gone wrong and troubleshoot in case of unforeseen circumstances arrive. The proposed two shipyards are part of National Maritime Development Program (NMDP). The shipyards have to be setup through public private partnership (PPP). It is a part of government's initiative to augment port capacity.

The time frame from concept to commissioning of a shipyard could take three to five years in an ideal case. Several large Greenfield shipyard projects are being implemented in India by private companies such as ABG Shipyard, Bharati Shipyard, Larsen & Toubro Limited and Pipavav Shipyard Limited are being setup in the said time frame. In addition, half a dozen small shipyards have come up or are being developed in India. Government bodies do not have the required freedom to take innovative and quick decision, this delays the process.

By the time feasibility report is finalised, a private developer would start newbuilding activity. Government should ask consultants to identify a suitable location and invite bids from the shipyards to develop shipbuilding facility on Public Private Partnership model. Involving Cochin Shipyard and Hindustan Shipyard is like adding one more window of clearance in the existing list.

Source(s): Anand Sharma, glgroup.com, Oct 26, 2009

<http://www.glgroup.com/News/Greenfield-Shipyards-in-India-Should-be-Left-to-Private-Sector-44400.html>

### **Tough Times Boost Bangladesh Shipbuilding**

When Bangladeshi labourer Abdul Karim was laid off from his shipbuilding job in Singapore because of the global recession, he did not expect to find the same sort of work at home. But the 35-year-old, like similarly skilled shipbuilding labourers who have worked abroad, returned six months ago to find the industry booming and his expertise much in demand. "My salary is about 40 percent lower than it was in Singapore, but overall I'm better off in Bangladesh and I get to stay close to my family," said Karim, who now earns around 300 dollars each month.

Bangladesh is better known for shipbreaking -- dismantling of old vessels -- but now, just a few kilometres (miles) north of the shipbreaking yards, men like Karim are creating new ocean-going ships. And experts say it is a safer, less environmentally damaging industry that can create hundreds of thousands of jobs. "Bangladesh's garment industry became big because it was cheaper here to make clothes than anywhere else in the world," said Sakhawat Hossain, chief executive of Western Marine, one of the main shipbuilders. "The same thing is now happening with shipbuilding. European buyers are flocking here. If more building yards emerge, we can take orders worth a billion dollars a year by 2015."

Hossain said Bangladesh had become a natural destination for shipbuilding because costs in other countries had become too high. His firm once built cargo boats and ferries for inland and coastal waters but it graduated into ocean-going shipbuilding three years ago and has enough orders until 2012 from Denmark, Germany and Norway. He estimates that one in four of his 1,600 employees has recently returned from shipbuilding yards abroad, most after losing jobs through cuts

due to contract defaults and delayed orders amid the recession. He wants to hire another 2,500 welders, fitters and foremen in the next few months. "The layoffs in other countries are a gain for us," Hossain said. "It's win-win, we benefit from their knowledge abroad and they get a decent salary at home." Western Marine, along with the other main Bangladeshi firm Ananda Shipbuilders, have in the past two years signed deals to build 50 ships worth 600 million dollars.

Source(s): Shafiq Alam , AFP, Oct 10, 2009

[http://www.google.com/hostednews/afp/article/ALeqM5iSg\\_D0tO7nMHC8l91WiOBbeePd-A](http://www.google.com/hostednews/afp/article/ALeqM5iSg_D0tO7nMHC8l91WiOBbeePd-A)

### **Russia and China to build Super-Shipyard**

Today Russia and China are set to sign an agreement on building a super-shipyard in the city of Vladivostok. The two countries plan to discuss the joint investment issue implying \$200 million of investments. In May 2009 the united shipbuilding corporation of Russia was reported prepared to sign a memorandum on construction of a modern shipyard with one of Singapore's leading shipbuilding corporations. Today's Far East of Russia lacks shipyards being up-to-date. It is expected that the share of foreign companies in the project will make up about 25%, though it may increase to a half.



Source(s): Oct 14, 2009.

<http://www.russia-ic.com/news/show/9055/>

### **Indian Shipyards Concentrating on Repairs**

Exim News Service reported that shipbuilding companies in the country which are in the doldrums now because of the global economic meltdown that has whittled down orders for new buildings have begun to focus on repairs in a big way. Since new building orders for bigger ships are drying up, major players are accepting orders for smaller vessels which they shunned earlier. This trend is expected to hurt smaller players, who will find it vital to service repairs, even though it's a whole new ballgame. One shipbuilder explained that "Shipbuilding and repairs go hand in hand and depending on various factors, profit margins here are slightly higher. However, repairs cannot be everyone's cup of tea. Unlike earlier days, it has become more professional."

The emergence of Dubai as a ship repair hub may also pose tough competition to domestic repairers, one consultant believed. Mr Sahay Raj CMD of the Bhavnagar based Shoft Shipyard said that "We are going to concentrate on auxiliaries and repairs in a big way." He added that as an experienced shipbuilder and repairer, it knows both the segments well. It also hopes to tap into the conversion market where ships, especially tankers are reworked for the offshore industry. According to estimates, about 10 vessels were converted into offshore supply vessels during 2008-09.

Mr K Chidambaram of Chidambaram Shipcare has been serving foreign navies for quite some time now said that "Naval ships are another area of great opportunity for repairs." He said that "Naval ship repairs are more complex and require more sophisticated technology and expertise. Very few Indian naval ships now go abroad for repairs or upgradation they all are being carried out here." Around 2,000 people are directly employed in ship repairs today. In the 50's and 60's, India was a leading destination of ships for repairs and some of its dockyards, for example, in ports like Kolkata and Mumbai, were known for their excellence in workmanship.

China took over the mantle of world leadership in repairs with its labor becoming more competitive even as India lost out because its labor grew largely non competitive. However, just like other maritime industry segments, the ship repair industry also suffers from lack of government support.

Source(s): Oct 19, 2009

[http://steelguru.com/news/index/2009/10/19/MTE2Njgw/Indian\\_shipyards\\_concentrating\\_on\\_repairs.html](http://steelguru.com/news/index/2009/10/19/MTE2Njgw/Indian_shipyards_concentrating_on_repairs.html)

## **MARITIME SECURITY**

### **Somali Pirates Attack French Military Flagship**

Somali pirates attempted to storm the French navy's 18,000 tonne flagship in the Indian Ocean after mistaking it for a cargo vessel, the French military said on Wednesday(Oct 7). The crew of La Somme, a 160-metre (525-foot) command vessel and fuel tanker, easily saw off the brazen night-time assault by lightly armed fighters on two lightweight skiffs and captured five pirates, a

spokesman said. "The pirates, who because of the darkness took the French ship for a commercial vessel, were on board two vessels and opened fire with Kalashnikovs," Admiral Christophe Prazuck said in Paris.

