

MAKING WAVES

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PM Inaugurates Naval Academy At Ezhimala

The Prime Minister, Dr Manmohan Singh, inaugurated the Naval Academy in Ezhimala, Kerala on January 08. It marks the realization of a great dream of our late Prime Minister Shri Rajiv Gandhi who laid the foundation stone of this Academy on January 17, 1987. It was planned as a full-fledged permanent Naval Academy to replace the old Naval Academy, INS Mandovi at Goa. This Academy will prove to be the premier officer-training establishment of the Indian Navy and is the largest Naval Academy in Asia. From June 2009, all officers inducted into the Indian Navy, under various schemes, will undergo basic training at this Academy. The Academy is Located 38 km north of Kannur (Cannanore) district of Kerala on the Malabar coast spreading over 2452 acres.

With the inauguration, all the training activities of Naval Academy, INS Mandovi, Goa, and Naval College of Engineering, INS Shivaji, Lonavla would be shifted to this new academy. The Academy would be conducting a four year 'B Tech' programme for all newly inducted trainees. Courses would be offered in 'Electronics and Communications' and 'Mechanical Engineering'. The Academy would start training approximately 450 trainees this year and would progressively increase to about 1100 trainees by 2013. This would include officer-trainees from the Indian Coast Guard and friendly foreign countries.



During the occasion PM Singh said, as it looks at the vast expanse of the Arabian Sea and the Indian Ocean, it is easy to see why the Indian Navy must have a much greater role in safeguarding our Nation's vital security and economic interests. The Mumbai terrorist attacks have highlighted the need for heightened vigilance and response to asymmetric threats emerging from the sea. We face such threats not only in the Arabian Sea area but also in the Indian Ocean. There is a marked increase in the attempts by various terrorist and other groups to use the blue waters around India for their nefarious purposes. This is a matter of great concern to all of us. The importance of the Indian Navy in safeguarding our vital security interests has thus become paramount. There can thus be no doubt that the Indian Navy must be the most important maritime power in this region.

PM said, the Gulf is part of our valuable extended neighbourhood, separated only by the Arabian Sea, of which the Indian Navy is one of the sentinels. Many of the Gulf countries look upon India as a friendly and benign neighbour on which they can depend in times of difficulty and need. Another key role that the Indian Navy will play would be to safeguard the sea-lanes of communication, through which pass the bulk of our energy supplies and our sea-borne trade. As India's oil and gas imports increase demands on the Navy will become further pronounced. There is an inextricable link between India's economic resurgence and our maritime power. As economic power shifts to Asia, the demand for energy and the volume of trade passing through the Indian Ocean region will expand enormously. This shift is being accompanied by the emergence of a host of threats that travel through the oceans and seas. These include the transportation of weapons of mass destruction, small arms and other weaponry through the oceans to the hinterland; the threat of piracy in international waters; organized crime; drug trafficking; environmental degradation; rising sea-levels; their consequences, illegal migration and human smuggling. Under such circumstances it is imperative for building such capabilities for the Navy.

Source(s): PTI, Jan 08, 2009

<http://pib.nic.in/release/release.asp?relid=46464>

The Ecinimoc Times, Jan 8, 2009

http://economictimes.indiatimes.com/News/PoliticsNation/PM_asks_Navy_to_guard_against_water_terrorists/articleshow/3954268.cms

Port Projects Worth Rs 2k Cr

The government on 22 Jan 09 approved three port projects worth Rs 2,000 crore on Public-Private Partnership (PPP) basis. The projects include construction of container terminals at Ennore, Tuticorin ports and a coal terminal in Goa. While the container terminal at Ennore Port will be constructed at an estimated cost of Rs 1,407 crores, the one at Tuticorin Port will require an investment of Rs 312 crores. In Goa, a coal terminal will be developed at a cost of Rs 334 crore.

With this approval, the total number of port project approved by the PPPAC this fiscal reached five. Previously, the committee had cleared two projects in Paradip worth Rs 1,070 crores. The ministry of shipping has to award 52 specialised berths worth Rs 28,000 crores during 2006-12 for handling commodities like iron ore and coal. However, till now, only six berths worth Rs 6,500 crores have been awarded. This fiscal, it had to award nine projects worth Rs 4,500 but it has failed to get anything off the ground. Besides Paradip, berth construction projects are likely to come up at Ennore, Mangalore, Tuticorin, Marmagoa, Kandla and Vizag.

Source(s): The Economic Times, Jan 23, 2009.

http://economictimes.indiatimes.com/News/Economy/Infrastructure/Govt_clears_3_port_projects_worth_Rs_2k_cr/articleshow/4019442.cms

Gangavaram Port Aims to Handle 4 Million tn Cargo

The Gangavaram port is aiming to handle about 4 million tonne of cargo by the end of March 2009 after the first phase 5 berths have been completed with an annual capacity of 35 million tonne. It handled about 1 million tonne of coking coal, boiler coal and steel products during the trial operations. The port unloaded coking coal and boiler coal for the Visakhapatnam Steel Plant, Steel Authority of India and a few customers in Orissa, besides exporting products of Jindal Steel.

Most of the work related to the multi purpose port, including railway lines, road laying, conveyer belt construction, development of open and closed stock yards and erection of all major equipment has been completed and the management is awaiting nod for commercial operations. And the port has started moving the imported cargo through the conveyer belt and by railway wagons. Gangavaram is the second port after Krishnapatnam that can handle mother ships. The port is fully mechanized and the water draft is 21 meters, which will enable large ships to enter the port. This will also help in enhancing the handling rate when compared with other ports.

Source(s): Steelguru, Jan 04, 2009.

http://steelguru.com/news/index/2009/01/04/NzcyNDQ%3D/Gangavaram_Port_aims_to_handle_4_million_tonne_cargo.html

India Signs Deal with US for Long-Range Maritime Aircraft

India signed the biggest-ever defence deal with US: a \$2.1 billion contract to purchase eight Boeing P- 8I long-range maritime reconnaissance (LRMR) aircraft from aerospace major Boeing to strengthen the Navy's intelligence gathering capabilities. The government had approved the deal in its last Cabinet Committee on Security (CCS) meeting in 2008 after protracted talks. According to sources, the deal with Boeing was through a direct commercial contract and issues such as end-user verification agreement between India and US for these defence products were still pending.

