

MAKING WAVES

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MARITIME INFRASTRUCTURE

Port Community System

To provide Single Window System for its users, Cochin and other major ports will implement Port Community System (PCS) for exchanging Vessel and Container related information, Port Chairman N Ramachandran said. The PCS is an initiative of the Ministry of Shipping and the Indian Ports Association (IPA) and has been designed for secured exchanges of documents and information electronically between the stake holders involved in the maritime transport and logistics chain, including the trading partners and Government agencies, Ramachandran told reporters here. The new system is expected to provide global visibility and access to the central database through Internet-based interfaces. Using PCS web, the single window web application, users can access PCS through Internet by using the PCS Portal. Port users would not have to submit manual documents for those messages given through PCS, including for Container Freight Station (CFS). Private container terminal operator, IGTPL, is also online in PCS from December 31, he said. The Port has already taken the initiative for implementing the SAP-based Enterprise Resource Planning (ERP) system. Once the ERP is fully implemented, all port operations would also get seamlessly integrated with each other

Source(s): The Economic Times, Jan 01, 2008.

http://economictimes.indiatimes.com/News/News_By_Industry/Transportation/Port_Community_System_to_be_introduced_from_Jan_4/articleshow/2666837.cms

Greater Private Sector Port Play

The Union Cabinet approved adoption of the model concession agreement (MCA) for private sector participation in major ports on 3rd January 2007. The MCA will thereafter replace the model license agreement (MLA 2000), which had been in use in the Major Ports since March 2000. This decision will enhance bankability of private sector projects at major ports on account of improvements effected in the model viz-a-viz the MLA 2000. It will also lead to standardisation of financial and commercial terms for award of concessions for port projects and speed up decision making, besides enabling equitable and efficient allocation of risks between the contracting parties and protection of user interests through adherence to performance standards

Source(s): India Infoline Jan 04, 2008, <http://www.indiaonline.com/news/innernews.asp?storyId=55360&lmn=1>

Government Sets Performance Standards For Ports

Private port developers would now have to follow specific performance standards fixed by the port authorities failing which they would be penalized by at least one percent of total revenue. Adherence to the performance standards would be evaluated by the port authorities on a quarterly basis, reports. In case there is a shortfall by over 10 percent of the average performance expected, the private firm operating the port would have to pay one per cent of the total revenue for that quarter to port authorities as penalty. The report says that the new model concession agreement (MCA), approved by Union Cabinet on Thursday, has indicated performance standards in terms of dwell time, transit dwell time, turnaround time and vessels or volumes of commodities to be handled by a terminal in a certain period.

Source(s): Jan 7, 2008. <http://thinkinfra.com/infrastructure/2008/01/07/govt-sets-performance-standards-for-ports/>

Dredging Projects Remain on Paper Despite Plan Support

Dredging sector seems to have received the least attention during the 10th Five Year Plan period as none of the major port deepening projects envisaged for the time frame has taken off. Quite oblivious of the reality, the present 11th Five-Year Plan (2007-12) plan document talks eloquently of the need for 'substantial capacity augmentation at major and minor ports'. "Keeping in view the

present trend, it is estimated that the Indian ports will have to handle cargo traffic of about 800 million tonnes (MT) by 2012 as compared to 520 MT handled in 2004-05," noted the document, before adding, "This would require substantial capacity augmentation at major and minor ports. A deep sea port will be developed and drafts of existing ports will be deepened, where feasible, through capital dredging."

According to both local as well as foreign dredging company professionals, none of the deepening projects of the last Five Year plan has been taken up for execution. "Dredging works at places like Kolkata, Haldia were going on for the last so many years, but most of the dredging plans of almost all major ports are still at the bidding stage," said an executive of a dredging major, who do not want to be named. According to sources, today the primary reason is said to be the dredging cost which has gone up substantially over last 1-2 years, while the government estimates have been much below. While everyone rues the undue delay in clearing dredging project proposals, many of the port managements feel that the shipping ministry's preoccupation with Sethusamudram project as the cause for delay. "The ministry seems to force dredging companies to work at Sethusamudram before taking up any other work," said a port official on condition of anonymity. After the Sethusamudram came up and the way it got stuck up, the ministry seems to have no time for other projects, he said. "Due to cost escalation and huge demand there is an upward revision in project costs which has to be approved by the planning commission. Due to this, if not all, many of the project proposals are at the revision stage," said T Vijaymurthy, director of Van Oord India, one of the leading dredging companies in India. "Trade is suffering hugely," said another executive, "because of the delay and the kind of benefit that ports could have enjoyed has not materialized."

Source: The Economic Times, Jan 7, 2008.

http://economictimes.indiatimes.com/News/News_By_Industry/Transportation/Shipping_Transport/Dredging_projects_remain_on_paper_despite_plan_support/articleshow/2679335.cms

DP World's India Plans on Despite Mundra Setback

Dubai Port World (DPW), which has suffered a major setback with Gujarat High Court upholding Gujarat Maritime Board (GMB) decision to terminate DPW's sub-concession agreement to run the first container terminal at Mundra International Container Terminal (MICT), has decided to go ahead with its India plans involving a further investment of \$500 million in the next few years, a company official has said. While the fate of the first container terminal now hangs in balance, would DPW still be pursuing its case for the second terminal as it had sought an injunction on it against the Adani Group? Mr Kevin D'Souza, Director (Commercial), MICT, said that the second terminal was "actually a second phase of our existing project and we will continue to pursue it as per the provisions of the sub-concession agreement". The Adanis had originally developed the first terminal at Mundra which was being operated by P&O Ports. Later, DPW acquired P&O and started running MICT. The State's maritime regulator, GMB, objected to it and terminated DPW's sub-concession agreement, against which DPW moved an Ahmedabad court, and then the High Court, both of which upheld GMB's decision. The High Court maintained that no change of control of MICT was permissible. GMB had disqualified DPW to operate MICT on the ground that it took holdings of the container facility without taking prior permission from GMB, which amounted to a dilution of equity by P&O and that without its consent, P&O could not transfer assets and property to DPW. GMB had issued a show-cause notice in 2006 to UK-based P&O Ports which had picked up the Adanis' entire stake in MICT soon after which DPW had acquired P&O in 2005-06. Reacting to the latest development, and asked about the steps DPW contemplated now, Mr D'Souza said the company would pursue all available remedies to protect its interest and investments in India. Asked whether the possible withdrawal of DPW from MICT could impact its business prospects in India, he said the company had not breached any terms of contract and there was no possibility of any exit from MICT. "The original shareholders continue to remain as shareholders of MICT. It is worthy to note that the Central Government, under whose auspices we operate the other terminals in India, has no issues with us."

Source(s): Virendra Pandit, The Hindu Business Line, Jan 10, 2008

<http://www.thehindubusinessline.com/2008/01/10/stories/2008011050410700.htm>

Maritime Industry Forecast to Grow in Asia-Pacific Region

The Asia-Pacific region accounts for 42 per cent of the global market for maritime port operations and services with growth forecast to reach 44 per cent by 2010, a survey said on 10 Jan 2007. 'The main areas of growth in ports and terminals are expected in China, India and Korea,' said a report by Fusion Consulting Asia. The 42 per cent, or 43 billion US dollars, is expected to grow to 54 billion US dollars. Asia is also expected to be the main battleground for port supremacy, Fusion said. Singapore, Hong Kong and Shanghai are far ahead of the pack in terms of container traffic.

The offshore and shipbuilding and repair sectors are also set for strong growth. The Asia-Pacific's share of the global market for offshore operations is 23 per cent, but likely to rise from 31 billion US dollars currently to 41 billion by 2010, the report said. Established repair yards in Singapore, Hong Kong and Korea are seen as expanding in China through joint ventures. 'In the long run, the ship repair industry in Singapore is likely to be threatened by the rise of low-cost ship repair yards in China, India, Indonesia and Vietnam,' the report said.

Source(s): 10 Jan, 2008.

http://news.monstersandcritics.com/business/news/article_1385733.php/Maritime_industry_forecast_to_grow_in_Asia-Pacific_region

Goa Should Have Authority over Its Waters: Cabinet

"Goa is a full-fledged State, not a Union Territory and as such it cannot be denied the authority over the State's territorial waters", was the tone of ministers at the Cabinet meeting held on January 12, 2008 while discussing the issue of Mormugao Port Trust's jurisdiction over State's waters. Sources said Cabinet members felt that the water areas particularly along the riverine stretches over which MPT claims jurisdiction, has witnessed development and if State has no jurisdiction over the areas then it might lead to confusion and conflicts. Moreover, it was pointed out that the State has its own minor (Panjim) port which is in operation. Members were also of the view that MPT could retain only few water areas around the port. The Cabinet took a decision to take up the issue with the Union government and present a strong case to get the notification amended. A notification published some time ago, said "all the water areas of River Zuari, west of Agacaim-Cortalim ferry (excluding the ferry and the landing stages), along the villages of Agacaim (Mercurim), Goa Velha, Siridao, Bambolim, Cacara, Nauxim, Odxel, Vanguinim, Dona-Paula on the North, Cortalim, Sancoale, Dabolim, Chicalim, Vasco-da-Gama on the South as well as the sea front at Sada, Baina, Bogmalo, Chicolna, Issorcim, Velsao, Cansaulim, Arrossim, and Utorda, the Islands of Piqueno, Grande, etc and the specified areas of Betul, fall within the limits of Port of Mormugao..." When questioned recently during his visit to Goa last week, the Union Minister for Ports T R Baalu defended the stand of MPT saying the State has no authority over the territorial waters. It was his view that the State has no role to play as the jurisdiction of the above places was with the Centre after Goa was Liberated and subsequently handed over to the Mormugao Port Trust after the Port Trust Act was enacted in 1963. Two ministers objected to including specific areas of Betul in the limits of MPT and suggested that State government should construct a minor port there.

Source(s): 13 Jan, 2008. <http://www.goablog.org/posts/goa-should-have-authority-over-its-waters-cabinet/>

Port Privatization Challenges for Developing Countries

Governments in many countries traditionally regarded ports as national strategic assets which should remain under public control. However, faced with the high cost of port modernization programmes, Governments began to seek alternative forms of finance other than through State budgets. Port privatization thus began in many countries during the 1980s and 1990s, with the introduction of private participation in services and the granting of concessions to private terminal operators. Today, the majority of the top 100 container ports have some form of private participation.

The challenges facing developing countries in the port sector are essentially about whether to remain a government-owned and controlled company or to allow private participation, perhaps through a global partner. While global terminal operators are few, there are hundreds of established single-port operators who could also assist developing countries. In the new era of globalization of port logistics, port owners and terminal operators may find it harder to compete for new business and invest in port infrastructure, because of close proximity to ports belonging to a global player. Ports now have to be more globally orientated than previously. Competition used to be seen as a local issue over hinterland ports; nowadays, ports such as Colombo in Sri Lanka have found that they are competing with the port of Salalah in Oman, and Port Klang and Port of Tanjung Pelepas in Malaysia, for trans-shipment traffic.

