

# MAKING WAVES

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## *Inside this brief.....*

### MARITIME INFRASTRUCTURE

- Shipping Ministry Looks to Expand Six Port Expansion Projects
- Economic Survey 2008-09: More Investment Need in Roads And Ports Sector
- Dhaka to Develop Two Ports as Regional Trade Hubs
- SAARC Countries Agree to Run Pak-BD Train
- Andhra Chief Minister Dedicates Gangavaram Port to Nation
- Larsen & Toubro to Become Choosy About Port Investments

### SHIPBUILDING

- Chinese Shipbuilding Industry Keeps Growing
- For Shipyard Engineers, The Future is Now
- Slowdown Signs - Shipbuilders Expect One Third of Capacity to be Idle After 2011
- U.K. Venture signs 15-year warship building deal
- Nimitz Strike Group Set to Deploy

### MARITIME SECURITY

- Japan To Send New Destroyers To Somalia Anti-piracy Mission
- India's West Coast on Terror Alert: Chidambaram
- Maldives: A Fresh Look At The Terror Threat
- Asian Maritime Boundary Disputes Driven by Oil, Gas Demand
- Over 5,000 Pirates Operate Off Somali Coast: Russian Navy
- Indian Navy Responsible for Country's Overall Maritime Security: Minister
- Navy Warns of Possible Spike in Pirate Activity in Gulf of Aden
- India now 6th member of N-submarine club
- Nuclear Submarines
- Pakistan Will Not Join Maritime Arms Race: Admiral

### MARINE ENVIRONMENT

- IMO Puts Off Emissions Trading for Ships

## MARITIME COOPERATION

- **Philippines, Malaysian, Indonesian Police Officials Meet on Maritime Security**
- **Russia-Iran Naval Manoeuvres Begin in Caspian Sea**

## IMO CORNER

- **Pirate Attacks Double: IMB**

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### **Shipping Ministry Looks to Expand Six Port Expansion Projects**

The shipping ministry said on July 2 that it would award six port expansion projects worth Rs 3,319 crore, to be developed on a public-private partnership (PPP) basis, as part of its official agenda for the next 100 days. One of these, a concession agreement for construction of a deep-draught iron ore terminal at Paradip, was signed today. The six projects are together expected to add annual capacity of 31.23 million tonnes (mt), to the present handling capacity of 146.6 mt.

The other projects include a coal terminal at Paradip and at Mormugao, a container terminal at Ennore and at Tuticorin, more berths at Kandla and an iron ore handling facility at New Mangalore. The total estimated cost of the six projects is Rs 3,319 crore. The 100-point agenda was released by the ministry in Delhi and by the minister, G K Vasani, in Chennai. Among other proposals for the 100 days are transferring the assets of Hindustan Shipyards Ltd (HSL) to the defence ministry, getting Rs 1,570 crore of equipment for the Dredging Corporation of India and a new shipyard at Kochi.

Action is to be also taken on a panel report expected shortly on enhancing port efficiency. The Andaman and Nicobar Islands and Lakshwadeep are to be declared major ports after Cabinet approval. There is also a proposal for strengthening the Indian Maritime University, established recently. Also, an Indian Maritime Causality Investigation Cell in the Directorate General of Shipping. The second phase of dredging of National Waterways No 3 on the West Coast Canal from Kollam to Kottapuram will be implemented. Plus more ships for the administrations at Lakshadweep and the Andaman and Nicobar Islands

Source(s): Business Standard, July 2, 2009.

<http://www.business-standard.com/india/news/shipping-ministry-looks-to-expand-six-port-expansion-projects/362687/>

### **Economic Survey 2008-09: More Investment Need in Roads And Ports Sector**

Economic Survey 2008-09 termed the global slowdown as an opportunity for India that has a substantial degree of unmet infrastructure requirements and emphasised on the need for adequate investment in the roads and ports sector to support higher growth. While it pitched for meeting investment requirements through public-private partnerships (PPPs) for roads, for ports, it advocated allowing private operators to provide certain services.

The Survey said that though there was some improvement in the sector which has been allocated Rs 20,56,150 crores during the 11th five-year-plan, there were still "significant gaps" that needed to be bridged. In fact, roads sector reflects what the Survey said. It not only failed to receive investors' response but also lagged in meeting deadlines of the ongoing National Highways Development Project, being implemented by the National Highways Authority of India.

The Survey, however, indicated how certain constraints -- dispute in land acquisition, rehabilitation, contractual issues, shortage of capital goods and environmental disputes -- could be resolved through a single regulatory body for the entire transport sector. For port sector, where it advocated allowing private operators to provide certain services, it said, "Depending on the nature of facility/service, private operators can enter into a service contract, a management contract, a concession agreement or a divestiture to operate port services."

Source(s): The Times of India, July 3, 2009.

<http://timesofindia.indiatimes.com/India/Economic-Survey-2009-More-investment-need-in-roads-and-ports-sector/articleshow/4730247.cms>

### **Dhaka to Develop Two Ports as Regional Trade Hubs**

Bangladesh will offer Chittagong and Mongla ports for use to its South Asian neighbours, developing them as regional trade hubs, a minister has said. "There is no reason why cotton from Pakistan could not be directly brought or trucks laden with goods from Nepal could not directly be imported to Bangladesh or why north east Indian states will remain landlocked when we have the Chittagong port," Commerce Minister, Col. (retd.) Faruk Khan said July 7.

He reiterated the government's stand and the ruling Awami League's poll promise made last December in the face of "naïve and negative mindset" being displayed by the opposition parties. Khaleda Zia's Bangladesh Nationalist Party (BNP) and its Islamist ally Jamaat-e-Islami have opposed any move that allows India's north-eastern region easy access to the sea. "Trade should not be used as a political weapon. Doing business with India or Pakistan is not tantamount to sacrificing sovereignty," Khan told a seminar on regional cooperation. "Today, people have rejected the politics of corruption and terrorism. Politicians will have to follow them and work for increasing regional trade for mutual benefit of all the nations of South Asia," the minister told economists and analysts attending the meet. "We were regionally connected among ourselves even during and before the

Mughal period,” New Age newspaper quoted Khan as saying. The Sheikh Hasina government that came to power in the poll is also bracing to reverse Zia’s policies on Bangladesh’s connectivity with Asian Highway and Asian railway networks.