"The Navy will get its first aircraft under the deal by 2012-13 and the rest of the aircraft would be delivered in phases by 2015-16," sources said. The contract also provided for the Navy to place follow-on orders for about eight more of these aircraft, being purchased to replace the existing fleet of eight ageing Tupolev-142M turboprops. The P-8I is armed with torpedoes, depth bombs and Harpoon anti-ship missiles and is capable of anti-submarine warfare and anti-surface warfare. Expected to help in plugging the existing gaps in Navy's maritime reconnaissance capabilities, the aircraft has an operating range of over 600 nautical miles.

Source(s): The Times of India, Jan 5, 2009

http://timesofindia.indiatimes.com/India/India_inks_largest-ever_defence_deal_with_US/articleshow/3934357.cms

Live Mint, Jan 5, 2009

<http://www.livemint.com/2009/01/05152625/India-signs-deal-with-US-for-I.html>

Deep-Sea Port a Priority, Says New Bangla Shipping Minister

The Bangladesh government will move to set up a deep sea port in Chittagong as the Awami League had pledged in its election manifesto, according to Shipping Minister Afsarul Amin. "If the deep sea port is set up it will change the outlook not only for the people of Chittagong, but the whole country will be benefited," Amin told reporters.

"Chittagong port will be transformed into a modern and active port in cooperation with all people. We will also maintain the continuity of the structural changes," he said. On other steps for the development of the port city, the newly appointed minister said: "We will take steps to stop water logging, traffic gridlock, ensure drinking water and tackle the power crisis."

Source(s): Jan 8th, 2009.

<http://bdnews24.com/details.php?id=73177&cid=2>

Sri Lankan Port Seen Part of China Shipping Protection Strategy

As per a US military study a port, being built in southern Sri Lanka near the main shipping route across the Indian Ocean, is part of a Chinese effort to project influence and protect vital trade lanes. The study lists the commercial-shipping container port at Hambantota, being built by Chinese contractors, as part of China's so-called "string of pearls" strategy to gain political influence so as to be able to project power in the Indian Ocean region.

The report, "Joint Operating Environment 2008," was produced by the Norfolk-based U.S. Joint Forces Command. It lists China as the main emerging nation-state threat that US forces could confront in a future conflict, along with potential threats from Russia, the Middle East and other places in Asia. Other facilities listed in the report are Pakistan's Gwadar port, near the mouth of the Persian Gulf, as a naval base and surveillance facility, and the Woody Island airfield in the Paracel Islands in the South China Sea. These are listed as being useful to China as part of the Chinese shipping-lane-protection strategy. The US military report identifies China as the most significant potential threat for the American military in the future. The report discloses new details of what it describes as Beijing's efforts to build political influence and military power along the strategic oil-shipping route from the Middle East to China -- a so-called "string of pearls" strategy.

Source(s): Jan 01, 2009.

<http://www.lankabusinessonline.com/fullstory.php?nid=1318936299>

Red Sea's Largest Port to Come up in Saudi Arabia

Developers of the King Abdullah Economic City (KAEC) in Saudi Arabia unveiled the blueprint of the KAEC Sea Port designed to become the largest port in the Red Sea and one of the top 10 ports in the world. A consortium under Emaar group is developing KAEC 100 km north of Jeddah, and the new port would be a logistics hub and would have a capacity of handling 20 million TEU or twenty-foot equivalent container units. "KAEC facilities (are) planned and designed to satisfy not only current needs, but to provide for the kingdom's future requirements and to boost the kingdom's global competitive advantage," Fahd Abdul Mohsen Al Rasheed, board member and chief executive of Emaar E.C., said in the statement.

The port is one of the six key components of the KAEC, one of the six economic cities Saudi Arabia is developing to turn the country into a top investment destination in the world. The other components of the 168 million sq. m. KAEC are an industrial zone, residential areas, a seaside resort, an educational zone, and a Central Business District (CBD), which would include a financial island. The new port, designed by Emaar E.C. in coordination with Halcrow, a global consultancy specializing in maritime projects, would be uniquely bonded with the industrial zone, facilitating the flow of primary material and products to the industries within the zone, furthermore assisting regional and global export. The port is part of the first phase of the KAEC, which also includes the industrial zone, the seaside resort and residential communities.

According to the Emaar E.C. statement, the port is set to be operational by the first quarter of 2011 and will consist of a multipurpose cargo terminal and a 1.7 million TEU container terminal, "after which the capacity of the port will be increased on several phases". The port will have a depth of 18 metres, which will allow mega vessels to anchor. First revealed in 2005 by Saudi ruler King Abdullah Bin Abdulaziz, the KAEC, being developed at a cost of 100 billion Saudi riyals (\$26.6 billion), is expected to create at least one million jobs.

Source(s): The Hindu, Jan 17, 2009.

<http://www.hindu.com/thehindu/holnus/003200901171832.htm>

Russia Planning Abkhazia Naval Base

Russia plans to start building a naval base in Georgia's breakaway Abkhazia region this year, said the the leadership of the Black Sea province. A move to base warships in the separatist Black Sea province of Abkhazia would heighten tensions between Russia and Georgia following the war between the two in last summer. It also would deepen Western concerns about Russia's growing military presence in a region the United States, Europe and most of the world consider Georgian territory.

Russia recognized Abkhazia and another separatist province, South Ossetia, as independent nations after the August war broke out over South Ossetia, and has vowed to maintain thousands of troops in both regions. The U.S. and EU accuse Russia of violating a cease-fire deal that limited the Russian military presence in the breakaway provinces after the war, which brought ties with Moscow to a post-Cold War low. Russia, meanwhile, accuses the U.S. of encouraging a belligerent Georgia and has warned the West against helping rebuild the small nation's military.

There is uncertainty over the future of Russia's main Black Sea naval base in Sevastopol, Ukraine, which has been an independent country since the 1991 breakup of the Soviet Union. Ukraine's current pro-Western leadership wants to eject the Russians from the base when the current lease expires in 2017. The leaders who came to power in both Georgia and Ukraine a few years ago have angered Russia by courting the U.S. and EU and pushing for NATO membership.

Russian warships maneuvered off Abkhazia during the five-day war. Georgia's fledgling navy, based about 40 miles (65 kilometers) south of Ochamchira, in the Black Sea port of Poti, was decimated in the Russian offensive.

