

MAKING WAVES

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Maritime Board to Tap Potential of Karnataka's Coastline

A 300-km-long coastline, 10 minor ports and a major port are the main features of Karnataka's maritime profile. One of the reasons coastal Karnataka's potential has not been exploited to the full extent could be the handling of maritime activities by different agencies and departments in the State.

To give the sector a fillip, the Karnataka Government has now initiated steps to set up a Maritime Board. The State Budget for 2009-10 has announced the allocation of Rs 100 crore for the construction of good ports in the State. Capt JP Menezes, a marine surveyor, told *Business Line* that the work of developing coastal Karnataka would come under this Board.

The minor ports in Karnataka are: Karwar, Belekeri, Tadadi, Honnavar and Bhatkal in Uttara Kannada district; Gangolli, Hangarkatta, Malpe and Padubidri in Udupi district; and Old Mangalore in Dakshina Kannada district. Karwar and Old Mangalore ports are intermediate ports and the remaining are minor ports under the administrative control of Karnataka Ports Department. Karwar is an all-weather intermediate port having direct berthing facilities for vessels of 9 metres draught and declared for handling all type of export and import commodities.

Old Mangalore is a seasonal intermediate port with direct berthing facilities for coastal vessels of 4.5 metres draught, lighterage and mechanised fishing vessels. The remaining ports are seasonal and function as fair-weather lighterage and fisheries ports. The Karnataka budget for 2009-10 has placed emphasis on the development of Karwar, Tadadi, Honnavar, Malpe and Old Mangalore, through the proposed Maritime Board. In Karnataka, the railway network, especially parts of the Konkan Railway, and the national highway run parallel to the coastline, providing good connectivity to the hinterland. The Hassan-Mangalore railway line connects the ports in southern Karnataka to the interior regions. The proposed Hubli-Ankola railway line will connect northern Karnataka ports to the hinterland.

At present, Karwar, Belekeri and Old Mangalore ports handle small quantities of cargo. Karwar and Belekeri ports are also an option for iron ore exporters during the peak-export months. Old Mangalore port caters to the needs of coastal shipping activities. In fact, residents of Lakshadweep use this port extensively for transporting their requirements. The Karnataka Budget has earmarked Rs 10 crore for dredging of Karwar Port to enable increased movement of ships.

A well-planned approach to setting up the Maritime Board can throw up good opportunities for the State. Neighbouring maritime States such as Kerala and Goa are mainly focusing on tourism-related activities for boosting their economies. Coastal Karnataka, with a good number of industrial units, numerous tourist locations and good fisheries potential, should make the best use of the opportunity available in the form of the proposed maritime board, that could pave the way for further economic development of the region.

Source(s): A. J. Vinayak, *Business Line*, mar 16, 2009..

<http://www.thehindubusinessline.com/2009/03/16/stories/2009031650381200.htm>



Kolkata Port Faces Huge Viability Threat for Low Productivity

Low productivity coupled with draught in the Hooghly river have hindered the Kolkata port's performance. The port's cargo handling capacity would fall by at least two million tonnes to around 55 million tonnes this year. The situation calls for an urgent modernisation of the port's berths all means are being tapped to reduce cost of operation to beat the recession, an official of the Kolkata Port Trust said.

Moreover, the situation could worsen during the next fiscal unless modernisation takes place due to low productivity, the port official told PTI. This at the time when companies are battling to reduce costs due to the global economic crisis, he said. Meanwhile, the KoPT's decision to enhance productivity to partly offset the perennial problem of draught due to heavy silting of the river has hit a roadblock. It's attempt to modernise the dry bulk berth no 2 and 8 in Haldia Dock Complex in PPP model for quick implementation and control over productivity has also suffered as the successful bidder could not be handed over the Letter of Intent, he said.

Currently, the capacity of the two berths are 1.5 million tonnes each, but with introduction of modern cargo handling equipment, including mobile harbour cranes, the handling capacity of the same would jump to a minimum of four million tonnes. Under the new strategy, the private firms will be supplying and operating the equipment such as mobile harbour cranes and other integrated operational service, but the port users will have to pay the port authorities for the services and the port in turn will pay the operator.

Source(s): *Business Standard*, March 19, 2009.

<http://www.business-standard.com/india/news/kolkata-port-faces-huge-viability-threat-for-low-productivity/56958/on>

Dhaka-Delhi Inland Water Transit-Trade Protocol Renewed

Bangladesh and India renewed the protocol on Inland Water Transit and Trade to enhance trade between the two countries through waterways. The two-year protocol was signed on March 24 after a two-day negotiation between delegations of the countries. The present protocol was supposed to be over on March 31 and it is under the bilateral trade agreement of the two countries. Though the delegations discussed several issues, no change was made in the renewed protocol. This protocol was signed in 1972 and renewed in every two years.

Meanwhile, Bangladeshi Shipping Minister Dr Afsarul Amin said the government is determined to move ahead with the deep-sea port project at Sonadia in southern Chittagong, one of the pre-election pledges of the present government. The minister said they would soon sit together to discuss further the issue and a presentation ceremony will take place on April 12.

Besides the existing river ports, Dhaka and Narayanganj ports will be used under this protocol from next year. Under this protocol, Bangladesh receives levy worth Tk 2 crore annually from India for allowing Indian goods cargoes to use Bangladeshi waterways.

Source(s): Mar 25th, 2009.

<http://www.bangladeshnews.com.bd/2009/03/25/dhaka-delhi-inland-water-transit-trade-protocol-renewed/>

Port Sector Revival Held up on Funds Crunch

Expansion and greenfield projects at Indian ports have almost ground to a halt as an economic slowdown has choked investment into the sector, which holds great potential as a growth driver, industry players said. A fund shortage has delayed expansion at several Indian ports, raising concerns of higher time lags and congestion after an expected traffic revival in June. "Apart from 2-3 terminals coming up in 3-4 major ports, other projects are expected to face delays," said Manish Sharma, director at consultancy firm KPMG. Among these are JSW group's captive port on India's eastern coast, Reliance Industries' Rewas project on the west coast, besides a few others in south India.

Much of the estimated 558 billion rupees needed to revive the sector was expected to come from private players. However, this is unlikely due to longer gestation period, tighter credit and a sharper-than-expected drop in economic growth, analysts said. However, cargo traffic is expected to see a revival in June, but the country's 12 major ports -- which saw volume drop over 8 percent in April-Feb 2009 compared with last year -- are not equipped to handle it, analysts said. "A scenario where capacity additions are put on hold, while cargo volumes pick up in due course could potentially lead to the recurrence of extreme port congestions in the future, similar to those witnessed in the recent past," KPMG's Sharma said.

Source(s): Swati Pandey, Reuters, Mar 25, 2009.

<http://in.reuters.com/article/businessNews/idINIndia-38692420090325>

'Kandla Has Large Development Potential for Container Trade'

A preliminary study, examining whether ports on the western coast have adequate potential capacity to handle estimated maritime containers, has identified Kandla Port as having 'large development potential among the government ports' for container cargo. The study by India-Japan joint working group and a report prepared by Japan International Cooperation Agency (JICA), which are aimed at looking for improving connectivity between ports on the western coast and dedicated freight corridor (DFC), note that 'only Kandla Port has large development potential among the government ports'. It, accordingly, proposes the government to conduct a feasibility study of the port on future development plan.

The aim of their study was to roughly examine prospective ports and their potential capacities to handle projected container volumes in future. For this purpose, in Maharashtra, the group studied Jawaharlal Nehru, Mumbai, Rewas and Dighi ports, in Gujarat, it assessed ports of Mundra, Pipavav, Hazia and Kandla. In report's estimate of short-term demand up to 2021-22, the study notes the potential capacity of Maharashtra (JN Port and Mumbai port) at 10.4 million TEU whereas the demand at 9.2 million TEU. For Gujarat (Kandla, Mundra, Pipavav and Hazira Ports), the potential capacity is seen at 5.2 million TEU while it has demand of 5.6 million TEU.

For medium-term demand up to 2031-32, the potential capacity in Maharashtra is 10.4 million TEU whereas the demand is 13.3 million TEU. The case of Gujarat, the potential capacity could be 15.6 million TEUs and demand 15.4 million TEU, noted the study. The report, which was discussed during the second meeting of the joint working group on India-Japan cooperation recently, has also proposed formulation of a grand design master plan for well-balance development of all the ports on the western coast of India by the government.

Source(s): The Economic Times, Mar 30, 2009.

<http://economictimes.indiatimes.com/News/News-By-Industry/Transportation/Shipping--Transport/Kandla-has-large-development-potential-for-container-trade/articleshow/4332004.cms>

Shipbuilding Sector Helps Keep Glasgow Afloat

Previous recessions meant only one thing for shipyard workers on the Clyde – unemployment. But almost all of what remains of Scotland's once-mighty shipbuilding industry is focused on defence, and BAE's two Glasgow yards are now looking for recruits to help deliver their share of a £3.9bn (\$5.5bn) Royal Navy order for aircraft carriers.

Once a contender for the title "workshop of the world" and dubbed the "second city of the Empire", Glasgow has seen its heavy industries much reduced since the Second World War. But those engineering companies that have survived – such as Weir Group and Clyde Blowers – are competing successfully in global markets. The health of what remains of its

manufacturing sector is one reason Glasgow appears to be coping better with recession than Edinburgh, where business sentiment has been traumatised by the crises engulfing Royal Bank of Scotland and HBOS. Glasgow has largely succeeded in re-inventing itself as a post-industrial city.

However, the transformation means that more than 70 per cent of its workforce is now in the service sector – including retail, tourism and finance – which is vulnerable to the downturn. “We are in for a tough 18 months and most of our customers believe it will be late 2010 before confidence starts to return,” says Jim Watson, director of company growth at Scottish Enterprise, the government-funded development body.

Glasgow still has districts blighted by poverty and long-term joblessness. But its Labour-led, business-friendly council hopes that hosting the 2014 Commonwealth Games will continue the city’s regeneration.

Source(s): Andrew Bolger, *Financial Times*, Mar 2, 2009.

http://www.ft.com/cms/s/0/9c8c7ed4-06b6-11de-ab0f-000077b07658.html?nclick_check=1

New Maritime Business Grows 31% in Dubai

The Dubai Maritime City Authority on March 3 said that the Emirate had witnessed a 31 per cent growth in the registration of new maritime businesses in 2008 compared to 2007, reflecting huge demand for maritime and boat-building services. “The increase of 31 per cent is a clear indication of the growing importance of the maritime sector within Dubai and the region,” said Amer Ali, the Chief Executive of Dubai Maritime City.

