

MAKING WAVES

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Construction of Pak 'Deep Water Container Port'

The construction of KPT 'Deep Water Container Port,' with a cost of Rs 19 billion, started in Feb this year and would be completed by 2013, said Senator Babar Khan Ghauri, Federal Minister for Ports and Shipping. Addressing a press conference at Karachi Port Trust head office, he said, "the project would be carried out in phases and the investment in the project is on public-private partnership basis". Currently, the terminal depth is 14.5 meters and in first phase it would be enhanced to 16 meters and then gradually to 18 meters in the second phase, he added. He said discussions are underway with the National Highway Authority (NHA) to complete the road linkages of Gwadar with the rest of the country. We have also asked the Railway Ministry to develop rail linkages of Gwadar Port. On a query, he said that as the prices of ships have come down in the world market Pakistan National Shipping Company (PNSC) is going to buy four new ships that include one oil tanker and three cargo vessels. Replying to another question, he said that the berths that had collapsed are still under construction and would be completed in the near future. DG ports and shipping, Vice Admiral Asad Qureshi, Secretary ports and shipping, Saleem Khan, chairperson KPT, Nasreen Haque and chairman Port Qasim also present on the occasion.

Source(s): Daily Times, Feb 01, 2009.

http://www.dailytimes.com.pk/default.asp?page=2009%5C02%5C01%5Cstory_1-2-2009_pg5_7

European Commission's Project on Sea Transport to Finish in Spring

In April 2009 the EC project "Improvement of Maritime Links between TRACECA and Trans-European Transport Networks (TEN) Corridors", launched in April 2007, is completing according to the schedule. The tour objective is the introduction to the participants of the best practice of the ports development strategy within the framework of a single community.

The project's primary objectives is in creation of the basis for the improvement of maritime links in the Black Sea, which relates to reliable, safe, secure, competitive and efficient shipping and port services to enable viable links with the Trans-European Networks mainly with regard to rail ferry, Ro-Ro ferry and container services.

The final project phase includes the Study Tour which is to be held from 9 till 13 March 2009 and visits to the sea ports in the Netherlands and Belgium, as well as the Completion Seminar – to take place in Sofia (Bulgaria) on 26 March 2009. The study tour is designed for the staff of sea ports, shipping lines and maritime administrations of the project recipient countries. The tour participants will be familiarized with the ports state control (PSC) experience and Maasvlakte II terminal expansion plan in the port of Rotterdam.

Additionally, there will be introduced the Common Integrated Maritime Safety and Security Management System for the Black Sea region (SASEMAS), there will also be heard the information of the European Commission representative on the EU policy on maritime safety and security.

Source(s): Feb 3, 2009.

<http://capital.trend.az/?show=news&newsid=1415993&catid=585&subcatid=&lang=en>

US Navy's Plan to Deploy Dolphins Roils Waters

The Navy wants to use dolphins and sea lions to protect a Puget Sound submarine fleet, as the mammals do in Georgia. But opponents say the waters off Washington state are too cold for the animals. But the Navy's plan to use a squadron of highly trained dolphins and sea lions to patrol and protect the submarine fleet is running into opposition from those who fear the glacier-fed waters of the sound are too frigid for warm-water dolphins.

Dolphins provide security for the Navy's Kings Bay submarine base in southeast Georgia and have been deployed through the years in Vietnam, Bahrain and Iraq. "Their strengths are that they are a mobile sensor: They have the best sensor we know about, and you can have them swim anywhere in the bay. They can outswim any man, they can localize the threat, and they can combine with the sea lions, which have good directional hearing," said Steve Hugueley, who leads the marine mammal project at Kings Bay.

The Navy's 78 dolphins, 27 sea lions and a beluga are trained to alert a patrol boat of human overseers when they detect a swimmer or diver in the security zone. The animal is handed a floating marker to position on the surface above the suspect diver or swimmer. Finally,

the animal attaches a leg ring to the target that is connected by a line to the patrol boat, allowing security officers to reel the target in. "It's like people-fishing," said Dorian Houser, civilian research scientist for the Navy's marine mammal program in San Diego.

But the dolphins, which are based in San Diego, are accustomed to water temperatures averaging 10 degrees higher than those in Puget Sound. There are no native bottlenose dolphins in Puget Sound; the Pacific bottlenose dolphin normally is not found farther north than Santa Cruz. And the dolphins the Navy plans to deploy in Puget Sound aren't the Pacific dolphins native to California. They hail from the Atlantic, often captured in the warm waters of the Caribbean that may be 20 to 30 degrees warmer than those off Washington state, said Toni Frohoff, a dolphin biologist opposed to the dolphin deployment.

Navy officials say the dolphins have been trained successfully in very cold water, including wintertime stints in Alaska, Norway, Connecticut, Denmark and Germany. "We had the animals out for many hours at a time, and they came back, and they were fine," said Tom LaPuzza, public affairs officer for the Navy's Space and Naval Warfare Systems Center in San Diego. To allay concerns, the Navy is proposing to warm up the dolphins' holding pens when the water temperature falls below 52.

Source(s): Kim Murphy, Los Angeles Times, Feb 13, 2009

<http://www.latimes.com/news/nationworld/nation/la-na-warrior-dolphins13-2009feb13.0.1494768.story>

China's Marine Sector Grows 11% In 2008

China's seas contributed 2.97 trillion yuan (\$434.53 billion), or 9.87 percent, of the country's GDP last year, according to a report issued by the State Oceanic Administration (SOA) recently. The report on China's marine economy in 2008 said the value of marine industries, including fishing, transport, oil and gas, tourism and shipbuilding, grew 11 percent year-on-year, faster than the nation's economy as a whole.

The main pillars of the marine economy were the traditional industries of transport, tourism and fishing, which accounted for 77.69 percent of total output value, according to the report. The SOA spokesman Li Haiqing said: "The industries including tourism, transport, and oil and gas saw slower growth in 2008 because of the winter storm at the beginning of last year and the financial crisis in the latter half year. "Though receiving less orders amid the crisis, the shipbuilding sector managed to maintain fast growth," he said. The value of the shipbuilding industry hit 76.2 billion yuan last year, up 36.4 percent. Emerging industries, such as the oceanic biological pharmaceutical industry, which generated more than 5.8 billion yuan last year, up more than 28.3 percent year-on-year, grew swiftly, according to the report. The marine industry employed 32.18 million people last year, 670,000 more than in 2007, the report said. The gross production value in the Bohai Bay Rim Area was 1.07 trillion yuan, accounting for 36.1 percent of total output of the marine sector. While the gross production of the Yangtze River Delta region amounted to about 958.4 billion yuan, or 32.3 percent of the total output.

Source(s): Xinhua, Feb 13, 2009.

http://www.chinadaily.com.cn/bizchina/2009-02/13/content_7475992.htm

Port Of Amsterdam Draws up Ambitious Environmental Plan For 2008-2012

The Port of Amsterdam has developed an ambitious environmental policy plan for the period between 2008 and 2012. The plan titled "Sustainability: Boldness, Action and Resolve" – fits in well with the city-wide environmental policy plan adopted by the City of Amsterdam and entitled "To the Top in a Sustainable Way." The new plan from the port authority has also fleshed out part of the Sustainability theme found in the Port Vision 2008-2020 plan. The port's new plan translates its objectives into concrete measures. It has received clear support from all parties involved.

The Port of Amsterdam aspires to rank among the most sustainable ports in Europe. Innovative techniques and technology will be used to reduce noise and dust nuisance, as well as to produce sustainable energy. The port authority will make optimum use of its physical and environmental space and make a proportionate contribution to the City of Amsterdam's objective of reducing carbon dioxide by 40% in 2025 in comparison to 1990. The number of shore-power outlets for river barges and river-cruise vessels will be increased. In addition, the port authority will examine whether it is feasible to provide shore-based electricity to sea ships, too.

The Port of Amsterdam will actively advocate more stringent (inter) national rules and regulations for cleaner air. Effective 2025, river barges failing to meet the CCR-2 air-quality standard will be barred from using the port. The Port of Amsterdam will concentrate on growing sectors of the economy and goods flows that are currently making little use of hinterland transport by river barge or rail. For all hinterland transport from and to Amsterdam, the aim is to reduce the contribution made by road transport (from 53% to 45% by 2020) and to strengthen the roles played by river barging (to 49%) and rail transport (to 6%). As part of effort, the port authority aims to become a carbon-neutral

organization by 2015. As a first step, we will make very careful use of natural resources (physical space, energy and raw materials)

Source(s): Feb 18, 2009.