Source(s): By Steve Gutterman, AP, Jan 26, 2009.

http://www.google.com/hostednews/ap/article/ALeqM5jHFE9yWgdFuRT1SvKzxi4s_FQVOQD95V28M80

SHIPBUILDING

Daewoo Shipbuilding Eyes Over \$10 Bln Sales in 2009

Daewoo Shipbuilding & Marine Engineering, the world's third-largest shipbuilder, said on 04 Jan 09 that it expected revenue in 2009 to reach more than 13 trillion won (\$9.87 billion). The South Korean shipbuilder also said it expected to win new orders worth more than \$10 billion this year. Daewoo, which won \$11.8 billion in orders last year, estimates its 2008 revenue at more than 10 trillion won, a company spokesman said.

Source(s): Rhee So-eui, Reuters, Jan 4, 2009

<http://www.reuters.com/article/rbssIndustryMaterialsUtilitiesNews/idUSSEL00042220090105>

Slowdown Signs - Korean Shipbuilders Facing Turbulent Year

It is reported that Korean shipbuilders are headed for a turbulent 2009 amid a sharp contraction in the global shipbuilding sector, with small firms expected to take a particularly harsh battering. Mr Jo Young Jun, analyst at Shin Young Securities Co, said that "2009 will be a year of restructuring for the shipbuilding sector, but the big three may get opportunities to solidify their market leadership."

According to London based shipbroker Clarkson Plc, shipbuilding orders placed around the world between January and November in 2008 totalled 40.9 million CGT, less than half of 87.8 million CGT a year earlier. In the third quarter, orders won by Korean yards amounted to 3.29 million CGT, less than half of the 7.12 million CGT three months earlier, which is about 32% of global orders.

In 2009, orders are projected to reach 15.2 million CGT, down 11.6% from 2008. However, construction output will increase to 18 million CGT, up 20% from 2008. During the boom years, many new players emerged in the sector, mainly producing bulk carriers. Korea has about 300 shipyards, of which about 30 are big enough to build vessels with a capacity of more than 10,000 tons. Builders of the low-cost bulk carriers, particularly those in China and Korea, have been racing to expand capacity until recently and are unprepared for a downturn like this.

It may be noted that the Korean government is pushing for a restructuring of small shipyards, in a bid to rescue viable ones. C & Heavy Industries, a unit of C & Group, already faces bankruptcy, sparking the restructuring of cash-strapped shipyards in earnest. Meritz Fire and Marine Insurance, the largest creditor of C & Heavy Industries, last month backed out of a plan to inject emergency capital to the liquidity squeezed company.

Source(s): Steelguru, Jan 6, 2009.

http://steelguru.com/news/index/2009/01/06/Nzc0OTE=/Slowdown_signs_-_Korean_shipbuilders_facing_turbulent_year.html

Survival of the Biggest in Chinese Shipbuilding

Newbuilding orders in China are forecast to slow by 40% this year, with many private shipyards expected to shut down after delivering contracted vessels. According to Chinese banking group BOC International Holdings, orders slumped by 40% last year and are set to fall at the same rate in 2009 as prices drop. A report by BOCI found the industry faced "gloomy prospects".

"Amid the slumping shipbuilding market, China's small and medium-sized shipyards are expected to suffer gravely," said the BOCI report. Many non-institutional investors who had entered the shipbuilding market over the last five years to "take a high ride" during unprecedented expansion were likely to walk away now that it had declined. In the report, BOCI predicted China's largest state-owned shipbuilders, China State Shipbuilding Co(CSSC) and Guangzhou Shipyard International, would feel the least financial pain. "The major state-owned yards are building about 40% of China's shipbuilding output or a little over. They will always be there".

In 2007, 12.7% of Chinese new construction were delayed, rising to 23.9% in 2008. This figure would remain at 20% over the next three years, BOCI forecast. China's share of global orders slid from 42% in 2007 to 36% last year, while South Korea's portion grew from 37% to 46% in 2008, according to the report. "Most Chinese shipyards, especially large companies, have received payments in advance for current orders, in some cases as high as 50% of the total, which has effectively eased the pressure of order cancellations," BOCI said. Although CSSC has orders until 2012 and cash of Yuan20bn (\$2.9bn), China's largest shipbuilder was not safe from shipping's market downturn, BOCI said. "Bulk carrier orders account for 50% of the company's order book, so if the Baltic Dry Index slips further, CSSC may have to face order cancellations or delivery delay requests," said the report.

Source(s): Liz McCarthy, *The Loyds* Jan16, 2009.

<http://loydslist.com/ll/news/survival-of-the-biggest-in-chinese-shipbuilding/20017608615.htm>

China's Navy Goes Global

China is developing a formidable navy to protect its economic interests, but China's growing military range does not have to develop into a threat. Recently China has despatched three navy ships to the Gulf of Aden to support the international fleet fighting Somalian pirates. This operation is not just a key moment in the development of China's blue-water navy, but also demonstrates China's growing willingness to secure its economic interests abroad.

The weaponry is formidable. The vessels showcase the technological progress that the Chinese navy has made in the past few years. The type 052C Lanzhou Destroyer, commissioned in 2005, is the first Chinese vessel fitted both with impressive fire-power and state-of-the-art command-and-control systems. The Fuchi-class replenishment ship, of which two have been built so far, demonstrates China's intent to be able to engage in distant, long-term operations to protect strategic sea-lanes far beyond littoral waters.

This has become a priority for the Chinese government in the past decade. In 2005, the State Council, China's executive, concluded that becoming a maritime power would imply not simply bolstering its maritime transport, but also building a powerful navy to protect the merchant fleet. In 2006, President Hu Jintao stated that the navy should modernise faster and that it should prepare itself for a growing number of tasks.

Pirates have set the task, by seizing two Chinese trawlers and attacking at least two other ships. But, beyond that, the rationale for engagement is the growth of Chinese economic interests along the East African coast. Several fishing companies have hammered out lucrative concessions from the governments of Tanzania, Mozambique and Madagascar. Seaports like those of Dar es Salaam, Mombasa and Port Sudan have developed into important transit hubs for all kinds of natural resources that Chinese companies excavate on the African continent. In addition, China is digging for oil in most East African countries, and relies on the Gulf of Aden for much of its current oil supply from the Middle East.