Source(s): UNCTAD, Jan 15, 2008 <http://www.unctad.org/Templates/Page.asp?intItemID=4435&lang=1>

Lack of Access to Sea Port Hurts Land-Locked Countries Dearly

UNCTAD's Special Programme recognises that land-locked developing countries, with their particular problems of transport and trade, are generally among the poorest. Most of their economies are structurally weak and the 21 land-locked developing countries belong to the United Nations category of least developed countries.

Land-locked countries face particular difficulties which include, lack of territorial access, great distance from sea ports, remoteness and isolation from world markets, inadequacy of physical facilities along transit corridors and at sea ports and complications related to commercial and legal aspects of transiting a foreign territory. These difficulties are a serious additional burden which have compounded the problem of their extreme underdevelopment and rendered their economies particularly vulnerable. At one extreme, the land-locked country closet to the sea is Swaziland, with a transit route of 200 kilometres to the port of Maputo to Mozambique followed by Bolivia with a route of 250 kilometres to the port of Africa in Chile, and the Lao People's Democratic Republic with a 670 kilometre route to Bangkok. Similarly, countries like Afghanistan, Burundi, Central African Republic, Chad, Rwanda and Zambia, all of which have a minimum transit distance of 1,400 kilometres and above.

Before the 1960's the main discussion of the special needs and problems of land-locked developing countries focused largely on the legal and political implications of the broad question of access to the sea, the concern of the international communities in recent years has been rather with the developmental problems of these countries and with ways to develop a transit-transport infrastructure that minimises the additional burden which these countries have to bear as a result of their geographical disadvantages.

The additional transport cost which land-locked countries must bear constrains the development of their export trade. The burden is such that the range of potential exports and the markets in which goods can be traded competitively and profitably are limited. Moreover, the prices of the very limited imports which these countries are able to procure are greatly inflated by the high transport cost. Take for instance, in 1987, freight costs as a share of the value of imports amounted to 15.7 per cent for all land-locked developing countries as opposed to 10.7 per cent for all developing countries, 5.3 per cent for the developed market economy countries and 6.7 per cent for the world as a whole.

In an effort to prevent the diversion of transit cargo to its domestic market, the transit country may impose cumbersome transit procedures and complex documentation systems. This may be compounded by restricting transit cargo to specific modes of transport and/or routes and by requesting a heavy security bond deposit.

When remoteness from overseas markets is exacerbated by generally poor transit facilities and services, the export trade of land-locked developing countries becomes unpredictable. In trying to overcome this problem, the land-locked developing countries often incur significant cost for the maintenance of unusually high inventories in transit ports.

Source(s): Jan 28, 2008

<http://www.thetidenews.com/article.aspx?qrDate=01/28/2008&qrTitle=Freight%20and%20dev%20issues&qrColumn=ISSUES>

India's Busiest Cargo-Handling Port Faces Capacity Shortage

Jawaharlal Nehru Port handles around 60% of the container cargo collectively handled by all Indian ports. Between April and December 2007, it handled 2.97 million twenty-foot equivalent units (TEUs) as against a target of 3.50 million TEUs for fiscal 2008. At the current pace, it will reach its designed capacity of 3.6 million TEUs by June this year. "We are heading towards a capacity crunch sometime towards the end of 2008 if the port does not come up with expansion," said an official with APM Terminals. That's because the government typically takes several months to complete the bidding processes and award contracts in the ports sector. It then takes more than 18 months, on average, for the private firm that wins the contract to develop the cargo handling project and start operations. Therefore even an immediate clearance from the government, will not help the port beat a looming capacity crunch. For instance, the third and the newest container cargo handling terminal at JN Port, run by APM Terminals, the container terminal operating unit of the Danish shipping and oil conglomerate Maersk A/S, and state-run Container Corp. of India Ltd or Concor, was awarded the project on 10 August 2004, after a two-year long bidding process. The consortium started full-fledged operations at the terminal only on 30 October, 2006. However, in the first year of operations itself, the private operator handled container cargo volumes which it was supposed to reach only in the fifth year of the 30-year contract, mainly due to a booming economy. The port has two other container cargo handling terminals—one, run by the government-owned port itself, and the other by DP World, the world's fourth biggest container port operator, owned by the Dubai government. Once JN Port becomes congested, exporters and importers will have to ship their cargo through Mumbai, Mundra, Pipavav or Kandla. These are currently operating below their capacities and can accommodate some containers that JN Port cannot handle, but not all because they too have capacity constraints.

Source(s): P. Manoj, Live Mint, Jan 30, 2008.

<http://www.livemint.com/2008/01/30235444/India8217s-busiest-cargoha.html>

Full Steam Ahead to South Africa, Brazil and Beyond

The Ministry of External Affairs (MEA) has given the green signal to the Ministry of Shipping, Road Transport and Highways (MSRTH) to proceed with the proposal for a shipping line between India, Brazil and South Africa. With this, the Department of Shipping now expects to enter into a Memorandum of Understanding (MoU) with the South African government to set up shipping services between the two countries in the next couple of months. "The MEA gave the clearance to go ahead with the MoU around a week back. The clearance was needed since the proposed shipping line figured among larger trilateral agreements between our countries," said a senior MSRTH official. "The MoU has already been prepared and we are now writing to the South African government to take forward the agreement", said the official.

To operationalise the MoU, a joint venture (JV) company would be set up between the state-owned Shipping Corporation of India (SCI) and a new private shipping company to be floated by South Africa for the purpose. "We expect the JV to be up and running by March or April next year," the official said, adding that the ministry foresaw no major delay to the deal since the proposal was largely an initiative from the South African side. The shipping line idea flows from plans tabled at the India-Brazil-South Africa (IBSA) summit held in Pretoria this October, where leaders of the three countries called for easier air and sea links between the nations to support IBSA objectives of bolstering the \$4.5-billion trilateral trade.

The new shipping line will give SCI — which operates primarily between west Asia, India and the Pacific rim countries — a dedicated hold on maritime trade between the countries. Currently, the Indian company has a limited presence on the route, with other small ship operators largely dominating trade in the region. "The new JV company will be in an advantageous position to transport mineral ores from South Africa and other African countries to different markets," said SCI chairman and managing director Sabyasachi Hajara.

He added that the new company would be modelled along the lines of SCI's existing tie-up with the Iranian government — the Irano Hind Shipping Company, a private joint stock company (the shipping line is free to operate to many parts of the world and is focused on bulk carrier and crude oil tanker activity). The new JV company is also likely to focus on dry bulk cargo on account of the expected mineral ore trade from South Africa.

Source(s): Zeenat Nazir, Indian Express, Jan 1, 2008, <http://www.indianexpress.com/story/256153.html>

Asia-Europe Shipping Traffic on Fast Growth Route

If the US sneezes, the Asian maritime industry catches cold. That is the level of dependence on US. But things could change in the next few years with demand from Europe increasing. Large container ships have already started plying between Asia and Europe.

Asia-US container traffic grew to the order of 6.9 per cent in the first half of 2007, rising to around 8 per cent for the first nine months, relative to the same period in 2006. Analysts predict, on average, similar or slightly higher cargo growth for 2008. That is slower than the 9.6 per cent growth posted for the full year 2006 to 6.5 million 40-foot containers, but it, nonetheless, reflects considerable resilience among US consumers, according to the Transatlantic Stabilisation Agreement (TSA). The TSA is a research and discussion group of 14 major container shipping lines offering ocean and inland transportation, logistics and supply chain services from Asia to the US. Contextually, Asia-Europe container trade was 15.8 million TEUs (twenty foot equivalent unit) in 2006 and will more than double to 35 million TEUs by 2016, according to Drewry Shipping Consultants, a global maritime research company.

The TSA says that most credible industry analyst reports predict effective vessel capacity through 2008 within 1-2 per cent of cargo demand in the transpacific market — a marked contrast to significant overcapacity seen in previous years. There are several reasons for this, despite a global market in which reported container ship tonnage has grown by 12-15 per cent annually in recent years. New 8,000-TEU, 10,000-TEU and larger ships being delivered to global carriers are not deployed in the transpacific market, but rather to the Asia-Europe and intra-Asia trade lanes, where demand growth is much higher and ports have the berth drafts and yard capacity to handle the larger vessels. The average vessel size deployed in transpacific service is 6,200-TEU, typically carrying fewer than 3,000 containers, due to port and terminal constraints. Average vessel size through the

Panama Canal to the East Coast is even smaller — no more than a 4,500-TEU capacity, carrying fewer than 2,000 containers, the TSA said. It will be at least another three years before US port terminals raise their productivity from the current 5,000 TEU per acre per year capability to the 10,000 needed to match current productivity levels at Asian ports and effectively handle import cargo growth expected over time.

The Panama Canal is currently operating at or near capacity and is on a container ship reservation system that also commands premium transit fee pricing. Transpacific container lines foresee a minimum 7 per cent increase in basic operating costs in 2007, on top of an 8 per cent increase that went mostly unrecovered in 2006. And this does not include marine fuel costs, which rose from an average \$295 per tonne at the beginning of 2007 to more than \$500 per tonne in November. Fuel today accounts for 50-60 per cent of total transpacific sailing costs.

Source(s): T.E. Raja Simhan, *Business Line*, Jan 7, 2008.

<http://www.thehindubusinessline.com/2008/01/07/stories/2008010750230600.htm>

Shippers Set Large Rate Hikes for Containers from India to Europe

The cost of shipping goods from India to Europe is set to rise by \$200 (Rs7,860) per 20-foot equivalent unit, or TEU, and \$400 per 40-foot equivalent unit, or FEU, from 1 February. It is a significant increase as it currently costs about \$1,400 for shipping a TEU from India to any one of the European ports such as Felixstowe, Southampton, Tillbury, Hamburg, Rotterdam, and Antwerp.

A group of 19 container shipping firms, known as the India, Pakistan, Bangladesh, Ceylon (IPBC) Conference, that operates services between Europe and the Indian subcontinent, have announced their decision to implement the rate hike, which will remain valid at least until 31 March.

The London-based IPBC Conference said further rate increases will be enforced from 1 April and 1 June, the quantum for which will be announced in due course, the group said in a statement. A TEU is the standard size of a container and is a common measure of capacity in the container business. An FEU is double the size of a TEU. A liner conference, such as the IPBC Conference, is a group of container shipping firms offering equitable freight rates, standardized shipping practices and regular scheduled services between designated ports. Member lines of such conferences agree on freight rates irrespective of market conditions, a decision that is acted upon by all the members. The IPBC conference members include ANL, CMA CGM, Hamburg Sud, Hapag-Lloyd AG, K-Line, MacAndrews and Co. Ltd, Maersk Line, MISC Berhad, CSAV Norasia Liner Services, Rickmers, Safmarine Container Lines NV, Shipping Corp. of India Ltd (SCI), United Arab Shipping Co., Yang Ming Line and Zim Integrated Shipping Services Ltd.