<http://europe-re.com/system/main.php?pageid=2616&articleid=13407>



Russia building aircraft carrier

Russia's new-generation aircraft carrier will be nuclear powered, a United Shipbuilding Corp. executive said. RIA Novosti reported that Vice Adm. Anatoly Shlemov, the company's head of defense contracts, said the new carrier was still being designed but the aircraft carrier's specifications have been defined.

Shlemov said the aircraft carrier will be the seaborne facility for Russia's new-generation fixed- and rotary-winged aircraft, including a fifth-generation fighter that will replace the Su-33 multirole fighter aircraft. "It will be a fifth-generation aircraft with classic horizontal take-off and landing capability," Shlemov was quoted by the news service as saying. The new carrier has an estimated cost of \$4 billion. So far, the Russian Navy has just one aircraft carrier, the Admiral Kuznetsov Project 1143.5, which was built in 1985

Source(s): United Press International, Feb. 27, 2009.

http://www.upi.com/Top_News/2009/02/27/Russia_building_aircraft_carrier/UPI-84331235786722/

30 Percent of the World's Ships Built in China

In 2008, national shipbuilding output reached 28.81 million deadweight tons, an increase of 52.2 percent year-on-year. China's share of the world market had grown from 22.9 percent in 2007 to 29.5 percent, according to the latest data released by the Ministry of Industry and Information Technology of the PRC on February 2. New shipbuilding orders and shipbuilding orders on hand accounted for 58.18 million deadweight tons and 204.6 million deadweight tons, respectively 37.7 percent and 35.5 percent of the world market.

From January to December 2008, large-scale shipbuilding enterprises nationwide contributed a total of 118.3 billion yuan to raise the value of the whole industry, up by 61.2 percent year-on-year. They also made a total profit of 28.34 billion yuan, up by 50.5 percent year-on-year. To date, the State Council has already listed the shipbuilding industry as a key industry, as official said. It has also studied and worked out a plan for adjusting and promoting the shipbuilding industry, guiding shipbuilding firms to effectively protect against risks and helping them to maintain a stable and rapid development. These measures have laid a firm foundation for China to become a world shipbuilding power

Source(s): Xinhua, Feb 04, 2009

<http://english.people.com.cn/90001/90776/90884/6585520.html>

Shipbuilding Industry Facing a Tough 2009

China received about 87,500 deadweight tonnes (dwt) of new shipbuilding orders in January, recovering from just 20,000 dwt in December. However, new shipbuilding orders received worldwide in January totalled 387,500 dwt, down 97.7% year-on-year, indicating the shipbuilding industry is a long way from recovery, according to the Shanghai Securities newspaper.

China's Association of National Shipbuilding Industry predicts that China is likely to receive only 20-30m dwt of new shipbuilding orders in 2009, down by 48-65% y-o-y. It also predicts that Chinese shipbuilders could complete more than 40m dwt of orders in 2009, reducing China's shipbuilding order backlog to around 160m dwt. Steel Business Briefing notes that to January 2009, China had an order backlog of 205m dwt.

Worldwide, new shipbuilding orders in 2009 may only reach 48m dwt, down 70% y-o-y. Shipbuilding industry sources believe that shipbuilding prices are likely to fall by 15% from 2007 rates. It has become obvious that 2009 will be a tough year for shipbuilders and suppliers of plate and other shipbuilding steels. SBB has reported that Chinese ship plate exports to Korea are likely to remain stagnant or decline slightly in 2009 as some small and medium sized shipbuilders in Korea go bankrupt.

Source(s): Feb 11, 2009.

http://www.steelbb.com/?PageID=183&article_id=57541

Chinese Shipbuilders to Get Government Ballast

China's State Council, or the Cabinet, approved on 11th February a stimulus package for the country's shipbuilding industry in a bid to help the emerging sector better weather the global economic downturn. The government said it will encourage financial institutions to lend more to ship

buyers and also offer incentives for purchasers of ocean-going ships until 2012. The country will also support the industry in technology upgrades, it said.

The government will limit new capacity in the industry and is working on a policy to scrap outdated ships. It will also encourage construction of advanced ships and promote mergers and acquisitions within the industry. Guo Yalin, an analyst with CITIC Securities, said the stimulus package comes as a boost to a sector that has been struggling for new orders and in retaining old ones. New orders for domestic shipbuilders are expected to fall to 20-30 million deadweight tons in 2009, compared to 58.18 million deadweight tons in 2008, according to the China Association of National Shipbuilding Industry.

Shipbuilding output reached 28.81 million deadweight tons, an increase of 52.2 percent year-on-year, according to the latest data put out by the Ministry of Industry and Information Technology. The industry as a whole saw profits grow by 50.5 percent (to 28.34 billion yuan) in 2008. China Customs' statistics show that shipbuilding exports grew by 59.9 percent in 2008 to \$19.57 billion. The latest stimulus plan comes after similar packages were announced for the auto, steel, textile and equipment manufacturing sectors. China's share in the global shipbuilding market has increased to 29.5 percent in 2008 from 22.9 percent in 2007.

Source(s): Xinhua, Feb 12, 2009.

http://news.xinhuanet.com/english/2009-02/12/content_10805667.htm

Vietnam's Shipbuilding on The Rise

At a time when a host of difficulties are emerging for the world's largest shipbuilder, South Korea, experts expressed hope of Vietnam's shipbuilding industry, especially in the face of the global economic slump and the absence of a sustainable development plan for the industry, one of Vietnam's most important.

At a recent seminar in Hanoi on Vietnam's mechanical engineering, metallurgy and shipbuilding industries two years after the nation's entry into the World Trade Organization (WTO), reports detailed weak points of the shipbuilding industry. Some experts said that shipbuilding had not met the requirements of the manufacturing industry, only the assembly industry.

Last March Nguyen Quoc Anh, general sales director of Vietnam Shipbuilding Industry Group (Vinashin), announced that Vietnam had been listed as one of the top five shipbuilders in the world by the U.K.'s Fairplay magazine. The group entered the international shipping market after completing and delivering two 53,000 DWT ships to the U.K.-based firm Graig in 2006. Anh said Vinashin had aimed to become the world's fifth largest shipbuilder by 2015 with the group's young and dynamic labor and application of new technologies.

Vinashin maintains hundreds of shipyards nationwide with the capacity to build 1,000 DWT to 150,000 DWT ships, oil tankers greater than 100,000 DWT, 150,000 DWT offshore floating storage units, car-carriers, salvage tugs and specialized ships for security and defense. Vinashin has shipbuilding contracts totaling nearly US\$6 billion, including US\$4 billion from countries with advanced shipbuilding technology such as the UK, Japan, the Netherlands and Germany. Many international contracts worth up to billions of U.S. dollars, have been cited as examples of the success of the industry.

However, to rise higher in the global shipbuilding league and maintain growth, there are issues that need to be addressed. Currently, only about 30% of the materials and services required for building ships come from Vietnam. The industry must import most of the materials and the engines and hire foreign consultants and supervisors on major projects. To reach the target of having 60% of the materials to supply the industry made in Vietnam by 2010, and 75% by 2015, Vinashin has invested in large shipyard complexes in three regions of the country. The number of shipyards has been increased, but the lack of technical infrastructure, material facilities, training agents, and research and design institutes has hampered industry development

Source(s): Feb 3, 2009.

<http://english.vietnamnet.vn/biz/2009/02/826833/>

PSUs Slow, Pvt Sector Shipbuilding for Navy: Minister

India is among the world's 'slowest' ship-building nations and private sector involvement was therefore necessary in building warships to strengthen the Navy's 'bluewater' capabilities, Minister of State for Defence Procurement Rao Inderjit Singh said today. "Even after 60 years, India still remains one of the slowest ship-builders of the world. We have a 4,500 km coastline. Why can't we find places along this coast where 5,000 to 10,000 tonne ships can be built?" Singh asked while laying the foundation stone for the main yard modernisation of the Garden Reach Shipbuilders and Engineers here.

Pointing out that most PSU shipyards had space constraints, he said, while the private sector shipyards had hundreds of acres, the PSUs were confined to a few hundred. "We are asked to build state-of-the-art ships in the PSUs, but it is not possible to do that with the present space constraints. So the need for modernisation," he said.