China is clearly expanding the geographic boundaries of its military strategising. Two senior researchers of the State Council's study department have categorised non-traditional threats such as piracy as a strategic economic challenge and have pleaded for the national security strategy to include a series of new measures to reflect China's position as an "influential world power". An article in the state-controlled *China Daily* stated that: "China must break through traditional diplomatic thinking... Only to rely on the traditional mode of high-level political contacts, only 'peaceful coexistence' and 'mutually beneficial cooperation' or the principle of self-restraint are insufficient to protect ourselves or to safeguard overseas economic interests and development". Nevertheless, the emergence of an aggressive Chinese gunboat diplomacy is unlikely in the near future. China is suspicious of the military build-up of other emerging powers, such as India, not to mention the persistent naval dominance of the United States, but it recognises that the costs of going solo and the risks of a naval arms race are far too high to bear. China will become more assertive in defending its economic interests abroad, but it will do so by pragmatically, combining operations under UN banner with bilateral military partnerships.

Source(s): Jonathan Holslag, *European Voice*, Jan 12, 2009.

<http://www.europeanvoice.com/article/2009/01/china-s-military-goes-global/63587.aspx>



A Turbulent Year for Shipping

It has been a roller coaster ride for the global maritime community last year. It is difficult to capture the mood swings in one word – tumultuous, interesting or maybe plain choppy, perfect weather one day and stormy the next. Within a few months, the shipping industry went from being worried about the impact of high oil prices to where the next charter was going to come from as a result of the global economic downturn. Last year was also the period when maritime crime was in the spotlight as piracy in the Gulf of Aden and off the coast of Somalia was rampant. By mid-Dec, according to the International Maritime Bureau, 42 ships had been hijacked from a total of 109 attacked and an estimated 150 m US\$ paid as ransom to Somali pirates, up from US\$20mil in 2007. This does not include the cost of deploying a multinational force at one time or another comprising from eighteen countries including Malaysia and more recently China.

A recent BBC report highlighted the good life some of the pirates are now leading, driving new expensive cars, communicating via satellite phones and marrying multiple wives. The fact that so many countries have contributed to the multinational naval task force is an indication of the concern over the issue. On the other hand, one cannot help but wonder whether the international community has chosen to address only the symptoms of a much deeper root cause to the Somali problem – that of a failed state with no central government.

Although the United Nations Security Council Resolution 1851 authorizes action on land to combat piracy, it is difficult to see any country taking on the Somali pirates in their lair on recollection of the failure of the UN involvement in Somalia between 1992 and 1993. Despite it being the International Year of the Reef, 2008 did not bring much good news. Climate change, global warming and the resulting ocean acidification all added pressure on already threatened reefs. Coral bleaching, once considered a rare phenomenon, is now becoming more common. The Intergovernmental Panel on Climate Change 2007 expected the frequency of coral bleaching incidents to increase within the next 20 to 30 years.

Source(s): Mohd Nizam Basiron, Jan 19, 2009

<http://thestar.com.my/maritime/story.asp?file=/2009/1/19/maritime/3046792&sec=maritime>

New Transit Lane for Gulf Of Aden

Ship-owners and maritime unions have changed the small print of the deal under which many seafarers are entitled to double pay danger money for serving in the piracy-prone Gulf of Aden, following the introduction of a new transit lane system from February.

As of 01 Feb 09, the existing Maritime Security Patrol Area — introduced by coalition navies last year as a safe passage corridor — will be replaced by two separate five-mile wide eastbound and westbound, separated by a two-mile buffer. The shake-up comes on account of the increase in number and repositioning of warships in the region, and is also designed to reduce risks of collisions. As a result, the eastern and western boundaries of the so-called high-risk area, agreed by the joint owner-union International Bargaining Forum last October, will be adjusted accordingly. Seafarers sailing within the high-risk area will still enjoy many of the conditions that have traditionally applied in war risk areas, including a bonus worth 100% of basic wages, double the normal rate of death and disability compensation, and the right to sign off a ship to be repatriated at company expense where a vessel does not use routes designated by western navies. The high risk area agreement will be reviewed at the end of next month. The IBF deal formally covers tens of thousands of seafarers on thousands of ships, effectively setting the going rate in the industry for pay and conditions.

The new eastbound lane will begin at 045°E between 11°48'N and 11°53'N, be oriented along a straight line course of 072°, and will terminate at 053°E between 14°18'N and 14°23'N. The westbound lane will begin at 053°E between 14°25'N and 14°30'N, be oriented along a course of 252° and terminate at 045°E between 11°55'N and 12° 0'N.

Source(s): David Osler, The Lloydlist, Jan 28, 2009

<http://lloydlist.com/ll/news/new-transit-lane-for-gulf-of-aden/20017612611.htm>



Dhaka Wants to Demarcate Maritime Boundaries in Bay Of Bengal

The new Bangladesh government wants to engage neighbours India and Myanmar to demarcate maritime boundaries in the Bay of Bengal to be able to file its claim before the United Nations by 2011, a media report said.

Prime Minister Sheikh Hasina, who convened a meeting of energy ministry officials, said she would coordinate with the foreign office in contacting Delhi and Yangon, but did not indicate when. She would also confer with the Bangladesh Navy and Geological Survey of Bangladesh. New Age newspaper said on Friday quoting sources that Energy Secretary Mohammad Mohsin told the PM that India and Myanmar were claiming maritime areas beyond their jurisdiction often intruding into Bangladesh's territorial waters and that the foreign ministry was handling the issue. Mohsin also informed her that Bangladesh would have to lodge its claim over the maritime boundary with the United Nations by 2011 after completing necessary surveys for strengthening the claims.

Maritime boundaries' delineation became crucial after the finding of hydrocarbon reserves in the bay by India in recent years. Dhaka thinks it has missed the bus with poor response from international oil and gas companies. Bangladesh is sandwiched between India and Myanmar in the upper reaches of the bay and says survey ships and even naval ships of the two countries cross into what it considers to be its own territory.

Source(s): The Times of India, Jan 16, 2009

http://timesofindia.indiatimes.com/World/Dhaka_wants_to_demarcate_maritime_boundaries_in_Bay_of_Bengal/articleshow/3987493.cms

US Offers India Information Sharing For Maritime Security

'India's "vast coastline" posed a "very large challenge" and the Indian and US navies can "share an understanding of process" to secure the country's territorial waters, reports quoted a top American military commander on 27Jan 09. "When we look at maritime security and information sharing, there is a technical and operational challenge to better understand what is in the water," Admiral Robert F. Willard, the commander of the US Pacific Fleet, told reporters in New Delhi. "When we think of India's vast coastline, there is a very large challenge and our two navies can share an understanding of processes (to secure the country's territorial waters)," Willard contended. In this context, the inking of an agreement to enable the two militaries communicate on a common platform would aid the information sharing process.