La Somme is the French command vessel in the Indian Ocean, overseeing French air, sea and land forces fighting Somali pirates and hunting terrorists under the banner of the US-led Operation Enduring Freedom. Officers on the ship have directed commando operations to free French hostages in the hands of Somali pirates. The pirates tried to flee when they realised their mistake but were pursued by French forces who, after an hour-long chase, caught one of the skiffs, Prazuck said.

On it they found five men but no weapons, water or food as the pirates had apparently thrown all of the boat's contents overboard, the spokesman said. A Western official at sea in the area, speaking to AFP on condition of anonymity, said that there had been an exchange of fire between the warship and the pirate launches. "One of the skiffs managed to get away in the night because La Somme was busy with the first pirate boat," he said. The world's naval powers have deployed dozens of warships to the lawless waters off Somalia over the past year to curb attacks by pirates in one of the world's busiest maritime trade routes. La Somme was operating 250 nautical miles (460 kilometres) off the Somali coast, on its way to resupply fuel to frigates patrolling shipping lanes as part of the European Union's Operation Atalanta anti-piracy mission.

Source(s): AFP, Oct 7, 2009

[http://www.google.com/hostednews/afp/article/ALeqM5gBTHkS0pEerD\\_vOgasyE3biNyDBQ](http://www.google.com/hostednews/afp/article/ALeqM5gBTHkS0pEerD_vOgasyE3biNyDBQ)

## **11 Suspected Pirates Captured in Indian Ocean**

A NATO spokeswoman says 11 suspected pirates have been captured after a foiled attack on French fishing ships in the Indian Ocean. Jacqueline Sherriff of the maritime unit of NATO in Northwood, outside London, says the coast guard in the archipelago of Seychelles captured one boat with eight suspects on board. She says three men were discovered aboard another boat believed to be their mothership. The Seychelles' coast guard is holding the 11 suspects.

Pirates attacked two fishing boats in the Indian Ocean on Saturday (Oct 10), but French soldiers protecting the trawlers returned fire and forced the assailants to flee. The Seychelles coast guard gave chase. The nationality of the attackers was not known, but Somali pirates are active in the Indian Ocean. The French soldiers stationed aboard the two large tuna trawlers first tried to warn the pirates away with flares and warning shots. But once the pirates used their weapons, the soldiers returned fire, said French military spokesman Rear Adm. Christophe Prazuck. All those aboard the French boats were unharmed, but it was not clear if any pirates were injured, he said.

France's government has been stationing military escorts on board French fishing boats off East Africa since July to protect them from gangs of Somali pirates who cruise the waters there, seeking ships to hijack for ransom. Saturday was the first time soldiers used their weapons in such operations, Prazuck said. One of the fishing boats involved in Saturday's incident — the Drennec — had already escaped a rocket attack by pirates in September 2008, an event that led the fishing industry to ask for military protection. The two tuna trawlers, the Drennec and Glenan, were heading toward the Seychelles islands after a fishing trip when they were attacked. The pirates, in two skiffs, approached at sunrise, when they were about 300 kilometers (190 miles) north of the Seychelles, Prazuck said.

Coast Guard officials from the Seychelles disabled the engine of a boat believed to be the mothership for pirates involved in the attack, said Jacqueline Sherriff, chief press officer for the maritime unit of NATO in Northwood, outside London. The Seychelles' coast guard was also heading toward one of the skiffs used by the pirates, which had eight people aboard, she said. No other details of that confrontation were immediately available.

Source(s): AP, Oct 10, 2009

<http://www.google.com/hostednews/ap/article/ALeqM5gB7YMEDuCwwY9ncDOtPAkE14-H2wD9B8BOBO3>

## **North Korea Warns of Naval Clash**

The North warned that further incursions across the disputed border could spark retaliations. The communist state's navy said that on Monday alone, ships had crossed the boundary 10 times. An official with the South's Joint Chiefs of Staff said the North's charge is groundless as Seoul does not acknowledge the Pyongyang-set border. South Korea recognises the Northern Limit Line, drawn unilaterally by the US-led United Nations Command at the end of the 1950-53 Korean War, which has never been accepted by North Korea.

The maritime border has since been disputed by the two Koreas, and the West Sea was the site of deadly naval skirmishes in 1999 and 2002. "The reckless military provocations... have created such a serious situation that a naval clash may break out," the North Korean military said in a statement on Thursday (Oct 15). The statement follows a series of recent peace overtures between

Pyongyang, which is under pressure to return to international talks about ending its nuclear programme, and Seoul. In talks on Wednesday, North Korea made a rare expression of regret to Seoul for causing a cross-border flood that killed six South Koreans last month. Those talks went ahead despite the North test-firing short-range missiles on Monday. "We are at the moment cautiously observing what the true intention of North Korea is," said Hyun In-taek, Seoul's Unification Minister, in a speech to the European Union Chamber of Commerce. The two Koreas technically remain in a state of war because their three-year conflict ended in a truce, not a peace treaty, in 1953. They are divided by a heavily fortified Demilitarized Zone.