This service connects India's biggest container port—Jawaharlal Nehru Port—with European ports such as Barcelona, Felixstowe, Rotterdam and Hamburg. India's container cargo trade to Europe has grown by 25% in 2007 over the previous year. "The rate increase is being done to offset the adverse impact of rising operating costs on account of bunker (fuel) prices and congestion and delays at ports," the SCI official said.

Source(s): P. Manoj, *Live Mint*, Jan 10, 2008. <http://www.livemint.com/2008/01/10000157/Shippers-set-large-rate-hikes.html>

Shipping Services for Development of the Northern Sri Lanka

The Government of Sri Lanka has made a strategic move to commence economic developments of the North. Three parties are bound to participate in the development of the North which may be called 'Mahinda Plan'. They are the Government, private sector and foreign donor countries particularly Japan and China. Two measures are critically important – Ships and a Modern Port in KKS. Currently over 12 ships operated by six companies provide transport services to the North in addition to cargo ships operated by the Navy to provide logistical support for security forces. All the cargo ships are break-bulk vessels since KKS port has no facilities to handle container ships. The vessels are more than thirty years old and the average age would be even higher. Their early replacement is imperative to reduce cost as well as to ensure uninterrupted supply to the North. An efficient shipping service is indispensable even if road and rail links to the North are restored. Transport services must cater to facilitate and promote two way trade between KKS and Colombo or Galle. Return cargo from the North could be both agricultural and manufactured products such as garments and cement. There was a thriving garment industry in the North for exports, before LTTE destroyed the Northern economy reducing it to stone age. The importance of access to regular, economical and efficient shipping service between the north and the South is of paramount importance to expedite the economic development. For the benefit of the users, competition among the three modes road, rail and shipping should be promoted and not permit one mode to destroy the other.

Source(s): Kokila, *The Island*, Jan 14, 2008. <http://www.island.lk/2008/01/14/business7.html>

[Jump in Sea-Borne Trade led by Asian Demand](#)

The Asian region's merchandise exports grew at an impressive 18 per cent and imports by 11 per cent, according to the UNCTAD Review of Maritime Transport 2007, which says global terminal operators in Asia recorded half the world's throughput of containers. At the beginning of 2007, the total world merchant fleet broke the one billion deadweight tonnes (dwt) mark for the first time, to reach 1.04 billion dwt, after expanding by an impressive 8.6 per cent. A new classification, which follows UNCTAD's Handbook of Statistics, groups countries according to economic criteria that reflect more closely the current world economic situation.

Developed countries controlled 65.9 per cent of the world tonnage, with developing countries and economies in transition accounting for 31.2 per cent and 2.9 per cent respectively. The share of foreign-flagged vessels decreased slightly in 2006, for the first time since 1989. The 10 largest open and international ship registries accounted for 53.7 per cent of total world registries. At the beginning of 2007, the average age of the world fleet fell marginally to 12 years. The container-ships represented the youngest fleet with an average of 9.1 years. The growing world economy, led by mounting demand in Asia, led to an increase in sea-borne international trade to 7.4 billion tonnes in 2006 – a jump of 4.3 per cent. Over one-third of the sea-borne merchandise trade was made up of crude oil and petroleum products. Spurred by growth in Asia, particularly in China, the total demand for shipping services increased by 5.5 per cent to reach 30,686 billion tonne-miles in 2006.

Source(s): Santanu Sanyal, *The Hindu Business Line*, Jan 28, 2008

<http://www.thehindubusinessline.com/2008/01/28/stories/2008012850370600.htm>



MARITIME TOURISM

[Sinking Raises Questions About Antarctica Tourism](#)

Just after midnight Nov. 23, alarms awoke passengers aboard the *M/S Explorer*, cruising off Antarctica. It was not a drill. The ship, featured Oct. 7 in *The Dallas Morning News* Travel section, was taking on water after hitting an iceberg near the South Shetland Islands north of the Antarctic Peninsula. All 154 crew members and passengers abandoned ship and spent the night in lifeboats before another cruise ship rescued them. The *Explorer* wasn't so fortunate. It joined countless ships that have sunk in the southern oceans since the 16th century when Sir Francis Drake discovered the passage that separates Antarctica from South America.

The *Explorer*, which had sailed since 1969, was the first passenger ship designed for polar water. It had an ice-strengthened hull, a captain with years of navigating ice and a staff of seasoned Antarctic veterans. Its owner, GAP Adventures, was just named by *National Geographic Adventure* magazine as one of the 10 best adventure travel companies. The sinking of one of the "best-run vessels with the most experienced crew" is a "cautionary tale" about the safety and environmental impact of Antarctic tourism, says David Bederman, counsel for the Antarctic and Southern Ocean Coalition and a law professor at Emory University.

With no government of its own, Antarctica is governed by the Antarctic Treaty, signed by 46 nations, including the United States. The Treaty's Protocol on Environmental Protection designates Antarctica as a natural reserve, but it does not directly regulate Antarctic tourism, which has quadrupled in the past decade. After the loss of the *Explorer*, Argentina's environmental minister, Romina Picolotti, announced plans to limit tourism. The 30,000 tourists visiting the continent in a year might not seem like many. But statistics show that about 85 percent of tourists visit Antarctica's top 20 landing sites, all of them on the 800-mile-long Antarctic Peninsula, which has the continent's mildest climate and most diverse wildlife.

Source(s): Brett S. Deutsch, *The Dallas Morning News*, Jan 1, 2008

http://www.dallasnews.com/sharedcontent/dws/fea/travel/thisweek/stories/DN-antarc_1230tra.State.Edition1.d925de.html



SHIPBUILDING

[Annual Shipbuilding Results Show Korea Still Top, China Gaining](#)

The first full year figures for global shipyard results in 2007 show China is on course to overhaul Japan, but not quite yet. Singaporean shipbuilding database Worldyards has published its annual figures in compensated gross tonnes, excluding offshore, showing that as of the end of last year China had 30.2% of the total orderbook, behind just Korea which, with 60,328,030 cgt, has 40.54% of the market. Japan in third place had a 17.67% share while upcoming nations India and

Vietnam were fourth and fifth with 1.2% and 1.17% respectively. However, when it came to ships delivered last year, China could only boast 17.47% (5.3m cgt) of the market putting it in third place, behind Japan in second with 29.44% (8.84m cgt) and Korea top with 37.89% (11.38m cgt). European nations Germany and Turkey delivered the fourth and fifth most vessels last year, comprising 2.98% and 1.62% of the total market respectively. With many of China's mega yards slated to come onstream this year, the mainland has a good chance of overhauling Japan on the deliveries front in 2008.

Source(s): Seatrade Asia, 03 Jan, 2008. <http://www.seatradeasia-online.com/News/2170.html>

Shipbuilding Subsidy may be Revived

In a draft cabinet note explaining its proposal that has been circulated to various ministries for comment, the shipping ministry has proposed a subsidy of 20% for a period of 10 years beginning 15 August 2007, the date the previous subsidy scheme expired. A finance ministry official, who did not wish to be identified, said that the ministry had received the draft note, but it was yet to take a decision on it. "Right now, we do not have a position on this," the official added.

The old subsidy scheme provided a 30% incentive for ocean-going merchant vessels more than 80m in length sold to Indian companies, and all ships sold to foreign firms. Thus, a company that received a \$100 million (Rs395 crore) order from a foreign buyer would have been eligible for a \$30 million subsidy or incentive from the government. The objective of the old subsidy scheme was to encourage shipbuilding, a labour- and capital-intensive industry. The new scheme, a shipping ministry official said, would be reviewed in August 2012. The proposal is yet to be considered by the Cabinet Committee on Economic Affairs (CCEA) that will finally decide on it.

Shipbuilders said a scaled-down subsidy would help, but reiterated their demand for a revival of the old scheme. "We feel that a 30% subsidy will completely wipe out the systemic disadvantages on financial and taxation faced by local builders and put Indian yards on par with global yards," said Vijay Kumar, managing director, Bharati Shipyard and secretary of industry body Shipyards Association of India. In a recent report submitted to the government, audit and consulting firm KPMG India Pvt. Ltd had recommended an extension of the 30% shipbuilding subsidy scheme for a 10-year period till 2017 and also suggested that the business be treated as an infrastructure activity, making it eligible for incentives such as tax holidays. The firm was hired by the Shipyards Association after Finance Minister P. Chidambaram asked for a study on shipbuilding subsidies given by other countries and the quantum of such subsidies.

Source: P. Manoj, Live Mint, Jan 4, 2008. <http://www.livemint.com/2008/01/04001109/Shipbuilding-subsidy-may-be-re.html>

Korea Builds Largest Tanker in the World

On Korea's southern island of Geoje sits a 400-hectare plot where 26,000 shipbuilders are hard at work. This is just one of the dockyards that make Korea the global leader in shipbuilding. Last year, seven of the world's ten biggest shipmakers were Korean. The shipyard owned by Daewoo Shipbuilding and Marine Engineering places among the top five along with Hyundai Heavy Industries and Samsung Heavy Industries. Right now some 20 large vessels including a super-tanker with holding capacity of 2.6 million cubic meters are being built there. A tanker of that capacity can hold more natural gas than all Korea uses in one day. Korea's shipbuilding industry, already strong, just keeps on growing. This year's ship exports are expected to exceed US\$30 billion, up 13 percent from last year.

Of the world's total back orders for ships, as measured in compensated gross tons, Korea holds 36 percent. That's enough projects to keep Korea's shipbuilding industry afloat for four years without taking another order. Though Korea is currently at the top of the shipbuilding chain it is not without challengers. China is expected to become a formidable competitor in just a few years as it is set to complete construction of large-scale vessels by 2012. How Korea deals with China and other rivals will decide whether Korea stays on top.

Source(s): Jan 9, 2008, <http://english.chosun.com/w21data/html/news/200801/200801090017.html>

Bharati Shipyard to Build New Yard at Dabhol Port

Bharati Shipyard said that it will be setting up a new shipbuilding yard at Usgaon near Dabhol port in Maharashtra, at an estimated cost of Rs 600 crore. The proposed yard, which will have the capacity to build up to 1-lakh DWT vessels in the first phase, is scheduled to be completed in two years. The yard would be spread over an area of 250 acres, of which Bharati has already acquired 180 acres. The Dabhol yard would be located inside a creak away from the main sea, which will make shipbuilding possible in all weather conditions, said Mr P.C. Kapoor, Managing Director.

