

MAKING WAVES

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MARITIME INFRASTRUCTURE

Centre Approves Rs 1,008-Crore Port Projects

The Public-Private Partnership Appraisal Committee (PPAC), on Oct 31, approved two port projects worth Rs 1,008 crore proposed by the department of shipping. The two projects, Rs 467-crore deep drought coal berth and a Rs 541-crore deep drought iron ore berth, will come up at the Paradip port on a build-operate and transfer basis. The port situated near Kolkata serves the vast hinterland spread over the Orissa, Jharkhand, Chhattisgarh, West Bengal, Madhya Pradesh, Uttar Pradesh and Bihar.

"The projects will be awarded by early 2009 and the construction will be over within three years of awarding of the projects," said a top official in the department of shipping. "The cargo at Paradip port largely comprises coal and iron ore. Dredging and construction of railway line will also be done as a part of the expansion plan," he added. The port registered an all-time record annual traffic of 42.44 million tonne during the year 2007-08. Since its constitution in January 2006, the PPPAC has granted approval to 66 projects. These include 56 projects for highways, 6 for ports, 2 for airports, 1 for tourism infrastructure and 1 for railways.

Source(s): The Financial Express, Nov 01, 2008.

<http://www.financialexpress.com/news/Centre-approves-Rs-1-008-crore-port-projects/379919/>

China's Beibu Gulf Region to Become Hub for ASEAN

Chinese Premier Wen Jiabao has urged authorities in the Guangxi Zhuang autonomous region to turn the Beibu Gulf into a hub for southwestern China by ensuring its development as an international and regional economic cooperation zone. Wen said the region needed to prioritise the development of industries around the region's three major ports - Fangchenggang, Qinzhou and Beihai - and build up ocean links and logistics centres in the pan-Beibu Gulf region, which already has good highway, railway and air connectivity. The three coastal ports of the region - Fangchenggang, Qinzhou and Beihai - are major sea outlets for southwestern China and key Customs ports for trading with ASEAN members. At the recent China-ASEAN conference on port co-operation held in Guilin, Guangxi region, it was agreed that a plan that prioritises co-operative port projects between China and ASEAN will be drafted in the near future.

Guangxi has pledged to invest more than US\$29.3 billion in transport infrastructure between 2006 and 2010 in order to make this possible. The region has also entered a series of agreements with the rail and air sectors to better link the region with Vietnam, Thailand and other ASEAN economies. Next year, Guangxi is scheduled to invest \$4.4 billion on expansion of infrastructure. According to the regional transport department, at least \$673.6 million will be injected into water facilities, deepening of sea channels at Fangchenggang and Qinzhou ports, and expanding berths in the Tieshan area of Beihai port. Other projects include streamlining shipping facilities along the Xijiang River.

Source(s): Susan Geng, CargoNews Asia, Nov 03, 2008

<http://www.cargonewsasia.com/secured/article.aspx?id=3&article=17476>

UK Marine Economy Contributes £50 bn to Annual GDP

The Crown Estate in the UK, which manages the hereditary possessions of the Sovereign and delivered £211.4m of revenue directly to the Exchequer in the last tax year, has published its report titled Socio-economic indicators of marine-related activities in the UK economy. The report was researched and written in conjunction with Associated British Ports and Oil & Gas UK. The Crown's Marine Estate includes more than 55% of the UK's foreshore, tidal riverbeds and almost all the seabed within the 12 nautical mile limit, including rights to all minerals except for hydrocarbons.

The marine economy contributes nearly £50 billion to the UK's annual GDP, or some 6 to 6.8% of the overall economy. The sector provides 890,000 jobs in areas as diverse as shipping, research, oil and gas production and renewable energy. This area has undergone massive changes in recent years as old industries such as shipbuilding have declined and others, such as marine renewables, have grown. For example, between 2003 and 2005 the use of marine renewables increased 22% per year. In the last few weeks the UK has become the global leader for offshore wind energy production and by 2011 the installed UK capacity will be 1,645 MW.



However, more traditional industries are also thriving in the UK marine economy. Ships are still the main carrier of freight, transporting 426m tons each year, compared to just 2.2m tons carried by air freight. The UK also relies on oil and gas for three quarters of its primary energy demand. Last year oil production from UK offshore areas satisfied domestic needs while gas produced indigenously met three quarters of UK demand.

Source(s): Maritime Journal, Nov 06, 2008

http://www.maritimejournal.com/archive101/2008/november/online_news/uk_marine_economy_contributes_50bn_to_annual_gdp

East Coast Energy Gets Nod to Build Captive Jetty

The Andhra Pradesh government has accorded permission to East Coast Energy Private Limited (ECEPL) for construction of a dedicated captive jetty at Meghavaram, 10 km south of Bhavanapadu port, for import of coal. ECEPL is setting up a 2,640Mw coal-fired thermal plant in an extent of 2,450 acres at Kakaraplli village in Srikakulam district at an estimated cost of Rs 10,000 crore. The coal requirement for the plant would be 10 million tonnes per annum.

The environmental impact assessment studies for the project were stated to have been completed and the final clearance was expected shortly. The AP Industrial Infrastructure Corporation (APIIC) has also allotted the land provisionally. The project is expected to achieve financial closure by March 2009.