The Communications Inter-operability and Security Memorandum of Agreement (CISMOA) is one of three pacts with the US that have been pending for long. The other two are the Logistics Support Agreement (LSA) under which the two militaries can refuel ships and aircraft in cashless transactions that are balanced at the end of the year and an end-user agreement on the sale of US military hardware to India. Of these, the third is proving to be the most contentious since it involves annual inspections by US officials of the use to which the equipment is being put.

Indian officials have often said that "a way out" can be found to avoid physical inspections but Willard said the agreement was "language specific and not open to interpretation.

Source(s): Jan 27, 2009.

http://www.thaindian.com/newsportal/world-news/us-offers-india-information-sharing-for-maritime-security_100147824.html

USA to Host First Ever Global Maritime Security and Defence Conference and Trade-Show

The first of 2010's two MAST(Maritime Systems & Technology) conferences and trade-shows will take place at the Hyatt Regency Crystal City, Washington DC next year(22-23 June 2010). The venue's proximity to the Pentagon, Washington Navy yard and the national harbour make it the perfect location to unite MAST's regular participants with their US counterparts in the US's political powerhouse and home for homeland security. The second MAST event (the fifth Annual MAST) is scheduled to take place in Italy (venue to be confirmed) in November of the same year.

Source(s): Jan 29, 2009

<http://www.pr.com/press-release/128910>

Russia's Naval Exports Boom, Especially in Asia

Russia's naval shipbuilding last year accounted for \$7 billion of Russia's record \$8.5 billion in 2008, double the figure of nine years ago, in arms sales around the world funneled through the state-owned Rosoboronexport arms export corporation. "This sum relates to the Rosoboronexport portfolio

of orders. This is the maritime share of the portfolio of orders," Rostekhnologii First Deputy General Director Alexei Alyoshin told RIA Novosti. That allowed Russia to shoot ahead of Britain to become the world's second-largest arms exporter after the United States. Rosoboronexport currently has on its books arms exports worth \$33 billion, the report said.

Russia currently sells weapons to no less than 80 nations around the world. While sales are slowly growing in Africa and the Middle East, the main success stories are with the major nations of Asia: India, China, Vietnam and Indonesia all are buying large quantities of Russian-built warships and submarines. While India and China have continued to buy Russian submarines, frigates and destroyers. Vietnam has signed a contract for new Svetlyak-class fast attack boats and frigates, and Indonesia has ordered corvettes from Russia to be built with the help of Spanish shipbuilding companies.

It is reported that, India's much-touted strategic relationship with the United States during the eight years of the Bush administration never translated into any significant conventional arms purchases from American companies. This was especially the case with the Indian navy, which showed no interest in receiving the old U.S. aircraft carrier Kitty Hawk in return for agreeing to buy Boeing F/A-18E/F Super Hornet combat aircraft to operate from it. Instead, the Indians patiently renegotiated their troubled contract with Russia to refurbish the old Soviet-era aircraft carrier Admiral Gorshkov for the Indian navy, even though Russia's Sevmas shipyard was hundreds of millions of dollars and years behind schedule on the project.

Russia remains reluctant to sell state-of-the-art ground forces weaponry, transportation systems and tactical close air support weapons to China, a reluctance that has put a serious strain on Sino-Russian relations in recent years. However, this reluctance has not translated into selling to Beijing warships, Kilo-class diesel submarines and lethal Mach 2.8 state-of-the-art sea-hugging anti-ship cruise missiles that could devastate U.S. nuclear-powered aircraft carriers. They project their foreign weapons exports to soar by no less than 8 percent to 10 percent per year over the next three to four years, RIA Novosti said.

Source(s): Martin Sieff, United Press International (UPI), Jan 15, 2009.

http://www.upi.com/Security_Industry/2009/01/15/Russias_naval_exports_boom_especially_in_Asia/UPI-2523123203093/



MARITIME SECURITY

[Kakinada Port Steps Up Vigil](#)

The Kakinada Sea Ports Limited (KSPL) has tightened security at the deep water port and installed closed circuit surveillance cameras to monitor movement of vessels and personnel on the shore and within a radius of three kilometres in the sea. This step has been taken in the aftermath of reports of possible terror attacks on key installations. "We cannot take any chances on the security front in the wake of Mumbai attacks," a KSPL official said. The KSPL authorities said a close watch on vessels would be maintained and a round-the-clock alert was sounded. Sources said that cameras were capable of capturing the movements of even small boats. The Coast Guard, which has set up an outpost in Kakinada, is also monitoring the situation

Source(s): Jan 3, 2009

http://timesofindia.indiatimes.com/Hyderabad/Kakinada_port_steps_up_vigil/articleshow/3928611.cms

[Malaysian Chopper Foils First Pirate Attack on Indian Ship](#)

In the first reported pirate attack on an Indian ship in the Gulf of Aden, armed pirates in two speedboats approached the tanker at 0337 GMT and began firing machine guns, said Noel Choong, head of the anti-piracy International Maritime Bureau (IMB) reporting centre in Kuala Lumpur. The pirates made several attempts to board the ship when Malaysian helicopter Fennec responded to the captain's emergency call and headed for the troubled vessel, he said.

The arrival of the chopper prompted the pirates, dressed in military-style uniforms, to flee the scene. While none of the crew members were injured, the oil tanker sustained damage from the gunfire. This incident brings the total number of pirate attacks in Somali waters to 112, with 42 vessels being hijacked. A total of 14 ships remain held by pirates, while more than 214 crew members are being held hostage. The Gulf of Aden, one of the world's busiest waterways, remains a hotspot for pirate activities despite increased calls for joint security patrols in the troubled waters.

Source(s): Jan 01, 2009

http://www.monstersandcritics.com/news/africa/news/article_1451069.php/Malaysian_chopper_foils_first_pirate_attack_on_Indian_ship_

US. Navy Creates Force Devoted To Fighting Piracy

The U.S. Navy has started a special force to battle pirates attacking ships in and near the Gulf of Aden off Somalia's coast, the U.S. Fifth Fleet said on 8th January. The unit -- called Combined Task Force 151 -- is a spin-off of an existing force in the region that addressed a range of security issues, such as drug smuggling and weapons trafficking, as well as piracy.

