

MAKING WAVES

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MARITIME INFRASTRUCTURE

Vietnam Shipbuilder Plans \$94 mln Facelift for Central Port

State-owned Vietnamese shipyard Vinashin is set to spend VND1.5 trillion (US\$94 million) on rebuilding the Cua Viet seaport in the central Quang Tri province. The Vietnam National Shipbuilding Corp will turn Cua Viet into a 300-400 ha port complex with a shipyard, ecotourism facilities, a golf course, and a wharf to accommodate 100,000-ton ships. A Vinashin spokesman said detailed plans would be worked out and work started very soon. The province has spent VND28 billion (\$1.74 million) on the port since 1993 but it has been plagued by amassing sand deposits. The people's committee has decided to hand over the port to Vinashin for development with the aim of accelerating economic growth for the province.



Source: 1 June 2007, <http://www.thanhniennews.com/business/?catid=2&newsid=28642>

World's Largest Sea Platform Christened

SHI held a christening ceremony on 29 May for its newly constructed sea platform, the world's largest, which can produce and drill crude oil and gas simultaneously. Construction of the platform, named Piltun B, began in January 2004 and took 41 months to complete. It is 100 meters wide, 105 meters long and 120 meters high. Piltun B will be installed in the sea area 16 kilometers east of the Sakhalin Island, and will produce 2.6 million of natural gas and 70,000 barrels of crude oil per day from June for 30 years. It is the largest all weather energy plant at sea, as well as the largest plant ever assembled on land. Piltun B is designed to endure extreme weather conditions and withstand a seismic intensity of 7 on the Omori scale.

Source: 4 June 2007, http://www.shippingtimes.co.uk/item643_piltunb.htm

JSW to Start Jaigarh Port

Mumbai-based JSW Group will commence the construction work for its great field port project at Jaigarh (Maharashtra), near JSW energy's proposed 1200-mega watt power plant. The port, expected to be developed in 2 phases, will initially cater to ships of 75000-DWT to 105000 DWT and will scale up to capsize vessels of 180000 DWT. In phase-1, it would have a berthing length of 550 M and 1500 M in phase-2. According to the plans, the project is scheduled to be completed by March 2009. The group has floated an infrastructure and logistics company –JSW infrastructure & Logistics-for developing the port at Damankhol bay in Jaigarh village, on the west coast.



Source: *The Economic Times*, 11 June 2007.

Work on SSCP to Be Completed By December 2008 Says T.R. Baalu

The Union Minister of Shipping, Road Transport & Highways, Thiru T.R. Baalu has said that the work on the Sethusamudram Ship Channel Project (SSCP) would be completed before December 2008. The Dredging Corporation of India, which has been awarded the contract for the dredging works, informed that a total of five dredgers were deployed for the dredging work – four near the Adam's Bridge area and one in Palk Bay/Pak Strait. As on date, a total of 18.74 Million Cubic Metres of dredging has been completed. DCI had prepared and met weekly targets for the dredging work. A meeting has also been held with the Chairman, M/s. Kojimagumi Company Limited, a Japanese company, who is in possession of the world's largest Grab dredger and wish to offer it for SSCP. Thiru. Baalu directed the officials to finalise the negotiations with this company at the earliest.

*Source: Press Information Bureau, 20 June 2007,
<http://trbaalu.nic.in/minister/press/2007/June07/June2007.htm>*

Major Ports Need Rs 93,385 Cr to Jack up Capacity: Task Force

In order to overhaul the cargo capacity of all major ports, the task force for formulating financing plans for port sectors has projected an investment of Rs 93,385 crore to handle an estimated 1,002 million metric tonne (MMT) of cargo during the 11th Plan period (2007-2012). According to the task force report, a total spending of Rs 57,452 crore will be required to construct containers, POL and other cargo terminals including capital dredging, equipment and connectivity projects on the major ports in the next five years. In the terminal year of the 11th Plan, 20011-12, the task force has projected that the major ports like Haldia, Tuticorin, Paradip and Cochin will handle over 709 MMT of containers, POL and other cargos. The existing capacity of the 12 major ports is 456 MMT and the traffic handled during 2005-06 was 423 MMT, therefore the capacity addition of 546 MMT will be required to handle the projected 1,002 MMT in the 11th plan period. In addition to the investment in major ports, the maritime states have projected a capacity addition of 346 MMT entailing an investment of Rs 35,933 crore. This will be financed mainly through private capital. In their finding proposals, the states have asked for an inter-alia requirement of Rs 3,488 crore from the Centre.

*Source: The Financial Express, 21 June 2007,
http://www.financialexpress.com/fe_full_story.php?content_id=167727*

SHIPPING

Shipping Lines Prefer Indian Ports to Colombo

Sri Lankan shippers are feeling the pressure of India's booming export-import trade with some of the major shipping lines deciding to give priority to Indian ports over Colombo. Mr Jayanath Perera, Chairman, Sri Lanka Shippers Council, said shipping lines such as Maersk, UASC, K Line and Norasia have diverted some of their services to Nhava Sheva in Mumbai. Some have withdrawn their European services to and from Colombo. Today, there is a shortage of 650 TEUs (twenty-foot equivalent units) a week for the Colombo-Europe sector. The direct services from India obviate the need for Indian cargo to be transhipped through the Colombo port to Europe or the US thus saving around \$100 a TEU for the shippers. The lines will consider diverting the ships based on the volume, despite expenses incurred due to delays at Indian ports. Lack of adequate infrastructure at Colombo port was also a reason for the lines withdrawing or diverting their service from Sri Lanka. Hanjin-K Line-UASC combine used to operate two services to Europe from Colombo, but recently pulled out one. Norasia-Zim Line pulled out its weekly European service. The worst hit are Sri Lanka's exporters of garments, tea and coir.