Mr Kapoor said the yard, when fully operational by 2010, is expected to generate Rs 2,000 crore revenues, a part of which would come from repairs of ships and refurbishment of jack-up rigs. On other plans of Bharati, Mr Kapoor said: "the Mangalore yard will start production by end of 2008 but full potential would be reached only by 2010, generating revenues between Rs 1,000 crore and Rs 1,500 crore." The company has invested around Rs 400 crore in the same. Mr Kapoor also told reporters that another yard is going to come up in Midnapur district near Haldia Port where the state Government has given approval for 500 acres of land in a 50:50 joint venture agreement with Apeejay Shipping. "We have Orissa and West Bengal both on our radar, but since the approval has come from the latter we would be going ahead with it" Mr Kapoor said.

Source(s): The Hindu Business Line, Jan 10, 2008

<http://www.thehindubusinessline.com/2008/01/11/stories/2008011150300700.htm>

Hindustan Shipyard to Build Naval Ships

State-owned ship-building and ship-repair major Hindustan Shipyard Ltd (HSL), Visakhapatnam is set to add naval ships to its order book. The defence ministry is keen to place orders for building naval ships at HSL and a decision is expected by February 2008. India's shipbuilding capability is saturated with shipyards booked to capacity. However, there is demand for more warships and small vessels from the Indian Navy as a large number of old vessels will be scrapped in the next five years. So much so, the defence ministry is also keen on shipbuilding cooperation with South Korea. In this context, placing a few orders with HSL will ease the pressure somewhat. HSL is one of the oldest shipyards in the country, and is working towards optimising its existing capacity to increase efficiency and double turnover. It plans to invest Rs 1,000 crore in modernisation of the facilities by acquiring more cranes, improving material handling, automation and improved infrastructure, in the next five years.

Source(s): Archana Shukla, Jan 30, 2008

<http://www.dnaindia.com/report.asp?newsid=1148187>

Shipmakers Rule Out Recession Ripples

The Baltic Dry Index, a benchmark for the price of shipping bulk commodities, has plunged over 25% to 7000 levels from its November highs of 11,039. On account of the falling Baltic Index, analysts feel that this is correction time and will not lead to a recession. This does not mean that there will be a slowdown of any kind," said Dhanajay Datar, chief financial officer, ABG Shipyard. M Jitendran, Chairman & MD, Cochin Shipyard Ltd, said: "Shipbuilding isn't a short-cycle industry and since all shipyards are booked till 2011, I don't see a recession." Indian shipbuilders are optimistic about the orders, following a report that the ship orders may slow this year from the record sales in 2007. The Indian shipbuilding capacities are full till 2011. Besides, Yadav said Korea and Japan, which take as much as 70% of the global shipbuilding, are running full capacities. In this situation, orders are flowing into markets like India and China that have cheap labour and manufacturing costs. Moreover, Indian shipyards do not build very large ships like the Korean yards, which build Capesize and Very Large Crude Carriers of about 3,50,000 tonnes capacity. "Since we build different category of ships compared with Korea, a slowdown in the larger capacity vessels there would not have an effect in the India market," said P C Kapoor, MD, Bharati Shipyard. Also, most of the larger Indian shipyards supplying in the international market have shifted into offshore vessels and are catering to niche markets, Jitendran said.

Source(s): Archana Shukla, Jan31, 2008

<http://www.dnaindia.com/report.asp?newsid=1148347&pageid=2>



MARITIME SECURITY

U.S. to Require More Electronic Data for Ships Entering Port

U.S. Customs and Border Protection proposed rules this week that will require importers and shippers to submit electronic security filings for products entering the United States. CBP said it plans to publish the proposed requirements in the Federal Register. The proposal is part of the Department of Homeland Security's overall aim to improve identification of high-risk shipments and prevent terrorists from bringing weapons and dangerous materials into the United States. It is also part of CBP's larger plan to improve cargo security. The CBP has already implemented a 24-hour Manifest Rule, a Container Security Initiative, a Customs-Trade Partnership Against Terrorism, Non-Intrusive Inspection Techniques, the Automated Targeting System, the Secure Freight Initiative, and the National Targeting Center.

The latest proposal would require maritime carriers to submit vessel stow plans showing where cargo is stored in carriers coming to the United States and container status messages indicating whether containers are empty or full. The rule would also require importers to submit "Importer Security Filings" with names and addresses of manufacturers or suppliers, sellers, buyers, and receivers. Importers would also have to provide identification numbers for themselves as well as consignees numbers. They would also have to include other originating information, such as where their containers were filled and by whom.

"The Security Filing will improve CBP's ability to target high-risk cargo by identifying actual cargo movements and improving the accuracy of cargo descriptions," CBP commissioner W. Ralph Basham, said in an announcement. "It will also improve our ability to facilitate lawful international trade by identifying low-risk shipments much earlier in the supply chain." CBP officials said the advance shipment data would allow accurate cargo risk assessments than carrier manifests, while allowing legitimate cargo through the ports more quickly.

Source: K.C. Jones, *InformationWeek*, Jan 4, 2008.

<http://www.informationweek.com/news/showArticle.ihtml?articleID=205208583>

UN Pledges to Help Haiti Improve Security in 2008

The United Nations peacekeeping mission in Haiti will continue to help the Government to improve border security in 2008. UN Secretary-General Ban Ki-moon's Special Representative Hedi Annabi told a news conference on Monday in the capital, Port-au-Prince, that UN peacekeepers are already deploying at the four main points of entry into Haiti. They will soon patrol the seaports and, at a later stage, also deploy a maritime unit. The mission, known as MINUSTAH and set up in 2004 to help re-establish peace after an insurgency forced President Jean-Bertrand Aristide to go into exile, will also continue in improving state administration and reforming the judicial sector of the impoverished country. "It must be recognized that, whatever its good intentions, MINUSTAH has neither the mandate nor the necessary resources to solve the fundamental problems posed by the creation of jobs, provision of food, health and education, and more generally improving the standard of living of the population," he said. "That solution depends on an increase in investments and re-launching the economy."

Source(s): *Caribbean Net News*, Jan 10, 2008, <http://www.caribbeanetnews.com/news-5389--2-2--.html>

SL Navy's Role in Eradicating International Maritime Terrorism

Sri Lanka does have a great role to play in the protection of sea routes running around her. Development of LTTE's sea tiger wing and its activities in the late 80s did impose certain restrictions at the early stages and some tend to label the maritime routes around Sri Lanka dangerous. Despite the small scale sea battles which broke out with the Sri Lanka Navy closer to the shore, sea tigers did carry out attacks targeting Merchant Vessels when they were sailing especially in the Eastern coast. The Navy then had to double the work as the Navy was already entrusted with the monitoring of sea tiger moves taking place closer to the shore, deep sea surveillance to detect LTTE's illegal shipments of arms and ammunition along with the other tasks that Navy was entrusted with.

Apart from the arms smuggling, LTTE always wanted to have an international recognition for its activities. The maritime trade and related atrocities provided them a good ground for this.. Analyzing past LTTE sea piracy activities, it is very much clear that in most occasions LTTE wanted to be popular in one aspect and on the other to make the Government of Sri Lanka embarrassed. In addition to the above LTTE was also eager to have a sea area demarcated solely for their naval wing by proving that they have the control especially over the eastern territorial seas of Sri Lanka.

Let us look at some of the acts of piracy where the LTTE was directly accused of hijacking vessels out side the waters of Sri Lanka. When the LTTE captured MV Cordiality off the port of Trincomalee, they killed the five member Chinese crew. In addition to the above ships a Malaysian ship which carried bagged salt was reported missing on 25 May 1999 along with the 15 crew members. A report published on 30 June 1999 confirmed that vessel had been hijacked by the LTTE. In December 2006 it ran aground a Jordanian ship named MV Farah III which was in distress condition off the eastern coast. LTTE pretending to be from the Sri Lanka Navy boarded the ship after firing at them four times. They removed all the important equipment onboard and took into custody of the 14,000 ton Indian rice. Even though the crew was later released, LTTE never allowed the owners to conduct salvage operations.

Though most of the sea battles that took place in late 90s occurred closer to the shore, LTTE attempted to smuggle in arms and ammunitions using Merchant Vessels in the later years. The Navy was then mainly entrusted with the task of detecting these vessels which were coming from foreign ports. Lack of credible intelligence on most of such tiger vessels were hard to come and this in turn made the task of detecting rogue LTTE ships out in the sea difficult.

Considering the importance of destroying these LTTE ships, the Navy launched an operation named "*Waruna Kirana*". The aim of this operation was to detect and destroy LTTE ships and smaller tiger logistic vessels which bring in the warlike material once they have been unloaded from a bigger ship. The success of this operation was at a low level as it primarily concentrated on a specific enemy sea route and on the other hand it was more likely a waiting mission expecting the enemy to arrive on a pre determine path.

Year 2007 can be termed as the golden year of Security Forces victories against LTTE terrorism. Naval victories out at sea had two impacts on the fight against terrorism. One being on the victorious ground troops who were on the march crushing tiger territories and the other on the tiger international maritime operations. The usual hunter became hunted by the Navy's deep sea operational units. This led to the destruction of Seven (07) sea tiger floating warehouses in year 2007 alone. A large amount of artillery ammunition, diving equipments, explosives, out board motor engines etc were also destroyed along with theses ships. If these items were taken to the tiger territories one can quite easily identify the impact on the ground troops and on the operations that were underway at that time. Despite this fact, many have failed to analyze the contribution that the Navy made in assisting to counter international maritime terrorism.

Sri Lanka has identified Year 2008 as a year of peace and development. The military victories of year 2007 placed Sri Lanka as the most successful nation in the world which fights terrorism domestically as well as internationally. Sri Lanka has understood that if one is hoping to eradicate LTTE terrorism, they (LTTE) needed to be defeated on the local front as well as on the international level.

The role of the Navy will not stop from the victories of last year. Their hunter killer operations in the deep blue seas will continue until the time the country achieves its goals. With the Blue Water naval capabilities, this tiny Island nation's Navy has proved to the world that nothing is impossible. Importantly Navy has repeated the rich naval history of this country by destroying three tiger vessels in a single occasion in the deep blue seas reminding what the great Sri Lankan Kings did by winning sea battles with foreign nations. Sri Lankan as a strong country which fights against all kinds of terrorism and the Security Forces have sent a clear and a strong message to the LTTE as well to those who thinks that LTTE cannot be defeated.