Talking to newsmen later, he said that the PSUs were free to accept private ship-building orders once they fulfilled the demands from the Navy. Earlier, GRSE CMD Rear Admiral Shekhar said that the Rs 525 crore modernisation project, to be completed in 28 months, would enable simultaneous building of four frigates or destroyers besides continuing construction of fast attack craft, hovercraft or interceptor boats.

Source(s): Noor Khan, Feb 19 2009

<http://www.samaylive.com/news/psus-slow-so-pvt-sector-shipbuilding-for-navy-minister/609408.html>

SA Navy Hoping to Revive SA's Shipbuilding Industry

The South African Navy (SAN) hopes to use its requirement for six new vessels to help revive the local shipbuilding industry. The programme will involve the construction of three offshore patrol vessels (OPVs) and three inshore patrol vessels (IPVs). It is necessary to point out that South Africa does have a shipbuilding industry, but it is very small, not only in comparison to the overall manufacturing sector, but also in comparison to the country's ship-repair and refit industry. Yet, with the right encouragement, shipbuilding could be a much bigger business in this country. The Navy is clearly determined to do its bit, but recognises that what it can directly do is limited, given the small number of ships it seeks. What the Navy hopes is that other African countries, which also need new OPVs and/or IPVs, will chose the same design selected by the SAN and have them built in South Africa. To this end, the SAN has invited other African navies to send officers to join the South African project team working on the OPV/IPV programme.

Source(s): Keith Campbell, [engineeringnews.co.za](http://www.engineeringnews.co.za), Feb 27, 2009

<http://www.engineeringnews.co.za/article/navy-hoping-to-revive-sas-shipbuilding-industry-2009-02-27>



MARITIME COOPERATION

Nine Countries Sign Deal to Combat Pirates

Nine countries in the Indian Ocean and Red Sea region announced plans to cooperate on countering the threat of piracy off the coast of Somalia. Efthimios Mitropoulos, U.N. International Maritime Organization secretary-general, said nine Indian Ocean and Red Sea countries have agreed to a Code of Conduct deal designed to strengthen cooperation on combating an escalation of piracy in the region, the United Nations reported. The countries -- Djibouti, Ethiopia, Kenya, Madagascar, Maldives, Seychelles, Somalia, Tanzania and Yemen -- attended a four-day meeting in Djibouti, where they agreed to collectively begin patrolling the volatile Gulf of Aden with ships or aircraft.

"The adoption of this instrument shows that countries in the region are willing to act concertedly and together, contributing to the ongoing efforts of the broader international community to fight the scourge of piracy and armed robbery against ships in the area," Mitropoulos said in a statement. The establishment of the Code of Conduct agreement adds to a growing international effort to bring security to the waters off Somalia's coast. NATO, the European Union and a multinational combined joint task force that includes naval ships from the United States, among others, already have deployed to the region.

Source(s) : United Press Interantional, Feb 2, 2009

http://www.upi.com/Emerging_Threats/2009/02/02/Nine_countries_sign_deal_to_combat_pirates/UPI-23261233617762/

India, Maldives Discuss Security Ties

Top defense officials from India and Maldives met in early February 09 in New Delhi to discuss ways to strengthen cooperation on countering terrorist threats at sea. A.K. Antony, Indian defense minister, is hosting Ameen Faisal, Maldives minister of defense and national security, along with other defense officials in New Delhi. Officials say the meetings are part of an initiative to expand bilateral security relations between India and Maldives, the Indian Ministry of Defense reported. Antony called the security interests of both countries "interlinked" and said that pursuing greater cooperation to combat sea-based terrorism would strengthen security in the region. "New Delhi (is) keen (on) strengthening and expanding the defense relations between the two countries in the coming years," the release said.

Source(s): Feb. 4, 2009

http://www.upi.com/Emerging_Threats/2009/02/04/India_Maldives_discuss_security_ties/UPI-26271233782748/

Pak Court Sends 50 Indian Fishermen to Judicial Custody

A Pakistani court on 7th Feb remanded to judicial custody of 50 Indian fishermen who were arrested for allegedly fishing illegally in the country's territorial waters. Police got judicial custody for the fishermen from the judicial magistrate's court in this southern port city. The fishermen were then sent to Landhi prison. The fishermen were detained and their nine boats seized by the Maritime Security Agency on 5th while they were allegedly fishing 90 nautical miles inside Pakistani waters. They were held in the Dockyard Police Station before being presented in court today. PTI

Source(s): Press Trust of India(PTI), Feb 7, 2009

<http://www.ptinews.com/pti/ptisite.nsf/0/55D273AF9DA44CBD6525755600461025?OpenDocument>

Defeat Maritime Terror?

President Barack Obama in his Jan. 20 Inaugural address promised that "for those who seek to advance their aims by inducing terror and slaughtering innocents, we say to you now that our spirit is stronger and cannot be broken; you cannot outlast us, and we will defeat you." Can terrorism be vanquished during the Obama administration? The short answer, tragically, is no, as terrorism is a tactic used by our enemies, and thus something nearly impossible to eradicate completely. Nevertheless, terrorism can certainly be dealt with more effectively by the United States and its allies and thereby bringing it to a manageable level.

Indeed, a "perfect storm" of both conventional and unconventional challenges perpetrated by state and non-state actors will continue to threaten the United States and its friends and allies for the remainder of the 21st century. One such challenge, that deserves much greater attention because of its serious national and global implications, is terror in the maritime environment.

More than 95 percent of overseas trade enters through U.S. seaports; which account for 2 billion tons of cargo, \$800 billion of domestic and international freight and 3.3 billion barrels of oil annually. Each year, about 9 million cargo containers enter the United States via 361 U.S. seaports along 26,000 miles of commercially navigable waterways. Moreover, 78 million Americans engage in recreational boating; 6 million cruise ship passengers travel each year from U.S. ports; the ferry system transports 180 million passengers and our waterways support 110,000 commercial fishing vessels, contributing \$111 billion to state economies. All the while, 8,100 foreign vessels make 50,000 U.S. port calls each year.

Against the backdrop of this maritime security quagmire, existing smuggling networks can facilitate the illicit movement of people and equipment into the United States, particularly as legal points of entry on land are hardened. Though, thus far at least, no major maritime attack has been mounted within the United States, it is critical to recall there is no end to the imagination and evil intentions of al Qaeda, the most dangerous international network that perpetrated Sept. 11, 2001.

In fact, one of its important components is a maritime capability consisting of a fleet ranging from an estimated 15 to 300 vessels. Al Qaeda's tactical methods include shipment of weapons and deployment of ships as bombs directed against naval targets, critical infrastructure, port cities and straits. In October 2000, for instance, a spectacular al Qaeda suicide attack by a small boat against the USS Cole in the port of Aden killed 17 American sailors. Also, in June 2002, Moroccan authorities arrested three operatives planning attacks on U.S., British and Israeli ships in the Strait of Gibraltar. And, in October that year, a French-flagged oil tanker, the Limburg, was attacked by al Qaeda members in the Gulf of Aden. Moreover, it has been reported that Abd al-Rahim al-Nahiri, identified as al Qaeda's maritime operations chief, who was arrested in November 2002, planned to attack U.S. ships in the Strait of Hormuz.

The latest stark reminder of exploiting maritime vulnerability is the spectacular attack on Mumbai undertaken by al Qaeda's affiliate Lashkar-e-Taiba last Nov. 27-29. In this case, the terrorists hijacked a fishing trawler at sea that was used to launch their assault. Apparently, the attackers planned to return to their Pakistani base with the same boat. Another recent maritime security concern is the proliferation of piracy in the oil-trade routes of the Gulf of Aden, the littoral waters of Saudi Arabia, and the Horn of Africa. In 2008 alone, some 100 ships were attacked, several dozen vessels were hijacked, and hundreds of crew members were held hostage. The capture by Somali pirates of a Saudi supertanker, the Sirius Star, with a cargo of 2 million barrels of oil worth more than

\$100 million is one of the most dramatic illustrations of the nature of the maritime threat to freedom of the seas.

In the face of the foregoing dangers, it behooves the Obama administration to consider two essential recommendations: First and foremost, whenever there is a security threat in the maritime domain, whether related to shipping container security or piracy, the immediate demand from politicians is more funding, more customs officials, more security personnel and more troops. The reality is that more of everything does not drastically reduce the risk of falling prey to an asymmetrical threat. What the United States and its allies need to combat maritime terrorism is increased and timely communication of pertinent intelligence information. Those ships that have red-flag characteristics (suspicious crew, cargo or port of departure) need to be accounted for and that information shared with allies who may be at risk of these ships entering their respective ports.

