



MAKING WAVES

Fortnightly E-News Brief of National Maritime Foundation

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India Must Be Game-Changer in Maritime Row

- Sreeram Chaulia

The war of words and battle of wills over the disputed South China Sea are heating up. Beijing's response to the latest American clamour about its land reclamation activities in marine reefs has been nonchalant.

Chinese military spokesmen confidently assert that the United States may keep up its verbal criticism and continue with surveillance, but it will never do more than that. From the Chinese perspective, the US is a declining hegemony with shrinking enforcement powers.

The US' "pivot" or "rebalancing" to Asia had envisaged deploying more than half of its naval assets to the Pacific to leash China's maritime expansion. However, Washington currently has 289 ships, of which only 58 are prowling the Western Pacific.

Therefore, China is calling the American bluff by breaking free of its previous bounds of "offshore defence" to pursue "open-seas protection", that is, with a blue-water navy that can prevail far away from its coastline. The calculation that the Americans may huff and puff but lack the resolve to force China to backtrack lies at the heart of the insecurity enveloping Asia.

With one big shark, the US, in effect passing the baton to the other big animal, China, are the smaller nations in the Indo-Pacific region doomed to become subservient fish in a new Sino-centric pond? Emboldened by its unstoppable momentum, Beijing has just fired shots across the bow to New Delhi, demanding

that it must "first get approval from China" before exploring for energy off the coast of Vietnam.

What are the options for weaker parties in the light of the US being past its prime and China on the rampage in its reclamation over disputed territories? Australian think-tank the Lowy Institute has called for "minilateral" coalitions of middle powers like India, Indonesia, Vietnam and Australia to enhance indigenous capacities and inter-operability for upholding balance in a region undergoing rapid flux and power transition.

The need of the hour is alternative security institutions involving smaller nations warily watching the Sino-American tussle, where the final outcome could be a Chinese victory.

India - which is not a party to the South China Sea fracas but whose "Act East" policy and primacy in the Indian Ocean are being pressured by advancing Chinese flotillas - must take the lead in forging new security permutations, norms and understandings among lesser regional actors.

Pinning hopes on the US to rein in China is wishful thinking. Two parallel shifts demand India to step up to the plate. First is the reluctant but evident abdication of an attenuating US in favour of a resurgent China. The other is the endeavour of medium-ranked powers in Asia to catch up with ascendant China and equalise their terms of interaction. With deft diplomacy, India can steer this dual change.

India lags behind China and the US in military firepower and economic muscle. But it can parlay this disadvantage into an attraction by convening new "plurilateral" institutions of the underdogs in the Indo-Pacific just as it once floated the non-aligned movement during the Cold War period.

India's initiation of forums, dialogues and joint exercises will be welcomed at the present juncture, as New Delhi lacks the means and intentions to dominate the region. The South China Sea tinderbox, with a sharp US-versus-China binary, has

an opening for a non-threatening third force to strengthen a spirit of regionalism that reduces dependency of the minnows on the whims of hegemony.

Doubts persist over whether India, hobbled by an understaffed career diplomatic corps notorious for its overcautious foreign policy, can grasp the nettle and assume a proactive role as a gatherer of like-minded countries and a moderator of new security communities in the Indo-Pacific.

The saving grace is the bold Prime Minister Narendra Modi, who has a king-size ambition to convert India into a great power. Given the top-down nature of India's bureaucratic apparatus, a concerted push from Mr Modi can infuse creativity and fresh blood into its diplomatic arsenal.

For too long, India has contemplated defensively about whether to catch or drop the ball of rules and institutions conceived and proposed by other countries. Under Mr Modi, the onus is on India to develop and throw the ball.

Source: [Straits Times](#), 2 Jun 2015

Manila, Tokyo Highlight Closer Defence Ties

- May Masangkay

Japanese Prime Minister Shinzo Abe and Philippine President Benigno Aquino agreed on Thursday to start negotiations on an accord for the transfer of defense equipment and technology, as the two nations bolster security ties amid heightened concerns over Beijing's increasing assertiveness at sea.