Task Force 151 is an outgrowth of Combined Task Force-150, which was created to conduct security operations at the beginning of Operation Enduring Freedom -- the U.S. effort in Afghanistan. The task forces are part of the Combined Maritime Forces, which includes naval ships and other assets from more than 20 nations

About 20,000 oil tankers, freighters and merchant vessels pass along the crucial shipping route each year near largely lawless Somalia. The US is among at least 20 countries that are trying to combat piracy in the region, including Russia, India, Germany and Iran.

In December, German sailors foiled an attempt by pirates to hijack an Egyptian cargo ship off the coast of Yemen, according to the German Defense Ministry, and the European Union launched its first naval operation to protect vessels. That came just days after China revealed its own plans to patrol the Horn of Africa's volatile coastline. Task Force 151 will be devoted solely to counter piracy efforts, said Lt. Stephanie Murdock, a Fifth Fleet spokeswoman. The US anticipates other nations joining the force "in the near future."

Source(s): Joe Sterling, CNN, Jan 8, 2009.

<http://www.cnn.com/2009/WORLD/africa/01/08/piracy.task.force/>



Russian Navy Thwart Pirate Attack

A Russian naval ship rescued a Dutch container vessel under attack by suspected Somali pirates in the Gulf of Aden, the head of the International Maritime Bureau said January 14. Two or three pirate speedboats were chasing the Dutch ship, with the goal of boarding it, when the Russians intervened, said Capt. Pottengal Mukundan, director of the International Maritime Bureau in London. The pirates fired two rocket-propelled grenades at the Dutch ship, but no injuries were reported. The incident occurred about midway of the previous day

The Russians chased one of the speedboats but the pirates got away. Hijackings off the coast of East Africa have become a growing international concern, prompting a number of foreign navies to patrol the Gulf of Aden and neighboring coastal areas. The Gulf of Aden links the Indian Ocean and the Red Sea. About 20,000 oil tankers, freighters and merchant vessels pass along the crucial shipping route near Somalia each year. According to the United Nations, there were 115 reported pirate attacks off the Somali coast in 2008, including 46 successful hijackings. The troubling rise in Somali piracy has led the United Nations to step up efforts to tackle the crime.

The first U.N. group to address piracy met on Jan. 14 in New York. Mark Kimmitt, U.S. assistant secretary of state for political-military affairs chaired the "contact group" of two dozen nations and five multi-national organizations. He said the group was formed to "establish a counter-piracy coordination mechanism," and the members believe more can be done to halt piracy. Still, Kimmitt noted that less than one percent of manifests off the Somali coast are attacked by pirates and only 50 percent of those have crew and passengers taken hostage. The U.N. Security Council adopted a resolution in December expanding counter-piracy measures off the Horn of Africa, including a stipulation that allows national and regional military forces to chase pirates onshore in Somalia when in "hot pursuit"

Source(s): CNN, Jan 15, 2009<

<http://www.kbc.co.ke/story.asp?ID=54961>



MARINE ENVIRONMENT

Nations Demand Climate Plan From Air, Maritime Industries

Representatives of 20 nations and the European Union held two days of talks in Tokyo commencing 16 Jan 09 as part of efforts to meet a goal of drafting a new climate change treaty and called for the air and maritime industries to act on global warming and address carbon emissions from the unregulated sector by year-end. In a joint statement, the nations said that while transport was "an

important foundation of our society" it was responsible for "considerable emissions of carbon dioxide," affecting the climate and public health. "Urgent actions are required to address these issues while ensuring sustainable development," the statement said.

The Tokyo conference included ministers or officials from the Group of Eight and the 10-member Association of Southeast Asian Nations, along with Australia, India and South Korea. China was invited but did not come, whilst ASEAN member Malaysia took part as an observer as a senior official could not attend. They called on the International Maritime Organisation to "deliver a package of appropriate mechanisms for reducing emissions, preferably by the end of 2009." The countries also said they would support the International Civil Aviation Organisation (ICAO) to come up with technology, standards and market-based measures by the end of the year to reduce greenhouse gas emissions.

A conference in December in Copenhagen is set to approve a new climate treaty for the period after 2012, when Kyoto's obligations on emission cuts expire. Japan's transport minister, Kazuyoshi Kaneko, said it was "regrettable" that China did not take part but said its absence "did not prevent a fruitful discussion." China, which by some estimates has surpassed the United States as the world's top polluter, last week unveiled a major bailout for its troubled aviation industry.

Source(s): AFP, Jan 16, 2009

<http://www.google.com/hostednews/afp/article/ALeqM5jkk0hS21oSp00ZemMufw9iUfMCq>

Bush to Establish World's Largest Marine Protection Area

President George W. Bush was to announce the creation of the world's largest marine protection area spanning some 195,000 square miles (505,000 sq km) in the Pacific Ocean, a spokesman said on 5th January. The three areas to be designated as "marine national monuments" include the Mariana Trench and Northern Mariana Islands, the Rose Atoll located in American Samoa and a chain of remote islands in the Central Pacific.

Establishing marine national monuments aims to ensure that certain resources are protected, such as rare fish and bird species, coral reefs and underwater active volcanoes, said a top Bush aide on the environment. "This is very, very big," said James Connaughton, chairman of the White House Council on Environmental Quality Issues. "In the last several years, it's on par with what we've been able to accomplish on land over the course of the last 100 years," and noting that the total area would "comprise the largest areas of ocean or ocean seabed set aside as marine protected areas in the world." Collectively, the three areas will nudge out the Phoenix Island Protected Area, established in 2008 by the South Pacific nation of Kiribati as the world's largest protected area.



Among the protected areas are the 1,500 mile-long (2,400-kilometer) Marianas Trench, including submerged active volcanoes and hydrothermal vents that run along the Marianas Island chain, an area that contains the deepest point on Earth. The Pacific Remote Islands National Monument will comprise areas with coral reef ecosystems that are home to sharks, endangered turtles and millions of seabirds off seven areas: Kingman Reef; Palmyra Atoll; Howland, Baker, and Jarvis Islands; and Johnston Atoll; and Wake Island.

Source(s): AFP, Jan 5, 2009.

http://www.google.com/hostednews/afp/article/ALeqM5g57FtVXaqXOH3SvBwUF1IqTs_Vg

Bloomberg, Jan 5, 2009.