Source(s): Business Standard, Nov 11, 2008

<http://www.business-standard.com/india/storypage.php?autono=339727>

The Corridor VIII Project: Albania and Macedonia

After the fall of Berlin Wall, the project of "Trans-European Transport Corridors" has emerged between the Europe and the Balkan countries. The main aim of the project is to make trade relations easier among the countries in the region and to develop ties on oil and other energy supplies, and telecommunication. Although, this was a complex infrastructure network, for Europe it had strategic importance in the sense that these Corridors will also improve the stability in the region.

The Corridor VIII is one of ten trans-European corridors which connects the Adriatic and Black Sea. It sets out from the Italian ports of Bari and Brindisi and knocks on the door of Durres in Albania before carrying on through Tirana, Skopje and Sofia, finally arriving in the Black Sea ports of Burgas and Varna. In this regard, it has a significant importance for Albania and Macedonia from a geopolitical and geo-economic point of view.

Corridor VIII will place Albania and Macedonia closer to the Eastern European markets. Besides, it will provide a large amount of investments from the West for the roads, railways, ports, logistic infrastructure. Therefore, it will guarantee business opportunities in the short term and structural economic advantages in long term. On the other hand, it brings political benefits of breaking the isolation and provides a new geopolitical importance as a bridge between Eastern Europe and Asia. However, the project faces some difficulties in terms of feasibility. The region is a mountainous district, especially between Albania and Macedonia. This has increased the cost and extended the time period needed to finalize the project. Hence, on November 11th Albanian Parliament Speaker Jozefina Topalli and his Macedonian counterpart Trajko Veljanovski came together in Skopje and decided to lobby in the EU in order to secure financial aid. Both country officials called for intensified bilateral economic ties. Now it is time for Albania and Macedonia to reveal the studies for Corridor VIII in order to stimulate the integration with the EU.

Source(s): The Turkish Weekly, Nov 14, 2008

<http://www.turkishweekly.net/news.php?id=61276>

A Sea Route to The Northeast in the Making

As Bangladesh continues to deny India access to the landlocked northeast through Chittagong port, a little-known Burmese port on the Bay of Bengal has promised to solve the long-standing problem. Sittwe port was not long ago a small village of fishing communities and farmers. Now, it could serve as a commercial sea route to the northeastern States through Burmese territory.

A Union Commerce Ministry team, recently said that the port has attained immense strategic importance with India developing the port. This has expanded facilities to accommodate goods traffic under an agreement signed by the two governments in April, this year. From Sittwe, the Kaladan River will be made navigable for 225 km, up to Kaletwa in Myanmar. From there, a 62-km highway will take the traffic to the India-Myanmar border in Mizoram. A road from the border will link the project to India's National Highway-54. The sea distance between Kolkata and Sittwe is about 540 km. India is financing the entire \$103 million project.

Minister for Development of Northeastern Region Mani Shankar Aiyar recently said, "The Union cabinet would soon sanction a project of the Union Ministry of Shipping, Road Transport and Highways for developing highway connectivity in Mizoram and along the 250-km route to the port." To improve road connectivity within Mizoram the Union ministry for shipping, road transport and highways has sanctioned Rs 120 crore for development of national highways during 2008-09 as part of steps to develop the Kaladan Multi-Modal Transport project to link Sittwe Port with India.

New Delhi's move to develop the Sittwe port in western Myanmar assumes significance in view of Bangladesh's reported reluctance to give India access to Chittagong, Ashuganj and other ports for transportation of goods to the northeastern region and the rest of India. "Myanmar had become a country of critical importance to India in terms of trade and commerce as Dhaka has denied transit to New Delhi through Bangladesh. We can also bring goods from Sittwe to any Indian port by using sea routes," Union Minister of State for Commerce Jairam Ramesh had recently said. There is a river route through Bangladesh but that has not been a practical answer for steady commerce as the Bangladesh government was not very enthusiastic. Further, the shallow river bed of the Brahmaputra also did not allow movement of large vessels.

At present, all traffic is routed through the narrow and congested "chicken neck" corridor via Assam and West Bengal. Ramesh said after the completion of the project in 2012, Mizoram would become a hub of international trade. The project is expected to give a huge boost to the economic activities in the landlocked northeastern States.

Source(s): The Hindu, Nov 19, 2008.

<http://www.hindu.com/thehindu/holnus/001200811191111.htm>

SHIPBUILDING

China Halts Approval of New Shipbuilding Projects

It is reported that China's shipbuilding industry has been facing tough market conditions in the second half of this year. To handle the problem, the Ministry of Industry and Information Technology has lately declared to strictly control new projects launching and no longer approve new shipbuilding projects in principle in the days to come.

By the end of September, domestic shipyards' new ship orders have topped 0.2 billion DWT taking up some 35% of the world's total. To counter the risks of excess capacity, the ministry urged the ship industry to speed up outdated capacity elimination, optimize industrial structure and promote structural readjustment.

Source(s): Steel Guru, Nov 07, 2008.

http://steelguru.com/news/index/2008/11/07/NzAwNzk=/China_halts_approval_of_new_shipbuilding_projects.html

Oceanic Shipyard Project to Boost Ancillary Units at Dhamra

The shipyard project proposed by Oceanic Shipyard Limited (OSL), the joint venture between Apeejay Surrendra Group and Bharati Shipyard Limited, at Charadia and Dhamra in Bhadrak district of Orissa is expected to boost the ancillary and downstream industries in the area. Since the project is integrated with shipbuilding, oilrig, offshore structure manufacturing and repair unit, it is expected to have large employment potential.