Pacific Consultants International (PCI) of Japan submitted a study report on the feasibility of the deep-sea port, proposed by the Chittagong Port Authority (CPA), in April. The cost for the port, to be built by 2055 in three phases, was re-estimated at \$1.9 billion from \$1.2 billion earlier as a result of rising prices for construction materials and other logistical needs. The port will be set up in the Bay of Bengal near the country’s main Chittagong port, where cargo handling rose 2.3 percent in 2008 from the previous year to a record 27.6 million tonnes, while container handling increased 9.3 percent to 958,020 TEUs (twenty-foot equivalent units). CPA will fund 30 percent of the port’s estimated building cost, with the rest collected under a local private-public partnership scheme and loans from the World Bank and the Asian Development Bank. Shipping Minister Afsarul Amin said the government expected private firms to invest in the scheme along with the government.

Source(s): IANS, July 8, 2009.

<http://www.sindhtoday.net/news/1/28198.htm>

Reuters, July 14, 2009.

<http://in.reuters.com/article/economicNews/idINIndia-41029320090714>

## **Editorial (Pakistan Times, July 22, 2009)**

### **SAARC Countries Agree to Run Pak-BD Train**

South Asian nations have finally agreed to the proposals for Lahore-Delhi-Kolkata-Benapole-Petrapole-Chittagong road link and Agartala-Akhaura-Chittagong rail link. An Inp report says that the idea of running a demonstration train between Pakistan and Bangladesh through territories of India and Nepal was discussed during meeting of the Transport Ministers of the SAARC countries. The meeting decided to finalise their proposal of declaring 2010-2020 as ‘decade of intra-regional connectivity in SAARC’. Regional Transport Ministers agreed to study Dhaka’s proposal for making Mongla Port a regional hub to serve landlocked Nepal and Bhutan, and build a greater connectivity within the region.

SAARC transport ministers at their second meeting in Colombo on July 25 also agreed to form expert group for inking a regional transit agreement especially focusing priority road and rail projects. The expert group would work simultaneously on motor vehicle and rail links- the two proposals earlier agreed by the member states. A Bangladesh Foreign Ministry official said that Dhaka had proposed in the meeting that Bangladesh’s south-western port Mongla could be turned into a South Asian hub for boosting the region’s trade and connectivity.

The proposal is consistent with the recommendations of SAARC Regional Multimodal Transport Study (SRMTS) of the Asian Development Bank. The official said that the meeting in Sri Lankan capital on last Friday welcomed Bangladesh’s proposal and decided to put their suggestions after studying it. Once Mongla is made as a regional port hub, we will be connected with both Nepal and Bhutan,’ said the official. The Colombo meeting reviewed the progress in implementation of decisions of the first meeting of SAARC transport ministers held in August 2007 in New Delhi. SAARC countries agree to run Pak-BD Train.

### **Andhra Chief Minister Dedicates Gangavaram Port to Nation**

Andhra Pradesh Chief Minister Y.S. Rajasekhara Reddy Sunday dedicated to the nation the Gangavaram port in Visakhapatnam district, which is expected to spur economic growth in the coastal region and the neighboring states. The ultra-modern multipurpose all-weather port was inaugurated almost a year after it started functioning. The developers claim it is the deepest port in India with a depth of 21 metres, capable of handling super cape size vessels up to 200,000 DWT (dead weight tonnage).

Developed by the DVS Raju led consortium in public-private partnership at a cost of Rs.2,000 crores, the port in the first phase has five berths with mechanized handling facilities. Located 15 km from Visakhapatnam port, it commenced operations in August last year, nearly three years after the work on the project began. The port officials said it has already handled five million tonnes of cargo since the launching of operations. It is expected to handle 13 million tonnes to 15 million tonnes of cargo during the current fiscal.

The chief minister said the second port at Visakhapatnam would give a major boost to the economy of the region. “With the opening of this port, many new industries will come up in coastal Andhra, which has already been identified as petro-chemical corridor by the government of India,” he said. Neighboring states Chhattisgarh and Orissa are also expected to get benefited from this port, as heavy equipment and materials required for setting up major industries in these states can be handled here. The new port provides cargo handling services for a variety of bulk cargo including

coal, iron ore, fertiliser, limestone, foodgrains, steel products and petrochemicals. Visakhapatnam Steel Plant is benefited from the new port. YSR, as the chief minister is popularly known by his initials, said his government was committed to develop one port in each of the nine coastal districts to ensure comprehensive development of the region. Gangavaram port has 2800 acres of land and can be developed in a phased manner over the next 50 years. The road and rail connectivity is also close to the site.

Source(s): July 12th, 2009.

<http://blog.taragana.com/n/andhra-chief-minister-dedicates-gangavaram-port-to-nation-107319/>

### **Larsen & Toubro to Become Choosy About Port Investments**

India's biggest engineering and construction firm Larsen and Toubro Ltd (L&T) will be selective in developing port projects in future after investing close to Rs1,100 crore as equity in this business over the past decade. "From now on, we will only pursue such port projects where there is visibility in cargo traffic, that are financially viable and can be executed quickly," said L&T executive vice-president for developmental projects K. Venkatesh. "We will take investment calls appropriately based on these three factors; otherwise we will not invest."

L&T, which has been investing in port projects through its subsidiary L&T Infrastructure Development Projects Ltd, in which it holds a 78% stake, recently pulled out of the auction process for developing coal terminals at Paradip and Mormugao ports without submitting price quotations. The firm had been shortlisted for both the projects. L&T is changing its port investment strategy after facing procedural delays on projects including delays in the transfer of land. For instance, in 2007, L&T had won the mandate from Gujarat government to develop a new port at Suthrapada in the state. However, two years later, the state is yet to allocate land to the firm for developing the port.

"Without land, you cannot develop a port. That experience taught us a lesson," Venkatesh said. "We are not in the game of acquiring assets and then delaying project execution for reasons beyond our control," Venkatesh said. L&T Infrastructure Development Projects has a 50% stake in a joint venture (JV) with Tata Steel Ltd that is developing a new bulk cargo handling port at Dhamra in Orissa. It also owns a 26% stake in a special purpose company formed to develop and operate a 12 million tonnes (mt) a year capacity iron ore terminal at Ennore port in Tamil Nadu. It holds a 11% stake in a 3-mt-a-year liquid bulk cargo terminal under construction at the same port. Recently, L&T pulled out of auction process for developing coal terminals. The firm's port investment also includes a 22% stake in International Seaports (Haldia) Pvt Ltd, a special purpose company set up to develop and operate a dry bulk cargo handling berth at Haldia dock of Kolkata port.