Second, an international maritime response force similar to the Coast Guard in the United States must be established, which has the legal right to intercept and combat pirates and smugglers. Our Coast Guard, as part of the Homeland Security Department, is not limited by Posse Comitatus like our other military branches, and therefore has the right to board a foreign vessel without it being considered an act of war. In this gray maritime area of law enforcement and military conflict, the creation of an international equivalent to our Coast Guard with the right to operate in international waters without violating international maritime laws is essential. Unfortunately, without this, lawless pirates and terrorist operatives will continue to get away with murder and extortion by exploiting loopholes in international maritime law.

Source(s): Alexander/Richardson, The Washington Post, Feb 1, 2009.:
<http://www.washingtontimes.com/news/2009/feb/01/defeat-maritime-terror/>

US Navy Claims Decrease in Somali Piracy

In an online roundtable by the US Defense Department mentioned that piracy in the Somali waters seems to be reduced as a result of the international cooperation on maritime security activity. "I think the combination of the coalition working together [with] the maritime community has decreased the pirate activity over the last couple of months," said Rear Adm. Terry McKnight, also the commander of Expeditionary Strike Group 2, told bloggers and online journalists recently.

The presence of partner nations and the newly formed task force to reduce the number of pirate attacks in the Gulf of Aden seem to be working, the commander of Combined Task Force 151 said. The task force was formed earlier in January and comprises three ships -- USS San Antonio, USS Mahan and HMS Portland -- that are collaborating with other nations to deter future pirate attacks. While a number of factors -- even the weather -- can impact the number of attacks, McKnight gave credit to the European Union and the nations involved in anti-piracy operations, as well as the task force, with helping to decrease attacks since early December.

"Some things have changed that have helped us in this case to combat piracy," McKnight said. "The United Nations has come out with several resolutions ... that give us more authority to combat piracy." U.N. Resolution 1846, approved by the United Nations Security Council on Dec. 2, authorizes states and regional organizations cooperating with the Somali transitional government to enter Somalia's territorial waters and use "all necessary means" to combat piracy. Two weeks later, U.N. Resolution 1851 was approved, and calls for those states and organizations to "actively participate in defeating piracy and armed robbery off Somalia's coast by deploying naval vessels and military aircraft, and through seizure and disposition of boats and arms used in the commission of those crimes." The other recent change that has assisted in combating piracy is the maritime community itself, McKnight said.

Source(s): Jim Kouri, Feb 2, 2009,
<http://www.hawaiireporter.com/story.aspx?38d7ee8a-b764-47e6-84d4-b44197c27e3d>

US Military Renews Efforts on Both Sides of Africa

The US Navy has begun its annual deployment to West Africa, working with countries in the region to improve security. At the same time, the U.S.-led international task force in Djibouti, in East Africa, got a new commander with a similar mission. A US Navy ship arrived in Dakar in the first week of February, starting the second Africa Partnership Station mission.

"Africa Partnership Station is a mission on helping to develop maritime security and safety capacity and capability in West and Central Africa," says Captain Cindy Thebaud, mission commander, speaking from the waters off Dakar, Senegal. Thebaud says her crew will focus on building the professionalism of the navies of West African countries, helping them develop systems to keep track of what is happening in their waters and respond to emergencies, and working on maritime infrastructure projects. The captain says the project will include training on boat maintenance, search

and rescue skills, port security, weather forecasting, leadership development and how to monitor fishing grounds. Captain Thebaud's ship, the USS Nashville, is also hosting 27 African officers from 10 countries for extended training. This year's Africa Partnership Mission will visit Senegal, Ghana, Nigeria, Cameroon and Gabon during the coming weeks. But the captain says U.S. military exchanges in the region continue throughout the year.

Source(s): Al Pessin, Voice of America, Feb 6, 2009.

<http://www.voanews.com/english/archive/2009-02/2009-02-06-voa66.cfm?CFID=132504709&CFTOKEN=39261795&jsessionId=00301e58249fc64c450c17257630804b3259>

Indian Navy Asks Fishermen Not to Cross Maritime Boundary

Navy has recently said the security at the international maritime boundary off Tamil Nadu coast was "impenetrable" and advised fishermen from the state to remain within Indian territorial waters. Navy Detachment Commander D V Tiwari said, "Fishermen should help Navy and Coast Guard to protect Indian territory. They are being provided with adequate security if they conduct fishing in the territorial waters of the country." They should also carry Identity cards and life-saving equipments, he said. "It was not the responsibility of Naval and Coastguard personnel alone to provide security for the fishermen. They should also take efforts to safeguard themselves," he said. "If they cross the border and enter the territory of another country, how can they expect protection from Indian Navy or Coastguard.

Source(s): Feb 11, 2009.

<http://www.indopia.in/India-usa-uk-news/latest-news/499931/National/1/20/1>

Somali Pirates Try to Seize Another Six Ships

Pirates in the Gulf of Aden made six attempts to hijack merchant ships during this week, but all the attacks were successfully repelled, maritime shipping agencies have reported. The European Union's Maritime Security Centre for the Horn of Africa attributed the "marked increase in pirate activity" in the region to improved weather conditions. It said both quick action by ships' crews and the intervention by EU and United States naval forces had thwarted the pirates.

The EU reported four attempts at piracy over a 24-hour period, and the International Maritime Bureau's Piracy Reporting Centre said there had been a total of six incidents. In other news releases, the U.S. Navy reported that its guided missile cruiser, the USS Vella Gulf, had intercepted and seized nine suspected pirates on Thursday and seven on Wednesday after receiving distress calls from ships. In Thursday's incident, the Indian Motor Vessel Premdivya reported that it had been fired upon from men in a small skiff, and suspected pirates were attempting to board.

Teams from the Vella Gulf and the guided missile destroyer USS Mahan boarded the skiff and found weapons after a helicopter dispatched from the Vella Gulf fired warning shots to force the suspected pirates to stop. On Wednesday, the navy said, the MV Polaris, sailing under a Marshall Island flag, sent a distress call saying that seven men on a skiff had tried to force their way on board using a ladder. The Vella Gulf intercepted the skiff, found weapons and seized the suspects.

Source(s): Feb 16, 2009.

http://www.portalangop.co.ao/motix/en_us/noticias/africa/Pirates-Try-Seize-Another-Six-Ships,bc16813d-a372-4fed-8d1d-b09179bf7b13.html

Fishing trawlers' activities to be monitored closely: Pakistan

The coastal security agencies have been directed to monitor the activities of heavy trawlers and take stringent action against those involved in illegal fishing and violating the fishing zone limitations within Pakistani waters. The directives have been issued by the Governor Sindh after complaints lodged about fall in catch by the local fishermen and business community and seizure of six foreign trawlers by the Maritime Security Agency recently. Chairman of the Trawlers Owners Group, Mehboob Ahmed, told 'The News' that the foreign trawlers scam started 14-15 years ago when they were introduced under the guise were introduced under the guise desired objectives were achieved and due to over exploitation our catch has drastically dropped."

With licences issued by the Korangi Fisheries Harbour Authority (KFHA), some 17 trawlers are still active in our waters, sources said. In addition, KFHA had also issued licenses to over 10 Chinese-made trawlers belonging to a person with political clout and this was the first time that licenses for operations in shallow waters had been issued to a single party

Source(s): The News, Feb 17, 2009

<http://www.thenews.com.pk/print1.asp?id=163078>

'Nukes might come to India via sea', Naval Chief

India's Navy Chief Admiral Sureesh Mehta warned that there was a possibility of anti-India elements smuggling nuclear weapons into the country via sea route, and called for augmented safety measures at ports. Delivering an inaugural address at a seminar on 18th Feb on "Port Sector: Developments and Security" organised by National Maritime Foundation, New Delhi, the Navy Chief talked about low-end or low-intensity maritime threat under which nuclear weapons could be smuggled into India in cargo containers.

Admiral Mehta further said that security system was missing at ports for containers, and stressed on the need to screen all containers that enter the country. "Container is the most likely means for the terrorist organisations for illegal transporting of nuclear weapons. Hence, the serious concerns about container security," he told reporters at a seminar on "Port Sector - Developments and Security. He said the country from where a container leaves should issue safety certificates. "Countries should certify that whichever container leaves the port is safe," Admiral Mehta added.