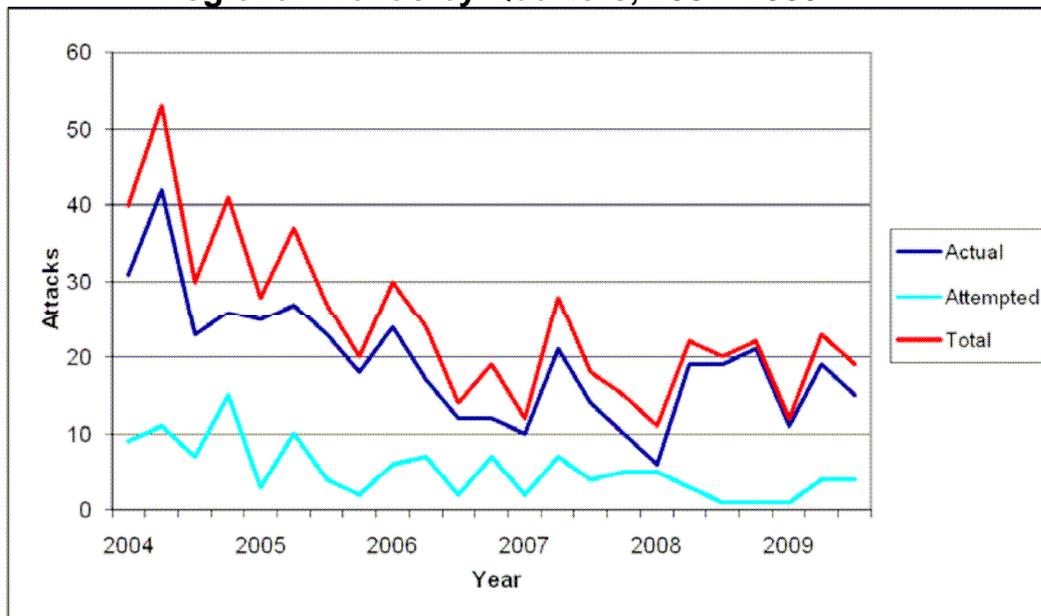
Source(s): BBC, Oct 15, 2009.  
[http://news.bbc.co.uk/2/hi/asia-pacific/country\\_profiles/8308564.stm](http://news.bbc.co.uk/2/hi/asia-pacific/country_profiles/8308564.stm)

### Regional Trend of Piracy and Armed Robbery in Southeast Asia

By the end of third quarter 2009, the Southeast Asian region has recorded a total of 54 cases of piracy and armed robbery incidents for the year. It was slightly higher than those recorded during the same period in 2008. The third quarter of 2009 recorded a total of 19 reported cases. With 15 actual attacks reported during the third quarter alone, it was higher than 12 and 14 recorded in 2006 and 2007 respectively. (Refer to Figure 1)

Figure 1

#### **Regional Trends by Quarters, 2004–2009**



Up to the third quarter of 2009, theft and/or robbery were the main type of attacks in the region. There were three hijacked incidents reported thus far and two were in the South China Sea. Information on the types of weapons used during attacks is an important gauge of the trend and potential violence that may take place in regional waters. Unfortunately, more than half of the reported incidents are not furnished with such information. Knife was the weapon of choice in most of the reported cases.

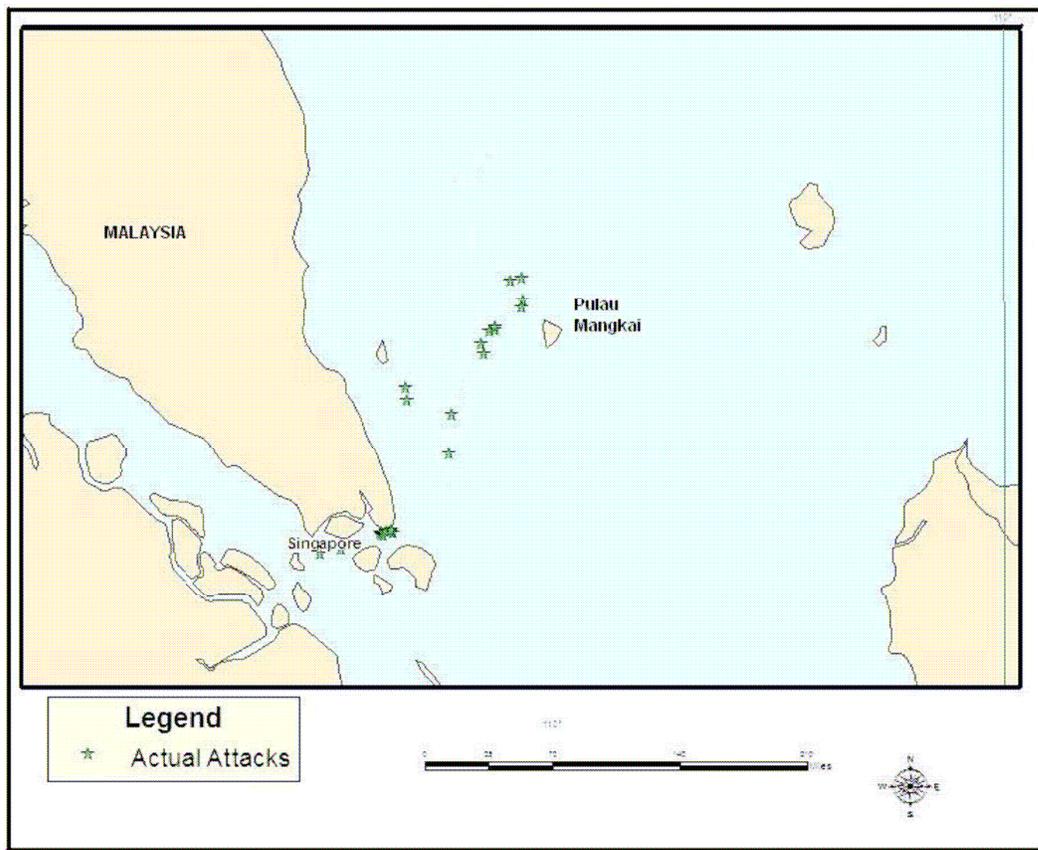
The vessels most susceptible to attacks while underway are those with lower freeboards, slower speed with low security measures in place. Tankers and tugs were the primary targets in Southeast Asia in the third quarter of 2009. During the third quarter of 2009, around two-thirds of the reported incidents took place while vessels were at anchor and/or at berth. Be that as it may, the more serious attacks almost always took place further offshore, targeting steaming vessels. A significant percentage of attacks were perpetrated in and/or close to Malaysian waters (See Figure 2).

In September, the Malaysian Maritime Enforcement Agency has been successful in capturing pirates in the southern coast off the state of Johor; though enforcement further east of Peninsular Malaysia proves to be more challenging.

### South China Sea the New Hotspot

The number of attacks on ships in the South China Sea is at a five year high. Most of the attacks were in the vicinity of Mangkai Island (Pulau Mangkai), situated in southern tip of the South China Sea. Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) received more than 10 reports of attacks in that area in the last three quarters. This figure exceeds the annual figure of 2008 where only 9 attacks were reported. Attacks were usually carried out during night time by five or six people. Over the last few months, the modus operandi of the pirates seems to have evolved to using heavy weapons and was more violent towards crew. Fortunately no fatality has been reported thus far.