The two leaders also shared "serious concern on unilateral actions to change the status quo in the South China Sea," according to a joint declaration they issued after their summit talks, with China's recent rapid and massive reclamation work in mind.

“We have agreed to ensure that the rule of law [prevails],” Abe said in a joint appearance before the press with Aquino after their talks at the Akasaka state guesthouse in Tokyo during the president’s four-day state visit to Japan from Tuesday.

At a time when such actions by Beijing have stoked tensions in and beyond Asia, the declaration said the two countries “underscore the importance of peaceful settlement of maritime disputes based on international law”. The launch of negotiations on the accord for the transfer of defense equipment and technology in the fields of disaster relief and maritime security is Japan’s second such agreement with a member of the Association of Southeast Asian Nations, following a similar deal with Malaysia last month, Japanese officials said.

At the same press appearance, Aquino said, “We reviewed the security challenges that confront both our nations, and pledged to cooperate in advancing our shared advocacy for members of the international community to act responsibly”.

“We believe this can be done through finding just and peaceful solutions to our territorial disputes and maritime concerns by upholding the rule of law, towards creating a secure and stable environment that serves as the bedrock of our collective progress,” the Philippine leader said.

China claims sovereignty over most of the South China Sea, which is a vital shipping lane and believed to have rich fishing grounds. Rival claimants in the dispute are the Philippines, Vietnam, Malaysia, Brunei and Taiwan.

The Philippines has been vocal in opposing China’s growing maritime assertiveness, having taken its dispute with Beijing over the South China Sea to a UN tribunal based in The Hague. In the declaration, Japan expressed its support for Manila’s move.

Beijing has defended its reclamation work as not just meeting its defense needs but also providing an “international public service” for maritime safety. China also says it

prefers resolving territorial feuds through bilateral negotiations, not multilaterally.

While Japan is not involved in the South China Sea dispute, it has its own tensions with Beijing in the East China Sea, where Japanese-controlled, Chinese-claimed islands lie. These islands are known as the Senkakus in Japan and Diaoyus in China.

To ensure regional peace and stability, Abe and Aquino agreed to expand joint and multilateral exercises as well as the Japanese Self-Defense Forces' cooperation in disaster relief operations in the Philippines, the declaration said.

Holding talks for the sixth time, Abe and Aquino welcomed the signing of an accord the same day to pave the way for the provision of patrol boats to the Philippines, with Japan promising continued support for capacity building of the Philippine Coast Guard.

Tapping into the potential of the Southeast Asian country, whose annual growth has stayed at around 6 percent to 7 percent, the two leaders unveiled a road map for better transport infrastructure in Manila to make it easier to conduct business in the capital, known for its traffic congestion.

Source [Jakarta Post](#), 5 Jun 2015

India Plucks a Pearl from China's 'String' in Bangladesh

- Ankit Panda

Indian cargo vessels will have access to Chittagong port, long seen as one of China's "pearls" on the Indian Ocean.

Indian Prime Minister Narendra Modi is in Bangladesh this weekend, where he signed, among other agreements, a resolution of the long-standing land border

dispute between the two countries. Modi and Bangladeshi Prime Minister Sheikh Hasina signed 20 agreements and memorandums of understanding on issues as diverse as infrastructure, energy, health, and education. The two leaders additionally consulted on counter-terrorism cooperation, boosting trade, and people-to-people exchanges between the two countries. Modi and Hasina additionally broached the sensitive issue of Teesta River water-sharing. On the security front, one of the more interesting agreements to emerge from Modi's trip so far has been a bilateral agreement that will grant Indian cargo vessels use of the China-backed Chittagong port and Mongla port in Bangladesh. This agreement was reportedly under discussion between the two sides and scheduled to have been signed as early as 2011.

There is a popular perception in India of maritime strategic encirclement by China in the Indian Ocean. Symptoms of this were most recently seen in late 2014, when a Chinese submarine was spotted docking in Sri Lanka, drawing vocal protest from India. Additionally, Chinese military exercises in the eastern Indian Ocean have spurred concern among Indian commentators and strategic analysts. In India's perception, China is establishing a network of civilian port facilities and underwriting Indian Ocean littoral infrastructure projects to boost the ability of its vessels to operate in and around waters that should rightly be under New Delhi's dominion. A decade ago, a Booz Allen Hamilton report used the metaphor of a "string of pearls" to describe this phenomenon and the term stuck, for better or worse. Since then, it's become somewhat of an analytical trope for analysts studying maritime security in the context of India-China competition.