In mid-last year, the authority launched its Raseina service, a one-stop-shop for all maritime transactions. Through the service, Dubai Maritime City Authority provides a centralised point of access for all maritime activities in the emirate, after taking over the responsibility in mid-2008. The service facilitates various transactions including registration of trade name, issuance, renewal and amendment of licences. The authority earlier took over all legal responsibilities of approximately 4,500 companies registered previously with Department of Economic Development (DED) when the new service was launched.

Source(s): March 03, 2009

http://www.gulfnews.com/business/Special_Events/10291337.html

Taipei Port to See NT\$40 B Value by 2014

The annual container handling capacity of the Taipei Port will reach 4 million TEUs (20-foot equivalent units) to generate annual production value of over NT\$40 billion after all the seven container terminals become operational by 2014, according to estimates made by the Taipei Port Container Terminal Co., Ltd. On March 10, two of the seven container terminals were officially inaugurated, with annual container handling capacity of 750,000 TEUs, and another two terminals will become operational in January 2010 to boast an additional annual capacity of 2.3 million TEUs. The remaining three terminals are slated for completion in November 2014, when total annual handling capacity of the port’s seven container terminals will amount to 4 million TEUs, the TPCT said.

Speaking at the inauguration ceremony, Chen Chao-heng, chairman of the TPCT, said that the new port will help significantly cut road transportation costs and time for Taiwanese exporters and importers, and raise their international competitiveness. Currently, most of the containers bound for overseas ports are usually transported by road from northern or central Taiwan to Kaohsiung Harbor in the south, then loaded onto ocean-going vessels, while containers from abroad, particularly from Western countries, are shipped to Kaohsiung Harbor and then transported by road to their destinations within the country.

Over the past years, about 1 million TEUs (20 foot equivalent units) of loaded containers were hauled on roads annually, costing about NT\$4 billion (US\$115.27 million), Chen said. The Taipei Port, a man-made seaport built on reclaimed land lying south of the Danshui River estuary in northern Taiwan. is spread over 3,102 hectares of marine area, almost five times the size of the Keelung Harbor, which is 34 nautical miles east of Danshui.

Source(s): *The China Post*, Mar 10, 2009.

<http://www.chinapost.com.tw/business/asia/b-taiwan/2009/03/10/199442/Taipei-Port.htm>



SHIPBUILDING

Shipbuilding Sector Prospects in Bangladesh

During a seminar held in Chittagong, the analysts opined that shipbuilding sector looks promising and may be able to earn as much as US\$15.52 billion in just four years if it can secure only one percent of global shipbuilding market during this period. According to reports, global shipbuilding is growing at the rate of three percent annually.

Bangladesh has a bright prospect in shipbuilding. A local shipbuilder has already exported more than half a dozen of ships of Denmark and Mozambique. Another company is scheduled to export 12 ships weighing 5,200 tonnes each by 2011 to Germany, Holland and Denmark. Bangladesh has skilled engineers and technicians who have proved their ability to build quality ships. With this expertise Bangladesh can build world class tugboats, sea trucks, fishing trawlers, oil tanker and cruise ships, say experts. Considering the prospects of the sector, the government has already announced a policy package including 'bonded warehouse' facilities and tax holiday to boost shipbuilding. Bangladeshi shipbuilders import 80 percent of the raw materials and hundred percent of the machinery.

Bangladesh enjoys a comparative advantage over its competitors in shipbuilding for its cheap labour and the consequent low production cost. Making better utilisation of the advantages however will require shipbuilders to improve their expertise and gradually go for production of bigger ocean liners of international standard. Bangladesh should also develop necessary software locally for operation of ships. They should also seriously take care of the environmental impacts and expand shipyards in such a way as not to pollute water.

Source(s): The Nation, Mar 2, 2009.

<http://nation.ittefaq.com/issues/2009/03/02/news0090.htm>

US: Full Speed Ahead with LCS

For approximately the last fifteen years, the US Navy has been fairly consistent in its projections that a fleet of between 300 and 320 ships would satisfy its long-run mission requirements. The Navy's current number is 313. The Navy defines its requirements as the ability to support a major conflagration together with another skirmish elsewhere on the globe. It periodically runs analyses from which it builds classified models that it uses to project its vessel needs, Robert Work, vice president of strategic studies at the Center for Strategic and Budgetary Assessments, a Washington think tank, told ISN Security Watch.

The fact that Navy estimates of fleet strength have varied little over the last decade and a half shows that it is has likely employed a consistent set of assumptions over that period, Work asserted. But the US Navy now operates only 280 ships, which means that it must embark on an ambitious shipbuilding and acquisition program if it is to reach its desired strength. In fact, the navy has plans to implement such a program over the next 30 years.

The problem is that, according to a [study](#) by Work released by the CSBA in February, given the budgets likely to be allocated to the Navy, these plans do not look realistic. For the Navy to reach the level it aspires to, it would need to spend US\$27 billion per year on shipbuilding for the foreseeable future, according to the Congressional Budget Office. By contrast, the Navy actually spent an average of US\$11.1 billion a year for new ship construction between 2003 and 2008. Work's report assumes that the US Congress will allow the Navy to spend US\$21 billion per year to augment its fleet. "Given that level of spending, the report discusses what the Navy's options are," he explained. "It seems clear that the Navy needs to scale back its current plans," he added. "They are simply too ambitious for expected future budgets."

A Change in Strategy, And Ship

Even at lower budget levels, Work does not worry that the US will lose its global maritime superiority any time soon. "Even with only 280 warships," he said, the US Navy is "still the most powerful naval force in the world by a wide margin." Work supports the Navy's strategy to decelerate the acquisition of large naval platforms while emphasizing the development of smaller vessels that can operate in shallower waters. The Navy has a target of 55 Littoral Combat Ships (LCS), high-speed vessels for operations in shallow waters close to shore. Work advocates ramping up production of the LCS to four per year and to sustain that rate even after reaching the 55-ship target.

The Navy's shallow-water strategy, established earlier this decade, marked an about-face from the strategy the Navy pursued in the 1990s, when it ditched smaller vessels such as frigates in favor of large warships. The new strategy reflects a naval mission that places less emphasis on major engagements and more on regional conflicts and close-shore operations. As former secretary of defense Donald Rumsfeld [put it](#) when he appeared before Congress in 2005, "Our country's potential foes currently have fleets that are regional, not international. The new challenge is to be able to project concentrated naval power more quickly to confront unexpected threats." The Obama administration has endorsed the principle of floating a higher number of smaller combatant vessels, according to Work, although it has not fleshed out that policy with many specifics.

Source(s): International Relations and Security Network (ISN), Mar 20, 2009.

<http://www.isn.ethz.ch/isn/Current-Affairs/Security-Watch/Detail/?lng=en&id=98007>

Pak to Be Made Leading Shipbuilding Country in Region: Minister

Federal Minister for Defence production, Abdul Qayyum Khan Jatoi stated that concerted efforts would ensure that Pakistan becomes a leading shipbuilding country in the region in line with its potential and ideal location. He was speaking as chief guest at the 'Steel-cutting ceremony' of the fourth F22P Frigate at the Karachi Shipyard and Engineering Works (KWSB). He hoped that with speedy pace of construction work, this vessel will join Pakistan navy much earlier than the scheduled time.

Jatoi deeply appreciated the technical and material assistance support from China especially the China State Shipbuilding Corporation and China Shipbuilding Trading Company for the construction of the fourth F22P Frigate at KWSB. He said that the KWSB is a key organization for supporting Pakistan Navy Fleet in building Navy ships and



essential repair works. He also pointed out that he and the Ministry would fully support the great vision for the new shipyards and the development of shipbuilding industry

Source(s): Geo TV, Mar 5, 2009.
<http://www.geo.tv/3-5-2009/36600.htm>

German Shipyards Brace for Price War

Shipyards in Germany - Europe's largest shipbuilder - expect a price war with Asian rivals to break out this year amid a drop in orders that has pushed four companies into insolvency, a top official said. Werner Lundt, managing director of the German Shipbuilding Association (VSM), said last year's decline in new orders is expected to continue this year. With worldwide shipbuilding capacity forecast to be much higher than expected demand for years, conditions are ripe for a bruising battle to win business by cutting prices. Lundt said estimates by European and Japanese shipbuilders see demand for all kinds of ships worldwide for the years starting 2010 until 2020 would be 35 million compensated gross tonnes (CGT) and for the period 2015 to 2020, it will be around 32 million. Expected capacity would rise to 70 million CGT.

Source(s): Business Times, Mar 9, 2009.
http://www.btimes.com.my/Current_News/BTIMES/articles/qership/Article/index.html

Slowdown Signs - New Ship Order Plunges by 98% in February

According to the latest statistics of Clarkson Research Studies, global shipbuilding industry signed only 193,000 DWT new ship deals in February down by 98.4%YoY reaching merely 1.5% of the single month's volume in 2004. Among the 7 vessels agreed in February there were 2 dry bulk cargo vessels, 2 multi-functional vessels, 2 chemical vessels and 1 RO RO passenger ship. Oil tanker saw no deal in February while container ship received zero order in the past 4 consecutive months. It is said China signed 4 vessels' deal with the total deadweight of 92,000 tonnes.

Mr Bao Zhangjing the senior analyst with China Shipbuilding Industrial Economic Research Center said "New ship order started to plunge since Oct 2008, and the gloomy atmosphere was hovering over the shipbuilding industry at the moment." As a matter of fact, China Association of the National Shipbuilding Industry pointed out in a report that the global shipbuilding industry would plummet further on the basis of 2008, with the optimistic prediction of 60 million deadweight tons and the pessimistic prediction of 40 million deadweight tons. Mr Bao Zhangjing said it is worthwhile to notice that the price of the new ship also drops at the same time. He said that "By the end of February the Clarkson new ship price index posted at 159 points, down 7 points from the previous month with the drop range become wider. He said that many domestic shipbuilders were trying to merger other small and private shipyards, but the action could add more pressure to the enterprises, owing to the market is still on the downward trend."

Source(s): Steel Guru, Mar 15, 2009.
[http://steelguru.com/news/index/2009/03/15/ODYxMjk=/Slowdown signs - New ship order plunges by 98%25 in February.html](http://steelguru.com/news/index/2009/03/15/ODYxMjk=/Slowdown%20signs%20-%20New%20ship%20order%20plunges%20by%2098%25%20in%20February.html)

Report of Chinese Shipbuilding Industry Under the International Financial Crisis, 2009

In 2008, Chinese accomplished shipbuilding output was 28.81 million deadweight tonnages, rising by 52.2% of last year. The newly undertook ship orders were 58.18 million deadweight tonnages, a reduction of 40.9% of last year. Ship orders in hand were 204.6 million deadweight tonnages, increased by 28.7% compared with 2007. According to the global shipbuilding statistics of Clarksons Group, the market shares of Chinese accomplished shipbuilding output, newly undertook ship orders and ship orders in hand accounted for 29.5%, 37.07% and 35.5% respectively in the world, in which Chinese accomplished shipbuilding output and ship orders in hand kept a fast growth for six consecutive years and led to the three indicators standing the second place in the world. With the transfer of international financial crisis to the real economy, Chinese shipbuilding industry has felt the coming of strikes.