Figure 2  
Location of Actual Attacks in South China Sea



Reports have suggested that the new hotspot in the South China Sea may be a result of the increased effort by the littoral states to secure the Malacca Straits. Although several attacks were successfully avoided due to the alertness and quick responses demonstrated by duty crew, ReCAAP, now recognized by the Maritime Safety Committee as one of the agencies in preventing and suppressing piracy and armed robbery against ships in Asia, continues to advise ship master and crew to enhance vigilance and strengthen watch keeping while ships were anchored in that area. The IMB Piracy Reporting Centre also issued a warning broadcast to ships regarding attacks in the region. Source(s): *Nimbus Q3/09*, RSIS, Singapore, Oct 2009.

### Chinese Ship Seized as Somali Piracy Drifts East

Somali pirates hijacked a Chinese bulk carrier Monday northeast of the Seychelles in the Indian Ocean, as the marauding sea bandits hunted their prey ever further from base to wrong-foot naval patrols. According to the European Union's anti-piracy naval mission (EU NAVFOR), the unnamed ship was seized 550 nautical miles (1,000 kilometres) northeast of the Seychelles and 700

nautical miles off the east coast of Somalia. "On indication of an attack an EU NAVFOR Maritime Patrol Aircraft, operating from the Seychelles was launched to investigate the incident," the EU naval mission said in a statement from its headquarters in Britain.

The ship was not registered with the force's Horn of Africa Maritime Security Centre, the statement added. EU naval spokesman John Harbour told AFP the ship had a crew of 25, all of them Chinese nationals. Chinese state media said the ship's name was De Xin Hai and was carrying coal. China's Ministry of Transport said relevant government agencies were making efforts to rescue the ship, which was en route from South Africa to India, according to Xinhua news agency.

According to maritime sources in the Indian Ocean, it is the first time pirates have boarded a merchant vessel east of the 60th meridian, between the Seychelles and Maldives archipelagos. The capture of the Chinese ship brings to six the total number of vessels currently in the hands of Somali pirates. According to non-governmental observers Ecoterra International, at least 179 attacks have been carried out by Somali pirates since the start of 2009 alone, 52 of them successful hijackings. Since last year a flotilla of foreign warships has been patrolling the Gulf of Aden, one of the busiest maritime trade routes on the globe, prompting pirates to operate far out in the Indian Ocean. Experts had warned in recent days that subsiding winds near the Seychelles had attracted pirates, who generally launch attacks from so-called "mother ships" with tiny skiffs.

Pirates focus most of their attacks on transitional weather periods between monsoons when the seas are calm enough for them to operate. This year's summer season came later than last year. Related article: France to support Seychelles courts. The Seychelles, a tiny nation already hard-hit by the global financial crisis, has pleaded for international help in fighting piracy. Joel Morgan, the island state's minister in charge of anti-piracy, said Sunday during a visit by French Defence Minister Herve Morin that maritime traffic in the area had dropped by a third due to piracy. The Seychelles economy is highly reliant on revenue from high-end tourism, including cruises, as well as on a tuna-fishing industry whose trawlers have come under attack over the past year. France has deployed troops on some of its fishing fleet there while Spanish trawlers had enlisted private security after the government deemed it illegal to grant state military protection.

Source(s): Jean-Marc Mojon, AFP, Oct 19, 2009

<http://www.google.com/hostednews/afp/article/ALeqM5jPkB9qqv03lXlVlY-rXRBkap4avg>

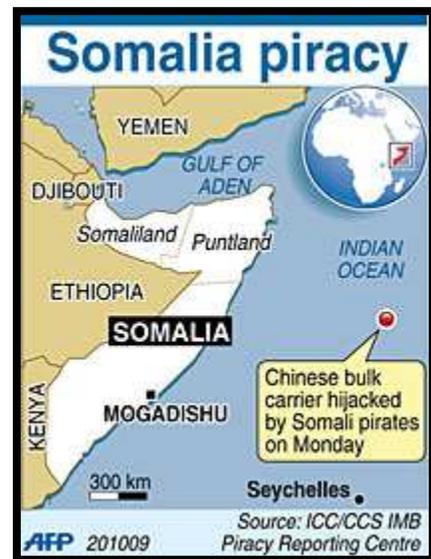
## **China Vows to Save Crew Held by Somali Pirates. But How?**

Chinese officials hint that violent action may be taken to rescue the 25 Chinese crew members aboard a cargo ship seized by Somali pirates on Monday(Oct19). However, the Chinese officials are being tight-lipped when it comes to explaining what exactly they mean when they say Beijing will make an "all out effort" to rescue a Chinese cargo ship seized by Somali pirates. But if it means they will take military action to rescue the crew, it would be the furthest projection of force from China for its navy in modern history.

Three Chinese military vessels are part of the international anti-piracy taskforce, but they are currently patrolling the Gulf of Aden, almost 1,000 miles from the spot where pirates seized the coal-carrying De Xin Hai and her 25 Chinese crew members. If Beijing decides on a military rescue operation, "The Chinese could go in hard" says David Johnson, manager of Eos, a private British company specializing in maritime security. "They are renowned for aggressive tactics when they come across pirates. They open up on pirate vessels." He theorized that the Chinese ships in the Gulf of Aden will try to intercept the hijacked cargo ship before it reaches the Somali coast and the pirate enclave around the town of Eyl.

On the contrary, The pirates warned Beijing Tuesday not to try a rescue. "We tell China not to endanger the lives of their people with any rescue operation," an associate of the hostage takers who called himself Hassan told Reuters news agency by phone Tuesday. "If they try that we will execute the whole crew," he added. The Chinese have a squad of marine special forces soldiers on maritime patrol in the Indian Ocean and they have gone through simulated hostage rescue drills. Shortly before the Chinese ships joined the anti-piracy task force last December, Chinese TV aired footage of the drills.

In the video, after a failed attempt at negotiating with the "pirates," balaclava clad helicopter and small boat-borne troops storm a vessel and subdue its captors. Should such tactics be used, the



Chinese may seek to take a page out of the American Navy's book. Earlier this year sharpshooters from the US Navy SEALs killed three pirates and rescued the hostage captain of the Alabama, an oil tanker. The De Xin Hai is the first Chinese-flagged vessel to have been captured by pirates since Beijing's ships joined the piracy patrols. The Chinese crew of another ship successfully fought off pirates with home made Molotov cocktails. Pirate skiffs have to carry a lot of fuel to give them sufficient range for their operations, Mr. Johnson points out, which makes them vulnerable to fire-bombing. "Paint thinner in light-bulbs with a cloth stuck in the neck is the preferred weapon, apparently," says Johnson, whose company trains crews and former servicemen how to resist pirate attacks. "It's all pretty crude."