Venkatesh said that L&T is also not averse to divesting stakes in port projects that does not fit into its changed strategy. "Where we see future potential is limited and someone will give value for our stake, we will exit."

Source(s): P. Manoj, Live Mint, Jul 16, 2009.

<http://www.livemint.com/2009/07/16012453/Larsen-amp-Toubro-to-become.html?h=B>

## SHIPBUILDING

### **Chinese Shipbuilding Industry Keeps Growing**

Marine Biz TV reported that although many analysts keep doubting about whether aggressive Chinese shipbuilders will manage to produce the larger part of the new building orders mainly of dry bulk carriers, placed during the past couple of years, one thing seems almost certain; that, China will account for almost 40% of the global shipbuilding capacity by the end of 2010 with an accumulative production base of 52 million DWT on an annual basis. In fact China will move one step further to reach the top of the world's shipbuilding capacity by 2012. These are some of the figures contained in a comprehensive new report on the Chinese shipbuilding industry compiled by DC Marine Supply.

In whole, Japan, Korea and China now account for 82% of the global shipbuilding activity, but China appears to be the latest trend thanks to low labor costs. As shipbrokers in Hellas have indicated a significant part of this expansion of Chinese shipbuilders has been fuelled by Hellenic shipping companies which also financed Japan and South Korea's shipyards in the previous decades. China's biggest shipbuilding base can be found in Shanghai where almost 12 million DWT can be produced annually with Zhejiang following at second place with 8 million DWT while third place is occupied by the province of Jiangsu with 7 million DWT. But as the actual figures already surpass those on paper, Jiangsu province actually completed 8.89 million DWT in 2008 and is on the way to have an actual capacity of 26.5 million DWT by 2010.

Still the country's shipbuilding sector faces serious challenges. For example fierce competition in the world's market and the overcapacity scenarios can induce a decrease in building prices. The competition might become even fiercer which urges all local players in the industry to



optimize management and enhance technical innovation as to secure a safer position. Competing by quality instead of price will be one of the factors to overcome the competition intensity including new product diversification, as many private yards focus on low-tech and low-value bulk carriers.

Source(s): Steel Guru, Jul 04, 2009

[http://steelguru.com/news/index/2009/07/04/MTAwOTMw/Chinese\\_shipbuilding\\_industry\\_keeps\\_growing.html](http://steelguru.com/news/index/2009/07/04/MTAwOTMw/Chinese_shipbuilding_industry_keeps_growing.html)

### **For Shipyard Engineers, The Future is Now**

For more than a century, the Newport News shipyard has stood as a beacon of heavy manufacturing. Forged in its identity are thousands of blue-collar workers who transform raw pieces of steel into complex military vessels. But away from the tired hands and sweat-stained overalls of the waterfront, a group of engineers and designers sit behind liquid-crystal displays in air-conditioned offices. As technology has evolved, the process of designing and building a warship has moved away from the waterfront and hand-drawn blueprints into high-powered computers and software engineers.

To design state-of-the-art, multibillion-dollar nuclear warships, Northrop Grumman Shipbuilding today relies heavily on technology to drive its research, development and design. As technology has evolved, the shipyard hatched a small team called its Advanced Capabilities Group to explore new ways to make the shipbuilding process more efficient. The group launched with five workers in 2001. Today, it has 27 full-time software engineers and designers along with a roughly 30-member rotating staff of experts from other areas of the yard. Through the use of specialized design software and modeling and simulation tools, shipyard designers can make practical design decisions on aircraft carriers and submarines long before construction begins. With the new high-tech tools, the shipyard was able to prove that the design for its next generation of aircraft carriers, the Gerald R. Ford class of US, could meet new Navy requirements before the first pieces of steel were welded together.

By running the new ship's design through thousands of simulations over the last eight years, the yard has been able to determine how to improve performance by making tweaks in advance. For example, one of the Navy's goals for the new carrier is to increase the sortie rate of aircraft by 25 percent over the previous Nimitz class ships. Before the final design was completed, the yard wanted to be sure that their new design could support that kind of improvement. Engineers and designers tested a handful of new flight deck designs with a 3-D computer-powered simulation of at-sea operations, taking into account weapons loading, taxiing, and launching and catching aircraft on the flattop.

The model allowed designers to prove that the new design met the new requirements. Also, because the Ford class is expected to be patrolling the world's oceans for 100 years, the Navy and the shipyard will be able to use those models to aid in the design of new aircraft that are certain to be developed over that time.

Source(s): Daily Press, July 08, 2009.

[http://www.dailypress.com/news/dp-local\\_tech-shipyard\\_0708jul08.0.6410065.story](http://www.dailypress.com/news/dp-local_tech-shipyard_0708jul08.0.6410065.story)

### **Slowdown Signs - Shipbuilders Expect One Third of Capacity to be Idle After 2011**

Caijing quoted the China Association of National Shipbuilding Industry as saying that China's shipbuilding facilities are expected to have idle capacity of more than 20 million deadweight tons or one third of the total after 2011 as new shipyards commence operations amid a severe demand slump. Citing the London based shipbroker Clarkson Plc the association said in a statement on July 1st that new shipbuilding orders worldwide totalled 1.6 million DWT in the first five months down by 98% from a year earlier.

The CANSI said China's total shipbuilding capacity has reached 60 million DWT while monthly new orders have been lower than output over the last eight months. Order cancellations and contract renegotiations are also increasing. The association said that incomplete statistics show that nearly one million DWT in new vessels have been built but cannot be delivered as scheduled due to customers' financial problems. According to the CANSI, the same data also show that from October 2008 to May orders of 152 vessels, or 4.4 million DWT were cancelled, accounting for 2.3% of total orders the country shipbuilders held at the end of May.

It added that the real cancellation rate could be as high as up to 5% if all the nation's shipbuilders are surveyed. The association predicted that in the second half of 2009, the impact of lower prices for used vessels will continue to be felt by the new-vessel market and that the bearishness facing the shipbuilding industry is not expected to turn around soon. CANSI urged shipbuilders to review existing orders they held to prepare for any possible disputes with buyers.