Because the strikes of international financial crisis on Chinese shipbuilding industry began to reflect in September of 2008, the whole performance of Chinese shipbuilding industry in 2008 was sound. In 2008, the newly undertook ship orders were 58.18 million deadweight tonnages and only 2.61 million deadweight tonnages in the fourth quarter, less than 5% of the whole year's. Chinese accomplished shipbuilding output exceeded the new undertook orders from October of 2008, first consecutive reduction of monthly orders in hand over the past five years. It is predicted that Chinese accomplished shipbuilding output in 2009 will be over 40 million deadweight tonnages and 56 million deadweight tonnages of orders in hand of last year's was scheduled to accomplish in 2009. The intervals are about 16 million deadweight tonnages. It is predicted that the newly undertook orders are only about 20 to 30 million deadweight tonnages, half or more reduction year on year. At present, Chinese ship orders in hand declined from 205 million to million deadweight tonnages in 2007 to 160 million deadweight tonnages.

Overview on the Adjustment and Revitalization Plans of Chinese Shipping Industry issued by Chinese government in February, 2009 to supporting Chinese shipping industry:

- encourages financial organizations to increase credit funds for ship export buyers;
- the current financial support policies of deep sea ships for home market prolonged to 2010;
- policies of encouraging the update of old ships and replacing single-shell tankers;
- shipbuilding enterprises should suspend the extension projects of shipyards and shipways;
- central investment should used to the industry revitalization and technical reform;

- support the high-tech ships, oceanographic engineering equipments and the research on key corollary equipments.

Source(s): Mar 30, 2009.

<http://www.pr-inside.com/report-of-chinese-shipbuilding-industry-under-r1150516.htm>

Japan Ship Orders Sink

Japan, one of the world's top shipbuilding nations along with South Korea and China, received orders for export ships totaling 293,270 gross tons in February, down a whopping 84 percent from the same month of last year, according to figures released by the Japan Ship Exporters' Association on March 17. Japanese export ship orders tumbled on a year-on-year basis for the fifth consecutive month in February as demand for new vessels flagged amid the deepening global economic slump.

Japanese export ship orders suddenly started to plunge in Oct 2008, when the global financial turmoil that had erupted the previous month began to take its toll on the real economy. The Feb decline in Japanese export ship orders followed drops of 83.9 percent in October, 79.7 percent in November, 91.1 percent in December and 75.9 percent in January. Japanese shipbuilders received orders for five export ships in February. Of the five ships, four are bulk carriers totaling 132,970 gross tons and one is an oil tanker of 160,300 gross tons. The five ships total 109,945 compensated gross tons.

During the first 11 months of fiscal 2008, which started in April 2008, Japanese export ship orders totaled 14,013,310 gross tons, down 42.8 percent year on year. Japanese shipbuilders received orders for a total of 317 export vessels -- 269 bulkers, 33 oil tankers and 15 general cargo vessels -- between April 2008 and February this year. The 317 ships total 6,433,797 compensated gross tons. In fiscal 2007, Japanese export ship orders grew 24.3 percent from fiscal 2006 to 27,396,208 gross tons. Japanese shipbuilders received orders for a total of 576 export vessels -- 468 bulkers, 71 oil tankers and 37 general cargo vessels -- in fiscal 2007. The 576 ships total 12,244,284 compensated.

Hisane Masaki, *The Journal of Commerce Online*, Mar 17, 2009

<http://www.joc.com/node/410114>



Large-Scale Shipyard Becomes Operational in Hai Phong

The Vietnam Machinery Erection Corp. (LILAMA) on March 18 put into operation a large-scale shipyard in the northern coastal city of Hai Phong. The shipyard which is part of a master plan for shipbuilding industry development till 2010 approved by the Prime Minister has a total investment of VND260 billion. The shipyard will be directly managed by the Hai Phong Equipment Manufacturing and Shipbuilding Company (LISEMCO) under LILAMA to build five new vessels and repair nine others a year, each with a loading capacity of 6,500 DWT. LISEMCO's general director Tran Viet Khanh said the yard has been planned to become a national top industrial equipment manufacturing centre, capable of building 10,000 DWT-capacity vessels. At the inauguration ceremony, LILAMA also handed over a 3,300 DWT container ship and laid keel for another under a shipbuilding contract worth of US\$5.6 million with Germany.

Source(s): Mar 19, 2009.

<http://english.vovnews.vn/Home/Largescale-shipyard-becomes-operational-in-Hai-Phong/20093/102689.vov>

Shipping Corporation to Buy 40 More Ships By 2012

Shipping Corporation of India (SCI) said it plans to buy 40 more ships and double its shipping tonnage to 10 million tonnes by 2012. The company is also in talks with several Korean companies for setting up world-class shipbuilding yards. "Our plan is definitely to grow SCI to at least to about 10 million tonnes (GRT-gross registered tonnage) by ordering another about 40 ships in the rest years of five year plan," SCI Chairman and Managing Director S Hajara told reporters here on the sidelines of a function on March 26. About shipbuilding yards, he said: "We are very keen on shipbuilding yards. We are in talks with a number of Korean companies... We hope that there is a great future in India for shipbuilding and we want to be a part of that... And become a maritime player rather than a shipping company." This might take time as every promoter for shipbuilding today is going slightly low because suddenly ship owners have stopped ordering ships, Hajara said adding that there were no talks with Japanese companies. The company has deferred its plans to acquire eight large vessels including four Very Large Crude Carriers (VLCC) and four Capesize vessels at a cost of one billion dollar to the next fiscal in the wake of economic meltdown.

Source(s): *Business Standard*, March 26, 2009

<http://www.business-standard.com/india/news/shipping-corporation-to-buy-40-more-ships-by-2012/57404/on>



MARITIME COOPERATION

Indonesia Invites India to Join Maintaining Security in Malacca Strait

Indonesia has asked India to take part in maintaining security in the Malacca Strait, Antara News Wire reported on March 5. "We are discussing various possibilities to optimize security in the Malacca Strait, including inviting several

countries with an interest in shipping in the strait or countries directly bordering the strait to take part in securing it," said Maj. General Supiadin, operations assistant to the Indonesian Armed Force Commander.

The participation of India in the Malacca Strait patrols would be very positive as then all approaches to the strait will be more secure for international shipping, he said. The strait constitutes a shipping lane between the Indian Ocean and the Pacific Ocean and links three of the world's most populous countries, namely India, Indonesia and China.

Over 50,000 ships sail through the Malacca Strait every year transporting around one fifth or a quarter of the world's maritime trade cargoes. Since July 2004, Indonesia, Malaysia and Singapore have established cooperation to maintain security in the Malacca Strait. The trilateral coordinated patrol scheme is codenamed MALSINDO Malacca Straits Coordinated Patrols. Since the joint patrols began to be carried out, the crime rate in the 500-mile long strait has decreased by about 70 percent. "In 2008, only four criminal cases happened in the Malacca Strait. So the patrols we have been conducting with Malaysia and Singapore were very effective," Supiadin said.

Source(s): Xinhua, Mar 5, 2009.

http://news.xinhuanet.com/english/2009-03/05/content_10949993.htm

ARF Meeting on Maritime Security

Influential delegates from 27 countries at the ASEAN Regional Forum (ARF), including ten ASEAN members, kicked off their meeting in Surabaya on 5th March to further discuss maritime security in the Southeast Asian region. Director General for Asia-Pacific and African Affairs at the Foreign Ministry Hamzah Thayeb said although the issue had been discussed thoroughly in the past, the rapid resurgence of piracy across the globe demanded the ARF consider boosting security in the region.

He said the meeting held particular significance as several sea passages in the ASEAN region, such as the Malacca Straits, were key trade routes used by hundreds of countries for transporting goods and cargo. Some sea transportation through these busy routes has been disturbed by piracy in the past "and the meeting is being held to force cooperation focused on coordination and security patrol by countries in their respective territory, especially in their own economic exclusive zones," Thayeb said.

The meeting was aimed at enhancing technical cooperation among institutions and integrating the planned education, training and standard operational procedures used to handle security disturbances in all waters in the region. Maritime security along the Malacca Straits would be handled cooperatively by not only its border countries of Indonesia, Malaysia and Singapore, but also Thailand. "The four countries can stage joint patrols to ensure security along the straits. Such cooperation should be also conducted in other water zones of interest to many countries." He said that besides the joint patrols, Indonesia has also established a Navy post on Nipah Islet facing Malaysia and Singapore to help monitor and handle piracy on the strait. Meanwhile, international maritime law expert Hasjim Djalal said piracy had to be stopped because it did not only pose economic threats but also risked damaging the reputation of regional countries in international forums. He said no acts of piracy had taken place in Indonesian territory since 2007 and that eight of the ten smuggling attempts through the strait were foiled.

Source(s): Achmad Faisal, The Jakarta Post, March 6, 2009.

<http://www.thejakartapost.com/news/2009/03/06/ri-hosts-arf-meeting-maritime-security.html>

'Aman-2009 to Take Pakistan into Naval Diplomacy Era'

The Aman-2009 multinational maritime exercise would usher Pakistan well into the era of naval diplomacy as its role to protect maritime security and assets in the region will be highlighted on the international scale, Commander Pakistan Fleet of the Pakistan Navy, Rear Admiral Asif Sandila, said on March 4. He was talking to the media onboard the Pakistan Navy (PN) warship PNS Tariq on the eve of commencement of Aman-09 exercises. The navies of 38 countries of the region and the world are participating in these exercises. Out of these 38 countries, the naval forces of 11 countries are going to actively participate in the exercises with their battleships, maritime aircraft, sailors, and other special forces.

The Pakistan Navy's multinational Naval Peace Exercise "Aman 09" was begun on 5th March.. As many as 46 observers from naval forces of 27 countries had arrived in Karachi harbors to monitor the maritime exercise, the private TV channel Geo News reported. According to an announcement made in an Inter-Services Public Relations (Navy) press release, the exercise would be conducted in three phases, namely the planning phase, operational exercise at sea phase and, finally, the analysis and debrief phase. The Geo news quoted a navy spokesman as saying that geographically Pakistan is located in an important maritime location where its naval forces have been operating at the frontlines to combat international sea menaces of pirates, drug and human trafficking and terrorism. Exercise "Aman 09" would be conducted in the North Arabian Sea from March 5-14, 2009.