The port facility at Chittagong in Bangladesh has long been included on the list of China-backed ports in Beijing's "string of pearls." For Indian civilian vessels to have access to these ports is an important development, not least because it showcases growing trust between India and Bangladesh, but also because it may assuage Indian fears about the depth of China's influence in Dhaka. Those eager to see Indian Navy ships dock at Chittagong may find themselves waiting: that may be too much to ask of Bangladesh for the foreseeable future (certainly given domestic

political sensitivities regarding perceptions that the Hasina government is kowtowing to New Delhi). Chittagong aside, China is exploring a deep-water facility at Sonadia, off Bangladesh's Cox's Bazar coast, but this project remains in its infancy with viability issues.

I'm not quite sure this agreement has precisely the "huge strategic implications" the *Times of India* notes, but it serves as a reminder of the extent to which Indian perceptions of a Chinese "string of pearls" are often oversold. The strategic implications would be more severe if this agreement had the effect of offending Beijing or distancing Bangladesh and China, but none of that seems to be true for the moment. For New Delhi, the concern seems to be shifting from port facilities underwritten by China to the People Liberation Army-Navy's (PLAN) broader operations in the area. As the U.S. Department of Defense confirmed earlier this year, China's *Song*- and *Shang*-class submarines are operating in the Indian Ocean. Additionally, as China acknowledges by its own admission per its 2015 white paper, it is seeking a more global role for the PLAN. If anything, China's base in Djibouti might be the closest thing to what Indian strategic thinkers envision when they hear about a "string of pearls." In any case, with the PLAN growing increasingly comfortable operating westward into the Indian Ocean, India's recent overtures with Bangladesh and Indian Ocean island states will be important: India will need all the partners it can find in its neighbourhood to remain vigilant as China's navy goes global.

Source: [Diplomat](#), 7 Jun 2015

Vietnam PM Pleads for Secure Sea Trade

- Viet Nam News/ANN

Prime Minister Nguyen Tan Dung yesterday said it was important that maritime economic development was kept in line with environmental protection and maritime security.

The PM was speaking at the opening of the Lisbon Blue Business Forum yesterday as part of his official visit to Portugal. He joined his Portuguese counterpart, Pedro Passos Coelho, at the event, which was part of the Blue Week Lisbon 2015. It was targeted at representatives of nearly 200 groups, companies, research institutes and technology centers involved in maritime trade.

PM Dung told participants that with a total coastal line of more than 3,000 km, Viet Nam had set a sustainable development goal of becoming a nation stronger and richer from the sea. He said the maritime economy contributed about 55 per cent of the nation's GDP and 60 per cent of export turnover.

Viet Nam was intensifying economic maritime links with other countries, including Portugal, he said, adding that co-operation could not succeed if navigation security, safety and freedom were threatened.

At present, about a half of the world's seaborne goods were transported through the navigation route connecting Northeast Asia with Europe. However, Dung said that in the adjoining East Sea, large-scale construction of reef islands by China were violating international law, the 1982 United Nations Convention on the Law of the Sea and regional agreements, undermining trust among nations and seriously threatening peace, stability, aviation and navigation security, safety and freedom.

The Vietnamese Government leader asked the international community to demand an immediate end to what he called "illegal acts", to settle all disputes by peaceful means with respect to international law, especially UNCLOS and the Declaration on the Conduct of Parties in the East Sea.

Dung added that no action should be taken that complicated and expanded disputes. Portuguese PM Pedro Coelho said his nation wanted to discuss developing the maritime economy with Viet Nam in the future. Earlier, the Vietnamese leader visited Lisbon port, one of the oldest and biggest ports in Europe.

Later, he left for an official visit to Bulgaria at the invitation of his counterpart, Boico Borisov.