Source(s): Steel Guru, Sunday, 12 Jul 2009

[http://steelguru.com/news/index/2009/07/12/MTAxODI0/Slowdown\\_signs\\_-\\_Shipbuilders\\_expect\\_one\\_third\\_of\\_capacity\\_to\\_be\\_idle\\_after\\_2011.html](http://steelguru.com/news/index/2009/07/12/MTAxODI0/Slowdown_signs_-_Shipbuilders_expect_one_third_of_capacity_to_be_idle_after_2011.html)

## **U.K. Venture signs 15-year warship building deal**

BVT Surface Fleet, the maritime joint venture 55% held by BAE Systems and 45% held by VT Group, said it's signed a 15-year deal with the U.K. Ministry of Defense on warship building. Terms call for exclusivity to BVT to design, build and provide support to shipbuilding programs; a commitment to maintain key industrial capabilities; a guarantee to provide over 350 million pounds of financial benefits to the Ministry of Defense; and have an incentive mechanism for achieving savings and transformation.

Source(s): Goldstein, Market watch, Jul 21, 2009.

<http://www.marketwatch.com/story/uk-venture-signs-15-year-warship-building-deal>

## **Nimitz Strike Group Set to Deploy**

The Nimitz Carrier Strike Group (CSG), including the USS Nimitz (CVN 68) and units assigned to CSG 11, departs July 31 with more than 7,000 Sailors for a scheduled Western Pacific deployment. During the past few months, Nimitz CSG has conducted several training exercises off the coast of southern California including Composite Unit Training and Joint Task Force Training. They also completed Fleet Synthetic Training as part of their deployment training cycle and are fully prepared and ready to deploy in support of contingency and humanitarian missions.

Last year, Nimitz CSG supported the U.S. commitment to peace and stability in the Pacific Region during USS Kitty Hawk's (CV 63) maintenance period. During the four-month deployment Nimitz CSG supported the Maritime Strategy by expanding cooperative relationships with the Republic of Korea (ROK) by participating in Operation Key Resolve/ Foal Eagle 2008. The CSG deployment contributed to the regional security and stability of the maritime domain. Aircraft carriers continue to be one of US' primary on-call assets in times of need, and they enable the Navy to execute the six core capabilities of the Maritime Strategy – forward presence, deterrence, sea control, power projection, maritime security and humanitarian assistance/disaster response. Commanded by Capt. Mike Manazir, Nimitz was commissioned in 1975, making it the first Nimitz-class, nuclear-powered aircraft carrier. The ship is named for World War II Fleet Admiral Chester Nimitz.

Source(s): Navy Compass.com, 28 July 2009 08

<http://www.navycompass.com/index.php/top-stories/1713-commander-us-third-fleet-public-affairs-office>

## **MARITIME SECURITY**

### **Japan To Send New Destroyers To Somalia Anti-piracy Mission**

Japan said Tuesday (July 7) it would dispatch two destroyers to an anti-piracy mission off Somalia in July with expanded rules of engagement including scope for greater use of force. The two warships, with a combined crew of 420, will set sail next Monday to replace two destroyers that have been in the Gulf of Aden since March. "I ordered to send two patrol ships on July 6 to the Gulf of Aden off Somalia so that they will start their missions at the end of July," defense minister Yasukazu Hamada told reporters. Because of limits on Japan's military imposed by the country's post-World War II pacifist constitution, its destroyers there now have no mandate to use force except to protect Japanese interests or when acting in self-defense.

But parliament passed an anti-piracy law in June that allows the Maritime Self-Defense Force to protect any commercial ships threatened by pirates, not just those sailing under the Japanese flag or carrying Japanese nationals or cargo. The new law also widens the navy's rules of engagement and allows it to fire at the hulls of pirate vessels that approach other ships, as a last resort. Hamada said that the new legislation takes effect on July 24, and that "the crew members have been trained to carry out the new mission." Japan in March joined the U.S., China and more than 20 other countries in the maritime operation against pirates who have attacked ships in the waters off the Horn of Africa, a key route leading to the Suez Canal. In addition to the destroyers, Japan last month also dispatched two maritime surveillance aircraft and scores of military personnel to the region to beef up its anti-piracy mission.

Source(s): July 7, 2009.

<http://www.easybourse.com/bourse/actualite/japan-to-send-new-destroyers-to-somalia-anti-piracy-mission-693732>

### **India's West Coast on Terror Alert: Home Minister**

Intelligence agencies have indicated a terror threat along India's west coast, Home Minister P. Chidambaram said but clarified that it did not mean a terror attack was imminent. "There is an intelligence input that there could be a threat to the west coast. We therefore shared it with Gujarat, Goa and Maharashtra," Chidambaram told reporters in Hyderabad after formally commissioning the regional hub of the anti-terror National Security Guard (NSG) on July 1.

“But that does not mean that there is an imminent attack. These inputs are intended to prepare us in case it materialises but let me assure you that it does not mean there will be an imminent terrorist attack,” he said. Chidambaram said that as per the recently established practice, as soon as an intelligence input was picked up, the central government immediately shared it with the state governments concerned. Following the input the western coastline was put on high alert. In Gujarat, all 41 major and minor ports along the state’s 1,600-km coastline were on high alert following an Intelligence Bureau (IB) alert that terrorists could target maritime facilities on India’s west coast, a senior Gujarat Maritime Board (GMB) official said in Gandhinagar.

“All the key ports along Gujarat’s coast at Kandla, Mundra and Pipavav were already on high alert after the Mumbai terror attack (of Nov 26) but now even the smaller ports have been put under heavy security cover,” a senior Gujarat Maritime Board (GMB) official said here Wednesday. The 10 terrorists who struck Mumbai on the night of Nov 26 had come from Karachi using the sea route, according to investigators. The terrorist attack, which claimed more than 170 lives, put maritime security under renewed focus.

Source(s): The Thai Indian, July 1st, 2009.