Source(s): [Peter Ford](#), *The Christian Science Monitor*, Oct 20, 2009.

<http://www.csmonitor.com/2009/1020/p06s07-wosc.html>

### **'Nearly 400 Indian Fishermen Languishing in Pak Jails'**

Nearly 400 Indian fishermen, who have completed their prison terms after being convicted for violating Pakistan's maritime boundary, are languishing in prisons in the southern port city of Karachi, according to a survey done by an NGO. The Maritime Security Agency detained the fishermen and seized their boats for illegally fishing inside Pakistan's exclusive economic zone during 2006-07. They were charged under the provisions of the Foreigners Act and the Fishery Act. According to a survey conducted by the Qadir Mandokhail Welfare Trust, a total of 394 Indian fishermen have completed their prison terms but are still confined in three jails. The NGO contended this was a violation of the Foreigners Act and maritime and fishing laws. Authorities in the jails usually keep over 400 prisoners in a barrack having a capacity of 50 people and they are usually not provided adequate treatment for illnesses, the NGO claimed.

Source(s): PTI, , Oct 20, 2009.

<http://www.ptinews.com/news/338639 -Nearly-400-Indian-fishermen-languishing-in-Pak-jails->

### **Global Pirate Attacks on the Increase**

The first nine months of this year has seen more pirate attacks than all of last year. And more than half of those attacks were carried out by suspected Somali pirates, an international maritime watchdog group said Wednesday (Oct 21). "The increased activity in Somalia is the major reason for the spike," said Cyrus Mody, manager of the International Maritime Bureau, which monitors shipping crimes. From January 1 until September 30, pirates worldwide mounted 306 attacks, compared with 293 in all of 2008, the Bureau said. Of the incidents this year, Somali pirates accounted for 54 percent: they launched 168 attacks.

Most of them took place off the east coast of Somalia and in the Gulf of Aden, a major shipping route between Yemen and Somalia. They successfully hijacked 32 vessels and took 533 hostages. Eight others were wounded, four more killed and one is missing, the Bureau said. Somali pirates are still holding four ships for ransom with 80 crew members as hostages. Somalia's transitional government, which has a tenuous grip on power, has been unable to stop the pirates -- many of whom are based in the port cities. This has prompted Europe and other Western countries to step up maritime patrols. "In the Gulf of Aden, the number of attacks have gone up. But because of the presence of naval vessels, the success rate of the pirates have decreased," Mody said. "The navies are responding very effectively."

Today's pirates are a far cry from the eye-patched, peg-legged swashbucklers of Hollywood. They don night-vision goggles, carry rocket launchers and navigate with global positioning devices. Many pirates are trained fighters; others are young thugs enlisted for the job. Experts say they often sail out to sea in a mother ship and wait for a target. When they find one, the pirates board smaller boats and move in, typically with five to seven armed hijackers per boat. Two recent trends have led to a rise in piracy: access and opportunity. As global commerce picks up, more and more of the world's fuels, minerals and other crucial commodities travel by ship. Ninety-five percent of America's foreign trade, for instance, moves by water, according to the U.S. Maritime Administration. That cargo is an easy target for robbers in countries that lack the resources to secure their shorelines, such as Somalia. Those who have tracked pirate activity say it started in Somalia in the 1980s, when the pirates claimed they were aiming to stop the rampant illegal fishing and dumping that continues to this day off the Somali coast. Piracy accelerated after the fall of the Somali government in the early 1990s and began to flourish after shipping companies started paying ransoms. Those payments started out being in the tens of thousands of dollars and have since climbed into the millions. With the ransoms they collect, pirates can earn up to \$40,000 a year, analysts say. That's a fortune for someone from an impoverished country. Some analysts say companies are simply making the problem worse by paying the piracies. "Yes, the ransoms have probably caused the piracy to become a bit more rampant. But at the same time, from the owner's point of view, there is no other way currently to

secure the safe release of the vessel along with the crew and the cargo," Mody said. "It's basically a cycle." Other trouble spots this year were waters off Nigeria, with 20 attacks; Malaysia with 14; and Bangladesh with 12.

Source(s): CNN, Oct 21, 2009

<http://edition.cnn.com/2009/CRIME/10/21/world.piracy.increase/>

### **Soft Target' Karachi Port Next on Terror Hit List: Pak Intelligence Report**

A Pakistani intelligence report has revealed that following the brazen terror attacks on the Army General Headquarters (GHQ) and other security installations, extremists are now on the lookout for a 'soft target and could attack the Karachi Port in near future. Sources said intelligence agencies have also warned about a probable attack on various seaports across the country. The Daily Times reported that Sindh Home Minister Dr Zulfiqar Mirza has also acknowledged the impending threat to country's seaports and other important installations within Karachi. It is worth mentioning here that there is only a single police station with about a dozen policemen guarding the whole Karachi port area, which houses several important installations such as the Karachi Port Trust oil terminal, the dockyard, shipyard, Customs House and PNSC building. The security force deployed in the port area is ill-equipped to counter any terror attack, which makes the Karachi port a sitting duck for the militants to unleash their terror. A senior police official, however, claimed that they are prepared to thwart any extremist attack. He said that apart from the security being beefed up, the Navy and other concerned departments have also been directed to maintain a strict vigil in the area.

Source(s): ANI, Oct 22nd, 2009.

<http://blog.taragana.com/n/soft-target-karachi-port-next-on-terror-hit-list-pak-intelligence-report-203036/>

### **Maritime Security Adviser to be Appointed Soon: Antony**

Defence Minister A K Antony on Oct 22 indicated that the government will soon create the post of Maritime Security Adviser (MSA) and advocated strengthening of marine police wing in all coastal states to prevent Mumbai-type terror attacks. "We are moving in the right direction. I am personally monitoring it. So are the Cabinet Secretary and Home Ministry. All of us are jointly doing it," Antony said when asked about delays in appointing a MSA.

Speaking to reporters on the sidelines of the Navy Commanders Conference that kicked off here, Antony said Marine Police was a new concept and all the Coastal States should a eparate marine police wing. "All coastal states should strengthen the marine police. The Navy and Coast Guard will provide them training. It is a new force and they need all support," he said.

Source(s): PTI, Oct 22, 2009.