Portugal backs VN trade

President of the Portuguese Parliament, Maria da Assunsao, yesterday said the legislative body supported Viet Nam in fostering ties with the European Union. Speaking to Vietnamese Prime Minister Nguyen Tan Dung, who is on an official trip to Lisbon, she said her parliament would seek the European Parliament's approval of a Partnership and Comprehensive Co-operation Agreement between Viet Nam and the EU.

Portugal would also support the early conclusion of negotiations for a free trade agreement between the two sides as well as EU recognition of Viet Nam's market economy. Da Assunsao said this would also create favorable conditions for Viet Nam and Portugal to strengthen economic, trade and investment ties.

Source: [Asia One](#), 8 Jun 2015

Pak-China Sign Agreement for Maritime Security Agency (MSA) Patrol Vessels

- Mateen Haider

Pakistan and China signed a landmark agreement on Wednesday for construction of six patrol vessels for Maritime Security Agency. The agreement was signed today during a ceremony at the Ministry of Defense Production in Rawalpindi.

M/s China Ship Trading Company (M/s CSTC) and the Pakistani government on behalf MoDP signed documents. According to the agreement, four ships will be constructed in China with the remaining two will be built at Karachi's Shipyard and Engineering Works under Transfer of Technology.

The spokesman for MoDP said that acquisition of new ships is a step towards PMSA's capacity building by the government which will boost the agency's operational preparedness for protection of resources in Pakistan's Exclusive Economic Zone and fishery protection.

The spokesman further said that new ships will be used for maritime law enforcement operations against drug trafficking and illegal immigration. Last year, the Executive Committee of the National Economic Council (EcneC) approved eight development projects worth Rs157 billion, including two signature projects of the ruling Pakistan Muslim League-N – first phase of Pakistan-China Economic Corridor (PCEC) The committee had also approved Rs13.87 bn for procurement of six maritime patrol vessels for Pakistan Maritime Security Agency.

Source: [Dawn](#), 10 Jun 2015

After India, China Wants Maritime Deal with Bangladesh

- Aiswarya Lakshmi

China has approached Bangladesh to sign a deal on blue economy and maritime cooperation in the Bay of Bengal, days after Dhaka and New Delhi signed such an accord.

Media reports quoted an unnamed senior Foreign Ministry official saying that Dhakka received a Chinese proposal on Wednesday to forge an alliance on blue economy.

Bangladesh and India signed a memorandum of understanding on blue economy and maritime cooperation in the Bay of Bengal and the Indian Ocean on June 6 in the presence of Prime Minister Sheikh Hasina and her Indian counterpart Narendra Modi.

“We are now scrutinizing the proposal and hope to come to a conclusion as soon as possible,” the official said. As Bangladesh lacks efficiency and capability in the marine sector, it approached China in these efforts long before. However, China was not responding. But, China woke up after signing Bangladesh’s deal with India on the issue. Now, the country has expressed its interest in signing a maritime cooperation agreement with Bangladesh.

Many international media, however, viewed the visit as Modi’s effort to lessen China’s presence in Bangladesh. China has made its presence strongly felt in the region with its massive funding in infrastructure projects including ports in Bangladesh, Myanmar, Sri Lanka, and Pakistan. This has worried India, as analysts say, China is creating a so-called “string of pearls” across the Indian Ocean.

Bangladesh also wants to form a bloc comprising regional littoral states to cooperate in the field of blue economy. It has begun to pursue blue economy as a foreign policy ‘priority’ soon after it settled peacefully maritime disputes with India and Myanmar.

Source: [Marine Link](#), 14 Jun 2015



Indian Navy Ship Docks at Jeddah Port to Strengthen Historic Bonds

Hemant Kotalwar, charge d' affairs at Indian Embassy, addresses a press conference in Jeddah, Saturday. Consul General B.S. Mubarak and Commander Gaurav Gautam, commanding officer of Indian Navy Ship Tarangini, flank him. Col. Gurpal Singh SM, defence attaché at the Indian embassy is on the extreme left.