Source: The Business Line, 7 June 2007.

Shipping Ministry to Appoint Consultant for Deep Sea Port in Bengal

The Centre will soon appoint a consultant to study the feasibility of the Rs 2000 crore deep sea port near Haldia, off the coast of West Bengal to lure larger ships. Speaking to UNI, Kolkata Port Trust Chairman Dr Anup Chanda said the consultant would soon be selected to undertake a feasibility study, prepare a detailed project report, and assist the government in constructing the port. At present, cargo originating from and headed for the North- Eastern parts of the country were being serviced by Paradip Port in Orissa, Visakhapatnam in Andhra Pradesh and also Chennai Port, all of which were said to add to the cost of importers and exporters and end-use customers since the cargo has to traverse vast distances inland. Since Kolkata and Haldia are riverine ports, the Centre wants to set up a deep draught sea port in West Bengal,

Source: <http://www.newkerala.com/news5.php?action=fullnews&id=38008>

Kandla, the Top Mover

After several years, Kandla has overtaken the Visakhapatnam in cargo handling and reached the top position among the major ports. In the first two months of the current fiscal, Kandla handled 10.68 million tonnes compared to 10.32 mt by Visakhapatnam. During the same period last year, Kandla's throughput was 7.43 mt. The 43.68 per cent growth in throughput can be largely attributed to the jump in liquid traffic. In the first two months of this fiscal, the liquid throughput was 7.655 mt compared to 4.937 mt in the corresponding previous period. During the same period, the volume of crude traffic handled was 6.008 mt (3.756 mt). The commissioning of the Single Buoy Mooring at the port by the Essar Group is believed to have contributed to this growth. However, the port also recorded an impressive growth in container handling. During the period under review, the throughput at 34,000 TEUs (26,000 TEUs in the same period last year) showed a growth of more than 30 per cent.

Source: Business Line, 11 June 2007,

<http://www.thehindubusinessline.com/bline/2007/06/11/stories/2007061100870601.htm>

Panel to Study Poor Show of Eastern Ports

East coast ports, especially Vizag and Kolkata, are failing to match the global shipping trend of containerisation, although both the ports ranked first and second, respectively, in cargo handling in 2006-07. PVK Mohan, member of the National Shipping Board, said, the shipping ministry has formed a high power five-member committee with him as the chairman to look into the issues of containerisation in India. The committee has chosen KoPT and other eastern coastal ports for exploring ways to harness growth potential. Although the two riverine dock systems of KoPT in Kolkata and Haldia handled 55.05 million tonne in 2006-07 with highest number of ships (3222) calling the ports, container handling was not up to the desired level. KoPT handled a bit more than 3.49 lakh TEUs in 2006-07, very low compared with JNPT's 3.30 million TEUs. JNPT registered a 23.6% growth in container handling. KoPT grew 11.29%, although its growth potential is more than 20%. Mohan said this is worrisome as the docks in Kolkata and Haldia are not only the gateway for West Bengal but also for the neighbouring states in the east and northeast, and Nepal. The five-member committee comprising S Hajara, chairman & managing director of Shipping Corporation of India, Lukose Vallatharai, joint director general of shipping, among others, will identify the problems and bottlenecks hampering container traffic growth at Kolkata and Haldia. The committee will also contemplate on a dedicated dock for container handling in the proposed Diamond Harbour Port. The committee will submit its report to the shipping ministry in 3-4 months, Mohan said. In the last six years, for every 1% growth in industrial output in India, containerisation has grown by 2.25%. More than 75% of the container traffic movement in India is concentrated on the west coast ports, Mohan said.

Source: Financial Express, 12 June 2007,

http://www.financialexpress.com/fe_full_story.php?content_id=166850

[Paradip-Singapore Feeder Service](#)

The *M.V. Kissama*, the 582-teu capacity feeder vessel acquired by the Hyderabad-based Seaways Shipping, will be put on a new service being launched to connect Paradip directly with Singapore. The port rotation will be Singapore-Port Klang-Kolkata-Paradip-Singapore. The new service will substantially cut down on the transit time. Since the vessel will call at Paradip only once a month, it will also be deployed on a new service being launched by the shipping line with port rotation of Singapore-Port Klang-Kolkata-Chittagong-Singapore. Capt P. V. K. Mohan, CMD of Seaways Shipping, however, points out that the existing service connecting Paradip with Chennai will continue.

Source: Business Line, 18 June 2007,
<http://www.blonnet.com/bline/2007/06/18/stories/2007061800920600.htm>

[Shipping Companies Want Ports to Bear Dredging Costs](#)

Shipping lines calling at Indian ports to load and unload cargo want the government to bear the cost of dredging the port's channel and berth to lower the charges that they pay to dock at the ports. Port calling costs constitute a major expense for shipping lines entering an Indian port to carry cargo. Compared with international ports, these charges (called vessel related charges) are high in Indian ports, says S.S. Rangnekar, former director of liner and passenger services at state-run Shipping Corporation of India. A Panamax carrier pays about \$30,000 (Rs12.3 lakh) for calling at any of the ports in Australia for loading iron ore and coal. For unloading the same cargo at an Indian port, the ship owner has to pay about \$80,000—more than two and a half times the cost levied at Australian ports. Port calling costs in India are high because the 12 Central government-run major ports that account for about 76% of the total cargo handled at all the Indian ports, pass on the cost of dredging the ports' channel and berth to the ships calling at these ports. This activity, known as capital dredging, is required to make the channel deep enough to accommodate ships. Rangnekar says that the capital dredging costs, in developed countries, are borne by the government. An inter-ministerial group, headed by shipping secretary A.K. Mohapatra, in a recent report has recommended that the government bear the cost of dredging the channel and cargo handling berths at major ports. The group was set up by the prime minister's committee on infrastructure to suggest ways to reduce the waiting time for cargo at Indian ports.