[http://www.ptinews.com/news/342064\\_Maritime-Security-Adviser-to-be-appointed-soon--Antony](http://www.ptinews.com/news/342064_Maritime-Security-Adviser-to-be-appointed-soon--Antony)

## SHIPPING

### **Shipping Success Through Northeast Passage**

History was written in global merchant shipping last month when two multipurpose heavy lift carriers under the flag of Beluga Shipping GmbH successfully mastered the commercial transit of the Northeast Passage from Asia to Europe.

MV *Beluga Fraternity* and MV *Beluga Foresight* delivered various heavy lift modules from Ulsan, South Korea, straight to Novyy Port/Yamburg at the River Ob in Siberia, exited the so called Northern Sea Route by passing Nowaya Semlja, and took on the hook up project by loading steel pipes in Archangelsk and delivering them to Nigeria. Connecting continents is nothing new in the world of shipping, doing so by utilising the short cut through the Arctic Ocean, however, is a real breakthrough.

Sailing the route, which is newly open for a short time frame in summer due to global warming and melting ice, shaves off some 3,000 nautical miles from the 11,000 mile long traditional journey through the Suez Canal and the Gulf of Aden. 'By using the Northern Sea Route we could reduce the bunker consumption of the used low sulphur Intermediate Fuel Oil 380 by roughly 200 tons in total per vessel, said Beluga Shipping president and CEO Niels Stolberg. 'This resulted in financial savings of about \$100,000 alone for bunker costs with Beluga F-class vessels plus \$20,000 daily for each day travelling the Northeast Passage shortens the usual voyage time.' In total, some \$300,000 per vessel was saved by transiting the formerly ice packed route along the North Russian shore through the



Bering Sea, the Bering Strait, the Laptev Sea, the Vilkizki Strait and the Kara Sea instead of taking the long way round. A positive side effect is that environmentally harmful emissions were significantly reduced.

'We can use the Northeast Passage only because of the effects of global warming, yet by doing so we reduce the bunker consumption and cut down emissions. With regard to the global Carbon Dioxide balance, this is a beneficial achievement', concluded Niels Stolberg. These pioneer voyages are only the beginning for Beluga Shipping, which has booked contracts for the shipment of project and heavy lift cargo with single weights of up to 1,000 tons that will be discharged offshore onto barges in Siberia for onward transport to final destinations.

The oil and gas industry and other infrastructure is developing in Siberia and the open Northeast Passage brings carriers closer and more direct to market via a previously impossible route. Next year Beluga Shipping is likely to use the new generation vessels of the Beluga P-class. These super heavy lift powerhouses provide for a maximum 20,000 deadweight tonnage and, combined with crane capacities of 800 to 1,400 tons, using the Northeast Passage could result in financial savings of some \$600,000 per vessel per transit.

Source(s): Maritime Journal, Oct 02 , 2009.

[http://www.maritimejournal.com/archive101/2009/october/news/shipping\\_success\\_through\\_northeast\\_passage](http://www.maritimejournal.com/archive101/2009/october/news/shipping_success_through_northeast_passage)

## MARINE TECHNOLOGY

### Japanese Firm Plans Zero-Emission Ferry

A Japanese shipmaker said Thursday(Oct 8) it planned to launch the world's first large electric ferry -- the latest innovation aimed at reducing greenhouse gas emissions. A subsidiary of heavy machinery giant IHI Corp. has completed a basic design for a 30-metre (99-foot) long ferry that could carry 800 passengers, powered by rechargeable batteries, a company spokesman said.

While smaller battery-powered boats are already in use, IHI's ferry would be "the world's first large plug-in vessel," he said. "It would emit no carbon dioxide or nitrogen oxide. We also aim to slash fuel costs," said the spokesman, who declined to be named. The ferry would be able to cruise some 120 kilometres (74 miles) on a charge of six to eight hours, he said. The group's shipbuilding subsidiary IHI Marine United Inc. plans to launch the ferry in around 2015, when it expects high-performance rechargeable batteries to be available at a lower cost. The total battery capacity would be around 5,000 kilowatt hours -- more than 300 times greater than that of a small electric vehicle currently in use, the spokesman said. The price is likely to be some 60 percent higher than that of a conventional ferry, he added. Japanese car makers are already world leaders in fuel-efficient vehicles and Nissan plans to start selling what it describes as the world's first affordable electric car in late 2010.

Source(s): Oct 14, 2009.

<http://www.google.com/hostednews/afp/article/ALeqM5gPYWH0xeXysdy6kuj7Pf1GGvQOoQ>

## MARINE ENVIRONMENT

### Marine Park Provides Whale Sanctuary

Premier Colin Barnett and Environment Minister Donna Faragher have announced the State Government would establish the marine park to protect the pristine marine environment. The MARINE park will protect the humpback whales at Camden Sound, 400km north of Broome. "The Western Australia State Government recognises the Kimberley as one of Australia's special places. That is why we are protecting Camden Sound, making it a marine park, and developing and implementing our Kimberley Science and Conservation Strategy," the Premier said.



"This strategy will balance the need to develop industry and create wealth with the expectation that the environment and special places will be protected. "Even before the process of developing the Kimberley strategy began, the need to protect and manage Camden Sound was brought to the Government's attention, and it was emphasised again during the public consultation phase for the Kimberley strategy. "Allowing for consultation, including a public comment period of three months, a marine park could be established by mid-2010.

"This remarkable area warrants protection as a first step in the broader conservation of the Kimberley." Mrs Faragher said Camden Sound was the biggest calving area for humpback whales in the southern hemisphere. "More than 1000 humpback whales can be found in the Camden Sound 'maternity ward' during the calving season," Mrs Faragher said. "They are part of the biggest population of humpback whales in the world - numbering about 22,000 - that migrate from Antarctica every year to give birth in the waters off the north of our State.

"Camden Sound is also rich in other marine life, from coral reefs and mangrove forests to turtles and dugongs. "Marine parks are created to protect the natural features and aesthetic values of an area while enabling recreational and commercial activities to take place without compromising conservation values. "As well as establishing a conservation management framework, marine parks provide an opportunity to promote the importance of an area. "The proposed Camden Sound marine park will be created in consultation with the local indigenous community, meeting the requirements of native title, and in consultation with all stakeholders with an interest in the area. "This consultation will be conducted on behalf of the Marine Parks and Reserves Authority under the statutory planning process for new marine parks." Humpbacks have been protected from whaling in the southern hemisphere since 1963, when numbers in Western Australia fell to fewer than a thousand. Their numbers are recovering at a 10 per cent each year.