The ancillaries that can be promoted include processing of various types of pipes, pipe fitting, hatch over, watertight doors, deck fitting, pumps and motors, steering gear, valves and valve fittings, electrical control unit for various auxiliaries, assembly of automation, cable and cable fittings, gangway and accessories, mono rail cranes, propellers, hydraulic fittings, marine lights and light fitting among others.

However, the promoters are faced with some problem over location of the oil rig unit as the Dhamara port authorities are opposed to allotment of land for the unit close to the port site. While the company proposes to invest about Rs.2200 crore for the shipyard, the investment for the oilrig unit is estimated at Rs 900 crore. The project is the first of its kind in Orissa and is likely to help add value to the locally produced steel.

Source(s): Business Standard, Nov 07, 2008

<http://www.business-standard.com/india/storypage.php?autono=339473&chkFlg=>

Shipbuilding Industry's Growth Ambitions Run Into Rough Weather

Ambitious plans by domestic firms to boost India's shipbuilding capacity in the next two-three years by investing some Rs20,000 crore may have to be withheld on the back of the current credit crunch and a downturn in global shipping, say experts. "The changed situation would require some degree of reworking on their plans," said Arvind Mahajan, national industry director, infrastructure and government, KPMG Advisory Services Pvt. Ltd.

The Indian shipping industry started eyeing a bigger share of the international market after an ordering frenzy in 2007. This tempted companies to expand capacity and the industry attracted firms such as Larsen and Toubro Ltd, Adani Group, Apeejay Shipping Ltd and Mercator Lines Ltd to start building ships.

But just when the local industry was beginning to gain global acceptability, orders for new ships reduced to a trickle as economies in the US and Europe weakened. "New orders have slowed down significantly," said Dhananjay Datar, chief financial officer at ABG Shipyard Ltd. Last year, ABG had bumper orders for 33 ships worth Rs4,340 crore between April 2007 and March, and opened a new facility earlier this year at Dahej to add to its existing facility at Surat, both in Gujarat. This year, ABG has bagged orders for building just seven ships valued at Rs3,240 crore. Bharati Shipyard Ltd, the country's second-biggest private sector shipbuilder, has secured only one order since April for two offshore vessels worth Rs293.16 crore from Norwegian Offshore Shipping Ltd. New entrants Larsen and Toubro and Pipavav Shipyard Ltd have not added to their order books of Rs2,112 crore and Rs4,360 crore, respectively, this fiscal year. The Shipyards Association of India (SAI) says there is no change in investment plans but admits getting finance has become a problem.



Source(s): P. Manoj, Live Mint, Nov 06, 2008.

<http://www.livemint.com/2008/11/06221423/Shipbuilding-industry8217s.html>

Japanese Shipbuilding Orders Sink 80% in October

The global economic turmoil has dampened investment resulting in an 80 per cent year-over-year plunge in October shipbuilding orders in Japan. Shipbuilders' Association of Japan Chairman Masamoto Tazaki said shipowners are growing cautious about ordering new vessels due to the financial turmoil gripping the globe. Figures compiled by the Japan Ship Exporters' Association show that October shipbuilding orders totaled 290,000 compensated gross tons, a steep drop from 1.61 million in October 2007.

Source: Business in Asia Today, Nov. 19, 2008.

<http://www.antara.co.id/en/arc/2008/11/19/japanese-shipbuilding-orders-sink-80-in-october/>



India Ship Owners Lose Millions Due To Piracy Fears

Indian shipping firms are losing hundreds of thousands of dollars every month as fears of piracy in the Gulf of Aden hold up ships and delay consignments, officials said on Tuesday (Nov 4). Around 20 foreign ships, including the India-bound MT Stolt Valor, a chemical tanker with 18 Indian crew members, are being held by Somali pirates in the region. The Japanese-owned merchant vessel was hijacked by Somali pirates in September in the Gulf of Aden.

Shashank Kulkarni, Secretary General of Indian National Ship Owners Association (INSA) told Reuters that "the government must act before it becomes too late." Indian ships are losing \$450,000 a month on cost overruns and delays in meeting deadlines, while crew members are reluctant to sail in the Gulf of Aden, one of the world's most important sea trade routes.

Around \$100 billion of India's sea trade passes through the Gulf of Aden, INSA said. Of the 24 Somali incidents recorded from April to June this year, 19 occurred in the Gulf of Aden, where at least eight vessels reported being fired on by pirates with rocket propelled grenade launchers and automatic weapons. International shipping federation last week urged governments around the world to do more individually and collectively.

Source(s): Bappa Majumdar, Reuters, Nov 4 2008,
<http://africa.reuters.com/wire/news/usnDEL304629.html>



MARITIME COOPERATION

India Signed Maritime Security Pact With Qatar

In an attempt to give greater depth to her maritime security, India has signed a strategic partnership agreement with Qatar. The agreement, which includes cooperation in defence and security matters, assumes significance in view of the fact that Qatar has become only the second country in the Gulf region after Oman to have such a pact with India. The agreement with Qatar includes joint exercises, particularly maritime exercises and training of officers.