The 10-day exercise will focus on air, surface and maritime security training. This is the second exercise of Aman series. Aman is an Urdu word meaning "PEACE". The slogan of Aman exercise is "Together for Peace". Chinese Navy destroyer "Guangzhou" also arrived at the southern Pakistani port of Karachi for multinational exercises. The first of the Aman series was held in March 2007 when 14 ships of Bangladesh, China, France, Italy, Malaysia, the United Kingdom and the United States navies participated. Pakistan is an integral member of the US' Combined Maritime Forces headquartered in Bahrain, and has commanded Combined Task Force 150 twice, most recently from November 2007 through February 2008. They are also an important regional partner and play an important role in helping provide security and stability to the region. The Maritime Security Operations enhance stability in the maritime environment, which

promotes global prosperity. These operations complement the counterterrorism and security efforts of regional nations and seek to disrupt violent extremists' use of the maritime environment as a venue

Source(s): Xinhua, Mar 7, 2009.

http://news.xinhuanet.com/english/2009-03/07/content_10964136.htm , DVIDS, Mar 9, 2009. http://www.dvidshub.net/?script=news/news_show.php&id=30878 , Azeem Samar, The News, Mar 05, 2009. http://www.thenews.com.pk/daily_detail.asp?id=165684

US to Train Kenya Navy

The US will train the Kenya Navy aboard a US naval ship in the Indian Ocean, the Kenya and US governments have said. "The US considers Kenya a major partner in promoting peace and security in the Horn of Africa," Ranneberger said in Mombasa aboard the USS Robert G Bradley. The ship docked for the first time in Mombasa on 03 Mar 09. Bradley is the third US navy ship to visit Kenya in the last 16 months after the USS Porter and USS Momsem. The naval ship is assigned to the Navy's Southeast Africa Task Force, Task Force 363. The ships commander, Captain Nick Holman, said. "We have partnered with the government and security forces of Kenya over the past several years to develop security programmes that will make the coastal areas, land borders and the maritime environment safer for the Kenyan people and their fishing and trading interests,"

Source(s): Githua Kihara, bdafrica.com, March 4, 2009

http://www.bdafrica.com/index.php?option=com_content&task=view&id=13235&Itemid=5860

U.S. Calls on China to Observe Maritime Laws

The US urged China to observe international maritime rules on 9th March after five Chinese ships harassed an unarmed U.S. Navy ship in international waters in the South China Sea. "Our ships operate fairly regularly in international waters where these incidents took place. We are going to continue to operate in those international waters and we expect the Chinese to observe international laws around them," White House spokesman Robert Gibbs told a news conference.

Source(s): Reuters, Mar 9, 2009.

http://thestar.com.my/news/story.asp?file=/2009/3/10/worldupdates/2009-03-09T233807Z_01_NOOTR_RTRMDNC_0_-384238-1&sec=Worldupdates

Vietnam – US Discuss Security on East Sea

During a working visit to Hanoi, Admiral Robert Willard, the Commander of the US Pacific Fleet, said the US and Vietnam will share concerns about maritime security, combating illegal activities on sea and consider cooperation opportunities.

Speaking to the media on March 9, Admiral Willard said he and Vietnamese defense officials would discuss security on the East Sea, and accordingly the US wishes related sides will seek peaceful solutions. About cooperation, the US Admiral said the US and Vietnam share common concerns about maritime security and preventing illegal activities on sea, such as drug transportation, terrorism and other fields of cooperation. On-sea rescue will be a top priority.

The US Admiral was impressed by the development of Vietnam's navy through activities like shipbuilding and purchasing more military vessels. He thanked the Vietnamese government for its efforts to help search for missing American soldiers in the Vietnam War. He wishes to have other visits of US naval vessels to Vietnam in the future.

Source(s): VietnamNet, Mar 11, 2009.

<http://english.vietnamnet.vn/politics/2009/03/835347/>

US Helps Africa Navies Boost Gulf of Guinea Security

The US navy is training partners from around Africa's Gulf of Guinea to help boost maritime security in a region plagued by piracy, drug smuggling and raids on oil facilities. The USS Nashville, a 17,000-tonne warship with around 420 crew, is travelling to five ports around West and Central Africa where it is hosting training courses from oil platform protection to fire-fighting and maritime law. Western and other nations have sent warships to fight pirates threatening shipping off the Horn of Africa but gunmen in fast launches have also been preying on oil and fishing boats and even coastal towns on the other side of the continent.

Nigerian waters ranked second in the world last year after Somalia for incidents of piracy, eclipsing even Indonesia and the Malacca Straits, where increased surveillance has bolstered security, according to the International Maritime Bureau. Many African navies lack the resources to stop increasingly bold attacks in the Gulf of Guinea, a region grouping Africa's main suppliers of crude oil to the West and China. "Like many other areas of the world, there are a number of challenges in the maritime sector throughout the sub-region," the USS Nashville's commodore, Captain Cindy Thebaud, told Reuters during the vessel's visit to Lagos, Nigeria.

"Whether it's illegal fishing, ... illegal migration, the increase we have seen in the past few years in drug trafficking into West and Central Africa ... one of the exacerbating factors is the resource challenges many countries in the region face." Seaborne raids in the region long focused on Nigeria's Niger Delta, where militants are pushing demands for a greater share of oil revenues. But recent attacks have crossed borders, making naval co-operation between neighbouring countries vital

Source(s): Nick Tattersall, Reuters, Mar 25, 2009.

<http://in.reuters.com/article/oilRpt/idINLO71018820090325>

International Effort Promotes Protection of Fishing, Ports and Trade

The USS Nashville is travelling around the west coast of Africa, serving as a floating classroom, as part of an international effort to promote maritime safety and security in the region. But if one think that what the ship is doing for the Africa Partnership Station initiative - as the collaborative effort is known - is only about naval exercises, you are wrong. There is a strong civilian-training component with participation by organizations such as the U.S. Commerce Department's National Oceanic and Atmospheric Administration and the Wildlife Conservation Society, a nonprofit whose mission might seem more tied to land.

The Africa Partnership Station began in 2006 by sending U.S. ships on rotating port visits throughout the region, carrying on-board partners from Europe, South America and Africa. In the summer of 2009, the Dutch navy will send one of its amphibious ships to promote meteorological and oceanographic projects in the Gulf of Guinea.

Central and Western African nations have requested assistance for all the training projects undertaken as part of the partnership, including how to cope with oil spills. The Nashville, which made its latest port call in Lagos, Nigeria, has representatives onboard from 10 countries in and around the Gulf of Guinea, seven from Europe and one from South America. The crew manifest includes specialists in fishery management and environmental conservation. The Americans and Nigerians are working on a hydrography project - measurement of navigable waters - as well as port security improvements. Italians are taking the lead in fishery enforcement workshops in Nigeria. Many of the nations in the region are especially interested in halting the loss of revenue being siphoned off by illegal fisherman. But there are other problems, too, including the transit of narcotics and human trafficking.

Source(s): Mar 27, 2009.

<http://newsblaze.com/story/20090327080629tsop.nb/topstory.html>

Center Stage for the 21st Century: Rivalry in the Indian Ocean

If the Pacific and Atlantic Ocean have influenced yesteryears world politics, now it is the turn of the Indian Ocean which likely to reshape the history of the future. For better part, the geographic circumstances decisively shaped the contours of power politics. For instance, Americans continue to concentrate on the Atlantic and Pacific Oceans. World War II and the Cold War shaped this outlook: Nazi Germany, imperial Japan, the Soviet Union, and communist China were all oriented toward one of these two oceans. The bias is even embedded in mapping conventions: Mercator projections tend to place the Western Hemisphere in the middle of the map, splitting the Indian Ocean at its far edges. And yet, as the pirate activity off the coast of Somalia and the terrorist carnage in Mumbai last fall suggest, the Indian Ocean -- the world's third-largest body of water -- already forms center stage for the challenges of the twenty-first century.

The greater Indian Ocean region encompasses the entire arc of Islam, from the Sahara Desert to the Indonesian archipelago. Although the Arabs and the Persians are known to Westerners primarily as desert peoples, they have also been great seafarers. In the Middle Ages, they sailed from Arabia to China; proselytizing along the way, they spread their faith through sea-based commerce. Today, the western reaches of the Indian Ocean include the tinderboxes of Somalia, Yemen, Iran, and Pakistan -- constituting a network of dynamic trade as well as a network of global terrorism, piracy, and drug smuggling. Hundreds of millions of Muslims -- the legacy of those medieval conversions -- live along the Indian Ocean's eastern edges, in India and Bangladesh, Malaysia and Indonesia.

The Indian Ocean is dominated by two immense bays, the Arabian Sea and the Bay of Bengal, near the top of which are two of the least stable countries in the world: Pakistan and Myanmar (also known as Burma). State collapse or regime change in Pakistan would affect its neighbors by empowering Baluchi and Sindhi separatists seeking closer links to India and Iran. Likewise, the collapse of the junta in Myanmar -- where competition over energy and natural resources between China and India looms -- would threaten economies nearby and require a massive seaborne humanitarian intervention. On the other hand, the advent of a more liberal regime in Myanmar would undermine China's dominant position there, boost Indian influence, and quicken regional economic integration.

In other words, more than just a geographic feature, the Indian Ocean is also an idea. It combines the centrality of Islam with global energy politics and the rise of India and China to reveal a multilayered, multipolar world. The dramatic economic growth of India and China has been duly noted, but the equally dramatic military ramifications of this development have not. India's and China's great-power aspirations, as well as their quests for energy security, have compelled the two countries "to redirect their gazes from land to the seas," according to James Holmes and Toshi Yoshihara, associate professors of strategy at the U.S. Naval War College. And the very fact that they are focusing on their sea power indicates how much more self-confident they feel on land. And so a map of the Indian Ocean exposes the contours of power politics in the twenty-first century. Yet this is still an environment in which the United States will have to keep the peace and help guard the global commons -- interdicting terrorists, pirates, and smugglers; providing humanitarian assistance; managing the competition between India and China. It will have to do so not, as in Afghanistan and Iraq, as a land-based, in-your-face meddler, leaning on far-flung army divisions at risk of getting caught up in sectarian conflict, but as a sea-based balancer lurking just over the horizon. Sea power has always been less threatening than land power: as the cliché goes, navies make port visits, and armies invade. Ships take a long time to get to a war zone, allowing diplomacy to work its magic. And as the U.S. response to the 2004 tsunami in the Indian Ocean showed, with most sailors and marines returning to their ships each night, navies can exert great influence on shore while leaving a small footprint. The more the United States becomes a maritime hegemon, as opposed to a land-based one, the less threatening it will seem to others.