Source(s): October 03, 2009 09:00am

<http://www.news.com.au/perthnow/story/0,21598,26159654-2761,00.html>

### **Ocean Acidification may Contribute to Global Shellfish Decline**

Relatively minor increases in ocean acidity brought about by high levels of carbon dioxide have significant detrimental effects on the growth, development, and survival of hard clams, bay scallops, and Eastern oysters, according to researchers at Stony Brook University's School of Marine and Atmospheric Sciences. In one of the first studies looking at the effect of ocean acidification on shellfish, Stephanie Talmage, PhD candidate, and Professor Chris Gobler showed that the larval stages of these shellfish species are extremely sensitive to enhanced levels of carbon dioxide in seawater.

"In recent decades, we have seen our oceans threatened by overfishing, harmful algal blooms, and warming. Our findings suggest ocean acidification poses an equally serious risk to our ocean resources," said Gobler. During the past century the oceans absorbed nearly half of atmospheric carbon dioxide derived from human activities such as burning fossil fuels. As the ocean absorbs carbon dioxide it becomes more acidic and has a lower concentration of carbonate, which shell-making organisms use to produce their calcium carbonate structures, such as the shells of shellfish. In lab experiments, Talmage and Gobler examined the growth and survivorship of larvae from three species of commercially and ecologically valuable shellfish. They raised the larvae in containers bubbled with different levels of carbon dioxide in the range of concentrations that are projected to occur in the oceans during the 21st century and beyond.

Under carbon dioxide concentrations estimated to occur later this century, clam and scallop larvae showed a more than 50% decline in survival. These larvae were also smaller and took longer to develop into the juvenile stage. Oysters also grew more slowly at this level of carbon dioxide, but their survival was only diminished at carbon dioxide levels expected next century. "The longer time spent in the larval stage is frightening on several levels," said Talmage. "Shellfish larvae are free swimming. The more time they spend in the water column, the greater their risk of being eaten by a predator. A small change in the timing of the larval development could have a large effect on the number of larvae that survive to the juvenile stage and could dramatically alter the composition of the entire population."

Although levels of carbon dioxide in marine environments will continue to rise during this century, organisms in some coastal zones are already exposed to high levels of carbon dioxide due to high levels of productivity and carbon input from sources on land. "This could be an additional reason we see declines in local stocks of shellfish throughout history," said Talmage. "We've blamed shellfish declines on brown tide, overfishing, and local low-oxygen events. However it's likely that ocean acidification also contributes to shellfish declines." Talmage and Gobler hope their work might help improve the success rate of shellfish

restoration projects. "On Long Island there are many aquaculturists who restock local waters by growing shellfish indoors at the youngest stages and then release them in local estuaries," said Talmage. "We might be able to advise them on ideal carbon dioxide conditions for growth while larvae are in their facilities, and offer suggestions on release times so that conditions in the local marine environment provide the young shellfish the best shot at survival." (Their work will be published in the November issue of the journal *Limnology and Oceanography* and is now online at [http://www.aslo.org/lo/toc/vol\\_54/issue\\_6/index.html](http://www.aslo.org/lo/toc/vol_54/issue_6/index.html).)

Source(s): Leslie Taylor, Oct 26, 2009.

[http://www.eurekalert.org/pub\\_releases/2009-10/sbu-oam102609.php](http://www.eurekalert.org/pub_releases/2009-10/sbu-oam102609.php)

## **EDITORIAL(Lux Libertas) - Gaia's Oil Spills**

With much of the world still feeling the sting from last year's oil shock, a group of federal scientists is encouraging Washington to limit offshore drilling. Its counsel would best be ignored. Citing harmful effects on marine life and oil spills in the Arctic, scientists from the National Oceanic and Atmospheric Administration are asking the Interior Department to "drastically reduce plans to open the coast to offshore oil and gas drilling," the Los Angeles Times is reporting. Their concerns are justified. Marine life is affected by offshore oil production, and spills do happen. The issue is how and to what degree. If the NOAA scientists would step back, they would notice a couple of points that are germane to the debate.

First, the impact of offshore drilling on marine life has hardly brought on a fish and fowl holocaust. Earlier in this decade, a Florida oceanographer working for the Interior Department studied the impact of relatively new offshore oil drilling in the Arctic off of Alaska. He did not discover what he expected he would. "We found early in the process that impacts to the environment from offshore drilling were minimal," said John Trefry, a marine and environmental systems professor at the Florida Institute of Technology. "In fact, the entire offshore area was near-pristine." Follow-up monitoring by Trefry's group found "no evidence of significant impacts." Other research has found that offshore oil rigs bring not disaster for marine life but health. Four years ago, the Washington Post reported that Paul Sammarco, a marine biologist at the Louisiana Universities Marine Consortium, surveyed abandoned drilling rigs and discovered that they had "spawned lush marine habitats that are home to a profusion of rare corals and 10,000 to 30,000 fish each." Second, companies work hard to prevent spills. They don't want to see their profits pouring into the sea. Energy firms, not drilling opponents, have the greatest interest in preventing spills.

Even if man were careless in his stewardship and doubled overnight the amount of crude he spilled into the sea through offshore production, his impact would be negligible. According to the U.S. Minerals Management Service, between 1985 and 2001, spills from offshore platforms and pipelines accounted for only 2% of the oil released in U.S. waters. Major spills, eagerly covered by the media, are actually rare. In 97% of spills, the volume of oil released is one barrel or less. We won't hear this from the NOAA scientists or environmental groups that declare themselves the guardians of Earth, but offshore drilling is arguably a benefit to the environment. Nature, not man, is by far the largest contributor of oil into the marine environment. In the Gulf of Mexico, natural oil seeps account for 95% of offshore oil, the National Academy of Sciences reports. In Southern California, they contribute 98% of the crude in the offshore zone. Those same natural seeps are responsible for 60% of the oil found in the North American marine environment. With these facts in mind, Zonia Pino, writing in August for the Heartland Institute, noted that "drilling would help clean up the coastline" because "removal of oil allows for less natural seepage, hence cleaner beaches and a cleaner marine environment."

The environmental benefits of offshore drilling don't end with the draining of natural seeps. By extracting oil from rich fields off our coasts, we reduce significantly the ecological impact of shipping crude from regions halfway around the world. While we appreciate the NOAA scientists' concern for the environment, we wish they would broaden their analysis. As professional researchers, they have no excuse not to. With the price of oil now exceeding \$70 a barrel, now is not the time for them to be asking Washington to choke offshore drilling.