Source: Ravin Edirisinghe, Sri Lankan Navy, Jan 10, 2008. <http://www.navy.lk/index.php?id=624>

World Piracy on Increase as Attacks off Africa Rise

Pirate attacks around the world rose by 10 per cent in 2007, fuelled by deteriorating security in the seas off war-torn Somalia and the increasingly volatile oil state of Nigeria. It was the first increase in piracy on the seas for three years, after a significant decline credited to greater vigilance on the part of South-East Asian nations bordering the Strait of Malacca, through which passes a third of the world's commercial shipping. Attacks on global shipping fell from 445 in 2003 to 236 in 2006 but shot back up to 269 last year, according to the latest annual piracy report from the International Maritime Bureau. Nigerian and Somali waters accounted for 70 of those attacks. The pirates active in the seas around Africa were more violent and better armed than ever before. Somalia's 1,880-mile coastline, the longest of any country in Africa, accounted for the majority of armed attacks, which rose by 35 per cent from 2007.

"The nature of the attacks indicates that the pirates/robbers boarding the vessels are better armed and they have shown no hesitation in assaulting and injuring the crew," the bureau concluded. In Somalia, one of the world's most unstable states, no vessel was immune from attack, not even United Nations food shipments or boats carrying refugees fleeing to Yemen. Piracy surged with the ousting of the ruling Islamic militias from Mogadishu in early 2006 but fell at the end of the year, when the United States sent warships to patrol the coast, ending several standoffs over hijacked merchant ships and protecting aid supplies from pillage. Such international military intervention may prove to be the only way to stop the pirates, which have until now shown complete disregard for the law, the bureau said. Few countries in the region have the naval capacity to tackle the problem alone. There was praise, however, for Indonesia, a former top piracy hotspot, where incidents fell for a third successive year.

Source(s) Catherine Philip, The Times, 10 Jan, 2008. <http://www.timesonline.co.uk/tol/news/world/africa/article3162762.ece>

Indian Boat With Six-Member Crew Seized

An Indian boat with a six-member crew has been seized by Pakistan's Maritime Security Agency (MSA) for illegally fishing in Pakistani waters, officials said on 12th January. The boat was found fishing about 55 nautical miles inside Pakistan's exclusive economic zone as per the MSA. The fishermen were handed over to the docks police station in Karachi for further legal action. Scores of India and Pakistani fishermen are arrested every year for illegal fishing. The two countries have initiated steps for the speedy repatriation of the fishermen.

Source(s): The Times of India, Jan 12, 2008 2008.

http://timesofindia.indiatimes.com/Indian_boat_with_six-member_crew_seized/articleshow/2695344.cms

India Upgrades Coastal Security to Face Coastal Threats

Terrorists have been using gaps in India's coastline that connect it to Bangladesh, Sri Lanka, Pakistan and Maldives. India's maritime boundaries have also become a haven for insurgents to infiltrate and smuggle in arms and explosives, the defence sources said. The Federal Interior Ministry (Ministry of Home) has, following the recommendation of Cabinet Committee on Security, decided to review coastal security and put implement a comprehensive and more strict scheme to prevent illegal cross-border activities, including infiltration by terrorists. The decision to upgrade security has been taken at a recent meeting of top-level ministry officials presided over by Secretary of Home, Madhukar Gupta. The Ministry has helped coastal states to set up 73 coastal police stations, 97 check posts, 58 outposts and 30 barracks. The coastal police stations will be equipped with 204 boats, 149 jeeps, 312 motorcycles for increasing mobility of the police personnel on the coasts and coastal waters once the comprehensive review is completed. The CCS, which undertook an initial review of the scheme, asked the Ministry to take measures to strengthen joint coastal patrolling off the coasts of Gujarat and Maharashtra, as intelligence agencies have voiced security concerns.

Source(s): Daily News, 14 Jan, 2008

<http://www.dailynews.lk/2008/01/14/sec01.asp>

LCS will be the Workhorse of the U.S. Navy

Chief of Naval Operations (CNO) Adm. Gary Roughead received a progress report at Marinette Marine Corporation, which is building the Navy's first littoral combat ship, USS Freedom (LCS 1). The ship is designed to provide the U.S. Navy with greater flexibility and capability in operating in the littoral or "green water" coastal areas. "The Navy has a gap we need to fill in the littoral and that is what LCS is going to do for us," Roughead said. "This ship is perfectly suited to operate near the shore and to engage in Maritime Security Operations that will ensure the free-flow of commerce and resources around the world. I predict that the LCS is going to be a workhorse in the United States Navy." The CNO said the U.S. Navy is closing in on some of the critical milestones to get the first LCS to sea. The 377-foot Freedom is capable of speeds in excess of 40 knots and can operate in water less than 20 feet deep. The ship will act as a platform for launch and recovery of manned and unmanned vehicles. Its modular design will support interchangeable mission packages, allowing the ship to be reconfigured for antisubmarine warfare, mine warfare, or surface warfare missions on an as-needed basis. Freedom will be manned by one of two rotational crews, blue and gold, similar to the rotational crews assigned to Trident submarines. The crews will be augmented by one of three mission package crews during focused mission assignments.

Source(s): Navy News, WI. -Military.com, | Jan 16, 2008

<http://www.military.com/features/0,15240,160212,00.html>

Global Concern Over Maritime Security Cripples LTTE

Heightened global and regional cooperation to increase maritime security is adversely affecting the fighting capabilities of the Liberation Tigers of Tamil Eelam (LTTE) on sea and land, military experts say. 'In naval terms, detection is more difficult than destruction and therefore, there is growing international cooperation for detection through arrangements like the Maritime Domain Awareness (MDA) programme in the Asia-Pacific region,' a military official told IANS. He pointed out that the Indian Navy was holding MILAN at Port Blair in the Andamans in which 12 navies, including the Sri Lankan Navy, were participating. The Sri Lankans had sent naval cutter Suranimala under a Commodore. Recounting the astounding successes of the Sri Lankan Navy, its spokesman Commodore D.K.P. Dassanayake told IANS that significant hits had taken place on March 10 and July 14, 2003, Sep 17, 2006 and Feb 20 and 28, March 18, Sep 10 and 11, and Oct 7 in 2007. The navy had sunk floating warehouses which can carry between 800 and 1,000 tonnes of cargo. We have been able to destroy an enormous quantity of munitions, including 80,000 to 100,000 artillery

rounds; 152 mm, 130 mm and 122 mm artillery and 120 mm heavy mortars, besides torpedoes and underwater scooters,' he said. 'That the LTTE had owned these ships was clear. After the sinking of a vessel on Feb 28 last year off Matara in south Sri Lanka, the LTTE announced that it had lost 13 cadres including five lieutenant colonels and five majors,' Dassanayake said. Keen on maritime security, the US has extended its protective cover to Sri Lanka. The US has set up a container scanning system in Colombo port. And it will be providing maritime radars for the surveillance of the western coast. In November 2007, US Ambassador Robert Blake visited Trincomalee in the east coast to hand over to the Sri Lankan Navy a radar-based maritime surveillance system and some Rigid Hull Inflatable Boats (RHIBs). In his address, Blake made no secret of the fact that these equipments were meant to 'interdict arms shipments of the LTTE'. Although under a US law, Washington cannot supply military equipment to Sri Lanka because of the latter's human rights record, US military assistance of a non-lethal and defensive kind is expected to continue. When he was in the island last week, the chief of the US Pacific Fleet, Admiral Robert F. Willard, vowed to help Sri Lanka beef up its maritime security. He promised more aid if the human rights situation improved.

Source(s): Indo-Asian News Service, Newpost India, Jan 21, 2008. <http://newspostindia.com/report-32426>

Navy Favours a Maritime Security Advisor

The Indian Naval headquarters feels the need for appointing a Maritime Security Advisor and a Maritime Security Advisory Board, Chief of Naval Staff Admiral Suresh Mehta has said. Delivering the fifth T.S. Narayanaswami Memorial Lecture on "Oceanic influence on India's development in the next decade," at Chennai, he pointed out that the oceanic influence on India's foreign policy would grow in the next decade, and to meet the future challenges, the functioning of all maritime organs had to be coordinated by a single policy-making apex body. The board would synergise the functioning of more than 14 government departments and agencies responsible for various elements of maritime affairs, besides several security agencies with jurisdictions along the coast. Planning strategies, human resource development and technologies should focus on leveraging the maximum advantage from the oceans, he pointed out. In the next decade, oceanic influence would significantly shape the country's strategic development as a great power. "The challenges that the oceans bring forth and opportunities they offer can be ignored only to our national detriment." Energy security and security of energy were interlinked and, to a large extent, depended on the oceans. To protect and secure the widely dispersed interests across the globe, the maritime forces should have extended reach and staying power.

Source(s): The Hindu, Jan 22, 2008. <http://www.hindu.com/2008/01/22/stories/2008012254500500.htm>

India's Unified Command Contains Maritime Threats

Maritime threats in the Andaman waters have been under control since India's unified command took over the region, but terrorism, drug trafficking, arms smuggling and poaching continue to be major concerns for the region. According to Air Marshal S. Radhakrishnan, commander-in-chief of the Andaman and Nicobar command, the region is still prone to drug running and illegal arms smuggling as the waterway was the easiest approach to many countries including the Sri Lankan and Indian coasts. 'There have not been major incidents. We had intercepted the attempts. But there is a possibility. After all, it is a waterway. It is the approach that is used whether it is to Sri Lanka or other parts of Indian coast land,' Radhakrishnan told IANS here.

He said poaching in the region had also come down drastically since the unified command - all three wings of the Indian armed forces and Coast Guards - took charge in 2001. 'It is not alarming in our area now. Poaching could take place when it was at isolated locations. Our response becomes faster. So it is not there,' said Radhakrishnan, who was talking to IANS on the sidelines of Milan 08, a congregation of navies from 12 countries here.

The fragile ecology of India's Andaman and Nicobar archipelago was under severe threat from widespread illegal fishing, poaching of rare species and the collection of rare coral from the region. The officials say that the command had the means to put all the 572 islands, islets and rocks of the archipelago under surveillance. 'Any intrusion will be detected and action will follow,' Radhakrishnan said.

Source(s): Jan 28, 2008. <http://newspostindia.com/report-33944>

India Alarmed as Chinese Build Gwadar

India's concern over the Chinese built Pakistani port of Gwadar was expressed by Indian Naval Chief, Admiral Sureesh Mehta when he noted that Gwadar port has "serious strategic implications for India." "Being only 180 nautical miles from the exit of the Straits of Hormuz, Gwadar, being built in Baluchistan coast, would enable Pakistan take control over the world energy jugular and interdiction of Indian tankers," he said. Admiral Mehta's statement coincides with the handing over of the port's management to Singapore Port Authority which last year won a bid to operate the port for 40 years, and the government has exempted it from corporate tax and all import duties on equipment and machinery. China did not bid to operate the port.

US Colonel Christopher J. Pehrson's study called: String of Pearls: Meeting the Challenge of China's Rising Power Across the Asian Littoral, postulates that China is seeking to set up bases and outposts across the globe, strategically located along its energy lines, to monitor and safeguard energy flows. Gwadar port, the third deep-sea port of Pakistan, seems to be of no major use to Pakistan as there is no need of a feeder port in Balochistan deserts. Moreover, the two existing ports in Karachi (Karachi port and Bin Qasim port) are also expanding their operations.