Moreover, precisely because India and China are emphasizing their sea power, the job of managing their peaceful rise will fall on the U.S. Navy to a significant extent. There will surely be tensions between the three navies, especially as the gaps in their relative strength begin to close. But even if the comparative size of the U.S. Navy decreases in the decades ahead, the United States will remain the one great power from outside the Indian Ocean region with a major presence there -- a unique position that will give it the leverage to act as a broker between India and China in their own backyard. To understand this dynamic, one must look at the region from a maritime perspective.

Source(s): Robert D. Kaplan, *Foreign Affairs* (This essay appears in the March/April 2009 edition of *Foreign Affairs*), Mar 6, 2009.
http://www1.realclearpolitics.com/articles/2009/03/rivalry_in_the_indian_ocean.html

MARITIME SECURITY

Maritime Patrolling Boats Getting Ready

The maritime patrolling boats, meant for police stations in coastal areas of Tamil Nadu, are getting ready and would be inducted shortly, a top police official said on 3rd March. The 24 boats for 12 coastal stations are being manufactured at Kolkata and would be readied in the shortest possible time. Jagan Seshadri, DGP, Homeguards and Civil Defence, who is also holding charge of coastal security, told reporters here. On identifying and providing numbers to the fishermen's boats, particularly at the Rameshwaram-Sri Lankan coast, Jagan said that discussion was on with Director General of Shipping for issuing uniform system of colours and numbers. About 10,000 home guards, after checking the preparedness would be deployed to assist the civil administration and police in the coming general elections, Jagan said.

Source(s): *The Hindu*, Mar 4, 2009.

<http://www.hindu.com/thehindu/holnus/004200903040111.htm>

Japan Gives 8 Million Dollars to Boost Security in Malacca Strait

The Japanese government on Monday pledged a grant of 29.9 million ringgit (8.1 million dollars) to boost Malaysia's maritime security efforts in the Malacca Strait. "Safety and security in the strait is a high priority not only to Malaysia but also for international users like Japan," said Japanese Ambassador Masahiko Horie during a signing ceremony in Kuala Lumpur. About 21.8 million ringgit of the grant would be allocated to Malaysian Customs while 8.1 million ringgit would be channeled to the Malaysian police force, the official Bernama news agency said. Horie said about 14,000 Japanese vessels rely on the straits each year and 80 per cent of Japan's oil imports from the Middle East pass through the channel. The Malacca Strait is jointly shared and secured by Malaysia, Singapore and Indonesia. Every year, more than 50,000 ships ply the route, which is one of the world's busiest shipping lanes. After increased cooperation among the three nations in recent years, piracy - once a rampant activity in the straits - has been drastically reduced. Kuala Lumpur - The Japanese government. According to the London-based International Maritime Bureau, there were two reported acts of piracy in the Straits in 2008, down from seven in 2007.

Source(s): Mohit Joshi, *Top News. Com*, Mar 30, 2009.

<http://www.topnews.in/japan-gives-8-million-dollars-boost-security-malacca-strait-2145441>



Yemeni Coast Guard Thwarts Attempt to Hijack Asian Tanker

The Yemeni Coast Guards of the Gulf of Aden District foiled a piracy attempt that targeted a Korean oil tanker in the Gulf of Aden on March 2. An official source at the coast guards added that the Coast guards of the Gulf of Aden district received an SOS from the Korean ship that was attacked and threatened by some Somali pirates to surrender or to be shelled by an RBG. The source said that the coast guards commanders instructed one of their boats anchoring in Ras Amran advanced center that responded to the orders and sailed 47 nm into the international waters in the Gulf of Aden to engage with the pirates. Two coast guards were on board of the Korean tanker P A escorting it. They along with a French and a Dutch security men got on board of the Tanker in a Yemeni sea port. The Yemeni two guards engaged with the Somali pirates who believed to were five pirates.

The Korean tanker PA, carrying 100,000 mt. of diesel was in route from a south Asian country heading to a European country. It was attacked by some Somali pirates that fired machine guns at the ship causing slight damages including hitting the ship lights, breaking a number of its windows and scratching the tanker's body in several places. The Pirates also threatened the ship to surrender or be shelled by RBGs.

Source(s): Mohammed al-Kibsi, *Yo Observer*, Mar 7, 2009.

<http://www.yobserver.com/front-page/10015903.html>

Japan Sends Destroyers on Anti-Piracy Patrol to Somalia

In a move to safeguard vital oil shipments, Japan planned to deploy two warships to join anti-piracy patrols in the Gulf of Aden. Two destroyers from Japan's Maritime Self-Defense Force were due to leave southern Japan on 14th March.

They would join a flotilla from the European Union, a task force led by the United States and other navies operating independently in the gulf. China has two destroyers and a supply ship there, and Iran and Russia have mounted anti-piracy patrols as well. "Piracy is a threat to the international community, including Japan, and it is an issue that should be dealt with immediately," the defense minister, Yasukazu Hamada, said Friday in Tokyo. The move marks the first government policing action of Japan's Self-Defense Forces, which has participated only in support, such as refueling, transportation and reconstruction missions.

Japan's pacifist Constitution restricts the activities of its military, although the navy is allowed to conduct policing patrols and protect Japanese vessels. The deployment to the gulf would almost certainly put the destroyers in the position of having to aid ships from other nations, and Mr. Hamada said new legislation would be submitted to parliament to extend the navy's mandate. The deployment was not expected to be as politically sensitive as other missions in recent years. Japan sent ground troops to Iraq as part of a humanitarian mission and its naval forces to the Indian Ocean on refueling duties as part of the war in Afghanistan.

About 90 percent of Japan's crude oil imports come from the Middle East, according to the International Energy Agency. Japan is the world's second largest net importer of oil, after the United States. The Piracy Reporting Center in Kuala Lumpur, Malaysia, said 111 ships were attacked last year by pirates in the gulf and along the coast of Somalia. And while international shippers say the presence of the naval vessels has helped deter attacks, the reporting center said Friday that 33 ships have been hit in the gulf this year. Four have been hijacked and are being held for ransom.

Source(s): New York Times, Mar 14, 2009.

http://www.nytimes.com/2009/03/14/world/asia/14pirates.html?_r=1 Xinhua, Mar 13, 2009. ,

http://news.xinhuanet.com/english/2009-03/13/content_11003161.htm

31 Indian Fishermen Nabbed Over Encroaching Limits

The Maritime Security Agency (MSA) apprehended 31 Indian fishermen late on March 21 and seized 5 fishing vessels for alleged violation of the Exclusive Economic Zone (EEZ) of Pakistan in the Arabian Sea. Maritime Security Agency spokesman Lt. Commander Shakeel Ahmed Khan told geo news that the Indian fishermen and their five fishing vessels were caught by the Maritime Security Agency when they were fishing illegally on Eastern side of the Pakistani EEZ. He said the Indian fishermen were being brought to the Karachi harbour for further investigation and their subsequent handing over to the local police. According to MSA officials, 31 fishermen belonged to Indian province Gujarat who set off for fishing some six days ago. Four amid them were said to be Muslims while 27 were Hindus while major among held fishermen had been caught by Pakistani forces in past, officials added.

Source(s): The News, March 22, 2009

<http://www.thenews.com.pk/updates.asp?id=72277>

China Flash of Maritime Muscle May Mean Power Push in Asia Seas

China's flash of maritime muscle earlier this month against a U.S. Navy ship has put its neighbors and America on watch against a bolder push to exert sovereignty in regional waters. After a decade of increases in defense spending that averaged 16 percent a year, China has the military means to enforce claims in the energy-rich and trade-heavy South and East China Seas -- and to challenge U.S. activities there, as it did March 8 when five Chinese vessels confronted the USNS Impeccable.

"China is looking to expand" its sphere of influence towards Guam and to the Philippines, says Tai Ming Cheung, a senior fellow at the University of California Institute on Global Conflict and Cooperation in La Jolla, California. "The maritime arena is one of the most fluid and strategic for China in terms of how it's going to defend and expand and protect its interests internationally." China's move reflects its increasing international political and economic clout, which may lend it confidence in challenging the U.S. -- and complicate America's response. President Barack Obama needs China's support in dealing with North Korea and Iran's nuclear programs, not to mention its financial help in the form of continued purchases of U.S. government debt to support stimulus plans.

"There are much bigger factors at play, notably the need to keep China onboard in cooperating in resolving the financial and economic crisis," says Tim Huxley, executive director in Asia for the London-based International Institute for Strategic Studies. Just eight weeks after Obama's inauguration, the Chinese boats crowded "dangerously" close to the American surveillance ship and demanded it leave waters about 75 miles south of Hainan Island, China's southern-most province, according to the U.S. Department of Defense, which sent a warship escort. China said the U.S. broke international law by spying close to its shores. The U.S. said its activities are allowed under the United Nations Convention on the Law of the Sea.

According to a Feb. 4, 2009, [report](#) by the Council on Foreign Relations, China had a "bare bones" military in the 1990s, "basic capabilities but nothing sophisticated or top-of-the-line." While the U.S. Navy remains far more powerful, the gap has narrowed. In 2008, China had 57 attack submarines, up from 50 in 2002, and 74 destroyers and frigates, compared with 60 six years earlier, according to U.S. Defense Department [annual reports](#). Its fleet now has the capacity for missions far from China's shore; in December three ships participated in anti-piracy patrols off Somalia, where its cooperation with the U.S. spurred praise from American officials.

Still, the two countries disagree on international law governing a 200-nautical-mile exclusive economic zone extending into the ocean from coastal nations' shores. The U.S. says its military surveys don't require Chinese permission; China says they do. Analysts note the U.S. would never allow similar activity off its coast. "U.S. Defense Secretary Robert

Gates downplayed the contretemps on March 18, saying he didn't think China was moving to push America's navy from the area.

Source(s): Dune Lawrence, Bloomberg, Mar 24, 2009.

<http://www.bloomberg.com/apps/news?pid=20601101&sid=an19wYmJX91w&refer=japan>

US, China Play Down Maritime Confrontation

The United States and China have begun a series of high level talks, and both sides are playing down tensions over a maritime stand-off in the South China sea. US Secretary of State Hillary Clinton has met China's Foreign Minister Yan Jiechi in Washington. Secretary Clinton says they are united in their opposition to any planned North Korean missile launch, and she says they will work to avoid a repeat of a recent confrontation between a US naval ship and Chinese vessels in the South China Sea. The stand-off is expected to be raised again when China's Foreign Minister meets President Barack Obama on March 13. Meanwhile, the US House of Representatives has passed a resolution urging China to end what it calls "repression" in Tibet.