Prime Minister Manmohan Singh is the first Indian PM to visit Qatar. Last year, then Defence secretary Shekhar Dutt had visited the nation and had identified areas for cooperation, including training of personnel, joint exercises and service-to-service information sharing. This was followed by a high level delegation from Qatar, which visited several defence locations in India and three areas, including vacancies for Qatar's officers in training courses at higher military education institutions, leasing of artillery firing ranges for practice and training, hiring of firing ranges for mechanised forces, were identified for cooperation.

Source(s): Shubhajit Roy, The Indian Express, Nov 04, 2008
<http://www.indianexpress.com/news/India-to-ink-pact-with-Qatar/380978>

PM Singh Calls for Greater Maritime Cooperation at BIMSTEC Summit

Prime Minister Manmohan Singh has called for focussed cooperation on Nov 13, especially in the area of maritime transport. Top leaders and officials from Bangladesh, Bhutan, India, Myanmar, Nepal, Sri Lanka and Thailand attended the daylong summit of the Bay of Bengal Initiative for Multisectoral Technical and Economic Cooperation (BIMSTEC) in New Delhi.

Singh suggested that to make the regional group effective, "We should prepare a blueprint for future activities that is focused on a limited number of issues of common priority." Transport infrastructure and logistics would be key, he said, while placing special focus on maritime transport, which, he said, could include construction of a deep-sea port to service the region. He also proposed greater cooperation between shipping authorities and logistics networks of member countries. Describing the regional group as a bridge between South and South-East Asia, Singh said it had the potential of playing an important role in regional economic growth by promoting effective road, rail, air and shipping services and free movement of capital, goods, people and ideas.

He also mentioned an urgent need for collective responses to disasters after the devastating tsunami of December 2004. India had set up a Tsunami Early Warning Centre and would be happy to share data and information with other countries in the group, he said.

Source(s): The Earth Times 13 Nov 2008
<http://www.earthtimes.org/articles/show/241453,indian-premier-calls-for-greater-maritime-cooperation-at-summit.html>

India, China and US Cooperation on Sea Lane Security Possible

In the multi-polar system emerging with the rise of China and India, a US intelligence expert not only sees new rivalries but also a lot of opportunities for cooperation on sea lane security. "The US will still remain the premier maritime power in 2025. And in terms of protecting the vitals, the sea lanes, the US certainly will be the only one capable," Mathew Burrows, the National Intelligence Council (NIC) counsellor, said Friday (Nov 21).

"The caveat here is that the Chinese Navy, potentially India, will begin to be developing those capabilities," said the principal author of "Global Trends 2025 - A Transformed World", a study prepared by the apex body of 16 US intelligence agencies. The report not only mentions rivalry but also talks about the potential for cooperation, taking a look at "the energy supplies and the long maritime routes that tankers and others have to take", said Burrows. "In that sense, there are a lot of opportunities for US, China, India and others to cooperate on sea lane security," he said.

Source(s): The Hindu, Nov 22, 2008.
<http://www.hindu.com/thehindu/holnus/001200811221303.htm>

Bangladesh, Burma Dispute Oil Exploration in Bay of Bengal

Naval ships from Bangladesh and Myanmar were in a face off in the Bay of Bengal, after a row erupted between the neighbors about oil and gas exploration in the area. The Bangladesh Foreign Ministry says Dhaka will do everything necessary to protect its sovereignty, but wants to resolve the dispute with Myanmar about oil exploration in the Bay of Bengal peacefully. Bangladesh officials say the dispute erupted after Myanmar's exploration, ships escorted by naval craft, began exploring for oil and gas in the Bay of Bengal. Military-ruled Myanmar has made no official comment. Dhaka dispatched a naval patrol to the area, in recent days, after lodging a diplomatic protest.

Earlier, Bangladesh had summoned Myanmar's envoy to protest oil exploration activities in the disputed waters in hydrocarbon-rich Bay of Bengal. "The Myanmar ambassador was asked to convey Government of Bangladesh's request to immediately suspend all activities within the declared maritime zones of Bangladesh," an official statement said.



"Bangladesh reserves the right to protect its interests and urged Myanmar to ensure the withdrawal of their marine vessels and stoppage of any exploration work until the delimitation of maritime boundary is resolved," it added. Myanmar has discovered huge reserves of natural gas in the Bay of Bengal and has expressed its intention to carry out further exploration in a stretch of the sea also claimed by Bangladesh.

The two countries have held a series of meetings in the past year to resolve the disputes over the maritime boundary. Last month senior ministers of the two countries discussed the issue in Dhaka. Early this year Bangladesh divided its sea territory into 28 blocks and auctioned off the area to international oil companies as part of its stepped-up move to end chronic gas shortages in the once gas-rich country. Myanmar immediately protested the move.

Source(s): Agence France-Presse, Canada.com, Nov 02, 2008.

<http://www.canada.com/montrealgazette/news/business/story.html?id=4bc9f00b-5ed7-4464-a84f-fde8cb8370ca>

Anjana Pasricha, Voice of America, Nov 04, 2008

<http://voanews.com/english/archive/2008-11/2008-11-04-voa8.cfm?CFID=76582655&CFTOKEN=89927626>

Nuclear Threat From The Seas

National security experts have long warned that if the United States is ever hit by a nuclear bomb, it is more likely to come in a shipping container than in a missile. That is why the US Congress last year passed a law requiring that a system for overseas screening of all maritime cargo bound for the United States be developed within five years. President Bush balked at the law, worried that it would unduly burden the shippers who would pay for the bulk of the cost of screening. But instead of vetoing the law, he signed it and attached a statement indicating he might try to circumvent it. Now his homeland security secretary has gone even further, saying in October that he had no plan to meet the 2012 deadline and that 100 percent coverage is not necessary.