[http://www.thaindian.com/newsportal/uncategorized/indias-west-coast-on-terror-alert-chidambaram-lead\\_100212004.html](http://www.thaindian.com/newsportal/uncategorized/indias-west-coast-on-terror-alert-chidambaram-lead_100212004.html)

### **Maldives: A Fresh Look At The Terror Threat**

Maldives has not suffered a major terrorist attack since 2007, when a bomb exploded at Male’s Sultan Park on September 29, injuring 12 tourists of different nationalities. The attack which had stunned the otherwise peaceful and idyllic Island was immediately condemned by its leadership and the task of the investigation entrusted additionally to the Federal Bureau of Investigation (FBI). The investigations into the attack indicated that the global jihad network had managed to effectively spread its tentacles into the Islands as well. This network is starting to rear its head again in security briefings for the region. The primary explosive used in the bombing was a gas cylinder. Investigations showed that the terror threat from radicalized youths in Maldives had reached high levels with indoctrination being received from Wahabbist schools of thought based in Pakistan and Saudi Arabia.

In 2002, the FBI had arrested a Maldivian national Ibrahim Fauzee in Pakistan. Subsequently released, he continues to be under surveillance by Maldives security apparatus. In 2006, three Maldivian nationals were arrested by Sri Lanka on suspicions of transiting to jihadi training camps in Pakistan. They too were released for want of evidence. Mohammed Faseehu, from the Laam atoll island of Dhanbidhoo, and Shifahu Abdul Wahid of the Dhiffushi Island in the Kaaf atoll were two of many teenaged boys missing from Maldives and suspected to be involved in Jihadi operations. The fate of the above mentioned boys was proclaimed to their parents in 2007, in a phone call from Karachi, which claimed that they had become ‘martyrs’ in Kashmir.

The role of Pakistani madrassas in radicalizing the youth of Maldives was brought up by the Maldivian President Mohammed Nasheed in December 2008. Talking about Islamic fundamentalism, the Maldivian President admitted that between 30 to 40 out of 150 Maldivian students in madarassas in Pakistan were getting education in more radical ones. Links to the Sultan bombing were again traced back to Pakistan when nine Maldivian suspects were arrested in the violent Waziristan region of Pakistan. It is feared that members of the groups were being sanctuary by the dreaded Lashkar E Tayeeba in the region. The fact that Al-Qaeda operatives and Afghan and Pakistan Taliban elements are known to operate in that region further compounded the fears that the training had reached a superior level. The Lashkar had already established a base in the Islands through its charitable front, the Idara Khidmat-e-Khalq, which carried out extensive relief operations in the southern atolls after the 2005 tsunami. The role of the Lashkar’s patronage to Maldivian youths is further documented in the fact that the Jamia Salafia Islamia - a Faisalabad seminary whose alumni are several Al Qaeda and Lashkar-e-Taiba leaders- was the school for Mohamed Halim, vice-chief of administration for the Laam atoll. “There were 23 students from Maldives there in 1989,” “and dozens of others at other seminaries across Pakistan. Some used to go off for training with jihadi groups along the Afghanistan-Pakistan border.”

Source(s): Siddharth Ramana, Jul 11, 2009

[http://www.analyst-network.com/article.php?art\\_id=3030](http://www.analyst-network.com/article.php?art_id=3030)

### **Asian Maritime Boundary Disputes Driven by Oil, Gas Demand**

A subcommittee of the US Senate Foreign Relations Committee has been told that growing demand for oil and gas is one of the main drivers of increasing “friction and tension” over maritime boundaries in waters of East and Southeast Asia. “In recent years, we have observed an increase in friction and tension over these disputes,” said US Deputy Assistant Secretary of Defense Robert Scher, referring to what he called a series of “persistent territorial disputes” over maritime territories in Southeast Asia and the South China Sea.



While Scher said the sources of the rising friction are varied, he told members of the Subcommittee on East Asian and Pacific Affairs that “increased demand for oil and natural gas naturally increases the perceived stakes among claimants in securing resource rights.” Scher also said that China, while intent on securing its own interests in the region, “actively opposes any activity by other claimants to assert their own sovereignty claims” and that “China has increased and will continue to increase its force posture in the South China Sea.” Peter Dutton, associate professor at the US Naval War College, said China was more likely to use its position of strength as the means to achieve its goals, either now or in the future.

“If it is not in a strong enough position today to gain acceptance of its sovereignty over the islands [of the South China Sea], rather than negotiate a partial result China will likely wait until such future time as its position is suitably strengthened to finalize all of its claims,” Dutton said. Still, he held out hope that “with active US involvement it may be possible to bring together all parties to at least open multilateral discussions to manage friction and prevent escalation of competing sovereignty claims, EEZ and continental shelf claims, security claims, and access rights.”

### **China-Vietnam tension**

Meanwhile, US Deputy Assistant Secretary of State Scot Marciel said Washington remains concerned “about tension between China and Vietnam, as both countries seek to tap potential oil and gas deposits that lie beneath the South China Sea.” Marciel noted that starting in the summer of 2007, China told a number of US and foreign oil and gas firms to stop exploration work with Vietnamese partners in the South China Sea or face unspecified consequences in their business dealings with China. “We object to any effort to intimidate US companies,” Marciel said, reminding his audience of a visit to Vietnam in September 2008 by former Deputy Secretary of State John Negroponte.

### **China-Japan disputes**

Dan Blumenthal, resident fellow of the American Enterprise Institute, said that of all the regional territorial disputes, “the Sino-Japanese quarrel in the East China Sea is the most vexing, and perhaps most dangerous.” Blumenthal said the dispute is grounded in great power competition, historical animosity, the desire to exploit potential energy resources beneath the sea, and concerns over the ultimate disposition of Taiwan. “This combination of issues is particularly volatile,” said Blumenthal, who noted that both countries claim sovereignty over the Senkaku/Diaoyu islands, and both include the islands in their EEZ/continental shelf claims.

Referring to energy security, Blumenthal noted that both countries make claims to the Chunxiao gas field, which China claims is 5 km away from the Japanese median line in the East China Sea. “Currently, the Chinese energy company CNOOC is the operator of the field, and energy experts estimate that the Chunxiao could have as much as 250 tcf of natural gas and between 70-160 billion bbl of oil,” he said. “Since both Japan and China are committed to diversifying their sources of their energy supplies, the natural gas and oil in the East China Sea is of utmost importance to both,” Blumenthal said.

Source(s): Eric Watkins, *ennenergy*, July 17, 2009.