Talking about greater synergy amongst the Navy, Coast Guard and port authorities, the Navy Chief disclosed that control rooms would be set up in the Eastern and Western Naval Command. "These (control rooms) are the measures we propose for greater coordination that a joint operation centre functions from Eastern and Western Command... We will have a composite control over maritime assets," Admiral Mehta said.

The control rooms will coordinate among Eastern Command Chief, Western Command Chief and Director General Coast Guard. "It should be the integral part of country's security system," said Mehta. The Navy Chief's warning comes in the wake of November 26 Mumbai terror attacks, which were carried out by terrorists who entered the country's financial capital from Karachi in Pakistan via sea route. The Navy Chief's warning also comes at a time when al Qaeda has warned India against attacking Pakistan, and the neighbouring Islamic country's move to impose Shariat law in large parts of its restive northwest, including the Swat Valley, in a bid to buy peace with the Taliban extremists. The 'peace deal' has brought Taliban, who came into being in Afghanistan and are now present in "huge amounts" in Pakistan – in the words of President Asif Ali Zardari – more closer to India than ever before.

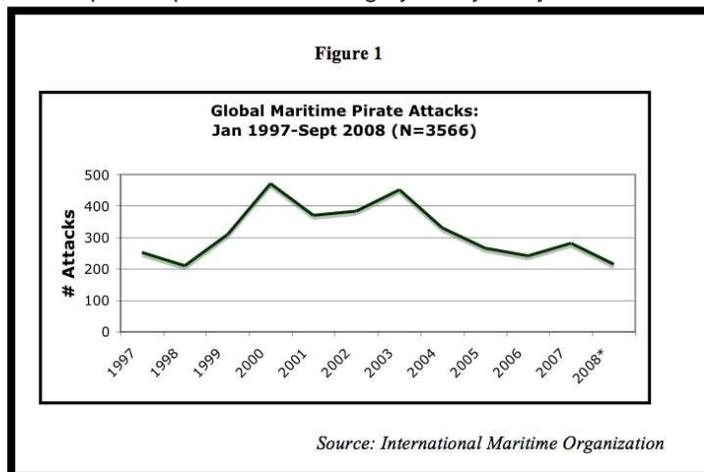
Source(s): Zee News, New Delhi, Feb 18, 2009.

<http://www.zeenews.com/nation/2009-02-18/508501news.html>

Maritime Piracy: Implications for Maritime Energy Security

Maritime piracy has a history as long as ships have gone to sea. From Captains Blackbeard and Morgan in the Caribbean, to the pirates of Barbary Coast in Africa and the famous "Pirate Queen" Cheng I Sao in Asia, the history of the sea is replete with the often-romanticized accounts of the exploits of these iconic figures and their crews. However, what has been – until very recently – largely neglected, is that piracy did not end in the days of the Spanish Main, but continues to exist and thrive in the modern period, with an estimated 5.9 merchant ships attacked for every 1,000 voyages. In 2007, there was, on average, one reported pirate attack roughly every thirty-one hours.

By the early 1980s the international community had reacted by codifying its position on maritime piracy in the United Nations Convention on the Law of the Sea (United Nations, 1982), agreeing on a formal definition of piracy and detailing the conditions under which states and vessels could and should respond. By the early 1990s, the number of attacks was becoming so problematic that in 1996 the International Maritime Organization of the United Nations (IMO) was charged with maintaining details of reported attacks and issuing official reports on a monthly, quarterly and annual basis. The IMO began producing annual reports in 1998, and monthly reports in mid-2000. Since then it has documented over 3,500 attacks through September 2008.



The International Maritime Bureau estimates that maritime piracy costs transport vessels between \$13 and \$15 billion a year in losses in the waters between the Pacific and Indian Ocean alone (Ryan 2006). Earlier economic estimates had placed the annual global figure at approximately \$16 billion (Burnett, 2002; Dillon, 2000). Costs stem not only from stolen cargo and goods (and, in some cases, from the theft of the ship itself) but also from delays in port while the attack is reported and investigated, and from increased insurance rates as well.

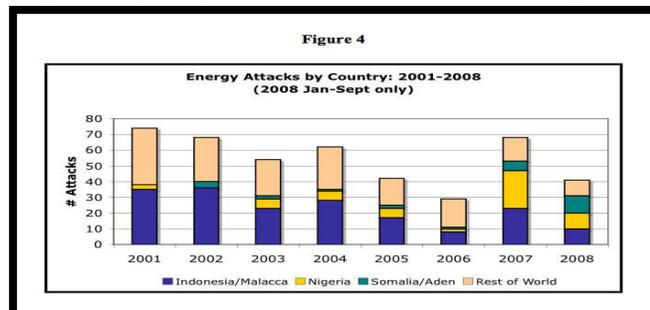
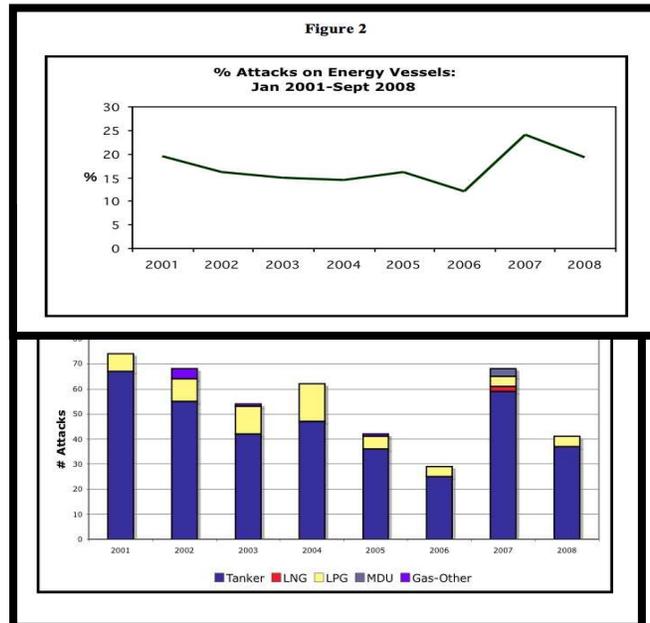
The human costs of maritime piracy are significant: In 2006, fifteen sailors were killed in pirate attacks, 188 were taken hostage, and 77 were kidnapped and held for ransom. Since 1995, over 350 sailors are reported to have lost their lives in pirate attacks worldwide (IMO); this has translated to roughly thirty sailors each year. While the 240 attacks reported in 2006 are the lowest number of attacks reported since 1998, and the fifteen deaths in 2006 represent the lowest level of casualties since 2002, seventeen sailors lost their lives in pirate attacks in the first two months of 2007 alone (IMO).

Maritime Piracy and Energy Security

Attacks on energy vessels represent a significant percentage of overall maritime piracy attacks, ranging from a low of 12% of total attacks in 2006 to a high of just over 24% in 2007 (Figure 2). Most pirate attacks – including those on energy vessels – are cases of simple robbery at sea, with pirates boarding and robbing the ship while in port, or from small speedboats or rubber zodiacs while the vessel is underway. Increasingly we have seen a disturbing trend in hijacking and kidnapping for ransom. While there has been little evidence until very recently that energy vessels are targeted per se for hijacking, there have been a few notable cases where tankers have been hijacked and the crews held for ransom. For example, in August 2003, pirates boarded the Malaysian-registered fuel tanker Penrider near the Aceh province of Indonesia, and demanded \$100,000 in ransom for the release of the ship and the crew.

There have also been cases where the cargo was clearly the main objective of the piracy. For example, in April 1998 pirates seized the Petro Ranger outside Singapore’s territorial waters. The Malaysian-registered vessel was carrying 9,600 tons of diesel petroleum and 1,200 tons of A-1 jet fuel. The pirates repainted the stern with a new name, Wilby, and raised the Honduran flag, turning the Petro Ranger into a “phantom vessel” – a stolen ship “hidden” under a false name, flag and papers. Two other pirate ships rendezvoused with the ship at sea and siphoned-off half of the estimated \$2.3 million dollar cargo. (Nincic, 2009).