Reviving glorious memories of historic bonds and trade relations between Saudi Arabia and India that date back to the time of Prophet Muhammad (peace be upon him) and beyond, an Indian sailing ship docked at Jeddah Islamic Port on Friday.

Several Saudi Royal Navy officials joined Indian Embassy officials in according a warm welcome to INS Tarangini, the first sail training ship of the Indian Navy.

“The favourable winds that have blown since centuries, helping to dock sailing ships of Indian traders on the Arabian coast in the past are still blowing in a highly positive note,” Col. Gurpal Singh SM, defence attaché at the Indian embassy, told Saudi Gazette during the reception for the ship at the port on Saturday evening.

Echoing the attaché's sentiments, Hemant Kotalwar, charge d' affairs at the embassy, said India-Saudi relations are “growing from strength to strength”. Addressing a press conference at the port, Kotalwar highlighted the Indian government's connection with the Kingdom, which hosts over 3 million Indians, or one third of the expatriate community.

“The mutual ties have received a major boost since the visit of Custodian of the Two Holy Mosques King Salman to New Delhi last year and the visit not only reinforced mutual ties but also enabled the signing of the historical landmark agreement on defence and military cooperation,” he said, adding that the pact opens new vistas of military cooperation and exchange of information and training.

B.S. Mubarak, consul general of India, said the visit of Tarangini, tipped as India's goodwill ambassador, would help boost bilateral ties. Commander Gaurav Gautam, commanding officer of Tarangini, thanked the Saudi Royal Navy for its support to the mission of the vessel, which arrived in Jeddah on the second leg of its 8-month voyage.

The voyage will cover 17 ports in 14 countries with a mission to showcase India to the world and demonstrate Indian Navy's global reach.

Gautam said the voyage is an embodiment of the Indian Navy's broadening reach for securing a safe maritime environment, besides being a goodwill ambassador for enhancing diplomatic relations. "Tarangini provides an ideal setting for first-hand experience of natural elements toward imparting training.

"The navy believes that training onboard the ship is the best method to instil among the trainees the indefinable 'sea-sense' and respect for the elements of nature that are inseparable from safe and successful seafaring."

Tarangini is part of the Class-A sail ships, the largest of the sailing fleet. It is a three-mast barque, built in India's Goa Shipyard and commissioned on Nov. 11, 1997. It is manned by six officers, 40 sailors and 30 trainees. The naval cadets undergo one-month training and every month new batches of trainees will join "We have plans to train 180 cadets in a six-month period during the voyage. During the voyage, the Indian trainees will also get an opportunity to sail on foreign vessels as part of an exchange of trainees."

Salalah was the first stop of the vessel, which set off from the Indian port city of Kochi on April 27, and will travel approximately 17,000 nautical miles.

It will participate in the annual Tall Ships' Races and other events organized under the aegis of Sail Training International. The ship will leave Jeddah on Monday for Alexandria, Egypt and the voyage will cover countries such as Malta, Spain, Britain, Norway, Denmark, Germany, the Netherlands, France, Portugal, and Djibouti.

Tarangini started its first circumnavigation of the globe in 2003-04 with the theme of "building bridges of friendship across the oceans." During the 15-month voyage, the ship covered 33,000 nautical miles and visited 36 ports in 18 countries.

Source: [See and Say News](#), 1 Jun 2015

Arrival of Indian Naval Ships Ranvir and Shakti at Jakarta

In pursuit of India's 'Look East' and 'Act East' policy, the Indian Navy's Eastern Fleet under the command of Rear Admiral Ajendra Bahadur Singh, Vishisht Seva Medal, Flag Officer Commanding Eastern Fleet, is on an operational deployment to South East Asia and Southern Indian Ocean.

Warships of the Eastern Fleet participated in the bilateral naval exercise SIMBEX with the Republic of Singapore Navy (RSN) from 20 – 26 May 15. As part of the deployment, two Indian warships, INS Ranvir (a Guided Missile Destroyer) commanded by Captain Jaswinder Singh and INS Shakti (a sophisticated Fleet Tanker and Support Ship) commanded by Captain Vikram Menon, have arrived at Jakarta on a four day visit.