[http://www.pennenergy.com/index/articles/display/4819896631/s-articles/s-oil-gas-journal/s-general-interest/s-articles/s-asian-maritime\\_boundary.html](http://www.pennenergy.com/index/articles/display/4819896631/s-articles/s-oil-gas-journal/s-general-interest/s-articles/s-asian-maritime_boundary.html)

### **Over 5,000 Pirates Operate Off Somali Coast: Russian Navy**

At least five large groups of pirates totalling over 5,000 people are operating in the Gulf of Aden, the first deputy chief of the Russian Navy General Staff has said. “Pirates have become more daring and aggressive recently - there were instances when they seized vessels right in front of the ships that were responsible for the security of commercial shipping,” Vice Admiral Oleg Burtsev said in an interview on Ekho Moskvyy radio station Saturday (July 18).

According to the United Nations, Somali pirates collected \$150 million in ransom payments from ship owners last year, while overall losses from piracy were estimated at \$13-16 billion, including the soaring cost of insurance and protection for vessels, as well as sending ships on longer routes to avoid high-risk areas. Somali pirates said Saturday they had released a German ship after receiving a ransom of \$1.8 million. The German foreign ministry also confirmed that a German-owned ship had been released. Around 35 warships from the navies of 16 countries are currently deployed off Somalia's coast to counter frequent pirate attacks on vital commercial lanes.

The Russian Navy joined international anti-piracy efforts off Somali coast in October 2008. Three warships have so far participated in the mission - the Baltic Fleet's *Neustrashimy* (Fearless) frigate, and the Pacific Fleet's Admiral Vinogradov and Admiral Panteleyev destroyers. A new task force from Russia's Pacific Fleet, comprising the Admiral Tributs destroyer with two helicopters, a salvage tug, a tanker, and a naval infantry unit, will arrive in late July in the Gulf of Aden to join the

operations. Russia is also setting up a permanent investigation mission in the Gulf of Aden to participate in international efforts to fight piracy at sea off Somalia.

The head of the Investigation Committee at the Russian Prosecutor General's Office, Alexander Bastrykin, told reporters July 3 that the investigators "will open criminal cases and conduct probes into crimes committed by pirates in order to arrest them and put them on trial under Russian law".

Source(s): RIA Novosti, July 19, 2009

<http://www.hindustantimes.com/StoryPage/StoryPage.aspx?sectionName=HomePage&id=adf76ecd-a7be-41ca-a08f-072def60b7e0&Headline=Over+5K+pirates+operate+off+Somali+coast>

### **Indian Navy Responsible for Country's Overall Maritime Security: Minister**

The Indian Navy will solely be responsible for overall security of the coastal zones, the government said on July 21. Minister of State for Home Affairs M Ramachandran said the Director General of Coast Guard will also assume the role of Commander Coastal Command. "The government of India has designated Indian Navy as the authority responsible for overall maritime security which includes coastal security and offshore security," the Minister said in a written reply in the Lok Sabha.

"The Director General Coast Guard has been designated as Commander Coastal Command responsible for overall coordination between Central and state agencies in all matters relating to coastal security. These decisions are being implemented by the Ministry of Defence," he said. While replying to a question on instances of infiltration through the coastal areas, Ramachandran said, "As per the information available, there has been no case reported or encountered during the last three years, except a case regarding infiltration by sea route on November 26 last year leading to Mumbai attacks. The matter is under investigation and sub-judice." Joint coastal patrolling is also being carried out along the coasts of Gujarat and Maharashtra under operation SWAN by Coast Guard, Navy and other agencies, the Minister said. India had previously used a leased Russian-built nuclear submarine INS Chakra from January 1988 to January 1991.

With the launch of the indigenously-built nuclear-powered submarine, India will join the exclusive club of US, Russia, China, France and the UK with similar capabilities. The ATV, developed jointly by the Navy and the DRDO, will give India the additional power of a nuclear weapon strike from the sea, apart from surface and air which it currently possesses. According to sources, the nuclear reactor of the submarine has been developed at the Indira Gandhi Centre for Atomic Research, Kalpakkam.

Source(s): Business Standard, July 21, 2009.

<http://www.business-standard.com/india/news/navy-to-be-responsible-for-overall-maritime-security-govt/68396/on>

China View, July 21, 2009.

[http://news.xinhuanet.com/english/2009-07/21/content\\_11746556.htm](http://news.xinhuanet.com/english/2009-07/21/content_11746556.htm)

### **US Navy Warns of Possible Spike in Pirate Activity in Gulf of Aden**

Naval officials are warning of a possible escalation in pirate attacks as the monsoon season in the Somali Basin and Gulf of Aden winds down in a few weeks, Navy officials said. "It's all weather-dependent, but last year about the middle to latter part of August the [monsoon season] stopped and there was an increase in incidents of piracy," said Lt. Nathan Christensen, a spokesman with U.S. Naval Forces Central Command/5th Fleet. High seas, often marked with 10- to 15-foot swells over the summer, resulted in fewer pirate attacks on merchant vessels transiting the area, he said. The monsoon season started near the end of May.

Since June 1, military officials patrolling the area logged 10 piracy attacks, three of which were successful, Christensen said. "The seas are so difficult to navigate, especially in the smaller skiffs" commonly used by pirates, Christensen said. While the number of attempted attacks may rise after the monsoon season ends, officials say they expect an overall downward trend in successful attacks — those in which pirates board a vessel — this year compared to last year. Officials logged 28 successful attacks so far this year, down from 32 recorded between January and June 2008, according to a report by the International Chamber of Commerce International Maritime Bureau. There were 42 successful attacks during all of 2008, Christensen said.

The decline in successful attacks could be attributed to new tactics employed by merchant mariners to deflect piracy attempts, according to British Commodore Tim Lowe, deputy commander of Combined Maritime Forces. "In this environment, the importance of merchant mariners as first line defenders against pirates is absolutely vital," Lowe said in a statement. "The crews of those merchant vessels that have employed evasive maneuvering and other defensive measures to protect their ships and their cargoes have proven to be more successful at evading attack. In the first eight months of this year, officials logged 130 total piracy attempts, higher than the 122 incidents in all of 2008.

Source(s): Sandra Jontz, Stars and Stripes, July 28, 2009.