Why has the new emerging economic superpower China invested heavily in this project? China doesn't have any port of hot waters, which can be used the whole year. The distance from Kashgar to Chinese east coast ports is 3,500 km, whereas the distance from Kashgar to Gwadar is only 1,500 km. The cost benefits to China of using Gwadar as the port for western China's imports and exports are as evident as the long-term economic benefits to Pakistan of Gwadar becoming a port for Chinese goods. Surely, China's interest in Gwadar is also motivated by the latter's strategic location. Gwadar is just 72km from the Iranian border and 400km east of the Strait of Hormuz, a major conduit of global oil supplies. Gwadar also provides Beijing with a "listening post" from where it can "monitor US naval activity in the Persian Gulf, Indian activity in the Arabian Sea, and future US-Indian maritime cooperation in the Indian Ocean", according to Zia Haider, an analyst at the Washington-based Stimson Center. Other "pearls" that China has been developing are naval facilities in Bangladesh, where it is developing a container-port facility at Chittagong; in Myanmar, where it is building radar, refit and refuel facilities at bases in Sittwe, Coco, Hianggyi, Khaukphyu, Mergui and Zadetkyi Kyun; and in Thailand and Cambodia. Gwadar port is also called the Chinese Gibraltar by Washington.

Source(s): Abdus Sattar Ghazali, American Muslim Perspective, Jan 30, 2008.

http://www.opednews.com/articles/opedne_abdus_sa_080130_india_alarmed_as_chi.htm

MARITIME COOPERATION

Africa Partnership Station Aims to Boost Maritime Security

A multinational crew aboard USS Fort McHenry is cruising port to port in the Gulf of Guinea off Africa's west coast, training African volunteers on bolstering regional security. Roughly halfway through a seven-month mission, the Africa Partnership Station is a U.S.-led response to requests by African nations for military-to-military or civilian-military maritime training, said U.S. Navy Vice Adm. Robert T. Moeller. AFRICOM is set to become fully functional Oct. 1. "The concept of the Africa Partnership Station emanates from requests from the Africans themselves to be in a position where they could in fact have established the situational awareness and control over their maritime environment, which they recognized they did not have," the admiral said during an interview at the Pentagon today. Moeller said the members of the training team -- which comprises U.S. Navy, Coast Guard and interagency members, plus European allies -- are working to increase the professional capabilities and capacity of their African counterparts. According to a fact sheet published by Navy Office of Information, 62 piracy attacks were reported in African waters in 2006, illegal oil bunkering in the Niger Delta is a \$3 million-per-day industry, and 60-percent of human trafficking occurs in Sub-Saharan Africa. "Recognizing (these threats) themselves, the Africans have requested that we provide this kind of assistance," Moeller noted.

Source(s): John J. Kruzal, Jan. 15, 2008. <http://pressmediawire.com/article.cfm?articleID=4744>

US Grants 15 Patrol Boats To Indonesia

The United States government on Thursday, gave 15 patrol boats to Indonesia's national police to boost security in the sprawling archipelago, an official said. Police will deploy the boats near

the vital shipping route of the Malacca Strait, United States embassy spokeswoman Susan Stahl was quoted by Agence France-Presse as saying. 'The high-speed patrol boats have been given to the Indonesian national police to help them in their maritime security efforts,' she said.

US Ambassador Cameron Hume turned over the boats to Indonesian national police chief General Sutanto at a ceremony in North Sumatra province on Thursday morning, state-run news agency Antara reported. Sutanto said the grant was received after Indonesia lobbied the US government, citing cases of drug smuggling across its maritime borders. The Malacca Strait, which separates the Indonesian island of Sumatra and peninsular Malaysia, is one of the world's most important waterways, with 50,000 ships carrying about one-third of world trade through it each year. The waterway remains notoriously vulnerable to piracy, despite successful cooperation between regional governments to reduce the frequency of attacks in recent years.

Source(s): Thomson Financial, Jan 20, 2008

<http://www.hemscott.com/news/latest-news/item.do?newsId=57266947260167>

Japan Grants Aid to Malaysia for Maritime Security

Japan has approved a first grant aid of 473 million yen (4.4 million U.S. dollars) to Malaysia for the improvement of equipment for maritime security enhancement in Malaysian territorial waters. Malaysian Foreign Affairs Ministry Secretary-General Rastam Mohd Isa and Japanese Ambassador to Malaysia Masahiko Horie signed and exchanged the Notes For Grant Aid in Putrajaya, the administrative center of Malaysia on Friday, to upgrade the Malaysian Sea Surveillance System (MSSS) for the Malaysia Maritime Enforcement Agency (MMEA) and improve the overall sea surveillance in the Strait of Malacca and the Malaysian territorial waters.

The Straits of Malacca was one of the most important shipping lanes from the economic and strategic perspectives, carrying one-third of the world's sea trade, Masahiko said. "Maritime security is an obvious and vital element for Japan's international security and critical in its relations with key partners, particularly the littoral states in the Straits of Malacca," added Masahiko.

Japan took note that the high expectation of international users and increased volume of maritime traffic had placed considerable demands and a financial burden on the Malaysian government. "As such, Japan remains committed in providing impetus for a fundamental transformation of Malaysia's maritime security through the development and improvement of essential capabilities," he said. Maritime security enforcement agencies had a key role in protecting this vital sea lane to prevent disruption to the global supply chain, Masahiko said.

Source(s): Xinhua, 25 Jan, 2008.

http://news.xinhuanet.com/english/2008-01/25/content_7497844.htm

Hotline Between Coast Guards of India and Pakistan Working Well

Arrest of fishermen by Pakistan and India when they stray into each other's waters may fast become a thing of the past with the establishment of a "hotline" between the Coast Guard and the Pakistan Maritime Security Agency. "Now, if an Indian fishing boat enters Pakistan waters, they call us to shepherd it back to our side instead of arresting the fishermen and we must have received about a dozen such calls in the past three months," said Commander, Coast Guard Region (West), Inspector-General A. Rajasekhar. Mr. Rajasekhar said it might not have always been the case that Indian fishing boats inadvertently crossed into the Pakistani side. They could have been lured by better catch. Especially the boats, fitted with GPS and other communication systems cannot be so mistaken. Also, the Indian fishing boat fleet was much larger than that of Pakistan. Therefore, the incidence of their involvement was comparatively much higher. Though the hotline idea was mooted over two years ago, it started working only last November.

Source(s): The Hindu, United Press International, 28 Jan, 2008.

<http://www.hindu.com/2008/01/28/stories/2008012854971200.htm>

http://www.upi.com/International_Security/Emerging_Threats/Briefing/2008/01/28/india_pakistan_set_up_hotline/2328/



Singapore and Malaysia Reaffirm Ties between Armed Forces

The defence ministers of Singapore and Malaysia have reaffirmed the longstanding relationship between the armed forces of both countries and discussed the importance of enhancing bilateral ties. This took place during the meeting between Singapore's Defence Minister Teo Chee Hean and his Malaysian counterpart, Najib Tun Razak, at Kuala Lumpur. The Defence Ministry said that during their wide-ranging talks, the leaders discussed the regional security situation, the Five

Power Defence Arrangements, and the on-going co-operation in maritime security, such as the "Eyes in the Sky" and coordinated sea patrols. According to Malaysian news agencies, Mr Najib also revealed that Malaysia and Singapore plan to invite Thailand to join them in the "Eyes in the Sky" air surveillance programme. That is because it has had a very positive impact on the security of the Straits of Malacca. Thailand has also expressed interest in joining the programme.

Source(s): Channel News, Jan 29 , 2008.

<http://www.channelnewsasia.com/stories/singaporelocalnews/view/325625/1/.html>

MARINE ENVIRONMENT

Recycle Your Ship

The International Standards Association (ISO) has launched the first document of a new series of management system standards for the recycling of ships. The new series, ISO 30000, Ship recycling management systems, will support environmental protection and increase the safety of workers. Ship recycling contributes to the global conservation of energy and resources. However, the presence of asbestos, hydrocarbons and other environmentally hazardous substances in ships can, if the scrapping process is not carefully controlled, have negative repercussions for the environment and human health. The ISO 30000 series thus aims to provide assistance to organizations implementing or improving a ship recycling management system through guidance on the allocation of resources, assignment of responsibilities, and ongoing evaluation of practices, procedures and processes. Capt. Charles Piersall, Chair of ISO technical committee ISO/TC 8, Ships and marine technology said: "ISO 30000 has been developed to assist stakeholders – large and small – in the uniform implementation of the International Maritime Organization's (IMO) requirements on ship recycling. The series of standards will increase transparency, facilitate trade, provide a clear reference for industry and constitute a valuable risk assessment tool. These ISO standards can be used by any organization and for ships of all types and sizes, everywhere, employed in international and domestic trades alike." These standards will be useful, among others, for the ship recycling industry, shipyards, shipping industries, ship owners, maritime research institutes, universities for maritime technology, ministries of shipping, navy, labour and the environment, port authorities, classification societies and inspection agencies.

The first document in the series, ISO/PAS 30000:2008, Ships and marine technology – Ship recycling management systems – Specifications for management systems for safe and environmentally sound ship recycling facilities is now accessible as a Publicly Available Specification (PAS) while awaiting publication as a full International Standard. The document details specifications for implementing and managing safe, legally complying and environmentally conscious recycling facilities. Other standards in the series, currently under development, will address best practice, assessments and plans, guidelines for the selection of ship recyclers, requirements for certification and audit bodies, information for the control of hazardous materials and methods for removing such materials, including asbestos. These documents are expected to be available later this year as PAS. ISO 30000 has been developed with the cooperation of IMO and other international organizations. It will support and supplement the work of the IMO Conventions, guidelines and regulations, and other requirements to be issued by IMO relating to ship recycling, as well as the work of IMO/International Labour Organization (ILO)/ United Nations Environmental Programme (UNEP-Basel Convention) Working Group.

Source(s): The Intermedia Group, Jan 22, 2008. <http://tandlnews.com.au/2008/01/22/article/VTOTENQTND.html>

MARINE TECHNOLOGY

Korea's top 10 New Technologies

An ultra scale liquefied natural gas (LNG) carrier jointly developed by Korea's three shipbuilding giants Daewoo, Samsung and Hyundai claimed first prize in Korea's top ten new technologies of 2007. The large LNG carrier (LLNGC) won the prestigious Presidential Award. Co-developed by Daewoo Shipbuilding and Marine Engineering, Samsung Heavy Industries and Hyundai Heavy Industries, the vessel has the world's largest cargo capacity, world-class operational efficiency and structural safety.