Source(s): Kim Landers, ABC, Mar 12, 2009.

<http://www.abc.net.au/news/stories/2009/03/12/2513971.htm?section=justin>

Russia to Form Special Arctic Force

Russia plans to strengthen its border presence and create a special Arctic force aimed at better protecting its interests, an official said. The Russian Security Council released a report last week of March that outlines the country's strategy in the region. The report calls for the deployment of military, border and coastal guard units "to guarantee Russia's military security in diverse military and political circumstances," RIA Novosti reported. An official said the report does not call for the creation of a new strike force, the Russian news service reported. "The military component (of the arctic group of forces) will be optimized to accomplish new tasks. The main focus will be on tasks performed by border guard units," said retired Adm. Vyatcheslav Popov, head of the Commission on Maritime Policy in the upper house of the Russian parliament and the former commander of the Northern Fleet. The news service noted that arctic territories, which have huge amounts of untapped natural resources, have been at the center of international disputes among the United States, Russia, Canada, Norway and Denmark in recent years.

Source(s): Inited Press International, Mar 30, 2009.

http://www.upi.com/Top_News/2009/03/30/Russia_to_form_special_arctic_force/UPI-30531238458121/

Maritime Group Seeks Increased Patrols in Somalia

A maritime watchdog on March 31 urged an international naval coalition patrolling the waters off northern Somalia to extend its watch to the country's eastern and southern coasts. The warning came amid a spike in attacks in the area. The latest attack occurred late Monday(Mar 30), when pirates fired rocket-propelled grenades and machine guns at a South Korean bulk carrier off eastern Somalia. The vessel managed to escape after carrying out evasive maneuvers, the International Maritime Bureau's piracy reporting center said.

Since March 22, pirates have attacked 10 ships off eastern and southern Somalia, hijacking two of them, said Noel Choong of the piracy center in Kuala Lumpur. In contrast, he said, there was only one reported attack in the Gulf of Aden, to the north of Somalia, because of the international anti-piracy task force protecting those waters. As a result, pirates have turned their attention to easier targets — ships in unpatrolled waters off Somalia, which has not had a functioning government since 1991. "We call upon the international coalition to also send warships to the east and south of Somalia to help curb increased attacks in the area," Choong said. More than a dozen warships — from countries including Britain, India, Iran, the United States, China, France and Germany — are now patrolling the Gulf of Aden. A total of 54 ships have been attacked in Somali waters this year, including seven that were hijacked, he said. Pirates are still holding eight vessels and 151 crew members for ransom.

Source(s): AP, Mar 31, 2009.

<http://www.google.com/hostednews/ap/article/ALeqM5gB7YMEDuCwwY9ncDOtPAkE14-H2wD978RJTOO>



MARINE ENVIRONMENT

Ships Use Caribbean Sea as Dump for Solid Waste

Miles from shore in the open Caribbean Sea, cruise ships are dumping ground-up glass, rags and cardboard packaging. But vessels in other waters such as the Baltic and North seas are prohibited from throwing any solid waste overboard other than food scraps. The difference is that many countries with coastlines on the world's most fragile seas abide by a United Nations dumping ban that requires them to treat ship-generated garbage on land. Caribbean islands, however, have yet to adopt the ban, saying they simply don't have the capacity to treat ship garbage on shore. They also fear the ban could push ships to dock in less-regulated ports of call.

The U.N.'s International Maritime Organization outlawed dumping in 1993 for the Caribbean, a largely enclosed area where the string of islands blocks currents that would flush waste into the Atlantic Ocean. It will not take effect,

however, until enough of the surrounding nations report their capacity for treating trash from cruise ships — information that the vast majority of nations so far have withheld.

The U.N. created the ban to protect areas that are vulnerable because of heavy ship traffic or sensitive ecology. It has already taken effect in the Antarctic, the Baltic Sea, the North Sea and the Persian Gulf and is due to come into force in the Mediterranean in May. Environmentalists say debris dumped in the ocean can entangle sea creatures, damage water quality and alter ecosystems by providing habitats for opportunistic organisms. Ignoring the ban also has its consequences for tourism. Some trash dumped in the ocean washes ashore with the winds and currents, fouling the beaches. In the Cayman Islands, the government has traced milk cartons on shore to a passing cruise ship.

Under the current Caribbean regulations, ships can begin dumping garbage, including metal, glass and paper, three miles (five kilometers) from shore as long as it is ground to less than an inch. Almost anything but plastic can be dumped beyond 25 miles (40 kilometers). The ban, if approved, would outlaw discharging of any solid waste at any distance except for food, which could still be dumped three miles (five kilometers) from shore.

The islands scattered across the Caribbean have struggled to establish a common policy because when it comes to the cruise industry, they see themselves as competitors. Cruise ship arrivals are major economic events, with passengers spending roughly \$1.5 billion annually in Caribbean ports. Governments are wary of driving away ships that might find fewer requirements or lower fees elsewhere.

Source(s): The Associated Press, San Juan, Puerto Rico, Mar 1, 2009.
<http://www.iht.com/articles/ap/2009/03/01/news/CB-FEA-Cruise-Pollution.php>

Goa's Marine Environment is Corrosive

"Goa's marine environment is highly corrosive and the state is categorised as C-5 particularly because it is a coastal state," A S Khanna, chairman of the Society for Surface Protective Coatings (SSPC) said. Speaking on the sidelines of the three-day sixth international symposium on surface protective coatings being held at Dona Paula, Khanna said, "Even simple lime washing is important as it is capable of enhancing the life of a house. However, in a marine environment like Goa, it is important to go for a specialised coating to protect such structures." Concrete structures are fortified by using mild steel rods. However, in later years the steel bars are impacted by chlorides, carbon dioxide, sulphur dioxide, oxygen and moisture.

Mild steel rods which are embedded in the concrete are affected by moisture and other agents and tend to expand, causing plaster to peel off," Khanna said. The lack of awareness about timely measures is another problem Khanna explained. "Even a protective coating on concrete can delay the process of deterioration," he said, adding "and proper choice of coating, application techniques and post inspection to check thickness are also important." In the ship building industry, a vessel under construction for two to three years may be affected by corrosion.

Source(s): The Times of India, Mar 2, 2009.
<http://timesofindia.indiatimes.com/Goa/Goas-marine-environment-is-corrosive/articleshow/4209920.cms>

A Good Recipe for Ocean Reform

America's oceans are currently managed under 140 different laws, implemented by 20 federal agencies, without any overarching policy, coordinated action or broad vision. In other words, we are managing only the details, not the big picture. And according to some of the world's best ocean scholars, the time to do better is growing short.

In the United States alone, oceans are responsible for more than \$117 billion in annual economic activity -- including nearly \$50 billion from commercial and recreational fishing. The oceans also generate the majority of the oxygen in our atmosphere and play a critical role in detoxifying our air by absorbing many man-made and natural pollutants. Unfortunately, the impact of modern society is imposing irreversible changes on our marine environment. As a raft of recent scientific reports indicates, the ocean and the array of life which calls it home are in deep trouble. In 2008, the journal "Science" published the first-ever comprehensive map of our planet's marine environment, showing that human activity has heavily affected 41 percent of the Earth's ocean-covered area. Warning that the situation looks considerably worse than previously thought, researchers said the map should serve as a "wake-up call."

Many may be familiar with the "dead zone" in the Gulf of Mexico, a swath of water where fertilizer runoff has created vast blooms of algae that absorb all of the oxygen from the water and make it virtually impossible for any creatures to survive. A study released last summer found more than 400 dead zones in the world's oceans -- nearly double the number found two years ago. The bad news doesn't end there. Late last year, in one of the most disturbing findings to date, an eight-year study by the National Academy of Sciences showed that our oceans are absorbing carbon dioxide, the primary culprit in global warming, 10 times faster than scientists previously thought possible. This changes the ocean's acidity level, which could threaten the survival of lobsters, coral and a number of microscopic animals that comprise the very basis of the marine food chain -- a threat that policymakers can't continue to ignore.

With millions of U.S. jobs linked to commercial and recreational fishing as well as coastal recreation and tourism, it's time to get serious about how our nation makes decisions that impact the health of our oceans. President Obama could dramatically advance the debate by issuing an executive order directing the many federal agencies whose activities affect the oceans to work together to protect marine ecosystems. In addition, he should actively work with Congress to codify this policy in legislation, strengthen the role of the National Oceanic and Atmospheric Administration in protecting ocean health, provide a dedicated source of funding for ocean and Great Lakes conservation, and create opportunities for

improving the coordination of local, state and federal ocean programs. Better cooperation and regional planning to address the growing interactions between fishing, shipping, offshore fossil fuel and renewable energy production, water pollution control and other marine activities would be a win-win for everyone from the White House to the state house. Together these initiatives could provide a unique way to engage members of Congress with an environmental reform package that would better protect both our oceans and the millions of jobs that depend on healthy marine ecosystems.

It's crucial that congressional and White House leaders change how we manage these public resources before it's too late. While seafood stew might make a delicious lunch, it's a horrible recipe for protecting the oceans, one of our most precious public resources.

Source(s): Chris Mann, *Statesman Journal*, Mar 7, 2009.

<http://www.statesmanjournal.com/article/20090307/OPINION/903070305/1049>

Maldives Moves to Protect Its Sharks

The government decision has made the Indian Ocean archipelago the first nation in the region to outlaw the practice. Shark numbers have plummeted in the Maldives in recent years because a significant minority of fishermen target sharks for their lucrative fins, which are used in shark-fin soup, a luxury Asian dish. Once its fins have been cut off, the shark is often returned to the sea where it suffocates over many painful hours. In 1998, the government imposed a 10-year moratorium on shark fishing within the seven "tourist atolls" because of concerns about the impact the practice was having on the tourism industry - many people are attracted to the Maldives because it offers the opportunity to snorkel and scuba dive with sharks and other marine life. But there is no reliable way to determine whether a shark fin on the market has been taken from a tourist atoll or from elsewhere in the Maldives. And because the fish migrate between atolls, legal hunting has led to a noticeable decline in shark populations in the reefs surrounding the tourist resorts. The new ban prevents fishermen from hunting reef sharks in all of the Maldives' 26 atolls and for up to 12 nautical miles (22km) off the atoll coasts.



It will be extended in one year's time to include a ban on hunting oceanic sharks such as tiger sharks and whale sharks, Dr Ibrahim Didi, minister for fisheries and agriculture, said. "The protection measures... should lead to a sharp recovery in shark numbers, providing a boon for both the environment and the tourism industry," Didi said. "It will pave the way to a complete ban on the export of all shark products." The move was welcomed by marine conservationists who have long campaigned for better protection for the 37 species of shark that frequent Maldivian waters.