Source: Mint, 30 June 2007, <http://www.livemint.com/2007/06/30001341/Shipping-cos-want-ports-to-bea.html>



SHIPBUILDING

[GE Shipping Orders Two New Vessels](#)

Great Eastern Shipping Company Ltd (GE Shipping) has placed an order with Colombo Dockyard Ltd for two anchor handling tug cum supply vessels (AHTSVs) through its Singapore-based subsidiary Greatship Global Offshore Services Pte Ltd. The two vessels ordered with Colombo Dockyard are scheduled to be delivered during the fourth quarter of FY 2008-09 and the first quarter of FY 2009-10.

Source: The Economic Times, 27 June 2007,
http://economictimes.indiatimes.com/News/News_By_Industry/Transportation/Shipping_Transport/GE_Shipping_orders_two_new_vessels/articleshow/2153550.cms

Transportation Congestion Will Harm World Economy

Inadequate transportation infrastructure and congestion will negatively impact worldwide economic growth in the years ahead and urgent action is required globally to accelerate the pace of infrastructure development. That's the warning from Ron Widdows, CEO of one of the world's top-ten container shipping lines, Singapore-based APL. Speaking before the European Conference of Ministers of Transport (ECMT), Widdows told the continent's leading transportation officials: "If our transport infrastructure can't keep pace with the rate of growth, then big question marks hang over the continuation of the kind of economic prosperity that's been delivered this decade." By 2010, he said, global container volumes will be double the level of 2000. But in many of the world's key markets, he added, the transportation infrastructure won't be able to handle the load without negative impact to the flow of goods. Massive investments are needed to modernize and expand the transport system, Widdows said, otherwise, congestion will slow future economic growth rates, add enormous costs to global supply chains and could lead companies to reconsider their sourcing strategies.

Source: 5 June 2007, http://www.shippingtimes.co.uk/item654_widdows.htm

More Players Enter Dredging Market

More local firms are entering the dredging sector to capitalize on the huge opportunity for deepening port channels to allow larger ships to call for carrying cargo. The latest to join the bandwagon is Mercator Lines Ltd, India's second largest private shipping company by fleet size. The Mumbai-based firm is scouting the market for second hand dredgers. Mercator joins the list that includes Larsen & Toubro Ltd (L&T), Hindustan Infrastructure Projects & Engineering Pvt. Ltd, state- Shipping Corporation of India and Gujarat Maritime Board.

Source: Mint, 15 June 2007.

Coast Guard to Get Pollution Control Vessels to Combat Oil Spills

By the end of 2008, the Indian Coast Guard (ICG) will become the first country in South Asia to get dedicated Pollution Control Vessels (PCVs) to minimize marine pollution from potential environment crises, particularly oil spills from cargo ships plying on the west coast. The PCVs — each costing Rs120 crore are currently under construction at the ABG shipyard at Dahej near Surat. ICG officials said that these PCVs will have a displacement of about 3,400 tonnes and will be larger than the Advanced Off-Shore Patrol boats. The PCVs will also have a helicopter (a twin engine Advanced Light Helicopter) onboard. The induction of these vessels will strengthen ICG's efforts to combat oil spill disasters.

Source: 8 June 2007, <http://www.dnaindia.com/report.asp?NewsID=1102061>

Indian Navy Acquires US Warship

Indian Ambassador to the US Ronen Sen commissioned an old US warhorse, the USS Trenton, into the Indian Navy as INS Jalashwa (river horse or hippopotamus in Sanskrit), at Norfolk in Virginia, about 230 km from Washington on 22 June 2007. Jalashwa is 173 metres long and 32 metres wide. With gross tonnage of 16,900 tons, it is Indian Navy's second largest combat platform after the aircraft carrier Viraat.

Source: 22 June 2007, <http://newspostindia.com/report-4538>





[Japan Extends Ban on North Korean Ships in Its Ports](#)

The upper house of the Japanese parliament extended by six months a sanction banning North Korean ships from entering the country's ports. The original ban came into effect in October 2006 and was initially to have lasted half a year. However, owing to a lack of progress in resolving the North Korean nuclear issue, the parliament has decided to prolong the ban until October 13, 2007. Japan may ban not only North Korean ships from its ports, but also any ships that have made ports of call there.

*Source: Russian News & Information Agency, 1 June 2007,
<http://en.rian.ru/world/20070601/66510244.html>*

[More Needs to be Done for Maritime Security](#)

The often-debated subject of maritime security took centre stage on the final day of the Shangri-La Dialogue, with the focus placed on the Straits of Malacca. While Defence Ministers and Naval Commanders agree there has been progress, they said more effort is needed to defend the sea-lanes of communications. Ministers also welcomed the high-level participation of China. Singapore's Defence Minister Teo Chee Hean said it shows a new readiness on China's part to engage countries in the region on security and defence matters.