As can be seen in Figure 3, the vast majority of pirate attacks against energy vessels occur against oil tankers, with attacks on LPG vessels a distant second. This is disproportionate to the size of the global tanker fleet: Of the approximately 120,000 ocean-going vessels in the world, only about 4,000 (just over three percent) are oil tankers. A disturbing trend occurs in 2007 with pirates demonstrating the ability to attack mobile drilling units (MDU) and LNG carriers successfully. Two LNG carriers were attacked in 2007; one in Indonesia and the other in the Singapore Strait. Additionally, three offshore drilling platforms were attacked; two in Nigeria (one where a worker was kidnapped for ransom), and one off India. This suggests that pirates may be acquiring more sophisticated maritime skills. Significant numbers of attacks on ships in Nigeria (some of which occurred over 31 miles from shore) represent not only a geographical



expansion of threats to maritime energy assets, but also perhaps an increasing oceangoing ability on the part of pirates in the area. (Nincic, 2009).

While most of the world's maritime piracy (including attacks on energy vessels) has occurred in Indonesia and the Strait of Malacca (see Figure 4), by 2007 Nigeria had emerged as an important locale for pirate attacks on maritime energy assets, accounting for over 29% of attacks (Indonesia still remained the largest, with just over 35%; Nincic, 2009). However, by 2008, pirates in Somalia had acquired a very sophisticated ability to operate routinely over 200 nautical miles from shore, and began to represent – with Nigeria – an important shift in maritime piracy from Asia to Africa. For the first time, more attacks occurred in Nigeria and Somalia than in Indonesia and the Strait of Malacca and, for the first time, more attacks occurred in Somalia than in any other part of the world. By the end of September 2008 (the last month for which the IMO has posted 2008 data), over sixty attacks had been reported. Other organizations such as the International Maritime Bureau have reported over 100 successful and attempted attacks in Somali waters and the Gulf of Aden in 2008, with forty-two of these vessels taken hostage, making this part of the world the clear and unambiguous maritime piracy "hot spot".

Source(s): Donna J. Nincic, *Journal of Energy Security*, Feb 2009 Issue, Feb 19, 2009.

http://www.ensec.org/index.php?option=com_content&view=article&id=180:maritime-piracy-implications-for-maritime-energy-security&catid=92:issuecontent&Itemid=341

Somalia to Create Maritime Corridor to Fight Piracy - Ambassador

Somalia's new unity government will solve the problem of piracy by creating a maritime corridor through the country's territorial waters, the Somali ambassador to Russia said while visiting to Moscow. Mohammed Mahmud Handule said at a RIA Novosti news conference that the Somali government had already worked out the legal and technical issues involved in opening the corridor. "The new [Somali] government will rigorously work on this [problem of piracy]," he said. "We want to create a corridor where from Point A all ships will be put in groups of 5-7, and then our friends, including Russia, will escort them to Point B. Vessels not travelling through that corridor will be considered pirates or poachers."

Moderate Islamist Sheikh Sharif Ahmed was sworn in as president of Somalia on January 31. His nomination for prime minister, Western-educated and former UN employee Omar Abdirashid Ali Sharmarke, was approved by parliament on February 14. According to the UN, Somali pirates carried out at least 120 attacks on ships in 2008, resulting in combined ransom payouts of around \$150 million. Around 20 warships from the navies of at least 10 countries, including Russia, are involved in anti-piracy operations off Somalia. The East African country has been ravaged by years of civil war

Source(s): RIA Novosti, Feb 19, 2009.

<http://en.rian.ru/world/20090219/120218072.html>

Tensions Increase in the Gulf over Iranian Nuclear Projects

In the last week of February, Sergei Kiriyyenko, the chief of Russia's Federal Atomic Energy Agency (Rosatom), went to the Persian Gulf port of Bushehr to announce that Russia had completed construction of Iran's first light-water, industrial, 1,000-megawatt nuclear power reactor. Kiriyyenko told journalists that "The construction stage of the nuclear power plant is over" and that complex tests and "pre-commissioning procedures" had begun. To test the reactor, it was loaded this week with dummy fuel rods in which uranium was replaced with lead.

Accompanied by Gholam Reza Aghazadeh, the chief of Iran's Atomic Energy Organization, Kiriyyenko told journalists that in the coming five years Iran would install 50,000 gas centrifuges to enrich uranium at the underground plant in Natanz in central Iran, which today has 6,000 centrifuges. Aghazadeh added, "America should face reality and accept living with a nuclear Iran". Bushehr is scheduled to become fully operational before the end of the year. According to Kiriyyenko, during the reactor's first year of operation it will be manned by Russian workers and all spent nuclear fuel will be returned to Russia for reprocessing. Kiriyyenko announced that Russia would supply Bushehr with nuclear fuel for at least 10 years. Rosatom hopes to win a contract to build more reactors in Iran (Interfax, February 25).

The Bushehr nuclear power plant was partially constructed in the 1970s by Siemens but was abandoned unfinished after Iran's Islamic Revolution in 1978. The Russian company Atomstroyexport signed



a contract in 1995 to rebuild Bushehr by 2000 for an estimated \$800 to \$900 million; but work dragged on and costs increased, as Moscow and Tehran bickered over the price. A deadline for completion was not met in the fall of 2006 or in the following year. It was reported that Atomstroyexport was paid over \$1 billion by the end of 2007 and demanded \$200 million more (RIA-Novosti, February 25; *Kommersant*, March 12, 2007). Apparently, an agreement was reached by the end of 2007, and Russia began to ship 82 tons of nuclear fuel to Iran to fill the reactor. At present, this fuel is stored in Bushehr under the seal of the UN nuclear watchdog, the International Atomic Energy Agency (RIA-Novosti, February 25).

The U.S. has expressed concern that the Bushehr reactor will help Iran in its alleged covert effort to build nuclear weapons. The security measures advertised by Kiriyenko in Bushehr—the operation of the reactor by a Russian crew of several hundred till at least 2011 and the contract for 10 years to supply fuel and reprocess spent rods under IAEA supervision—could somewhat lessen these concerns while allowing Rosatom to earn much-needed dollars.

A recent IAEA report states that the Iranian uranium enrichment operation in Natanz has substantially slowed down, with only 4,000 of the centrifuges working. According to the IAEA, Iran has been accumulating enriched uranium, but all together it seems to be only enough to make a single nuclear device within two years. There have been reports from Western intelligence sources that Iran has run out of raw uranium to enrich. Iran does not have substantial amounts of its own natural uranium, and until now the West has managed to prevent imports of any substantial amounts from abroad.

The 82 tons of Russian reactor-grade enriched uranium fuel for the Bushehr power station poses a serious potential problem. The fuel is on Iranian territory and IAEA safeguards could be bypassed or simply ignored. Moreover, there is no need to load all the supplied fuel rods into the reactor to produce electricity. By diverting only a fraction of the Russian-supplied enriched uranium, Iran could untangle its present uranium supply crunch.

Iran continues to defy international demands to stop its uranium enrichment program, and its relations with other nations in the region are tense. This week Iranian Interior Minister Sadeq Mahsuli attended a high-level security and antiterrorist conference in Bahrain in an apparent attempt to soothe relations with his country's Arab neighbors, but the result was a public clash that I witnessed. Abdulrahman bin Hamad Al Attiyah, the Gulf Cooperation Council (GCC) secretary general, announced that "inadmissible and regrettable" Iranian statements threatened Bahrain's sovereignty. Al Attiyah recalled the "occupation by Iran for 40 years" of three disputed islands claimed by the Arab Emirates in the gulf. The GCC wants a settlement of the Iranian nuclear issue. According to Al Attiyah, Iran is undermining stability in the gulf, and "this has forced the massive deployment of naval power in the area." The U.S. Fifth Fleet headquarters are in Bahrain, and its commander Vice Admiral William E. Gortney presented to the conference a crisp vision of the U.S. Navy's mission in the Persian Gulf: forward deployment, deterrence capability, and command of the sea, projecting power and, as a result, maritime security.

Source(s): Pavel Felgenhauer, *Eurasia Daily Monitor* Volume: 6 Issue: 39. Feb 27, 2009

http://www.jamestown.org/single/?no_cache=1&tx_ttnews%5Btt_news%5D=34565&tx_ttnews%5BbackPid%5D=7&cHash=fe34bfd8d

Navy to Head Indian Maritime Security: Antony

The Indian Navy will be responsible for the overall maritime security of the country, including coastal and off-shore security, Defence Minister AK Antony announced on 28th Feb. Speaking at a function in Kochi, Antony said the Navy would be assisted by the Coast Guard, the state marine police and other central and state agencies for the coastal defence.

Joint operation centres would be set up at Mumbai, Visakhapatnam, Kochi and Port Blair, to be manned and operated by the navy and Coast Guard with inputs from other agencies, he said. The announcement follows stepped up security measures in the wake of the November attack on Mumbai by terrorists who New Delhi says were Pakistanis and reached India by sea. The attack left some 170 people dead.