The Korean Agency for Technology and Standards (KATS), an affiliate of the Ministry of Commerce, Industry and Energy, selects the top ten new technologies every year. All of them are a global first or best and receive state support in their pursuit to become the world's best. The Hyundai Automotive Group, Korea Aerospace Industries and SK Telecom each received the Prime Minister's Award, or second prize. The top ten new technologies of 2007 recorded sales of 6.2 trillion won (\$6.7 billion). That figure is expected to increase to 9.5 trillion won (\$10.3 billion) in 2008.

Source(s): Jan 03, 2008. http://www.koisa.go.kr/news/news/newsView.asp?serial_no=20080102005&part=107&SearchDay

Cancer-fighting Marine Object Found

Scientists at Scripps Institution of Oceanography have made a significant discovery in their marine biomedical laboratories by uncovering a key trigger for a potent cancer-fighting marine product, currently being tested to treat cancer in humans. The researchers say that their findings may pave the way for new applications of the natural product in treating human diseases. Lead researcher Bradley Moore, has revealed that his team has discovered an enzyme called SalL inside *Salinispora tropica* a promising marine bacterium identified in 1991 by Scripps researchers. The team had also identified a novel process by which the marine bacterium incorporates a chlorine atom, a key ingredient for triggering its potent cancer-fighting natural product. While previously known methods for activating chlorine were processed through oxygen-based approaches, the new method employs a substitution strategy that uses non-oxidized chlorine as it is found in nature. "This was a totally unexpected pathway. There are well over 2,000 chlorinated natural products and this is the first example in which chlorine is assimilated by this kind of pathway," as per Nature Chemical Biology.

Source(s): Times on India, Jan 5, 2008.

http://timesofindia.indiatimes.com/HealthScience/Cancer-fighting_marine_object_found/articleshow/2677059.cms



MARITIME LEGISLATION

Indonesia to Resume Maritime Borders Talks with Vietnam, Palau

Indonesia will begin a new round of maritime borders talks with Vietnam and Palau this year, Foreign Minister Hassan Wirajuda said. "Periodic maritime borders talks with countries bordering Indonesia are still going on," he was quoted by the national Antara news agency as saying. "From the territorial standpoint, clear land and maritime borders are a crucial element to keep the Unitary Republic of Indonesia intact," he said. Indonesia was also in the process of negotiating its borders with East Timor, which seceded from Jakarta in October 1999 as a consequence of the victory of the pro-independence camp in the UN-organized plebiscite in August 1999. The negotiations with East Timor had been 97 percent completed, he said.

Source(s): China View, Jan 8, 2008. http://news.xinhuanet.com/english/2008-01/08/content_7386444.htm

4 States to Set Up Maritime Boards

Four States — Andhra Pradesh, Kerala, Orissa and Goa — will initiate moves to set up Maritime Boards by April this year. Union Minister for Shipping, Road Transport and Highways, T. R. Baalu, told presspersons at the ninth meeting of the Maritime States' Development Council. He also said that the move is in tune with the emerging scenario where non-major ports would come to play an increasing role in the near future as they were expected to handle 302 million tonnes of traffic by the end of 2011-12, which is 30 per cent of the total estimated traffic of 1,009 million tonnes, up from 27 per cent. He said the Working Group on the Port sector for the XI Plan had estimated that a cargo-handling capacity of 1.5 billion tonnes by the ports — both major and non-major — would require an investment of Rs. 1.05 lakh crore in the next five years. In this context, the Minister said the Ministry of Shipping had estimated the private sector component of the investment for major ports at Rs. 38,000 crore and for non-major ports Rs. 29,000 crore.

Mr. Baalu said that considering the ever-increasing potential of cruise tourism and consequent development of infrastructure, a comprehensive National Cruise Shipping Policy was on anvil in consultation with various agencies and stakeholders. He said perspective plans had been prepared for 12 major ports with the help of international consultants. To make transactions in ports paperless, the port communication system was under implementation and Phase-I of the system had been contemplated. He had already taken up this issue with the Chief Ministers of all the maritime States seeking concrete proposals for locating such shipyards in their States. With a view to providing international quality education in the maritime sector, establishment of the Indian Maritime University at Chennai was also under active consideration, he said.

Source(s): The Hindu, Jan 08, 2008. <http://www.hindu.com/2008/01/08/stories/2008010856681800.htm>

Chilean President Rejects Peru's Claim For Disputed Maritime Area

Chilean President Michelle Bachelet Monday, 14th January again refuted Peru's claim for a disputed maritime area, saying no pending border issue exists with Peru. "Chile considers that no pending border issue exists with Peru," Bachelet said after a meeting of ruling and opposition parties. Bilateral maritime boundaries have been regulated in previous treaties, she added.

Peru and Chile reached an agreement on sea demarcation in the 1950s, which Peru seemingly is reluctant to abide by. Peru said the treaty is merely a fishing treaty, which, however, unfairly grabs from Peru 37,900 sq km of rich sea area at its southern end. Peru is slated to deliver the border case to the Hague's International Court of Justice late this month. Meanwhile, the Chilean government has formed a consultant team composed of international law experts and former foreign ministers in its defense.

Source(s): Sun Yunlong, 15 Jan, 2008. http://news.xinhuanet.com/english/2008-01/15/content_7426892.htm

Dhaka to Resume Maritime Boundary Talks with Yangon

Bangladesh is set to soon resume talks with Myanmar, after a lapse of 21 years, for demarcation of the country's maritime boundary. An inter-ministry meeting, presided by foreign adviser Iftekhar Ahmed Chowdhury, decided that a delegation, led by additional foreign secretary MAK Mahmood, would visit Myanmar soon to lay the groundwork for future technical negotiations. Foreign secretary Touhid Hossain is scheduled to go to Yangon in February for the regular foreign secretary-level bilateral meeting, the first round of which was held in Dhaka last year after the foreign adviser's visit to Myanmar. Demarcation of the maritime boundary and other issues are likely to be included in the agenda of the meeting. 'We developed an excellent bilateral relationship with Myanmar last year. It's our view that this will be further strengthened when we'll be able to resolve the issue of maritime boundaries. It may take some time but a beginning should be made,' said foreign affairs adviser Iftekhar Ahmed Chowdhury after an inter-ministry meeting on the issue.

Source(s): Independent Bangladesh, 19 Jan, 2008

<http://www.independent-bangladesh.com/20080119631/country/dhaka-to-resume-maritime-boundary-talks-with-yangon.html>

Spain Gets Court Help Over Booty of Wreck

The playground legal principle "Finders keepers, losers weepers" is being put to the test in an international dispute over what could be the richest sunken treasure yet found: 17 tons of silver coins brought up from an old shipwreck. A Florida treasure-hunting company, Odyssey Marine Exploration, found the wreck at the bottom of the Atlantic and says that the age-old law of the high seas entitles the finder to most or all of the booty, said to be worth about \$500 million. But the government of Spain suspects that the ship was Spanish and says that it has never expressly abandoned any of its ships lost at sea. It has made it clear that if the treasure does have some connection to Spain, it wants every last coin returned.

For now, the spoils - about 500,000 coins, enough to fill 552 plastic buckets - are in Odyssey's possession, tucked away in a warehouse in Tampa. Odyssey created a worldwide sensation with the announcement of the find in May but has so far declined to identify the wreck, its location or even what kind of coins were recovered, for fear of plunderers. Instead, the shipwreck was given a code name: Black Swan. Soon after the discovery was announced, Spain went to federal court in Tampa claiming three Atlantic wreck sites to which Odyssey had been granted exclusive salvage rights under maritime law. The Spanish media have portrayed the Americans as buccaneers plundering the nation's cultural heritage.

Earlier this month, a federal magistrate ruled that Odyssey must hand over details of the Black Swan wreck, but that Spain must keep the information confidential. Another hearing is scheduled for March. The chief executive of Odyssey, Greg Stemm, said that even if Spain or some other party can prove a claim to the cargo, maritime law dictates that Odyssey be awarded most of the haul.

Source(s): The Associated Press, 25 Jan, 2008

http://www.journalnow.com/servlet/Satellite?pagename=WSJ/MGArticle/WSJ_BasicArticle&c=MGArticle&cid=1173354352190

GAO Issues Report Calling for More and Better Data on CSI

The U.S. Government Accountability Office (GAO) recently reported: supply chain security: examinations of high-risk cargo at foreign seaports have increased, but improved data collection and performance measures are needed (GAO-08-187).

The GAO reported in 2003 and 2005 that CSI helped to enhance homeland security, and recommended actions to strengthen the program. GAO noted that CBP has contributed to enhancing

supply chain security and has reached its target of operating CSI in 58 foreign seaports, thereby having 86% of all U.S.-bound cargo containers pass through CSI seaports in fiscal year 2007 — representing a steady increase in these measures of CSI performance.

The GAO observes that CBP has enhanced its relationships with host governments participating in CSI, but here again hurdles to cooperation remain at some seaports, such as restrictions on CSI teams witnessing examinations. CBP improved its evaluation of CSI team performance at seaports, the report states, but limitations remain in the evaluation process that affect the accuracy and completeness of data collected.

Source(s): Jan 29, 2008. <http://blogs.customhouseguide.com/news/?p=391>

HUMAN RESOURCES

IMO Award for Exceptional Bravery at Sea

The inaugural IMO Award for Exceptional Bravery at Sea has been presented to two seafarers who risked their lives to save others in a dramatic rescue operation in gale-force winds. Second Officer Mustafa Topiwala of the 83,155 dwt Bahamas-registered oil/bulk ore carrier *Searose G* and Captain Zvonimir Ostric (who was on the vessel as onboard trainer at the time of the incident) were selected to receive the inaugural 2007 IMO Award for Exceptional Bravery at Sea, in



recognition of their part in the rescue of survivors from the sunken vessel *Teklivka*, in the eastern Mediterranean, in March 2006. They were nominated by the Bahamas and the International Federation of Shipmasters' Associations (IFSMA).

Presenting the award, during a special ceremony in London held during the Organization's 25th Assembly, IMO Secretary-General Mr. Efthimios E. Mitropoulos said the award was "a tribute to extraordinary courage; to adversity faced and adversity overcome; to determination in the face of grave danger; and to lives risked and lives saved." *Searose G* was on passage through the Mediterranean, bound for the Suez Canal, when it responded to a distress call from the Maltese-flagged *Teklivka*, which was sinking 50 miles south in gale force winds. By the time the *Searose G* reached the scene, the *Teklivka* had sunk. Nevertheless, a dramatic rescue operation was launched and the *Searose G* managed to rescue nine crew members with a further three survivors picked up by another vessel. Tragically, three crew members of the *Teklivka* were lost.