*Source: 3 June 2007,
<http://www.channelnewsasia.com/stories/singaporelocalnews/view/280017/1.html>*

[Greenpeace Rammed](#)

Protests at Germany's G8 summit took a spectacular turn Friday (08 June) as police launched a high-speed boat chase through the Baltic and rammed two Greenpeace inflatable speed boats which had breached a maritime security zone, pitching crew members overboard and injuring three. Dramatic television footage of the chase shot from helicopters showed a small armada of Greenpeace inflatable boats driven by outboard motors speeding into a 10-kilometre wide security zone off the seaside resort of Heiligendamm hosting the summit, taking police patrol boats completely by surprise. After some delay, five high-powered police vessels went in hot pursuit of the Greenpeace intruders in a chase worthy of a James Bond film. For at least 10 minutes, the police and Greenpeace played a game of seaborne cat and mouse, churning the deep green waters of the Baltic white with their spiralling boat wakes. The chase was brought to an abrupt halt when the biggest and most powerful police vessel, a 30-foot long Swedish built "Combat boat" capable of 50 knots - rammed and swamped one of the Greenpeace inflatables and pitched all four of the boat's oilskin-clad crew into the sea. Three of the crew were injured and had to be taken to hospital. According to the article, the police were "exhausted and had decided to reduce security operations in areas that were non essential."

*Source: Shiptalk News, 10 June 2007,
<http://www.shiptalk.com/index.asp?ItemID=2171&rcid=194&pcid=178&cid=194#anch>*

[New Piracy, Crime and Terrorism Hotline for IMB](#)

The International Maritime Bureau has launched a new hotline that director Pottengal Mukundan said goes beyond piracy reporting incidents. "Any maritime crime ranging from piracy to terrorism, human, drug or weapons smuggling on board commercial ships, can be reported to the new hotline," Mukundan said. "We have felt the need to broaden our reports," he explained. The IMB's Piracy Reporting Centre in Kuala Lumpur will continue to be the contact point for the maritime security hotline. Maritime crimes can be reported to the following e-mail address: imbsecurity@icc-ccs.org.uk "This confidential communication procedure will enable seafarers and others in the shipping industry to pass on suspicions regarding any maritime crime including

terrorism on a 24/7 basis," the IMB has stated. Information will be promptly relayed to relevant law enforcement agencies for further action, the agency said.

Source: Shiptalk News, 14 June 2007,

<http://www.shiptalk.com/index.asp?ItemID=2179&rcid=194&pcid=178&cid=194>

Outsiders Not Welcome in Malacca Strait

The US wants it, and India, China and others may be waiting to move in, but Malaysia maintains there is no need for 'outsiders' to patrol the strategic Malacca Strait, one of the world's busiest waterways. Stating that piracy and other crime on the Malacca Strait has reduced in the last three years in the vital sea lane, a senior government official said emphatically: 'There is no need for outsiders to come in.' 'There is no real danger. Piracy and other crime have to be settled by the navies, the marine crew and maritime agencies,' he said in response to questions from visiting scholars and experts about security in the Malacca Strait through which at least 600 ships pass daily.

Source: Shiptalk News, 15 June 2007,

<http://www.shiptalk.com/index.asp?ItemID=2182&rcid=194&pcid=178&cid=194'#anch>

India to Join Global Container Security Initiative

Discussions are at an advanced stage for India's participation in the US-led Container Security Initiative (CSI), a multi-national programme for monitoring and disrupting supplies of dangerous items before they can reach the shores of a participating country. By participation in CSI, India can ensure better national security by preventing any dangerous items from reaching its shores. India's participation in CSI will enable it to register its voice on dual use issues and matters that concern the country's developmental needs.

Source: The Hindu, 25 June 2007, <http://www.hindu.com/thehindu/holnus/001200706250321.htm>



MARITIME COOPERATION

ASA and Coast Guard Formalise Partnership

The American Salvage Association (ASA) and the U S. Coast Guard have formally executed the Marine Salvage and Firefighting Quality Partnership with a Memorandum of Understanding (MOU) between the association and the Coast Guard. Admiral Brian Salerno, Assistant Commandant for Plans & Policy for the U.S. Coast Guard, and George Wittich, President of the American Salvage Association, signed the partnership agreement at ASA's offices on 8 June 2007.

Source: 11 June 2007, <http://www.marinelog.com/DOCS/NEWSMMVII/2007jun00102.html>

NMF Signs MoU with Gulf Research Centre

The National Maritime Foundation signed a Memorandum of Understanding (MoU) with the Gulf Research Center, Dubai, on 12 June 2007 at Dubai. Through this Memorandum, the organisations agreed to collaborate and support each other in various areas of research, policy formulation, facilitation and information sharing.

Sri Lanka and Maldives talk Fish

Abdullah Kamaludeen, Minister of Fisheries, Agriculture and Marine Resources of Maldives visited Colombo during from 18-20 to attend the second meeting of a special joint commission set up to deal with fishery issues. Investment and joint collaboration in fisheries, cooperation in research, training and exchange of information, had been discussed at the seminar. "Both sides exchanged views on practical measures of cooperation in the fisheries sector," the statement said. "They also explored new areas in this sector for strengthening the existing ties between the two countries."

Source: 25 June 2007,

http://www.lankabusinessonline.com/fullstory.php?newsID=538792440&no_view=1&SEARCH_TERMS=17



MARITIME DISPUTES

[Nicaragua-Colombia Border Dispute before U.N. Court](#)

The U.N.'s highest court ended hearings on 3 June 07 into a centuries-old border dispute between Nicaragua and Colombia over a tiny group of isolated Caribbean islands and surrounding fishing waters.