Source(s): Lux Lebertas, Oct 13, 2009.

<http://www.luxlibertas.com/ibd-editorial-gaias-oil-spills/>

## **MARITIME COOPERATION**

### **Maritime Boundary Issues with B'desh, Myanmar Crop Up**

As India struggles with a variety of issues in the neighbourhood, differences with neighbours over the demarcation of the maritime boundary in the Bay of Bengal could turn into yet another sticking point. According to sources, India has filed a counter in the UN to Myanmar's claims on the extended continental shelf in the Bay of Bengal, where a large part of the attraction is oil and gas.

Similarly, Bangladesh has protested against India and Myanmar's maritime boundary claims in the Bay of Bengal and initiated efforts to lodge a diplomatic protest with the United Nations. This three way difference of opinion is expected to exacerbate when Bangladesh officially files its own claims with the UN.

It is understood that New Delhi is keen on addressing the matter with Bangladesh and Myanmar, which had staked its claims ahead of India. Even though the matter is in the UN, New Delhi hopes to prevent differences from escalating into a row by holding bilateral discussions. New Delhi is keen on ensuring that the issue does not turn into an irritant in bilateral ties. India had filed its own claim, including a sea border map, to the UN on the extended continental shelf -- along with the counter to Myanmar's claim -- in May this year. And Myanmar had filed its claim with the UN on December 16, 2008.

Now both claims have triggered off howls of protest from Bangladesh which is keen to maximise its claim over the extended continental shelf in the Bay of Bengal. Early this month Bangladeshi information minister Abul Kalam Azad had informed parliament about the government's move to protest against India and Myanmar's claims, according to reports from Dhaka. India and Bangladesh had last year restarted discussions on the maritime border after almost three decades. Two rounds were held between the two sides. But no discussions have taken place yet after India filed the claim. Anyway, New Delhi has been pointing out that the demarcation of the maritime boundary relates to geography and is not linked to the size of the country. India believes in the principle of equidistance, while Dhaka wants equity.

What has added to the issue is that both India and Myanmar in the last few years have made significant gas and oil discoveries in the Bay of Bengal. Recently Bangladesh, according to reports from Dhaka, has also discovered new gas fields in the Bay of Bengal. The three countries will be unable to tap the oil and gas potential in the disputed areas till the boundary is demarcated. As all three countries had ratified the UN Convention on the Law of the Sea, they had to file their claims on the extended continental shelf within a stipulated period. India and Myanmar ratified the convention much before Bangladesh and had to file claims earlier than Bangladesh, which has time till the middle of 2010 to submit its claim. But reports from Dhaka said that the government in view of the developments is looking at submitting its claim to the UN ahead of the deadline.

Source(s): Nirmala Ganapathy, *The Economic Times*, Oct 2, 2009,

<http://economictimes.indiatimes.com/news/politics/nation/Maritime-boundary-issues-with-Bdesh-Myanmar-crop-up/articleshow/5079478.cms>

### **China, Vietnam Premiers Promise Talks over Maritime Spats**

The premiers of China and Vietnam on Friday pledged to resolve spats over areas of the South China Sea and other border disputes through negotiations. 'China attaches great importance to the relationship with Vietnam and will maintain high-level contact, enhance political mutual trust with Vietnam and properly handle border and South China Sea issues,' China's Ministry of Foreign Affairs and state media quoted Prime Minister Wen Jiabao as saying.

Wen told Vietnamese Prime Minister Nguyen Tan Dung that China would work with Vietnam to tackle the global financial crisis, promote trade, and speed up links with the Association of South-East Asian Nations (ASEAN), the reports said. Dung was quoted as saying Vietnam also wanted to 'properly settle the South China Sea issue and other problems via friendly negotiation with China, so as to preserve the development of bilateral ties.' The building of a 'comprehensive strategic partnership' with China was Vietnam's 'unswerving policy,' he was quoted as saying. Wen and Dung met in the south-western city of Chengdu, where they attended a forum on the economic development of China's relatively poor, landlocked western regions.

In the latest maritime incident between the two nations, Vietnamese officials on Wednesday accused Chinese naval forces of mistreating Vietnamese fishermen who tried to take shelter from a typhoon in the disputed Paracel Islands. Nguyen Viet Thang, chairman of the Vietnam Fishery Association, said his organization was preparing an official protest to China over the incidents. Thang confirmed local media reports that Vietnamese fishermen were fired on when they tried to land in the Paracels to escape Typhoon Ketsana in late September, and, after sheltering on the islands for several days, were robbed and beaten by Chinese forces before leaving. He called the actions 'unacceptable.' The islands are claimed by Vietnam, China and several other South-East Asian nations.

Tensions over sovereignty in the South China Sea have risen since May, when regional countries submitted their territorial claims to the UN Convention on the Law of the Sea. Beijing rejected submissions by Malaysia, Vietnam and other countries as violating its own claims in the area.

Source(s): Oct 16, 2009

[http://www.monstersandcritics.com/news/asiapacific/news/article\\_1507487.php/China-Vietnam-premiers-promise-talks-over-maritime-spats](http://www.monstersandcritics.com/news/asiapacific/news/article_1507487.php/China-Vietnam-premiers-promise-talks-over-maritime-spats)

## **India Hopes Arbitration Would Help Solve Maritime Disputes**

India has expressed the hope that Bangladesh's decision to seek arbitration in an international tribunal will settle the maritime disputes between the two countries as bilateral negotiations on the issue could make "little headway". "We think the UN arbitration can resolve the dispute as the bilateral negotiations on the issue could make little headway," Indian High Commissioner Pinak Ranjan Chakravarty told 'Samakal' newspaper. He said the two countries also did not take much effort to solve the issue bilaterally as "Bangladesh and India had discussions on the issue 22 years ago and twice recently".

Bangladesh had recently decided to seek resolution of its maritime disputes with India and Myanmar in an international tribunal through arbitration, saying the current negotiations with the neighbours were unlikely to settle the issue in the near future. Meanwhile, Myanmar's envoy said Phae Thann Oo his country was "a little disappointed" by Dhaka's decision earlier this month to seek resolution of its maritime disputes in the UN tribunal. We are a little (bit)disappointed. We don't think it is necessary to go for arbitration," he told private UNB news agency.

Source(s): Press Trust of, Oct 24, 2009

<http://www.business-standard.com/india/news/india-hopes-arbitration-would-help-solve-maritime-disputes/76663/on>

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