Sharks are top predators and play an important role in maintaining the population balance of the marine ecosystem. A decline in shark numbers can lead to an increase in fish numbers further down the food chain, which in turn can cause a crash in the population of very small marine life, such as plankton. Without the smallest creatures, the entire system is threatened. In the Maldives, sharks have a particularly valuable role in the tourism industry, which generates some 30% of the country's GDP. According to surveys, about 30% of tourists visit the Maldives for its underwater marine life, and viewing sharks and manta rays are their top priorities. Diving with sharks generates \$2.3m every year and whale shark excursions are responsible for generating about US\$10m annually. However, at least one of the resorts offers shark fishing as a guest activity.

Shark fishermen must be compensated in order for the ban to be workable, experts say. Marie Saleem, a reef ecologist at the Marine Research Centre in Male, who led the campaign for the new ban, surveyed the country's estimated 200 shark fishermen and found that most of them would be willing to give up the practice if they were offered alternative occupations that derive a similar income. Currently, fishermen earn about \$100 per shark fin, which is equivalent to killing one shark. Shark hunting contributes about US\$100,000 a year to the Maldives economy.

Source(s): Gaia Vince, *BBC*, Mar 9, 2009.

<http://news.bbc.co.uk/2/hi/science/nature/7933662.stm>

Study Shows Human Sounds May Kill Fish

Anthropogenic, or human generated, sounds have the potential to significantly affect the lives of aquatic animals – from the individual animal's well-being, right through to its reproduction, migration and even survival of the species. According to a study entitled "The effects of human-generated sound on fish", published in *Integrative Zoology* by Wiley-Blackwell, marine animals could suffer detrimental effects ranging from a loss of hearing to increased stressed levels as a result of environmental noise – in ways not dissimilar to humans and land animals. The study also describes some recent well-controlled experimental studies while highlighting areas for future study.

"Human generated sounds in the marine environment may result in only small shifts in behavior for some animals, but immediate death in others. With the vast increase in production of sound in the marine environment due to human activity such as oil exploration, shipping and construction, the effect of human-generated sounds on the aquatic life becomes a growing issue", said Dr. Arthur Popper from the University of Maryland, USA.

Marine animals use sounds to communicate and to glean information about their environment. Unlike the "visual scene" developed by the animal's sense of sight, the "auditory scene" derived from sounds provides marine animals with a three dimensional view of the world and extends far beyond the visual scene.

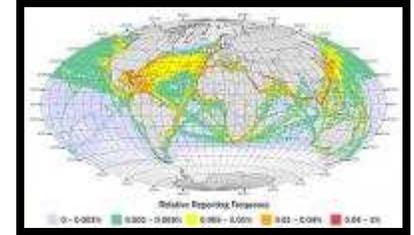
Dr. Popper added, “The detection of the auditory scene plays a critical role in sound detection – along with the detection of communication signals. Anything in the environment that alters the organism’s ability to detect and analyze its auditory scene has the potential to cause a detrimental impact on the life of the animal as well as the survival of the species”.

Source(s): Integrative Zoology (Vol. 4, Issue 1, pg. 43-52)., Mar 13, 2009.
<http://www.huliq.com/597/78334/study-shows-human-sounds-may-kill-fish>

Tallying Emissions in Ports and At Sea

Ships are major contributors to acid rain and ground-level ozone concentrations in some regions. The map shows the world's shipping routes, compiled using data gathered earlier this decade. Red and orange depict the 1-degree-by-1-degree region where ships most often sail; green and yellow depict less-travelled areas. Emissions from ocean-going ships substantially boost acid rain on shore and may account for more than a quarter of the ground-level ozone in some coastal areas, a new study reveals. Many commercial vessels, especially long-haul cargo ships, spend much of their time in international waters. Nevertheless, exhaust from these ships contributes to onshore pollution: Studies have shown that about 70 percent of shipping occurs within 400 kilometers of land.

In 2004, the world’s merchant fleet included almost 91,000 ships that each weigh at least 100,000 tons. The researchers used information about the routes sailed by about 32,000 ships during 2004, including time spent in port, to determine where emissions were produced. The team reported its findings online March 24 in *Atmospheric Chemistry and Physics*.



Together, ships worldwide burned about 217 million metric tons of fuel in 2004, about 5 percent of which was consumed while in port, Dalsøren says. Because much of that fuel was sulfur-rich diesel, emissions included more than 16 million tons of sulfur dioxide. That gas, plus the various nitrogen oxides, or NOx, gases in the engine exhaust, reacts with moisture in the air to produce acid rain. Worldwide, ships account for about 11 percent of the acid rain due to NOx emissions and about 4.5 percent of the acid rain due to sulfur dioxide emissions, the team estimates. In Singapore, the world’s most visited port, about 15 percent of the sulfur dioxide in the air comes from ships. In some coastal areas with little industrial activity but a lot of ships passing nearby, such as the northwestern coasts of North America and Scandinavia, as much as half of the acid rain there may stem from ship emissions.

Source(s): Sid Perkins, Science News, Mar 27, 2009.
http://www.sciencenews.org/view/generic/id/42287/title/Tallying_emissions_in_ports_and_at_sea

U.S. Seeks to Reduce Emissions From Ships in Coastal Areas

The United States and Canada have asked the IMO to designate their coastal regions as areas where ocean-going ships would face strict controls on emissions of sulfur, particulate matter like soot and other pollutants that endanger human health., said Lisa P. Jackson, administrator of the United States Environmental Protection Agency. The agency said the maritime organization, the United Nations agency that regulates international shipping, was expected to consider such a designation in July. Approval could come next year, and the limits could go into effect as early as 2012.

The proposal calls for a 200-mile buffer zone in which shippers would be required to make large reductions in the pollutants they emit. For example, they would have to cut sulfur emissions 98 percent by 2015, by burning cleaner fuel or through a process of “scrubbing” exhaust gas to remove sulfur. Ms. Jackson said the emission-control areas were “long overdue” and would save many lives. The agency said that ocean-going vessels dock at more than 100 coastal and Great Lakes ports in the United States and that 40 were in metropolitan areas that did not meet federal air quality standards. Environmental groups estimate that 87 million Americans live near ports. Calls and e-mail messages to the International Maritime Organization’s headquarters in London were not returned. On its Web site, the agency said creating the control areas would be unlikely to prompt shippers to divert cargo to ports in other countries because proximity to inland transportation routes in the United States and Canada would be considered more important. Still, Ms. Jackson said discussions intended to bring Mexico into the agreement were under way.

Environmental groups applauded the announcement. In a report issued by the Environmental Defense Fund said container ships, tankers and other large oceangoing vessels burning low-grade fuel were a major source of pollution. Andrew H. Darrell, a vice president of the group, called oceangoing ships “floating smokestacks that deliver soot and smog straight into the heart of our most crowded coastal cities.”

Source(s): Cornelia Dean, The New York Times, March 31, 2009
http://www.nytimes.com/2009/03/31/science/earth/31ships.html?_r=1&ref=us



MARINE TECHNOLOGY

Maritime Profs Submit Report on GPS Findings

Two professors from Lal Bahadur Shastri Nautical and Engineering College of Advance Maritime Studies and Research in Sewree are likely to depose in the 26\11 trial. The professors have reportedly studied the four GPS devices recovered from the terrorists and submitted their findings, with details of locations on the map from Karachi to Mumbai. This report is also a part of the 11,208-page charge sheet submitted by the Mumbai police, a source said.

During investigation, the police have found that the terrorists used the GPS to navigate through the sea route as well as to locate the sites of attack.

Source(s): The Times of India, Mar 2, 2009

<http://timesofindia.indiatimes.com/Mumbai/Maritime-profs-submit-report-on-GPS-findings/articleshow/4209783.cms>

Progress Software Captains Shipping Technology Sea-Change

Progress Software Corporation, a global provider of application infrastructure software used to develop, deploy, integrate and manage business applications, announced on March 31 that Royal Dirkzwager, the Dutch Maritime Information and Service provider, has chosen Progress Software solutions to automate the monitoring and analysis of real-time shipping information that tracks the arrival of cargo ships to ports around the world. This automation will optimize the complex maritime logistics and deliver an unprecedented level of accuracy into the process as well as provide Royal Dirkzwager instant access to information that they immediately can act on. Moreover, this implementation has the potential to save millions of dollars to the industry in fuel costs and timely delivery of goods.

Since 1872, Royal Dirkzwager has been monitoring and forecasting shipping arrival times in and around the port of Rotterdam using traditional methods to track the journeys and location of vessels in North West Europe. Royal Dirkzwager has more recently expanded its scope globally and is expecting an exponential growth in the information it will need to analyze. The imminent addition of satellite information from several position and tracking systems plus the need to integrate multiple heterogeneous IT infrastructures with validated position data means Royal Dirkzwager required a robust integration infrastructure which can detect, analyze and act on several thousand events in real-time.

Source(s): Fox Business, March 31, 2009.

<http://www.foxbusiness.com/story/markets/industries/technology/progress-software-captains-shipping-technology-sea-change/>



MARITIME LEGISLATION

Ratifying the Law of the Sea

America has been drawn into a 24/7 debate over how to rescue first the United States, and then the world, from drowning in an economic abyss. As a result, many probably missed a relatively obscure yet significant development. Google Earth 5.0 unveiled the newest state of the art - the ocean floor is now mapped on the Internet. This advance underscores the crucial role the sea plays in our lives. It is where our environment is shaped, 90 percent of our commerce is shipped, and the source of much food and energy. As President Obama grapples with economic recovery, he also has a chance to promote global security and stability by advocating for ratification of the UN Convention on the Law of the Sea. The treaty codifies widely accepted principles of freedom of navigation and overflight, and establishes rules for use of the world's oceans. It is a powerful vehicle through which signatories can leverage support for national priorities within the international community. Its provisions address national security and economic interests, provide guidelines for commercial activity, and set standards to protect the marine environment.

The United States has 12,500 miles of coastline and 360 major commercial ports. Among the world's largest importers and exporters of goods and services, it has more to gain by ratifying the convention than by avoiding it, especially against the backdrop of global recession. In the absence of such a legal framework, history is replete with examples of rogue nations unduly restricting maritime access and encroaching upon others' interests, potentially compromising military operations, disrupting commerce, and flouting accountability for environmental degradation. So far, 156 countries and the European Community have ratified the treaty. Some critics assert that there is no compelling reason for the United States to ratify the treaty because it already adheres to its provisions under customary international law. But this approach is fraught with peril.