Source: 8 June 2007,

<http://edition.cnn.com/2007/WORLD/americas/06/08/border.dispute.reut/>

[Peru to Take Maritime Disputes with Chile to International Court](#)

Peruvian President Alan Garcia said that he would take the dispute over his country's maritime boundary with Chile to The International Court of Justice at Hague. Garcia said presenting the case to the international court would not affect the two countries' relations and he had notified his Chilean counterpart Michelle Bachelet about the matter. Peru claims at least 38,000 square km of sea from Chile starting from milestone No. 1 at a coastal site called Concordia. Chile says that the frontier is not Concordia and that the maritime border has been fixed in two agreements on fishing signed in 1952 and 1954. However, the wording of the previous documents were too vague and the maritime boundary has become an obstacle in their bilateral relations.

Source: 19 June 2007, http://english.people.com.cn/200706/19/eng20070619_385658.html



MARITIME LEGISLATION & POLICY

[Kenya Introduces Law to Attract Maritime Business](#)

Kenya's Attorney General has published the Merchant Shipping Bill, raising expectations that the maritime sector will finally have its first domesticated law since independence. Once the Bill becomes law, the maritime sector will be governed by modern internationally accepted regulations. "This will encourage maritime investors into Kenya," said a source. The Act will also attract vessel owners to register their ships in Kenya because it would be investment- friendly.

Source: 11 June 2007,

<http://www.nationmedia.com/eastafrican/current/Business/Business1106074.htm>

[Malaysia Re-Elected to UN Maritime Commission](#)

Malaysia has been re-elected for a third term to a United Nations commission that facilitates the implementation of international rules on maritime space and activities. Datuk Dr A. Bakar Jaafar, a senior adjunct fellow of Maritime Institute of Malaysia, will be among the 21 members of the Commission on the Limits of the Continental Shelf (CLCS) for a five-year term. There are five Asian members on CLCS.

Source: 21 June 2007,

<http://thestar.com.my/news/story.asp?file=/2007/6/21/nation/20070621122203&sec=nation>

[Govt. of India Approves Amendments to Merchant Shipping Act](#)

The Indian Cabinet gave its approval to amend the Merchant Shipping (Amendment) Bill, 2004. The Bills aims to amend the Merchant Shipping Act, 1958 and the Indian Ports Act, 1908 to take care of the recent developments in the International Maritime Organisation. In order to implement the provisions of the ISPS code, it was proposed to amend the Merchant Shipping Act, 1958 to incorporate certain provisions related to security measures for ships and port facilities. As the implementation of the ISPS code also involves ports, it was proposed to suitable amend the Indian Ports Act, 1908 to enable the ports to comply with the new security norms. The provisions of security, in general, are based on amendments to Chapter V and XI of Safety of Life and Sea Convention, 1974 concerning special measures to enhance maritime safety and security.

Source: Business Line, 22 June 2007,

<http://www.thehindubusinessline.com/2007/06/22/stories/2007062204320700.htm>

Australia to Strictly Implement Single Hull-Ban

The Australian Maritime Safety Authority (AMSA) has vowed to strictly implement the IMO's accelerated phase out of single-hulled oil tankers. The IMO phase-out timetable sets 2010 as the principal cut-off date for single-hulled oil tankers, with a strictly limited provision permitting some vessels to continue in service until no later than 2015. Australia will ban most single-hulled tankers that will enter Australian ports or offshore terminals from 2010. Only single-hulled oil tankers with double bottom or double sides that comply with specific provisions in Regulation 20 will be permitted entry until 2015. AMSA said implementation of the program is in line with with continuing efforts to promote ship safety and environmental protection.

Source: Shiptalk News, 25 June 2007,

<http://shiptalk.com/index.asp?ItemID=2221&rcid=194&pcid=178&cid=194#anch>

House Passes Small Island Management Bill into Law

The House of Representatives (DPR) of Indonesia passed a bill on the management of coastal areas and small islands into law after five years of deliberation. The passage of the bill into law was a strategic step to divert the national development policy from land-oriented to sea-oriented, Fisheries and Maritime Affairs Minister Freddy Numberi said in a plenary meeting with the House. He said the development of marine and coastal areas as well as small islands had so far not drawn serious attention from all parties and consequently, the areas underwent environmental degradation and lagged behind other areas.

Source; Antara News, 26 June 2007, <http://www.antara.co.id/en/arc/2007/6/26/house-passes-small-island-management-bill-into-law/>

Govt to Come Up with New Ports Bill

The Gujarat government has decided to come up with a new Gujarat Ports Bill, 2007, in order to finally put into effect an eight-year-old proposal for unbundling the mammoth and unmanageable Gujarat Maritime Board (GMB). The Bill allows setting up two separate bodies by splitting GMB into Gujarat Maritime Authority (GMA) and Gujarat Ports Development Corporation (GPDC). GMA's main functions will include "port conservation, planning and policy, collection of waterfront royalty and lease payments on behalf of the government, port regulation and enforcement, port licensing and control of navigation". As for the GPDC, the draft says, it will function as a "state-wide landlord of ports and as service provider mainly in an economic role". The GPDC will also "develop and construct new port facilities, operate, maintain and manage GMB ports, and promote investment in port sector in the state". It further says, "Port management, port construction and other activities, which are usually performed by private port service providers, hitherto performed by the GMB, shall be with the GPDC." For all practical purposes, the Bill will mean that GMA would regulate the activities of the 41 GMB ports, including the captive jetties. While, GPDC will carry out corporate port operations, including developing movable and immovable property, attract private investment in maritime and port service facilities, concluding lease agreements with marine and port service providers, and so on. A senior state ports official said, "The Bill is the result of separate studies on unbundling GMB – by top consultants Pricewaterhouse Cooper in 1997, Podeg in 1999, and Delloite Huskins in 2002. A high-level committee headed by principal secretary (expenditure) A K Joti worked out in 2006."