Source(s): *The Hindustan Times*, Feb 28, 2009

<http://www.hindustantimes.com/StoryPage/StoryPage.aspx?sectionName=HomePage&id=7158b2fa-c919-4092-a22b-571ee1c6c820&Headline=Navy+to+head+Indian+maritime+security%3A+Antony>

Fish migrating to cooler waters, study says

Climate-driven environmental changes could drastically affect the distribution of more than 1,000 species of commercial fish and shellfish around the world, scientists say. For the first time, researchers using computer models have been able to predict the effect that warming oceans, fed by greenhouse-gas emissions, could have on marine biodiversity on a global scale. A new study predicts that by 2050, large numbers of marine species will migrate from tropical seas toward cooler waters -- specifically the Arctic and Southern Ocean -- at an average rate of 40 to 45 kilometers (about 25 to 28 miles) per decade.

These migrations could lead to "numerous extinctions" of marine species outside the Arctic and Antarctic, especially in tropical waters, according to the study's projections. "These are major impacts that we are going to see within our lifetime and our children's lifetime," said William Cheung, lead author of the study, set to be published this week in the journal *Fish and Fisheries*.

"Climate change provides us with a kick in the pants," added Cheung, a marine biologist and lecturer at the University of East Anglia in the United Kingdom. "We can't think about climate change and biodiversity without thinking about the impact it will have on people." Researchers from the University of East Anglia, Princeton University and the Sea Around Us Project at the University of British Columbia participated in the study. Using a combination of data from fisheries and computer models that can project the potential effects of climate change on biodiversity, researchers were able to make predictions on the migration patterns of different fish species under varying climate-change scenarios.

The study predicts that within 41 years, the global distribution of marine species will shift 60 percent as more fish move toward cooler waters near the Earth's poles. "Even if we completely stop fishing, we will still see a big difference in 10 years," said Emily Pidgeon, senior technical adviser with the Regional Marine Strategies Department at Conservation International. The study suggests that conservationists will have to adapt their approach to a shifting marine environment. Added Pidgeon, "The goal posts are changing, so we need to re-think and re-tool the way we look at fishery management." The migration patterns outlined in the study would further diminish the coastal population of the Atlantic cod, a once-plentiful fish that was a staple of American and European diets for centuries. According to the study, the worldwide population of cod could be cut in half by 2050.

Source(s): CNN, Feb 12, 2009.

<http://edition.cnn.com/2009/TECH/science/02/12/fish.migration.study/>

Antibiotic Resistance: Rising Concern In Marine Ecosystems

A team of scientists, speaking February 13 at the annual meeting of the American Association for the Advancement of Science, called for new awareness of the potential for antibiotic-resistant illnesses from the marine environment, and pointed to the marine realm as a source for possible cures of those threats. The group stated that newly completed studies of ocean beach users point to an increasing risk of staph infections, and those current treatments for seafood poisoning may be less effective due to higher than expected antibiotic resistance.

The group also asserts that new research has identified sponge and coral-derived chemicals with the potential for breaking down antibiotic resistant compounds and that could lead to new personalized medical treatments. "While the marine environment can indeed be hostile to humans, it may also provide new resources to help reduce our risks from illnesses such as those caused by water borne staph or seafood poisoning," stated Paul Sandifer, Ph.D., former member of the U.S. Commission on Ocean Policy, chief scientist of NOAA's Oceans and Human Health Initiative, and co-organizer of the symposium.

Carolyn Sotka, also with the NOAA Oceans and Human Health Initiative and lead organizer of the session, stated "It is critically important that we continue research on the complex interactions between the condition of our oceans and human health. Without doubt, this research will develop new understandings of ocean health risks and perhaps more importantly crucial discoveries that will lead to new solutions to looming public health problems."

The research team, a collaboration between scientists at NOAA's Hollings Marine Laboratory in Charleston, S.C., the Medical University of South Carolina and researchers at North Carolina State University in Raleigh, N.C., noticed a sponge that seemed to thrive despite being located in the midst of a dying coral reef. After extraction, testing showed that one of the isolated chemicals,

algeliferin, breaks down a biofilm barrier that bacteria use to protect themselves from threats including antibiotics. The same chemical can also disrupt or inhibit formation of biofilm on a variety of bacteria previously resistant to antibiotics which could lead to both palliative and curative response treatment depending on the problem being addressed.

Researchers at the Bigelow Laboratory for Ocean Science in West Boothbay Harbour, Maine, report that the frequency of antibiotic resistance in vibrio bacteria was significantly higher than expected. These findings suggest that the current treatment of vibrio infections should be re-examined, since these microbes are the leading cause of seafood-borne illness and death in the United States. The severity of these infections makes antibiotic resistance in vibrios a critical public health concern.

Naturally-occurring resistance to antibiotics among Vibrios may undermine the effectiveness of antibiotic treatment, but as yet this has not been extensively studied. Furthermore, antibiotics and other toxicants discharged into the waste stream by humans may increase the frequency of antibiotic-resistant Vibrio strains in contaminated coastal environments.

Source(s): Science Daily (Feb. 25, 2009)

<http://www.sciencedaily.com/releases/2009/02/090213161033.htm>

Study: 'Astonishing Richness' in Polar Sea Species

A marine census released 5th Feb documented 7,500 species in the Antarctic and 5,500 in the Arctic, including several hundred that researchers believe could be new to science. "The textbooks have said there is less diversity at the poles than the tropics, but we found astonishing richness of marine life in the Antarctic and Arctic oceans," said Victoria Wadley, a researcher from the Australian Antarctic Division who took part in the Antarctic survey. "We are rewriting the textbooks."

In one of the biggest surprises, researchers said they discovered dozens of species common to both polar seas — separated by nearly 7,000 miles (11,000 kilometers). Now they have to figure out how they separated. "We probably know more about deep space than we do about the deep polar oceans in our own backyard," said Gilly Llewellyn, leader of the oceans program for the environmental group WWF-Australia. She did not take part in the survey. "This critical research is helping reveal the amazing biodiversity of the polar regions." Most of the new discoveries were simpler life forms known as invertebrates, or animals without backbones.

Researchers found scores of sea spider species that were as big as a human hand, and tiny, shrimp-like crustaceans in the Arctic basin that live at a depth of 9,850 feet (3,000 meters). The survey is one of several projects of the Census of Marine Life, an international effort to catalog all life in the oceans. The 10-year census, scheduled for final publication in 2010, is supported by governments, divisions of the United Nations and private conservation organizations. The survey — which included over 500 polar researchers from 25 countries — took place during International Polar Year which ran in 2007-2008.

Researchers endured up to 48-foot (16-meter) waves on their trip to the Antarctic, while their colleagues in the Arctic worked under the watchful eye of a security guard hired to protect them from polar bears. New technology also helped make the expeditions more efficient and productive than in the past. Researchers used cell-phone-like tracking devices to record the Arctic migration of narwhals, a whale with a long twisted tooth, and remotely operated submersibles to reach several miles (kilometers) down into the oceans to study delicate marine animals that are impossible to collect. As many as 235 species were found in both polar seas, including five whale species, six sea birds and nearly 100 species of crustaceans.

Source(s): Michael Casey, AP, Feb 15, 2009.

http://www.google.com/hostednews/ap/article/ALeqM5gDfYKODru5yt_79YdAMH4ZvwBXMAD96C7JB80



MARINE TECHNOLOGY

Eye Of The Sea - World's First Live Underwater Webcam

The first deep-sea webcam was successfully installed on the floor of California's Monterey Bay recently. The Eye-in-the-Sea camera will allow marine to unobtrusively observe organisms in the deep ocean. "That was an extremely rare experience, something that complex working the first time," Widder, a MacArthur "genius award" grantee and founder of the Ocean Research and Conservation Association. "Murphy took the day off."

The remote monitoring system will take video and various scientific readings 24 hours a day, sending them via the Monterey Bay Aquarium Research Institute's new undersea data network, the Monterey Accelerated Research System, aka MARS. At a time when everywhere scientists look in the oceans, they see mounting problems, the Eye-in-the-Sea-MARS combo will provide scientists with much-needed data on how changes in shallower waters are changing the nature of the bottom of the sea.