Customary international law is constantly evolving and does not offer the stability and predictability afforded by the convention. Many diplomats and national security experts maintain that US ratification will strengthen US and transnational initiatives to deter nuclear proliferation. Moreover, the United States would have standing in deliberations that will shape future development of the law of the sea. Another provision of the treaty pertains to the Arctic, a region undergoing rapid environmental change and extensive exploration for natural resources. The treaty affords the five Arctic states - Norway, Denmark, Russia, Canada, and the United States - the right to claim the Arctic seabed, including mineral and oil extraction rights. By ratifying, the US would have a seat on the Council of the International Seabed Authority, which regulates deep-sea mining.

The United States played a pivotal role during treaty negotiations in the early 1980s, but President Reagan ultimately refused to sign the convention over concerns about a provision involving deep-seabed mining that he felt diluted US voting power. That provision was subsequently modified to eliminate such concerns in 1994. Support for ratification is bipartisan. Proponents include both former presidents Bush and Clinton; former secretaries of state Condoleezza Rice, Colin Powell, and Madeleine Albright; Secretary of State Hillary Clinton; Admiral Mike Mullen, chairman of the Joint Chiefs of Staff; Admiral Thad Allen, commandant of the Coast Guard; major environmental groups and many others. Now is the time for the United States to join the overwhelming majority of nations that have ratified the treaty and distance itself from other notable outliers like Iran, North Korea, and Syria. Ratification will advance US national interests and send a clear message that America supports multilateral cooperation, the rule of law, and due process.

Source(s): Melissa Bert and Mark Schlakman, Boston.com, March 16, 2009

http://www.boston.com/bostonglobe/editorial_opinion/oped/articles/2009/03/16/ratifying_the_law_of_the_sea/

Law at Sea: Challenges Facing Japan's Anti-piracy Mission

Jurist Guest Columnists Hitoshi Nasu and Donald Rothwell of the ANU College of Law, Australian National University, say that while Japan's proactive approach towards fighting maritime piracy marks a significant step in its rehabilitation as a global power capable of responsibly exercising limited military force, the initiative raises sensitive issues of international and Japanese law.

In response to the global concern over piracy off the coast of Somalia, the international community has taken unprecedented action in an attempt to quash ongoing pirate attacks. In response to these events the European Union launched 'Operation Atlanta' in late 2008 under which a coordinated attempt was made to effectively establish a 'counter-piracy' international naval fleet operating under a UN mandate. Non-EU countries which have also offered support have included Russia, Malaysia, India, Iran, China, Turkey, South Korea, and Singapore. In total the Bahrain-based 'Combined Task Force' now patrolling an area that includes the Gulf of Aden, Gulf of Oman, Arabian Sea, Red Sea and the northern Indian Ocean now includes 20 contributing nations.

On 13 March, and in a significant shift away from its past 'rear-area support' policy toward international enforcement operations, Japan issued an executive order allowing for two Maritime Self-Defence Force (MSDF) destroyers – the *Samidare* and *Sazanami* - to be dispatched to the Gulf of Aden to join the Task Force. Japan's decision to take 'maritime police action' at the front line was in response to the growing international and domestic pressure for protecting its own maritime commercial interests. But the executive order in accordance with Article 82 of the Self-Defence Forces (SDF) Act was issued without addressing the legal issues surrounding the counter-piracy operation. Japan's MSDF will have to battle not only with pirates but also with operational uncertainty. The executive order under the current SDF Act only permits the use of lethal weapons in legitimate self-defence and for avoiding imminent dangers. Accordingly, the MSDF mission cannot come to the aid of foreign vessels under pirate attack and use lethal force, as such action would be beyond the currently authorised Japanese limits of legitimate self-defence.

These developments highlight the challenge Japan faces in international enforcement and peacekeeping operations. Japan has gained a notorious reputation through the SDF's overseas peacekeeping operations where it has taken a restrictive approach to the use of weapons in self-defence, as illustrated in its deployments in Cambodia, East Timor, the Golan Heights and Iraq. On this occasion, however, Japan appears to be ready to take a more liberal approach, as seen in the draft bill submitted by the Cabinet in mid-March, which enables MSDF personnel to protect foreign vessels and authorises the reasonable use of weapons against pirate vessels if they approach or follow merchant ships or obstruct their navigation. The bill remains under consideration in the Diet. Although the leading opposition party is still yet to clarify its position, the bill has reportedly received wide public support in Japan. Once the bill is passed, it is expected that Japan will be able to perform the most effective operation ever in the history of SDF overseas missions.

Nevertheless, dangers will remain for the MSDF destroyers. One fear is that any revised rules of engagement may in fact permit an excessive use of force, intentionally or accidentally killing pirates or endangering their life. This has been dramatically highlighted by exercises which the MSDF have conducted en route to the area of operations during which an understanding has been gained of the dynamics of firing machine gun volleys into open water and the risks that arise from ricochets from the water's surface. In situations where nobody else is observing the scene, an unmonitored policing-type operation could easily amount to an extra-judicial killing. These are operational issues which have already arisen for other countries. British Royal Marines controversially shot and killed two Somali pirates in December 2008. The MSDF will therefore need to ensure they are operating under clear rules of engagement and exercise extreme caution if the use of defensive or lethal force becomes necessary.

Source(s): Mar 23, 2009.

<http://jurist.law.pitt.edu/forum/2009/03/law-at-sea-challenges-facing-japans.php>



MARITIME HERITAGE

History on The High Seas

A recently completed restoration project by the N.C. Maritime Museum preserves a vintage piece of World War II history that Earl Norwood of Morehead City knows all too well. Few of the LCVP landing craft, known as Higgins boats, still exist, but they were used extensively during WWII, when Norwood had duty as a coxswain for the shallow-draft, barge-like boat good for transferring troops and supplies from a larger ship right onto the beach. It was ideal for amphibious assaults and it was aboard a Higgins boat that Norwood landed on Omaha beach during the invasion of Normandy. The Higgins boat that has been restored by the N.C. Maritime Museum is one of only four left in the United States.

The museum's Watercraft Center just finished a six-month restoration of the boat for the First Division Museum in Wheaton, Ill. A hand-off ceremony was held Friday to celebrate the completion of the project and prepare for the boat's transfer to its owner. The Higgins boat will be transported back to Illinois in late March and unveiled for public display on June 6, the 65th anniversary of D-Day, the Allied invasion of Normandy. The First Division Museum is part of the Cantigny First Division Foundation, a private nonprofit organization that serves to preserve, interpret and present the history of the 1st Infantry Division of the U.S. Army. LCVPs carried the 1st Infantry Division ashore at North Africa, Sicily and

Normandy. Paul Herbert, executive director of the Cantigny First Division Foundation, said the landing crafts were being built all over the country at one point, and they proved to be crucial components of the war efforts.

Source(s): Jannette Pippin, Mar 8, 2009.

http://www.idnews.com/news/boat_62879_article.html/museum_higgins.html



MARITIME TOURISM

Stella Maris Center: Helping Seamen Away From Home

Exotic destinations, tumultuous seas and diverse cultures all are parts of the life of a seaman. The seemingly endless months of separation from family, language barriers, and detachment from faith practices all place burdens on the shoulders of many seamen. The isolation and loneliness in their lives can be emotionally burdensome, and, with the incessant pressure on crews to meet deadlines, personal time is limited.

Founded in 1899 in Glasgow, Scotland, Stella Maris "Star of Sea" centers today operate in almost every major country of the world. One typical center in the United States, the Baltimore Apostleship of the Sea (AOS) Center directed by Monsignor John FitzGerald, assists hundreds of seamen throughout the year and relies solely on donations. The centers provide the visiting seamen with calling cards, Internet, e-mail and web cam access to reach their families, transportation for any necessary shopping, and medical or dental appointments. The individual support the men received from volunteers of the Apostolate of the Sea's center in Baltimore was of great help to the crews that came from the tsunami-stricken region in 2004. Many of the men were unable to reach friends or family at home due to the lack of phone or Internet access because of the disaster. As a result, these men endured weeks and months not knowing if their loved ones survived. "The appreciation from the men on these ships is incredible, and the experience gained by the volunteers who offer their time is equally touching," Mgr. FitzGerald says.

There are over 2,500 ships arriving annually at the Port of Baltimore, in part due to its convenient location close to numerous highways and railways. As the furthest inland port along the East Coast, Baltimore continues to see an increase in ship traffic annually. However, since 9/11, access to all ports is very limited and the Port of Baltimore is inaccessible to members of the public without security clearance.

Source(s): Ashley Alber, Mar 5, 2009.

<http://www.humanevents.com/article.php?id=30927>



IMO CORNER

IMO Reports Progress on Vessel Energy Efficiency

Significant progress was made in developing measures to enhance energy efficiency in international shipping, and thereby reduce greenhouse gas emissions, when the second intersessional meeting of IMO's Working Group on Greenhouse Gas Emissions (GHG) from Ships was held at IMO's London headquarters from 9 to 13 March 2009. The meeting will report to IMO's Marine Environment Protection Committee (MEPC) when it meets for its 59th session in July.

The working group, which was attended by more than 200 experts from all over the world, concentrated on the technical and operational measures to reduce GHG from ships - two of the three pillars of IMO's GHG work. The main focus was the further refinement of the Energy Efficiency Design Index (EEDI) for new ships, on the basis of experience gained through its trial application over the past six months. The EEDI is meant to stimulate innovation and technical development of all the elements influencing the energy efficiency of a ship, thus making it possible to design and build intrinsically energy efficient ships of the future.

The group also considered how to improve the Energy Efficiency Operational Index (EEOI), which enables operators to measure the fuel efficiency of an existing ship and, therefore, to gauge the effectiveness of any measures adopted to reduce energy consumption. The EEOI has been applied by Member States and the shipping industry, on a trial basis and since 2005, to hundreds of ships in operation; it provides a figure, expressed in grams of CO2 per tonne mile, for the efficiency of a specific ship, enabling comparison of its energy or fuel efficiency to similar ships. The experts at the meeting debated over a draft Ship Energy Management Plan (SEMP) that has been developed by a coalition of industry organizations and agreed to forward it to MEPC 59 for further consideration. The draft SEMP incorporates guidance on best practices, which include improved voyage planning, speed and power optimization, optimized ship handling, improved fleet management and cargo handling, as well as energy management for individual ships. The outcome of MEPC 59 will be presented to the Conference that the United Nations will convene in Copenhagen in December 2009, which is set to agree on a successor instrument to the Kyoto Protocol to the United Nations Framework Convention on Climate Change (UNFCCC).

Source(s): March 17, 2009.

<http://marinelink.com/en-US/News/Article/IMO-Reports-Progress-on-Vessel-Energy-Efficiency/329997.aspx>

Suggestions and contributions are welcome at maritimeindia@gmail.com