Source: The Times of India, 29 June 2007,

http://timesofindia.indiatimes.com/Ahmedabad/Govt_to_come_up_with_new_ports_Bill/articleshow/2158954.cms

Bengal Govt Banned Fishing of Little Prawns

The West Bengal Government has banned the catching of little prawns from the sea. The order was announced on 5 June 07 by the state fisheries minister Kironmoy Nanda in order to prevent these prawns from extinction. The government has also decided to keep a check on the fishing of 'Khoka Ilish', a form of Hilsa, which weighs less than 500 gms. The minister held meetings with fishermen and their organisations, and associations of various dealers and vendors on 5 June. Nanda assured everyone that alternate employment opportunities would be arranged for families whose livelihood would be affected due to the ban. "These families will be provided 100 days of work under the rural employment guarantee scheme," added the minister. The department will also conduct raids at villages and markets to make sure that the ban is enforced.

Source: 6 June 2007, <http://cities.expressindia.com/fullstory.php?newsid=239738>

UN Agency to Fight Illegal Fishing

Representatives from 13 Indian Ocean countries are meeting in Mauritius, under the auspices of the United Nations Food and Agriculture Organization (FAO), to focus on strengthening port security – a key tool for combating illegal fishing. Tighter port controls make it harder for illegal fishers to offload, refuel and take on supplies, and can include requiring boats to radio in prior to docking and in-port inspections. Illegal fishing in the Indian Ocean takes on many forms, including fishing without permission or out of season, harvesting prohibited species, using outlawed fishing gear and disregarding catch quotas. It is a particular concern in the western Indian Ocean and along the eastern coast of Africa, where fishing boats have taken advantage of the lack of strong enforcement measures in coastal countries. The two-day workshop comes on the heels of an international symposium organized by the Indian Ocean Commission in partnership with FAO, the Indian Ocean Tuna Commission and the South West Indian Ocean Fisheries Commission, during which country representatives, intergovernmental organizations, industry and non-governmental organizations (NGOs) discussed new measures taken in recent years against illegal fishing in the region. The stakes are high, particularly for the Indian Ocean Tuna Commission, whose Executive Secretary, Alejandro Anganuzzi, warned that unless effective control measures are implemented soon, the sustainability of tuna fisheries in the region "might be compromised," adding that port controls offer an attractive option, given their cost-effectiveness.

Source: 22 June 2007, <http://www.scoop.co.nz/stories/WO0706/S00405.htm>

Grey Hulls Go Green at Glasgow Shipyards

BAE Systems has introduced two innovative schemes on the Type 45 destroyer programme, which have had a positive impact on the environment, saved tens of thousands of pounds and won the company an environmental best practice award. The first of these processes has been the adoption of an innovative powder coating process for component parts of each ship to replace traditional solvent based paint and significantly reduce the amount of solvents emitted into the atmosphere. The company has also changed the specification of other paint required on the ships from solvent-based paint to water and epoxy based paints. This has led to far greater levels of recycling as the paint tins are no longer classed as special waste and are now disposed of as scrap metal.

Source: 5 June 2007, http://www.shippingtimes.co.uk/item656_bae.htm

[Caribbean Corals in Danger of Extinction](#)

Caribbean coral species are dying off, indicating dramatic shifts in the ecological balance under the sea, a new scientific study of Caribbean marine life shows. The study found that 10 percent of the Caribbean's 62 reef-building corals were under threat, including staghorn and elkhorn corals. These used to be the most prominent species but are now candidates to be listed as *Critically Endangered* on the IUCN Red List of Threatened Species.

Source: 7 June 2007,

http://science.conservation.org/portal/server.pt?open=512&objID=1364&mode=2&in_hi_userid=124186&cached=true

[Global Warming May Spell End Of Adam's Bridge](#)

Rising sea levels may affect the chain of barrier islands connecting Dhanushkodi and Thalaimannar, known as Adam's Bridge, a brainstorming session of scientists and researchers, organised by the Center for Environmental Studies, University of Madras, has concluded. Dismissing claims that the bridge was a man-made structure, he said studies conducted by the experts had shown that the sand formation was due to natural marine processes such as sedimentation that started 25,000 years ago. The impending threat of global warming might affect the coral reefs along the Gulf of Mannar biosphere reserve, though the implementation of the Sethusamudhram project posed no immediate threat to the marine ecosystem. "Coral reefs are sensitive to even small rises in temperature and may not be able to survive sea level rises due to thermal expansion caused by global warming. Rising sea levels may submerge the reefs and block out sunlight, causing their death," Mr. Ramachandran said. An environmental monitoring team had been formed to assess the impact of dredging in the Adam's Bridge.