<http://www.bloomberg.com/apps/news?pid=20601103&sid=aCDHFZF1amBc&refer=us>

Protect this Jewel in the Indian Ocean's Crown

Coral reefs, the colourful rainforests of the ocean and home to a quarter of fish in the sea, seem doomed. Yet in the remote heart of the Indian Ocean lies a tiny group of islands that chance and biology have conspired to preserve in pristine, primal condition. They are as biologically significant as the Galápagos Islands or the Great Barrier Reef, bathed in seawater thought to be purer than any on the planet. The Chagos Islands offer a glimmer of hope for an ocean choking from man's impact. Best of all, they are administered by Britain. They must become a giant nature reserve and have the golden opportunity to protect them.

The environmental elixir of the islands - otherwise known as the British Indian Ocean Territories - is lack of humans. A controversial resettlement 40 years ago to make way for a military base has spared them the tightening catastrophe that threatens life in the oceans. Absence of entrenched economic interests makes them relatively easy to protect. In one of his last acts as

President, George W. Bush used the US Antiquities Act to set aside 195,000 square miles of the Pacific as marine monuments, winning surprised gratitude from conservationists. In 2006 he did the same with 140,000 square miles around the northwest Hawaiian islands. His turnaround is largely thanks to a new scientific consensus that marine protected areas have near-miraculous powers for restoring the health of the seas.

The power of such reserves increases dramatically with size. Chagos offers the chance to protect 250,000 square miles of ocean with by far the richest biodiversity in British-controlled waters. Coral forms the physical and biological heart of Chagos. The laval base of the islands rose from the seabed 45 million years ago as India crashed into Asia, creating the Himalayas. As the volcanic rock shrank back into the ocean the corals rose to form the world's largest remaining atoll. Beneath Diego Garcia, the largest of the 55 islands, the coral is a mile deep.

Coral species thrive here as nowhere else. In 1998 El Niño caused a spike in water temperatures that caused 80 per cent of the Indian Ocean's stony corals to bleach. Chagos rebounded faster than any known reef system. An important factor seems to be that the waters run so clear that coral life is most diverse at a depth of 20m - far deeper than normal and beneath the upper layers of water that warm fastest. Free from human impact, the reefs seem better able to resist the rising temperatures that threaten them.

Chagos is not only uniquely resilient, it is also a unique stronghold of biodiversity. DNA analysis of its corals by Professor Charles Sheppard, a marine scientist at Warwick University, shows that they form the centre of the Indian Ocean's genetic diversity. For scientists such as Sheppard, Chagos offers a baseline by which to judge the health of other ecosystems amid the effects of climate change. Its value will only increase. The diversity of Chagos is not restricted to corals. A thousand species of fish teem around the islands; sharks, dolphins and turtles use them as a breeding ground. On shore, world-renowned birdlife is joined by 3ft wide crabs that climb trees to feast on coconuts.

There are no economic interests on the islands. Beyond a tiny coconut industry, tourism is the only possible income. Fishing licences worth about £1 million a year are sold, but this is exceeded by the cost of policing the 500,000 square miles of ocean. Every year Sri Lankan fishermen poach 500,000 tons of sea cucumber, and thousands of sharks die finless on the seabed.

Much of the total land area of the islands - all eight square miles of it - is set aside for bird sanctuaries. Small "no-take" marine zones have been designated but only 3 per cent of the shallow-water areas are protected, and almost none of the deeper seas. The islands' administration has discussed making the area a Unesco World Heritage Site, but this should be just a first step towards greater protection. A small facility should be established on Diego Garcia for research staff, rangers and conservation staff. Tightly controlled, ship-based tourism would ensure minimum impact. Funding could come from a trust. For such an iconic park, it should not be difficult to find.

Source(s): Frank Pope, *The Times* (London) Jan 23, 2009

http://www.timesonline.co.uk/tol/comment/columnists/guest_contributors/article5569193.ece

Increased Shipping Threat to North Atlantic

The Nordic countries are planning a risk assessment of the North Atlantic marine area because a rise in the amount of shipping is increasing the risk of environmental disasters. The aim of the survey is to protect the marine environment by improving safety at sea and contingency plans in the event of an environmental disaster. The amount of passenger and cargo traffic in the North Atlantic has both increased, partly because of climate changes. The melting ice, resulting in more passable seas, have led to a rise in shipping carrying, for example, oil and dangerous chemical cargo in the North Atlantic and the Arctic marine areas. The rising demand for natural resources in the Arctic also contributes to greater activity in the area.

Iceland will now work with the other Nordic countries to draw up a risk map for the North Atlantic. The intention is that the authorities will be better prepared in connection with, for example, an oil spillage, such that the rescue operation can be started effectively and systematically where the need is the greatest. The result will form the starting point for a combined environmental contingency plan for the marine areas between Norway, the Faroe Islands, Iceland and Greenland

The objective of the venture is to set up a databank with marine charts, and to conduct a risk assessment of the North Atlantic waters. Information about the vulnerable natural areas which could be at risk will be collected, as well as action plans and information about, amongst other things, oil-fighting equipment. The survey is a supplement to the on-going work of the Arctic Marine Shipping Assessment to which the Nordic countries contribute through the Arctic Council.

The project, which has a total budget of over DKK 2 million, has been granted funds from the Nordic Council of Ministers. The risk map, which will be web-based, is expected to be completed before the end of 2010.

Source(s): Jan. 30, 2009.

<http://www.norden.org/webb/news/news.asp?id=8381&lang=6>



MARINE TECHNOLOGY

GE to Provide Avionics Systems for P-8I Indian Navy Maritime Patrol Aircraft

GE Aviation in Grand Rapids, Mich., will provide avionics systems, as well as aircraft structures, for the eight P-8 long-range maritime reconnaissance and anti-submarine warfare jet aircraft that Boeing is developing for the Indian navy. The Government of India hired Boeing to provide the aircraft for its maritime patrol need. The P-8I is a variant of the P-8A Poseidon being developed for the U.S. Navy by a Boeing-led industry team that includes GE Aviation. The P-8I will replace the Lockheed Martin P-3 Orion four-engine turboprop maritime patrol aircraft.

GE Aviation is providing the electronic stores management system and flight management system for the P-8I, as well as fuselage and the wing pylon structures. GE's stores management system provides integrated electronic control, while the company's flight management system provides an open-architecture flight computer system. India is the first international customer for the P-8. Boeing will deliver the first P-8I within 48 months of the contract signing, and the remaining seven by 2015. The P-8I operates over land or water while performing anti-submarine warfare missions; search and rescue; maritime interdiction; and long-range intelligence, surveillance, target acquisition and reconnaissance.