The Assessment and Judging Panels considered that Second Officer Topiwala and Captain Ostric had placed their own lives in jeopardy, even though they were not trained professional rescuers, by undertaking acts that went well beyond the scope of their normal duties. They left the comparative safety of their ship, descending to a liferaft filled with oil and water. Second Officer Topiwala then jumped into the sea, in extremely hazardous weather conditions and reduced visibility, during the rescue, assisted by Captain Ostric.

Source: International Maritime Organisation, Jan 20, 2008. <http://www.imo.org/>

Indian Fishermen Detained

Five Indian fishermen have been arrested for allegedly fishing in Pakistan's territorial waters, the fourth incident of its kind this month. The fishermen, arrested 66 nautical miles from Pakistan's coast by the Maritime Security Agency on 29th Jan 2008, were handed over to police at Karachi. The fishermen's launch named "Seeni" was also seized. Pakistan authorities have arrested 26 Indian fishermen in January. On January 24, 10 Indian fishermen were detained along with two boats and five on January 14, while six more were arrested on January 16.

Sources(s): *The Hindu*, 30 Jan, 2008

<http://www.hindu.com/thehindu/holnus/001200801301321.htm>

MARITIME HERITAGE

On the Roman Trail

For some years now, Dr. S. Suresh has been leading small groups that have followed the Roman Trail in South India on tours organised by INTACH-Tamil Nadu. In his latest book, he spells out that trail in a little more detail, even if his focus is on Arikamedu. The trail stretches from ancient Musiris (generally considered to be Kodunganallur, north of Cochin, but that, Suresh emphasises, is just speculation; "those who claim to go to Musiris, actually go in search of Musiris!", he feels) to

Mylapore. From Musiris the trail goes to Iyyal on the Trichur-Guruvayur Road where hoards of Roman coins were found in two caves, now called the St. Thomas Caves. An iron-processing industry and the manufacture of beads from semi-precious stones were major production activities here in Roman times, the iron ore coming from nearby Chenniamalai and the stones from several neighbouring villages. Excavations at Kodumanal have revealed iron swords and arrowheads, a terracotta head, pottery, and Roman coins and gold and silver ornamentation. Similar manufacture took place at Karur, the ancient capital of the Cheras on the banks of the Amaravathi, and similar finds have been made. The ancient Chola capital of Uraiyur, near Srirangam, is the next stop. Roman pottery and dyeing vats have been found here, the latter some confirmation of muslin that was much in demand in Rome being manufactured there. And so to the east coast, to the ancient port of Kaveripattinam (Poompuhar today), once the chief port of the Cholas and a great entrepot. Roman pottery and coins have been discovered here and in a nearby place intriguingly called Vellaiyan-Iruppu ('Abode of the white man'). North of Kaveripattinam comes Arikamedu, once an important port and, in the 20th Century, site of the most extensive 'digs' in search of ancient Roman connections.

The Romans followed the world's oldest sea trade route from the 3rd Century B.C.E., till the 7th Century C.E., though their trading activities with India began to decline from the end of the 1st Century C.E. They came in search of textiles, gemstones, spices, ivory, sandalwood and the exotica of the East, not least its wealth of fauna. They brought with them coral, wine, silver and gold. The Yavanas, as they were known in South India, sailed from Pozzuoli near Capua in southern Italy to Alexandria, then down the Nile, across the desert to the Red Sea ports, particularly Berenike, and, thereafter, in Arab ships to India. It's a wondrous story that deserves telling in detail by Suresh.

Source(s): S. Muthiah, *The Hindu*, Jan 21, 2008.

<http://www.hindu.com/thehindu/mp/2008/01/21/stories/2008012150370500.htm>

Study Points to 500 BC Kerala Maritime Activity

Kerala, or what later came to comprise it, may have had maritime contacts with far off lands as far back in time as 500 BC or even earlier, archaeological studies now suggest. The Kerala Council for Historical Research (KCHR), which last year conducted archaeological explorations at Pattanam, 7 kilometres south of Kodungallur in Ernakulam district, says scientific analyses of material collected from the area have shown the maritime activity there to be as old as 500 BC "The artefacts recovered from the excavation site suggest that Pattanam, with a hinterland port and a multicultural settlement, may have had links with the Mediterranean, the Red Sea, the Arabian Sea and the South China Sea rims since the Early Historic Period of South India," said P. J. Cherian, Director, KCHR.

The KCHR undertook the excavations in February-April 2007 and sent five samples to the Institute of Physics (IoP), Bhubaneswar. These were charcoal samples from the Iron Age layer and parts of a wooden canoe and bollards (stakes used to secure canoes and boats) recovered from a waterlogged context at the site. As determined through analysis using Accelerator Mass Spectrometry (AMS) radiocarbon (¹⁴C), their mean calendar dates fall around 500 BC, with a span of uncertainty of less than a century, Dr. Cherian said.

Dr. Cherian said Pattanam is the first habitation site of the Iron Age unearthed in Kerala. Since previous enquiries were confined to megalithic burials, no firm dates were available for the Iron Age, except in a few instances such as Mangadu (circa 1000 BC) and Kunnoni. The radiocarbon dating from Pattanam will aid in understanding the Iron Age chronology of Kerala. The ¹⁴C ages of the charcoal samples from the lower-most sand deposits in the trenches at Pattanam suggest that their calibrated date range (¹⁴C ages adjusted for past fluctuations of ¹⁴C in the environment) is from 1300 BC to 200 BC and 2500 BC to 100 AD, respectively. The range, Dr. Cherian said, has been kept wide enough so that the probability of accuracy will be 95 per cent. This suggests that Pattanam witnessed the Iron Age occupation during the first half of the first millennium BC. Indigenous people seem to have settled in the area during the Iron Age when it was covered by beach sand.

The occupation must have been sparse as evidenced by mostly black-and-red ware and other typical 'megalithic' pottery recovered from the more than 60-cm thick sand deposits in the locality, he added. The other samples analysed by the IoP were parts of a canoe and bollards belonging to a fascinating hinterland port with wharf-like features. The ¹⁴C date range of the canoe sample is 1300 BC to 100 BC, (that is, 700 plus or minus 600 BC with 95 per cent probability). For the two bollard samples, the ¹⁴C date range is 800 BC to 200 BC (500 plus or minus 300 BC, with 95 per cent probability) and 1100 BC to 1300 AD, (A.D. 100 plus or minus 1200 with 95 per cent probability), respectively.

Dr. Cherian said the ¹⁴C AMS dates suggest that the Pattanam canoe can be the earliest known canoe in India. The other evidence of an early boat discovered from the waterlogged deposit at Thaikkal near Cherthala in Alappuzha district two years ago was dated to AD 13th-14th centuries.

The ASI has granted a licence to the KCHR for a second excavation and the work is set to begin in February. Besides the excavation at Pattanam, the licence will enable the KCHR to explore within 50 km of Kodungallur. Underwater exploration in waterbodies in a 20-km radius is also included. The project, to be undertaken in collaboration with the Southern Naval Command of the Indian Navy and the State Archaeology Department, will have Professor K. Rajan (Pondicherry University), Dr. Selvakumar and Dr. Shajan as co-directors.

Source: C. Gouridasan Nair, *The Hindu*, Jan 09, 2008. <http://www.hindu.com/2008/01/09/stories/2008010956451300.htm>



Summary of IMO Conventions (as at 31 December 2007)

INSTRUMENT	ENTRY INTO FORCE DATE	CONTRACTING STATES (NUMBER)	PERCENTAGE WORLD TONNAGE*
IMO Convention	17-Mar-58	167	97.02
1991 amendments	-	113	87.94
SOLAS 1974	25-May-80	158	98.80
SOLAS Protocol 1978	01-May-81	111	95.65
SOLAS Protocol 1988	03-Feb-00	89	90.14
Stockholm Agreement 1996	01-Apr-97	11	8.67
LL 1966	21-Jul-68	158	98.77
LL Protocol 1988	03-Feb-00	85	89.71
TONNAGE 1969	18-Jul-82	147	98.61
COLREG 1972	15-Jul-77	151	98.05
CSC 1972	06-Sep-77	78	61.39
1993 amendments	-	9	6.16
SFV Protocol 1993	-	14	9.88
STCW 1978	28-Apr-84	151	98.77
STCW-F 1995	-	8	5.11
SAR 1979	22-Jun-85	91	50.30
STP 1971	02-Jan-74	17	24.28
SPACE STP 1973	02-Jun-77	16	23.58
INMARSAT C 1976	16-Jul-79	92	92.76
INMARSAT OA 1976	16-Jul-79	89	91.40
1994 amendments	-	40	27.18
FAL 1965	05-Mar-67	111	68.32
MARPOL 73/78 (Annex I/II)	02-Oct-83	146	98.73
MARPOL 73/78 (Annex III)	01-Jul-92	128	94.50
MARPOL 73/78 (Annex IV)	27-Sep-03	118	75.70
MARPOL 73/78 (Annex V)	31-Dec-88	134	96.52
MARPOL Protocol 1997 (Annex VI)	19-May-05	47	74.73
LC 1972	30-Aug-75	82	67.32
1978 amendments	-	20	17.99
LC Protocol 1996	24-Mar-06	32	21.01
INTERVENTION 1969	06-May-75	84	74.31
INTERVENTION Protocol 1973	30-Mar-83	51	48.76
CLC 1969	19-Jun-75	39	7.52
CLC Protocol 1976	08-Apr-81	53	56.12
CLC Protocol 1992	30-May-96	120	95.89
FUND Protocol 1976	22-Nov-94	31	47.43
FUND Protocol 1992	30-May-96	102	92.96
FUND Protocol 2000	27-Jun-01	-	-
FUND Protocol 2003	03-Mar-05	21	18.87
NUCLEAR 1971	15-Jul-75	17	20.27
PAL 1974	28-Apr-87	32	40.40

INSTRUMENT	ENTRY INTO FORCE DATE	CONTRACTING STATES (NUMBER)	PERCENTAGE WORLD TONNAGE*
PAL Protocol 1990	-	6	0.86
PAL Protocol 2002	-	4	0.18
LLMC 1976	01-Dec-86	51	48.92
LLMC Protocol 1996	13-May-04	28	23.42
SUA 1988	01-Mar-92	146	87.74
SUA Protocol 1988	01-Mar-92	135	83.06
SUA 2005	-	2	0.08
SUA Protocol 2005	-	-	-
SALVAGE 1989	14-Jul-96	56	37.91
OPRC 1990	13-May-95	90	65.17
HNS Convention 1996	-	10	4.01
OPRC/HNS 2000	14-Jun-07	18	17.83
BUNKERS Convention 2001	-	18	15.86
AFS Convention 2001	-	26	38.13
BWM Convention 2004	-	11	3.46
NAIROBI WR Convention 2007	-	-	-
<i>*Source: Lloyd's Register/Fairplay World Fleet Statistics 31 December 2006</i>			

Source: International Maritime Organisation, www.imo.org

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