Source: *The Hindu*, 12 June 2007, <http://www.hindu.com/2007/06/12/stories/2007061204350500.htm>

[China Criticizes Japan for Planting Coral around Pacific Reef](#)

China criticized the Japanese government for planting coral around the uninhabited Pacific atoll of Okinotori, saying that the action runs counter to international conventions. "Okinotori is not an island but a reef which is submerged at high tides," Foreign Ministry spokesman Qin Gang told a routine press conference. According to the United Nations Convention on the Law of the Sea (UNCLOS), Okinotori --an uninhabited reef some 1,740 km south of Tokyo -- does not have an exclusive economic zone or continental shelf, said Qin. "Japan hopes to expand its maritime territory around Okinotori by planting coral. This action does not accord with recognized international conventions and affects the interests of other countries," the spokesman said. Japanese officials on the other hand said that they had begun planting coral on Okinotori in a four-million-dollar project to defend its territory.

Source: 19 June 2007, http://english.people.com.cn/200706/19/eng20070619_385749.html

[Government Deploying Tsunami Early Warning System](#)

The Government of India is deploying deep-ocean sensors off the coast of western state of Gujarat on the basis of research that says that earthquakes along the Himalayas could cause tsunamis in the Arabian Sea. India currently has an interim warning system that works in association with the Japan Meteorological Organisation, and early warning systems based at Hawaii. The new system is expected to be completed by September, promises to be extremely efficient. Once the new system is ready, it will be able to predict a tsunami two hours in advance.

Source: *Mint*, 29 June 2007.

MARINE TECHNOLOGY

[Catalytic Converter Could 'Reduce' Boat Pollution](#)

Using a catalytic converter with a two-stroke could help cut marine pollution emitted by boats by 90 per cent. Bill Becker, executive director of the National Association of Clean Air Agencies, made his comments to AZ Central following the recent introduction of a four-stroke engine which allegedly can reduce 75 per cent of emissions and use less gas.
Source: 27 June 2007, http://www.fishandfly.com/articles/news_18194088

MARITIME TOURISM

[MSC Brings Cruises to India](#)

Mediterranean Shipping Company (MSC) has brought its MSC Cruises to invest in India. It will provide Indian travelers with a truly Italian cruise experience.
Source: The Economic Times, 11 June 2007.

[Star Wins Asian Best Cruise Award](#)

Star Cruises has won the TravelWeekly Asia award for best cruise operator of the year at a ceremony in Hong Kong. "We are honoured to have won the prestigious 'Best Cruise Operator' award by TravelWeekly (Asia) as we continue to commit in contributing significantly to the cruise tourism and offer the most memorable cruise vacations in the region," said Jean Teo, Star Cruises' Senior Vice President, Sales and Marketing. "Winning the award is also timely as it coincides with the welcoming of our latest addition to the fleet, SuperStar Aquarius, the largest ship to be home-ported in Hong Kong on 22 June 2007."

*Source: Maritime Global Net, 25 June 2007,
<http://www.mglobal.com/news/dailystorydetails.cfm?storyid=7836&type=2>*

HUMAN RESOURCES

[Changes at Seamen's PF](#)

The government of India is set to alter the seamen's provident fund (PF) through the proposed Seamen's PF (Amendment) Bill, 2007. It will add a new section 4A in the principal act with a view to make Seamen's PF (SPF) Board responsible for any loss caused to SPF, and to dissociate the government from any responsibility in regard to compensation or indemnification of any loss. The amendment bill was introduced in the Rajyasabha, and is waiting to be cleared soon. The move follows government's decision to reimburse Rs 92.8 crore to SPF that was lost in a security scam in 2002.

Source: The Economic Times, 11 June 2007.

[Study A Marine Course from Anywhere in the World](#)

For the very first time, people who work at sea will be able to study a marine course from anywhere in the world, thanks to South Tyneside College and Teledata. The College, which is renowned internationally for its marine training, has developed an e-learning course for the Engineering Officer of the Watch qualification – an entry level course for aspiring Chief Engineers. For more information about the new e-learning Officer of the Watch course at South Tyneside College, please contact the marine information centre on (0191) 427 3500 or email vmle@stc.ac.uk

*Source: Shiptalk News, 27 June 2007,
<http://shiptalk.com/index.asp?ItemID=2227&rcid=194&pcid=178&cid=194'#anch>*

[Ships to Carry Emergency Plans to Deal with HNS, with Entry into Force of OPRC-HNS Protocol on 14 June 2007](#)

From 14 June 2007, ships flying the flag of a Party to the OPRC-HNS Protocol must carry a pollution emergency plan to deal specifically with incidents involving hazardous and noxious substances, such as chemicals. The new requirement is one of a list of measures included in the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol), of 2000, which entered into force on 14 June 2007. The OPRC-HNS Protocol was adopted to expand the scope of the 1990 International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC 1990), which entered into force on 13 May 1995, so as to cover hazardous and noxious substances that, if spilled, could have a detrimental impact on the marine environment (or on marine ecosystems). The OPRC-HNS Protocol currently has 18 Parties.

Source: IMO Briefing 14, 13 June 2007, <http://www.imo.org/>

[IMO Publishes New Volume on PSSAS](#)

The International Maritime Organization (IMO) is to launch a new publication containing comprehensive, detailed information on the designation of Particularly Sensitive Sea Areas (PSSAs) by the Organization. A PSSA is one that is deemed to merit special protection, through action by IMO, because of its significance for recognized ecological, socio-economic, or scientific attributes - where such attributes may be vulnerable to damage by international shipping activities. At the time of designation of a PSSA, at least one associated protective measure (APM), which meets the requirements of the appropriate legal instrument establishing such measure, must have been approved or adopted by IMO to prevent, reduce, or eliminate the threat to, or the identified vulnerability of, the PSSA. IMO is the only international body responsible for assessing proposals for and designating areas as PSSAs and adopting measures applicable to international shipping.