Source(s): Grand Rapids, 8 Jan. 2009.

http://mae.pennnet.com/display_article/349758/32/ARTCL/none/EXECW/1/GE-to-provide-avionics-systems-for-P-8I-Indian-navy-maritime-patrol-aircraft/



MARITIME LEGISLATION

Tokyo Expands its Maritime Activities

Tokyo is getting ready to debate a bill allowing the Japan Coast Guard and Japan Maritime Self-Defence Force (JMSDF) to take part in anti-piracy operations off the coast of Africa, and anywhere else piracy might trouble maritime supply lines. Japan is also preparing to launch a decade-long undersea exploration effort to map out seabed resources and plan future undersea mining of energy and mineral resources, the two initiatives demonstrate Japan's continued focus on expanding its maritime activity — and the role of the JMSDF.

Spearheaded by Prime Minister Taro Aso, Japan's Headquarters for Ocean Policy has compiled a draft plan for exploration and development of seabed resources in the waters around Japan, and expects to have a finalized plan in March. The 10-year plan covers undersea surveys of mineral and energy resources, development of new technologies to access the various deposits, and the eventual licensing for exploitation of the resources. At the same time, Japan's ruling Liberal Democratic Party (LDP) is preparing to submit a bill to the upcoming Diet session authorizing the deployment of the Japan Coast Guard and Japan Maritime Self-Defense Force (JMSDF) to engage in anti-piracy operations with expanded rules of engagement.

Tokyo's renewed attention to its maritime activities has triggered the usual tensions with its neighbours. South Korea has expressed concern that Japan might try to use the surveys to re-state its claims on the Dokdo islets, known as Takeshima in Japan, which Seoul claims as undisputed South Korean territory. Meanwhile, China has responded defensively to Japan's protest that China continues to engage in undersea exploration of natural gas deposits in the East China Sea despite a 2008 agreement for Tokyo and Beijing to jointly develop some of those resources. (China argues that its current activity takes place on the Chinese side of the maritime middle line, which even Japan recognizes.) In spite of the tensions, Tokyo is pressing forward with its expansion of maritime activity, steadily eroding self-imposed limits on the use of its naval forces.

Tokyo could deploy the JMSDF to the waters off Africa under existing SDF regulations, but with very limited allowances for action and under regular review by the Diet. (The JMSDF support mission to the U.S. Navy for operations in Afghanistan faced such limitations.) In addition, the JMSDF could only protect Japanese ships, limiting "international collaboration," as Defense Minister Yasukazu Hamada noted in December. Ultimately, for the LDP and the Defense Ministry, the

deployment to Africa is less about anti-piracy (the area is already full of ships from other countries) than about expanding the current and future role of the JMSDF.

Both the maritime exploration plan and the JMSDF anti-piracy bill are expected to assume a more complete shape by the end of March or early April. Neither is patently aggressive, but both emphasize the continued expansion and evolution of Japan's recognition of its maritime requirements. The initiatives also recognize the expanding naval competition in Northeast Asia, and the more activist roles of Japan's neighbors — China and South Korea — in international affairs. And they acknowledge the challenge of distant supply line issues. Japan simply cannot afford to be left behind and vulnerable.

Source(s): Koichi Kamoshida, Stratfor, Jan 8, 2009.
<http://www.stratfor.com/memberships/130077/analysis/>

India Changes Port Tariffs

India's Tariff Authority for Major Ports has taken action on tariffs levied at several ports. The authority ordered a 34 percent reduction in tariffs currently levied by PSA-Sical Terminals Ltd., the private terminal operator at the Port of Tuticorin. The revised scale of rates will become effective at the end of this month and remain in force until Dec. 31, 2011.

The order follows similar decisions by the port regulator in 2002 and 2006, prompting the private operator to scale down its container-handling operations. It was later allowed to apply rates fixed in 1999 through an interim court ruling until a final decision on tariff revision. In its submissions, the company estimated a deficit of \$1.5 million during 2006-08, and requested efficiency gains achieved through productivity improvements be considered while fixing new rates. "Despite its claim that it is the most efficient terminal in terms of productivity and tariff, it has not proposed any tariff linked to efficiency," the authority added.

The terminal, a joint venture of Singapore's PSA International and Chennai-based Sical Logistics, handled 450,398 TEUs in fiscal 2007-08. Volume in the April-December period totaled 331,621 TEUs. The authority recently approved a 10 percent hike in rates at the neighbouring Chennai Container Terminal, operated by DP World, after rejecting an initial increase proposal in 2007.

Source(s): Jan 12, 2009.
<http://www.pacificshipper.com/news/article.asp?sid=33214<ype=transpacific>

White House Directive Guides Policy on Arctic

The White House issued a new policy directive to guide government decisions involving the Arctic in second week of January, a document that outlines an array of challenges the incoming administration will face as rising temperatures spark a surge in economic and military activity there -- along with new environmental concerns.

The 10-page directive signed by President Bush, which took two years to write and is meant to guide 10 Cabinet departments along with the Environmental Protection Agency, updates a policy first established 14 years ago. While fairly general, the document highlights the need for the United States to assert its interests in a region that has become increasingly desirable to countries that hope to exploit its natural resources and strategic possibilities.

"The United States has broad and fundamental national security interests in the Arctic region and is prepared to operate either independently or in conjunction with other states to safeguard these interests," the directive says. White House spokesman Gordon Johndroe said the administration wanted to update the Arctic policy in order to reflect the creation of new federal agencies such as the Department of Homeland Security and because the changing climate in northern latitudes has spurred new military and commercial activity there. "The overarching purpose of doing the directive is because of the significant changes that have taken place in the Arctic . . . and realigning policy to deal with it," he said.

The new policy directive covers several key areas, including national security, energy exploration and the environment, but it does not specify whether any should take precedence over others. Bush administration officials have emphasized in recent years that the government lacks the necessary equipment and infrastructure to maintain a more consistent presence in the Arctic. Last summer, the U.S. Coast Guard conducted a series of test deployments of aircraft, small boats and personnel to the



North Slope of Alaska, and navigation aids and communications equipment in the Bering Strait, to explore their ability to operate in the harsh Arctic climate.

Source(s): The Washington Post, Jan 18, 2009

<http://www.washingtonpost.com/wp-dyn/content/article/2009/01/18/AR2009011802085.html>

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