<http://www.stripes.com/article.asp?section=104&article=63910>

## **India Now 6th Member of N-Submarine Club**

It may be a 'baby' but it's a 'boomer' all right. India's new stealth nuke weapon packs an awesome punch, armed with 12 nuclear-tipped ballistic missiles in four silos on its 'hump', as also a wide array of anti-ship and land-attack cruise missiles and torpedoes. India's first indigenous nuclear-powered submarine equipped with ballistic missiles, dubbed an SSBN or a 'boomer' in military parlance, INS Arihant was launched by flooding the dry dock at the Shipbuilding Centre here on July 26.

Though it has only a 6,000-tonne surface displacement, less than half the size of the SSBNs fielded by the Big-5 nations, the 110m long and 11m wide Arihant surely lives up to its Sanskrit name, 'destroyer of enemies'. Even as his wife Gursharan Kaur did the honours by breaking the auspicious coconut on the submarine's hull, PM Manmohan Singh said India had finally gatecrashed into the select club of five — US, UK, Russia, France and China — who can build and operate N-submarines. But it will take at least two years for India to sit on its high table. INS Arihant will have to undergo harbour, sea and weapon trials before being termed fully operational.

Source(s): Rajat Pandit, The Times of India, July 27, 2009.

<http://timesofindia.indiatimes.com/NEWS/India/India-now-6th-member-of-N-submarine-club/articleshow/4824048.cms>

(Editorial, The Dawn, July 29, 2009)

### **Nuclear Submarines**

Fulfilling a decades-old dream, India launched its first nuclear-powered submarine, INS Arihant ('Destroyer of the enemies'), on Sunday. A product of the long-running Advanced Technology Vessel project, the eventual addition of this new type of craft to the Indian Navy (testing requirements mean that the submarine will not be ready for service until at least 2011) has raised concerns in Pakistan. Foreign Office spokesman Abdul Basit has criticised the "continued induction of new lethal weapon systems by India" as "detrimental to regional peace and stability".

However, there are some fundamental questions that need to be answered first. Is the new class of submarines simply nuclear-powered or is it also meant to become a platform to launch nuclear missiles? The distinction has a great deal of import on how the development ought to be assessed. Indian nuclear-missile-capable submarines would introduce a lethal new element in the Indian Ocean and India should clarify if that is indeed its intention. But, separating the political and populist aspects from the strategic, will the new Indian submarines really upset the strategic balance and nuclear equation between Pakistan and India? The ATV project's creation isn't a bolt from the blue and the Pakistan Navy is believed to have worked to counter such a capability since the early 1990s. A knee-jerk 'we must have whatever India has' game must be avoided.

More to the point, can Pakistan afford such a competition? Nuclear-powered submarines are expensive to purchase — though that is beside the point since none of the world's producers currently seem inclined to sell them to us — while acquiring an indigenous production capability is staggeringly, break-the-bank expensive. The real danger India's nuclear submarines pose to Pakistan, then, could well be their capacity to lure us into an arms race we simply cannot afford. Launching the INS Arihant on Kargil Vijay Diwas, the July 26 anniversary celebrating India's retaking of military posts in Kargil in 1999, was clearly aimed at sending Pakistan a message. But we must not react to provocations, only genuine threats. And it's not clear yet if the INS Arihant and its siblings will in fact pose a dangerous new threat.

### **Pakistan Will Not Join Maritime Arms Race: Admiral**

India's launch of its first indigenously-made nuclear submarine is a "disturbing factor" for Indian Ocean's security, Admiral Noman Bashir, Pakistan's chief of naval staff, said in Beijing on July 28. Bashir, who was in China to witness the commissioning of the first China-made frigate for Islamabad, also said Pakistan would not join in the maritime "arms race". We knew about it (India's nuclear marine plan) a long time ago," Bashir said. "A nuclear submarine could be a disturbing factor" as it would "jeopardize the security" of the Indian Ocean. The Pakistani naval head said the Indian Ocean is the most important one in the world. India on July 26 launched 'INS-Arihant' (Destroyer of the enemy), the first nuclear-powered submarine built on its soil, joining just five other countries that can design and construct such vessels. Despite of calling the move as "a matter of concern", Bashir, however, didn't consider the neighboring country's military leap-forward as a major security threat for Islamabad's own navy.

Instead, he said his navy's key jobs would be combating terrorism, piracy, and other illegal uses of the sea as drug trafficking, and protecting the sea lines of communication in the Indian Ocean. "We are not focused on India. India is a neighbor, so we must have good relationship (with it)," Bashir

said, while suggesting both countries continue dialogues to improve ties. Bashir made the remarks only hours late after Pakistan Foreign Office expressed concern over India's introduction of the nuclear submarine, according to media report. Saying the INS-Arihant could trigger off an arms race in South Asia, the Pakistan Foreign Office has said that such a step would destabilize the region and would have a detrimental effect on regional peace.

Source(s): Zhang Haizhou and Hou Lei, China Daily, July 28, 2009.  
[http://www.chinadaily.com.cn/china/2009-07/28/content\\_8483549.htm](http://www.chinadaily.com.cn/china/2009-07/28/content_8483549.htm)

## MARINE ENVIRONMENT

### IMO Puts Off Emissions Trading for Ships

The international shipping industry has agreed modest steps to tackle the sector's growing greenhouse gas emissions but put back any decision on an emissions trading scheme by some years. Best estimates have international shipping emitting 870 million tonnes of CO<sub>2</sub>-equivalent in 2007. This only about 2.7 per cent of the global total of human-related emissions, but expected to increase rapidly in coming decades.

The highest industry body, the International Maritime Organization (IMO), agreed to institute a range of "technical and operational" measures for new and existing vessels to help control emissions through increased fuel efficiency. These include an energy efficiency design index for new vessels and reductions in ship speed. A meeting of the IMO's Marine Environment Protection Committee (MEPC) decided these measures would only be applied on a "voluntary and interim" basis, under trial until March next year when they will be reviewed for possible mandatory implementation. The committee put off any decision on market-based instruments, the primary option being an emissions trading scheme, effectively for at least two or three years. There is pressure on the shipping industry to accept hard emission reduction caps like other high-emitting sectors now being included in emissions trading schemes in developed countries.