Chertoff's remarks came just as the International Atomic Energy Agency released a report stating, "The possibility of terrorists obtaining nuclear or other radioactive material remains a grave threat." The agency said that in the year ending in June, there were nearly 250 incidents involving the theft or loss of nuclear or radioactive material. In Chertoff's view, it would be enough for the United States to check shipments from the most dangerous corners of the globe, such as South Asia, while known shippers in places like England would get a pass. But that simply telegraphs to sophisticated terrorists that all they need is a sympathizer in a British company to escape US screening.

Source(s): Boston.com, Nov 08, 2008.

http://www.boston.com/bostonglobe/editorial_opinion/editorials/articles/2008/11/08/nuclear_threat_from_the_seas/

Indian Navy Foils Bid to Hijack Indian Ship in Gulf Of Aden

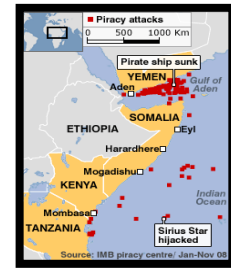
The Indian Navy prevented the hijack of an Indian merchant ship on the high seas in the Gulf of Aden on Tuesday (Nov 11). An armed helicopter on board the INS Tabar, patrolling the area, flew marine commandos to the merchant ship which the pirates had attacked. The pirates abandoned their attempt to board MV Jag Arnav, following the intervention by the commandos. The incident took place when the large 38,265-tonne bulk carrier, owned by the Great Eastern Shipping Company, was sailing 60 nautical miles east of Aden. The INS Tabar was around 25 nautical miles away from the spot.

The Indian Navy has been conducting anti-piracy patrols in the Gulf of Aden from October 23. A naval ship, with a contingent of marine commandos and helicopters on board, has been sent to the port of Salalah in southern Oman. With vital shipping lanes passing through the area, India has been emphasising the importance of maritime security in the Persian Gulf and the Gulf of Aden.

Also, from bases in Djibouti and Bahrain, the multinational Combined Task Force 150 (CTF-150) has been dominant in the area surrounding the Gulf of Aden. The countries participating in the CTF-150 include the U.S., Britain, France, Germany, Australia and Pakistan.

Source(s): Atul Aneja, *The Hindu*, Nov 12, 2008.

<http://www.hindu.com/2008/11/12/stories/2008111250060100.htm>



India Wants UN to Man Gulf of Aden

Two days after a navy warship foiled hijack attempts in the Gulf of Aden, India wants the United Nations to step forward and prevent such attacks off the Somalian coast. APVN Sarma, secretary (shipping), who is heading an Indian delegation to the International Maritime Organisation (IMO) in London, has asked the IMO to recommend to the UN to constitute a peacekeeping force under a unified command to keep a check on pirate attacks.

Calling for "immediate concerted action," Sarma expressed concern over disjointed efforts of different navies patrolling the Gulf of Aden. He said this had led to navies laying down their own priorities in giving assistance to ships carrying a particular flag or those having sailors of a specific nationality. The 101st council meeting of IMO is underway in London. The Indian delegation also urged the IMO to take immediate steps to provide assistance and security to international shipping, irrespective of the country the vessel belongs to or the nationality of its sailors. The Gulf of Aden accounts for 12 per cent of the world's seaborne oil trade and 50 per cent of world's seaborne dry bulk transportation. Over 60 incidents of pirates hijacking ships have been reported this year.

Source(s): *The Hindustan Times*, Nov 14, 2008

<http://www.hindustantimes.com/StoryPage/StoryPage.aspx?sectionName=Cricket&id=65796c10-b40c-47ac-83bc-ec98f8434a82&MatchID1=4855&TeamID1=6&TeamID2=2&MatchType1=1&SeriesID1=1223&PrimaryID=4855&Headline=India+wants+UN+to+man+Gulf+of+Aden>

International Maritime Bureau lauds Indian Navy's Action

The deft action by Indian Navy in destroying a 'mother ship' of Somali pirates came in for praise from an international maritime watchdog, which said such steps can be a "strong deterrent" to hijacking of ships in the African waters. "If all warships do this, it will be a strong deterrent but if it's just a rare case, then it won't work" in stamping out the spiralling piracy in the Gulf of Aden, said Noel Choong, who heads the International Maritime Bureau's piracy reporting centre here.

INS Tabar sank a pirate "mother ship" in the Gulf of Aden and chased two attack boats on Tuesday (Nov 18). "It is this type of action that is called for," Choong said. Choong has said that ways must be found to stop the hijacking of vessels off Somalia and felt that strong "political will" was required to urgently stop the menace.

Source(s): *The Hindu*, Nov 20, 2008.

<http://www.hindu.com/thehindu/holnus/001200811201803.htm>



MARINE ENVIRONMENT

Two-Thirds Of SA's Coast Threatened by Pollution

South Africa's once pristine coastline is disappearing under an incoming tide of plastic, toxic chemicals, medical and human waste. That's the damning verdict of a government report into marine pollution, which says 65% of the country's coast is threatened — 12% of it critically so.