Source: IMO Briefing 15, 21 June 2007, <http://www.imo.org/>

[GloBallast Project Set For Next Phase](#)

Funding for the GloBallast Partnerships project, to assist developing countries in reducing the transfer of harmful aquatic organisms in ships' ballast water, has been approved by the intergovernmental Council of the Global Environment Facility (GEF). The main objective of GloBallast Partnerships (full title: Building Partnerships to Assist Developing Countries to Reduce the Transfer of Harmful Aquatic Organisms in Ships' Ballast Water) is to assist particularly vulnerable countries and/or regions to enact legal, policy and institutional reforms to meet the objectives of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM convention), adopted by IMO in February 2004. The project will be executed by IMO, in partnership with the GEF and the United Nations Development Programme (UNDP), following on from the successful Global Ballast Water Management Project (GloBallast), the first phase of which ran from 1 March 2000 to 31 December 2004, involving a three-person Programme Coordination Unit (PCU), based at IMO in London, and six initial demonstration sites, located in Brazil, China, India, the Islamic Republic of Iran, South Africa and Ukraine. Activities carried out at these sites focussed on institutional strengthening and capacity building. Funding for the preparatory phase of the GloBallast Partnerships was granted in 2005, facilitating the development of the full-scale project, which is expected to be launched later in 2007. The new IMO

intervention will cover 14 developing sub-regions and include 13 Lead Partnering Countries (LPCs) and over 40 Participating Countries (PCs) that have shown keen interest in participating in the project.

Source: IMO Briefing 16, 21 June 2007, <http://www.imo.org/>

IMO Council Agrees for Action on Piracy off Somalia

The IMO Council, meeting for its 98th session in London, has agreed further action to address the continuing incidence of acts of piracy and armed robbery against ships sailing in waters off the coast of Somalia and, in particular, ships carrying humanitarian aid to the country. The Council endorsed the proposal of IMO Secretary-General Efthimios E. Mitropoulos that United Nations Secretary-General Ban Ki-moon be requested to bring, once again, the piracy situation off Somalia to the attention of the UN Security Council, so that the Security Council can, in turn, request the Transitional Federal Government of Somalia to take action, as it may be deemed necessary and appropriate in the circumstances, to prevent and suppress acts of piracy and armed robbery against ships, including consenting to ships, as defined in Article 107 of UNCLOS, operating in the Indian Ocean, entering its country's territorial waters when engaging in operations against pirates or suspected pirates and armed robbers endangering the safety of life at sea, in particular the safety of crews on board ships carrying, within the activities of the World Food Programme (WFP), humanitarian aid to Somalia or leaving Somali ports after having discharged their cargo. The Council authorized the Secretary-General to take action in accordance with his proposal.

Source: IMO Briefing 17, 28 June 2007, <http://www.imo.org/>

2007 Inaugural IMO Award for Exceptional Bravery at Sea

Two officers from the 83,155 dwt Bahamas-registered oil/bulk ore carrier Searose G have been selected to receive the inaugural 2007 IMO Award for Exceptional Bravery at Sea, in recognition of their part in a dramatic rescue in severe weather. The IMO Council, at its 98th session in London, agreed with two Panels of international assessors and judges that Second Officer Mustafa Topiwala of the Searose G and Captain Zvonimir Ostric (who was on the vessel as onboard trainer at the time of the incident) had displayed exceptional bravery in the rescue of the remaining survivors from the sunken vessel Teklivka, in the eastern Mediterranean, in March 2006. They were nominated by the Bahamas and by the International Federation of Shipmasters' Associations (IFSMA).

Source: IMO Briefing 18, 29 June 2007, <http://www.imo.org/>

International Maritime Prize to Two Recipients

For the first time, and exceptionally, the prestigious International Maritime Prize is to be awarded to two recipients for a single year. At its 98th session (25-29 June 2007) the IMO Council decided to award the prize for 2006 to Mr. Alfred Popp of Canada and, posthumously, to Mr. Igor Ponomarev of the Russian Federation. Mr. Popp gains the award in recognition of his long and distinguished service to the cause of maritime safety and security and the protection of the marine environment, highlighted by his work representing Canada at IMO and his chairmanship of the IMO Legal Committee from 1993 to 2006. Mr. Ponomarev, who died unexpectedly last October, aged just 41, was the serving chairman of the IMO Maritime Safety Committee (MSC) at the time of his death and had already delivered distinguished service to the shipping industry in a variety of senior positions both within and outside IMO. The IMO Council also welcomed and endorsed the proposal of IMO Secretary-General Efthimios E. Mitropoulos, calling for the establishment of a scholarship at the World Maritime University to commemorate the life of Mr. Ponomarev. The Igor Ponomarev Scholarship Fund will support the attendance of a student on the 17-month MSC programme at WMU. The aim is to raise US\$50,000, and the fund already stands at US\$30,000, with

donations from the Secretary-General (US\$5,000 - the balance from a \$20,000 award he received, in 2006, from the Union of Greek Shipowners), the Russian Maritime Register of Shipping (US\$5,000) and from IACS (US\$20,000).

Source : IMO Briefing 19, 29 June 2007, <http://www.imo.org/>

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Suggestions and contributions are welcome. Requests for subscription and cancellation may be sent to the address below.

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