But the IMO decided to further consider emissions trading and await the outcome of global climate change treaty talks in Copenhagen later this year. Reuters reports the MEPC's agreed work plan has a vague timetable to report progress, perhaps, by 2011. The committee drew heavily on a recent internal IMO report that found energy efficiency and other non-market measures can significantly slow the growth rate in shipping emissions below forecast rapidly-escalating levels. But the report concedes: "Technical and operational measures may not be sufficient to reduce the desired amount of GHG emissions from ships, if shipping activity increases as a consequence of growth in global trade." Without emissions reduction policies, its scenarios suggest that ship emissions may grow by 150 to 250 per cent by 2050 as world trade grows.

Source(s): July 20, 2009.  
<http://www.carbonpositive.net/viewarticle.aspx?articleID=1610>

## MARITIME COOPERATION

### Philippines, Malaysian, Indonesian Police Officials Meet on Maritime Security

Philippine, Malaysian, and Indonesian security officials began on July 30 a three-day conference to draw up strategies in the campaign against terrorism and other cross-border crimes affecting the three countries, the chief of the Philippine National Police said. Director General Jesus Verzosa said the conference would also be attended by representatives from the United States, which has been supportive in Southeast Asia's fight against extremist groups linked with the al-Qaeda international terrorist organization.

"This [conference] would provide a good opportunity for participating police agencies to identify challenges and prospects in maritime law enforcement in the Tri-Border Region of Southeast Asia," Verzosa said in a statement Thursday (July 30). Puerto Princesa City in Palawan province in the Philippines' MIMAROPA Region (composed of Occidental Mindoro, Oriental Mindoro, Marinduque, Romblon and Palawan) is the venue of the conference-workshop dubbed "Trilateral Interagency Maritime Law Enforcement Workshop (TIAMLEW)."

According to Verzosa, the three countries are initiating efforts at strengthening maritime law enforcement in the seas bordering North Sulawesi and Mindanao against transnational terrorism and criminality in the high seas. TIAMLEW would focus on common border threats such as illegal fishing and/or poaching, smuggling, illegal logging, trafficking in humans and in illegal drugs trade, Verzosa's statement said. It added that the workshop is expected to come up with policy recommendations on how best to protect the three countries' seas.



Verzosa said that part of the agenda to be discussed is the plan to establish a PNP Special Boat Unit (SBU) that will be stationed in Puerto Princesa City, which would be sponsored by the US through its International Criminal Investigative Training Assistance Program (ICITAP). He said that within the year, the PNP expects to deploy six rigid buoyant boats from the US ICITAP to enhance law enforcement operations in the tri-border region of Southeast.

Source(s): Gama News, July 30, 2009.

<http://www.gmanews.tv/story/168641/RP-Malaysian-Indonesian-police-officials-meet-on-maritime-security#>

## **Russia-Iran Naval Manoeuvres Begin in Caspian Sea**

Russia is joining up with Iran for joint naval exercises for the first time ever, according to the *Iranian Mehr News Agency*. The joint Russian-Iranian naval maneuvers, which were announced on July 29, are taking place this week in the Caspian Sea. The report, which could not be independently confirmed, quoted a senior Iranian ports authority official who said the drill was aimed at preventing pollution and improving search and rescue operations coordination between the two nations. However, the maneuver, involving some 30 vessels, is seen by some analysts as a way to join forces against the U.S., which the *Asia Times* referred to as "the intrusive Western superpower."

Entitled "Regional Collaboration for a Secure and Clean Caspian," the two-day drill quietly combines military objectives with environmental goals. A 1921 Iran-Russia friendship agreement was the legal foundation for the present naval cooperation between the two countries, according to political analyst Kaveh L. Afrasiabi. Russia has been instrumental in protecting Iran from further sanctions by the United Nations Security Council due to its defiance of a U.N. mandate to end its nuclear development program. Iran has continued to add uranium enrichment centrifuges and improve its ability to produce nuclear weapons-grade uranium, to the dismay of those hoping to persuade the Islamic Republic through diplomacy to abandon the effort.

Russia has been behind the construction of Iran's Bushehr nuclear power plant, although Russian banks several months ago balked at funding any more of the project. Nevertheless, Russia has sent at least two shipments of nuclear fuel supplies to the facility, which is expected to come on line by the end of the year. Israel has warned repeatedly that it will not tolerate a nuclear Iran, whose President Mahmoud Ahmadinejad has often threatened to annihilate the Jewish State.

Source(s): Hana Levi Julian, *IsraelNN.com*, July 29, 2009.

<http://www.israelnationalnews.com/News/News.aspx/132634>



## **IMO CORNER**

### **Pirate Attacks Double: IMB**

Pirate attacks on ships worldwide more than doubled in the first half as assaults off the coast of Somalia increased, the International Maritime Bureau's Piracy Reporting Centre said. There were 240 attacks in the period, compared with 114 a year earlier, the London-based ICC said in a statement on its Web site today. The number of incidents off the Somali coast and in the Gulf of Aden jumped to 130 from 24, IMB Director Pottengal Mukundan said by telephone.

The Gulf of Aden, which lies to the north of Somalia, is a transit point for merchant ships navigating Egypt's Suez Canal while sailing between Asia and Europe. The route handles a 10th of global trade. The European Union extended its anti-piracy mission off the Somali coast by a year last month, warning of a "serious threat" to ships. There were 78 vessels boarded by pirates worldwide in the first half, said the IMB, which is a division of the International Chamber of Commerce. Seventy-five were fired upon, 31 were hijacked and about 561 crewmembers were taken hostage, it said. Attackers were heavily armed with guns and knives in the "majority" of cases, it said. There were 136 reports of piracy in the second quarter, it added. Attacks off Somalia's east coast have decreased since peaking in March and April, the IMB said.

"The presence of navies in the Gulf of Aden from several countries have made it difficult for pirates to hijack vessels and has led them to seek new areas of operation such as the southern Red Sea and the east coast of Oman," the IMB said

Source(s): Bloomberg, July 27, 2009.

[http://www.etaiwannews.com/etn/news\\_content.php?id=1014217&lang=eng\\_news&cate\\_img=35.jpg&cate\\_rss=news\\_Business](http://www.etaiwannews.com/etn/news_content.php?id=1014217&lang=eng_news&cate_img=35.jpg&cate_rss=news_Business)