Several worrying findings surfaced in the report, including: A dramatic increase, between 1991 and 2004, of sewage discharges to estuaries and ocean surf (inshore), as a result of population growth along the coast; An increase in sewage discharges into inshore ocean areas, from 33.6 million cubic metres in 1991 to 109 million cubic metres in 2004; Discharge of material from offshore ocean sewage outlets, to the extent that it poses a potential hazard to passing ships;



A link between poor sea water quality and swimmers with gastro-intestinal and respiratory and skin symptoms, according to a Cape Town study; A doubling of urbanisation along KwaZulu-Natal's coastal belt over the past decade; Malfunctioning sewage pump stations in parts of the country; and Pumping of a staggering 128800 cubic metres of waste water into the ocean every day by the mining industry, raising concerns about toxic chemicals

In addition the report raises concerns about the future of South Africa's Blue Flag beaches. Poor water quality caused four of KwaZulu-Natal's beaches to lose their Blue Flag status earlier this year. The report also refers to the disturbing findings of a recent audit of beach litter, which detailed major increases in plastic and medical waste. The study, which compared 1994 litter collections with 2005 collections, found a 184% increase in medical and sewage waste, a 171% increase in plastic lids, a 157% increase in packaging and single-use items and an 88% increase in floating recreational litter. However, there was also a welcome decrease (54%) in plastic carrier bags.

Source(s) Bobby Jordan, The Times, Nov 02, 2008.

<http://www.thetimes.co.za/PrintEdition/News/Article.aspx?id=875561>



MARINE TECHNOLOGY

Researcher Invents Marine Defence System

A system for protecting vital marine-based facilities such as oil and gas rigs from terrorist attack has been invented by a researcher at the University of Ulster. Colin Hillis, from the Faculty of Art, Design and the Built Environment, has applied for a patent for the system which involves placing an array of small unmanned units in defensive positions around the facility to be protected. The units consist of a submerged platform which can be located on the sea bed, connected to a float filled with sensors.

The submerged platform would contain lethal or non-lethal defence weapons capable of destroying or disabling attack craft picked up by the sensors. Mr Hillis said it would offer layered security to maximise protection of large marine assets. He said: "Marine assets such as oil and gas rigs, windfarms, stationary vessels or even coastal refineries are obvious targets for terrorists in the modern world. "The traditional method of protecting them by deploying physical resources is very labour intensive, expensive and not always effective as demonstrated in an attack on the Bakr and Khawr Al Amaya oil terminals in 2004. "My system would be remotely controlled and activated and would use a range of measures quickly and effectively to disable small attack craft who enter the exclusion zone around the facility." Mr Hillis said the defence units could be placed in positions around the marine asset or could be self-propelled into position using global positioning technology. The devices would automatically detect any vessels entering the area around the asset and could be disabled to allow legitimate craft such as supply ships into the exclusion zone.

Source(s): The Press Association, Sep 15, 2008.

http://ukpress.google.com/article/ALeqM5hJtQwtW5Ogljy_ZTeudVekidoCw

Concordia Maritime, Total and MAN Diesel in Joint Energy Savings

Concordia Maritime (STO:CCORB) and French energy company Total have jointly taken the decision to install MAN Diesel turbochargers with the company's new VTA variable turbine area technology aboard a new tanker. The turbochargers with VTA technology will equip the MAN B&W brand low speed engines aboard the new P-MAX tanker Stena Progress, which will be delivered June 2009. On the basis of earlier trials, they are expected to reduce fuel consumption by around 2-3% with parallel reductions in exhaust emissions. "We are always interested in new energy saving technologies," noted Hans Noren, President, Concordia Maritime. "When approached by MAN Diesel about employing VTA we decided right away that this was something we wanted to participate in.

Stena Progress is a 65,200 DWT shallow draught ice class tanker of the P-MAX type under construction for Concordia Maritime at the Brodosplit shipyard in Split, Croatia. It is due for delivery in June 2009 and will be chartered to Total for 5 years. MAN Diesel type TCA55V turbochargers -- the "V" suffix denotes the inclusion of variable turbine area technology - will be used on the two MAN B&W brand six cylinder type 6S46MC-C low speed main engines aboard the Stena Progress and other P-MAXs. As stated, field testing was carried out onboard the Stena President and MAN Diesel reports that the results of the trials have exceeded expectations, leading Concordia Maritime to the decision to equip the engines of other P-MAXs with VTA turbochargers.

Source(s): Business Wire ,Oct. 17, 2008

<http://www.marketwatch.com/news/story/concordia-maritime-total-man-diesel/story.aspx?guid=%7B85E8253E-157D-470A-9BF6-3968BC0351BA%7D&dist=hppp>

New Technology to Check Fishermen from Straying into Pak Waters

Even as an official delegation from Gujarat is camping in Karachi to secure the early release of as many as 369 fishing boats seized by the Pakistan Maritime Security Agency, the state Government has decided to introduce a vessel tracking and warning system to avert frequent incidents of fishermen straying into Pakistani waters. The advanced technology system will be jointly implemented by the Gujarat Maritime Board (GMB) and the state Fisheries Department. The GMB will provide Rs 40 crore while the Fisheries Department will chip in with Rs 28 crore, for the project.