Source(s): Feb1, 2009

<http://gcaptain.com/maritime/blog/eye-of-the-sea-worlds-first-live-underwater-webcam/>



HUMAN RESOURCES

Shipping Industry Runs Short of Mariners

Long a symbol of romance and adventure, the seafaring life is attracting fewer young adults these days, creating a worsening personnel shortage for those hauling cargo across oceans and the Great Lakes. Some shipping companies have told the U.S. Maritime Administration that the problem has forced them to dock or even sell vessels. Others said it has kept them from expanding fleets, or caused delayed voyages and lost contracts.

A cross-section of the maritime industry has been affected to varying degrees, from oil tankers and bulk cargo haulers to tugs, barges and ferries. "It's not limited to any region or any nation. It is a global challenge," Maritime Administrator Sean Connaughton said. That includes the Great Lakes, where ships carry iron ore, coal and limestone to factories and pick up Midwestern grain for transport overseas. "We look to hire four to six new officers every year, and every year we can't get them," said Ed Wiltse, vice president of operations for Grand River Navigation, which has five cargo haulers.

Wiltse prefers officers trained especially for the Great Lakes, but sometimes must hire saltwater vessel operators on a short-term basis. "We've had to fly in people at the last minute from Florida or Seattle and get them to a ship so it can leave," he said. The situation has been developing for years and has many causes. Some point to licensing and training requirements that have gotten tougher, along with beefed-up safety standards and greater use of computers and other technology.

With international commerce picking up, more goods are being transported by water, so there are more job openings. Stepped-up offshore oil exploration is boosting demand for ships and crews. And the work force is gradually aging, as veteran mariners retire and fewer young people get aboard. Many in the industry say going to sea has less allure for youths than in previous generations. One turnoff is spending months at a time away from home. "You don't go home at 5 o'clock and kiss the wife and ask Billy, 'How was your school day?'" Nekvasil said. A one-time attraction – lengthy, entertaining stopovers in exotic ports – is mostly a memory because of automation and greater efficiency.

Source(s): John Flesher, Feb 01, 2009.

<http://archives.chicagotribune.com/2009/feb/01/science/chi-ap-mi-marinershortage>



MARITIME LEGISLATION

Govt May Allow Cos to Set up Captive Cargo Handling Berths

The government may allow private companies to set up captive cargo handling berths at the existing 12 major ports in the country. The move will benefit steel, mining, oil and cement companies such as Tata Steel, Sesa Goa, Ispat Industries, JSW and Essar group which extensively use port facilities for importing raw materials and exporting finished products. "A policy allowing captive

berthing facilities is being finalised by ministry of shipping and port. It will help in attracting private investments in the port sector," an official in the ministry of shipping, road transport and highways said. The existing policy does not allow private firms to have captive berths. This facility is extended only to government-owned companies. Private firms can only participate in port development projects under the public-private-partnership (PPP) route and avail preferential berth allocation by paying a hiring charge.

The new policy will allow the port authority to invite applications from companies interested in developing and availing captive berths, jetties, platforms or other infrastructure. Under the policy, captive berth will be given on the basis of minimum guaranteed cargo and after payment of royalty on per tonne basis, the official, who didn't wish to be named. Companies will also have to pay marine charges to the port authority for using some common port infrastructure. The usual concession period for this facility is expected to be for 30 years with annual revision in royalty payments.

While the captive berth will be exclusive used by its operator, companies would also be given the freedom to offer the infrastructure for use by a third party after getting permission from the authority. In this case, the operator will have to pay certain charges to the port authority.

Source(s): Feb 18, 2009.

http://www.hellenicshippingnews.com/index.php?option=com_content&task=view&id=36637&Itemid=79

Port Developers in Maharashtra Seek Comprehensive New Policy

It is reported that private port developers like Jai Corp, Balaji Infra and Sajjan Jindal group have sought a new policy as they think that the present framework has no relevance in the prevailing circumstances. The Maharashtra Port Developers Association, a representative body of private ports in the state has sought financial incentives and promotional support from the state government.

According to MPDA, capital investments in port projects be supported by way of exemption from payment of the relevant taxes, duties and other statutory levies. It has also made out a case for exemption from electricity duty for 15 years, 100% waiver of stamp duty and concessions for related infrastructure facilities like road and rail connectivity. However, MPDA has called upon the state government to handle cases of rehabilitation and resettlement of displaced persons on a priority basis.

A senior official of Rewas port and a member of MPDA said that "Port projects are highly capital intensive with long gestation periods adding to the risks of the project. The sustained development of the port sector requires government support in terms of financial incentives, promotional and administrative measures." The Maharashtra Maritime Board, the nodal agency entrusted with the regulatory and developmental framework of the state's maritime activities had drawn up port plans involving significant private sector participation as far back as in 1996. But it has made precious little progress so far. Industry sources added that lack of port infrastructure in the state only indicated that bulk cargoes like coal, sugar and sulphur were moving out of the state to Gujarat ports.

Source(s): SteelGuru, Feb 21, 2009.

http://steelguru.com/news/index/2009/02/21/ODM0MzA%3D/Port_developers_in_Maharashtra_seek_comprehensive_new_policy.html

Shipbuilders Set to Get Subsidy of Rs5,000 Cr

The shipping and finance ministries are set to resolve a 17-month-old dispute over subsidizing shipbuilders on confirmed orders that were considered ineligible for a five-year scheme which ended on 14 August 2007. "We are moving towards a resolution now," a shipping ministry official said on condition of anonymity. "The shipping ministry had requested the finance ministry to sanction about Rs5,000 crore to pay subsidy pending on the earlier scheme and the finance ministry has agreed." The scheme offered shipbuilders 30% extra on building ocean-going merchant vessels at least 80m in length, provided they were for the domestic market. For export orders, ships of all types and capacities were eligible for the subsidy.

The shipping ministry initially argued that orders won just before the scheme was discontinued, could not be eligible because they had not notified the ministry by submitting an in-principle application. Shipbuilders claimed that they could not apply because they were unable to get the so-called price reasonableness certificate from India's maritime regulator Directorate General of Shipping (DGS) before the scheme ended. According to the scheme, in the case of export orders, where the price of a ship is finalized on the basis of negotiations between two parties, the reasonableness of price would have to be determined by DGS. Subsidy would be admissible on the contracted price or the price as certified to be reasonable, whichever was less. The subsidy is given to public sector yards in instalments, while private companies get it only after the ship is delivered.

Local shipbuilders had asked for price reasonableness certificate from DGS on as many as 70-75 ships a few days before the scheme closed. Shipbuilders have also been lobbying for an extension of the five-year subsidy scheme, which had started in the mid-1990s and had been extended twice already. In the last few days before the scheme closed, shipbuilders, most of them private firms such as ABG Shipyard Ltd, Bharati Shipyard Ltd, Pipavav Shipyard Ltd and Larsen and Toubro Ltd, signed orders worth a few thousand crores through negotiations with global fleet owners.

Source(s): P. Manoj, Live Mint, Feb 24, 2009.

<http://www.livemint.com/2009/02/23215612/Shipbuilders-set-to-get-subsid.html>

MARITIME TOURISM

Kochi to Become World Class Cruise Destination

The Kochi port's ambitions of becoming a world class cruise destination has received a boost with Kochi being rated high among the recreational port destinations in the world. According to Cochin Port Trust sources, Kochi ranks top among the 11 ports across the world that hosted and will host Volvo Ocean Race 2008-09.

Kochi hosted the Volvo Ocean Race for two weeks from December 3 and the stopover was described as a grand success both by the race teams and by the Volvo Ocean Race management. The success of the event prompted the Union government to provide a grant of Rs. 15 crore directly to the port trust to improve tourism facilities on the premises, said an official of the port trust.



The money is going to improving existing facilities and building new ones for the purpose making Kochi more prepared for its future role as a major cruise destination. The grant was a pleasant surprise given that several agencies, including the State government have been submitting proposals for building new and improving the existing tourism facilities. The Union government grant came in even as the port trust authorities have firmed up the documents on public-private partnership for the nearly Rs. 400-crore International Cruise Terminal. The port's plan is to build a cruise terminal on 6.71 hectares of land earmarked for the purpose on the North End of Willingdon Island. There will be a modern berth of 220 metres length, a world class cruise terminal building, a shopping mall and office tower, a five-star hotel complex as well as a Kerala Village. The estimated cost of the project is Rs. 375 crore and the annual passenger handling capacity is 3.5 lakh.

Source(s): The Hindu, Feb 28, 2009.

<http://www.hindu.com/2009/02/28/stories/2009022854941500.htm>

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