"We have asked the GMB to purchase the vessel tracking and warning system immediately after the current process of finalising technical specifications by the Board is over. The government plans to introduce this state-of-the art system at the earliest," said Gujarat Ports and Transport Secretary H K Dash. He told Newline on Saturday that the system, when introduced, will not only help check frequent incidents of Gujarati fishermen straying into Pakistani waters, but also aid in rescue operations at the time of natural calamities like cyclone, by faster communication on the high seas. Dash said the system will function on a combination of Global Positioning System (GPS) and Geographic Information System (GIS) and create a geo-fence — a sort of virtual fencing along the International Boundary Line (IBL) between India and Pakistan.

Under the system, a data centre on the shore will monitor and control the movement of vessels using a two-way secured, non-hackable radio communication. Each of the fishing boats will have an embedded digital contraption that will get activated and alarm the fishermen the moment they cross over the border. Under the project, the fishermen will also be provided with biometric cards, which they will have to swipe before leaving the shore and swipe again on return, with the control room registering the dates. "This will help us ascertain who all are in the sea in case of natural disaster or accident," said an official. Deputy Secretary (Fisheries) V T Kharadi said his department has already accorded an administrative sanction to the project and contributed its share of Rs 28 crore. On its part, the GMB is busy working out all relevant technological aspects of the system. "We hope the entire vessel tracking and warning system will be in place very shortly," Kharadi.

Source(s): Bashir Pathan, The Indian Express, Oct 19, 2008.

<http://www.indianexpress.com/news/New-technology-to-check-fishermen-from-straying-into-Pak-waters/375187>



MARINE TECHNOLOGY

Precision-Targeted Weapon Program Now Led by U.S. Navy and Marines

BAE Systems' Advanced Precision Kill Weapon System (APKWS) contract has been transferred from the U.S. Army to the Department of the Navy. With full funding in place, the U.S. Navy and Marine Corps recently assumed contract with BAE Systems to complete System Development and Demonstration (SDD) of the rocket-guidance capability. "APKWS will give troops the ability to engage enemies in an urban environment, minimizing casualties and property damage and allowing helicopter troops to target enemies with increased precision even before opposition forces are aware of engagement," said Frank Wilson of BAE Systems.

APKWS is a low-cost, low-yield precision munition system that turns a standard 2.75-inch unguided rocket to a smart, laser-guided weapon capable of engaging unarmored and lightly armored targets. The seeker guides the rocket to its target with pinpoint accuracy, ensuring that the intended target is destroyed while minimizing the risk of collateral damage. APKWS requires no aircraft hardware modifications and allows military aircrews to engage targets that were previously off-limits due to the risk of collateral damage.

By the end of 2007, the APKWS program had completed 14 demonstrations with two helicopter platforms involving three separate air crews and various mission scenarios. Development funding will be used for testing and qualification of APKWS for use on the Marine Corps' AH-1W Super Cobra helicopter. BAE Systems' Nashua facility plans to begin producing the rockets at the end of 2009.

Source(s): Business Wire, Nov 04, 2008.

<http://www.marketwatch.com/news/story/BAE-Systems-Precision-Targeted-Weapon/story.aspx?guid=%7B5870C708-C98A-4BC7-ADA6-7449C044FBE2%7D>

S Korea to Launch Maritime Weather Satellite Next Year

South Korea plans to launch a maritime communication and weather satellite into space in June 2009. The satellite was developed jointly by Korea Aerospace Research Institute (KARI) and France's Astrium. It will be placed in a geo-synchronized orbit over the Korean Peninsula. Astrium has developed the maritime monitoring component of the satellite and the KARI will attach the French-made part to a locally developed satellite before the satellite is launched from French Guiana in South America.

The 2.5-ton satellite can cover 2,500 square km from a "central point" (130E 36N) west of Pohang on South Korea's east coast and send pictures of plankton growth, information on movement of fishery resources and pollution levels, as well as provide communications services and weather information, South Korea's Yonhap News Agency reported. The South Korean government said the satellite, which costs a total of 355.8 billion won (236.4 million U.S. dollar), has a life expectancy of seven years.

Source(s): Xinhua, Nov 23, 2008.

http://news.xinhuanet.com/english/2008-11/23/content_10400234.htm



MARITIME HERITAGE

Port City Of Alexandria, Beacon of The Ages

Part of the charm of Egypt is its amazing array of ancient wonders which seem to exist happily cheek-by-jowl with the hurly-burly of the modern world. No where is that more evident than in the port city of Alexandria, which was once the cynosure of the ancient world. Even today Alexandria is the second most important city in Egypt — and is, undoubtedly, the most beautiful one! Ironically, although the city is named after Alexander the Great, he never lived to see it. When Alexander conquered Egypt in 332 BC, he ordered a new capital city to be built. He died, however, in 323 BC before the city came up, so the first king to rule from Alexandria was Ptolemy I. Alexandria remained an important Mediterranean port city until the rule of the last of this dynasty, Queen Cleopatra VII. Alexandria stretches along the Mediterranean Sea with the Montazah Summer Palace at one end and a fort called The Citadel of Quaitbey at the other. The entire expanse of road from one end to the other is lined with breathtaking beaches and a sea front promenade — The Alexandrian Corniche

Source(s): The Economic Times, Nov 13, 2008.

http://economictimes.indiatimes.com/Features/ET_Travel/Port_city_of_Alexandria_beacon_of_the_ages/articleshow/3705960.cms

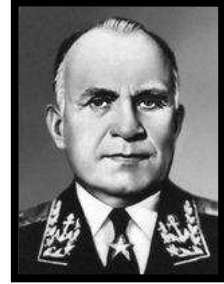
Gorshkov's "The Sea Power of the State"

First published in 1976 by Admiral of the Fleet of the Soviet Union (and Commander-in-Chief of the Soviet Navy) Sergei Georgyevich Gorshkov, "**The Sea Power of the State**" was a dramatic departure from the normally narrow texts from leaders of the Soviet defense establishment. In this book, Admiral of the Fleet Gorshkov not only offers a vision of the relevance of the "World Ocean" to any nation's well-being — he also provides a compelling rationale for "joint operations" a full ten years before the United States Goldwater-Nichols Act forced jointness onto a reluctant American defense establishment. The Book also underscores the importance of the littoral in a navy's ability to influencing events ashore nearly two decades before "... From the Sea".

The Sea Power of the State is rich in dichotomy: a land-rich nation with few accessible ports preaching the relevance of sea power, an atheist totalitarian regime describing the social and cultural significance of the "World Ocean", a nation besmirched for its negative impact on the environment bemoaning pollutants and the need for "union with the environment", and a foundational tome for effective naval force planning from a nation that just this month claimed the lives of nearly two dozen civilians in a submarine accident. Such is Gorshkov's compelling style — scholarly and impeccably researched, with steadfast devotion to the tenets of Marxism, decrying the "imperialist aggression" of the Capitalist powers who exploit sea power to "hold in check other states."

Despite the Communist propaganda (which is seamlessly woven into Gorshkov's prose), **The Sea Power of the State** is replete with history, statistics and analysis. Gorshkov calls the World Ocean "the most important environmental element of Marxism", underscoring the essence of sea power as "linkages amongst elements" of a far-flung enterprise. Sounding more akin to Sir Julian Corbett than Alfred Thayer Mahan, Gorshkov addresses sea power from a temporal (vice just geospatial) perspective. Most impressive about Gorshkov is the breadth of his perspective. Alongside the typical Communist demagoguery (e.g., "Imperialist powers exploit sea power to preserve their monopoly ...") are lucid arguments for balanced force structure planning (inclusive of creating large merchant fleets), diminished pollutants, and even maritime law (with an appeal to demilitarize the World Ocean beyond the 12 mile territorial waters). Curiously, he never once expresses disdain at the limited blue water access of the Soviet Union — and was convincing enough in his vision that the Kremlin subsidized his development of a fleet that nearly reached parity with the dominant sea powers of the west.

He dedicates nearly 100 pages to Chapter 2: “Pages in the History of the Navies”, covering nearly five hundred years from the time of Columbus to the Brezhnev-era legacy he helped build. He deftly describes the crushing Russian defeat in the Straits of Tsushima (in 1905) as being “... decided in advance” due to the technological and doctrinal advantage of the Japanese fleet operating in its home waters, and to the Czar “... completely misunderstanding the importance of sea power for Russia.” As this defeat preceded the October Revolution, Gorshkov quotes V.I. Lenin’s remark that, at Tsushima, Russia “... faced not only ... a military defeat, but also the complete military bankruptcy of the autocracy.”



Admiral of the Fleet Gorshkov is credited with building the Soviet Navy — a Navy that achieved its strategic purpose in freezing the “imperialist” threat, forcing our rigid attention to the Greenland-Iceland-U.K. (GIUK) Gap and the northern Pacific Ocean. Through his deep grasp of the “universality of sea power”, its “decisive role in influencing events ashore”, its policy role (in “stabilizing allies or subjugating them”), and the “value of balanced force structure”, Gorshkov gave the Soviet Union a dominant role on the world stage — and, had he been born a few decades sooner, may have altered the course of history.

Source(s): Nov 14, 2008.

<http://antilibrium.wordpress.com/2008/11/13/gorshkovs-the-sea-power-of-the-state/>

IMO CORNER

IMO Plans to Further Reduce Harmful Emissions from Ships

In line with worldwide effort of various sectors to reduce air pollution, the International Maritime Organisation (IMO) plans to further reduce harmful emissions from ships. The contribution of air pollution from the shipping industry remains the main agenda of the *58th session of the Marine Environment Committee (MEPC)* of the IMO that was recently held.

The principal regulation is in the IMO International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), specifically the Annex VI on regulations for the prevention of air pollution from ships that was enforced in May 2005. At the recent meeting, one significant progress made was the unanimously adopted amendments to the MARPOL annex VI regulations to further reduce harmful emissions from ships. The main changes to MARPOL Annex VI will see a progressive reduction in sulphur oxide (SOx) emissions from ships, with the global sulphur cap reduced initially to 3.50% from the current 4.50%, effective Jan 1, 2012.

This will then progressively reduce to 0.50%, effective from Jan 1 2020, subject to a feasibility review to be completed no later than 2018. The IMO also allows the designation of sulfur emission control areas (SECAs). This is subject to a proposal from a party or parties to the annex. Two SECAs have been designated thus far, where fuel burned by ships must not be more than 1.50% sulphur. These include the Baltic Sea area and the North Sea (including the English Channel).

Source(s): Cheryl Rita Kaur, *The Nation*, Nov, 03, 2008.

<http://thestar.com.my/maritime/story.asp?file=/2008/11/3/maritime/2419339&sec=maritime>

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