The visit is aimed at further strengthening its already robust bilateral ties between the two countries and fostering inter-operability between the navies of these two friendly nations.

Both navies already conduct regular coordinated patrols on their IMBL and an annual bilateral exercise is scheduled to commence between both navies this year. During the stay in harbour, various activities such as official calls, professional interaction between personnel of both the navies, reception onboard and ship visits have been planned.

On departure, the ships will exercise with Indonesian Navy for improving interoperability in Maritime Operations and Search and Rescue. These ships along

with INS Satpura and INS Kamorta are on a two-month long deployment. During this deployment, the ships have visited Singapore and would also visit Freemantle (Australia), Kuantan (Malaysia), Sattahip (Thailand) and Sihanoukville (Cambodia).

Speaking at the reception on board INS Shakti, Vice Admiral Satish Soni thanked Indonesian Navy for hosting them. He also informed that navies of two countries are exploring the areas where they can further cooperate. Addressing the gathering which comprised largely of senior Indian and Indonesian Naval officers, H.E. Mr. Gurjit Singh, Ambassador of India to Indonesia and Timor Leste, said that the navies of two countries are committed to safeguard the sea lanes and check piracy to ensure free trade for all countries of the region. The Indian ships will be leaving Jakarta on 4th June 2015.

Source: [Antara News](#), 2 Jun 2015

US Donates 6 Boats to Colombia Navy to Curb Drug Trafficking

- Torkan Omari

The United States donated six new boats to Colombia to support the country's efforts to curb drug trafficking.

"These boats are an addition to defeat crime and drug trafficking in Colombia. That is our principal objective with our ally the United States," said Colombian Defense Minister Juan Carlos Pinzon when receiving the vessels from the US' Bureau of International Narcotics and Law Enforcement Affairs.

"The United States is our partner that has inserted resources and permanent support in this fight. For this reason we today received these boats, that increase our ability to seize tons of cocaine from drug trafficking," Pinzon added.

The vessels are the first six of a total of 10 donated by the US. Besides boats, the INL is also giving radios and ongoing training. For this training, the International

School of Coast Guard and the International Maritime Analysis Center against Drug Trafficking will soon be inaugurated. The remaining four boats will be assigned to perform interdiction operations in the Colombian Pacific.

The interception boat, a rapid reaction units type Apostle 410 T-Tops, is 41 feet long, and a high-performance unit in the sea that incorporates technologies with an efficient high speed / fuel consumption ratio.

The units are designed with a special hull, allowing for sharper turns and higher speeds, which is ideal when performing maritime interdiction operations.

Source: [Colombia Reports](#), 3 Jun 2015

Indian Navy in Fremantle Port Visit

- Philip Smart

Two Indian Navy Ships (INS) Satpura and Kamorta have been conducting training and security patrols while transiting the Indian Ocean and are now in Fremantle today(5th June 2015) on a goodwill visit.

The arrival of the two Indian Navy Ships coincides with a visit by the Indian Navy's Eastern Naval Commander Vice Admiral Satish Soni, PVSM, AVSM, NM, ADC, who is in Perth to hold discussions and make preparations ahead of the Royal Australian Navy's first bilateral maritime exercise with India.

The exercise will be held in September in the Eastern Fleet exercise areas off the east coast of India. The INS Satpura is a Shivalik-class stealth multi-role frigate built for the Indian Navy and commissioned on 20 August 2011. The INS Kamorta, the first of four anti-submarine Kamorta-class stealth corvettes, was commissioned on 12 July 2014.

Chief of Navy Vice Admiral Tim Barrett, AO, CSC, RAN said the exercise was a significant step forward in the bilateral relationship and reflected the maturing defense relationships of both countries, led by their respective navies.

“As one of our highly valued security partners we welcome the visit by Vice Admiral Soni, Rear Admiral Singh, and the officers and sailors of Indian Navy Ships Satpura and Kamorta, as we continue to strengthen close bond between the navies of India and Australia,” VADM Barrett said.

“It is important to regional security that we take every opportunity to engage with our neighbors in training activities and exchanges to further strengthen our cooperation and understanding”. The ships will be open to the public on Saturday, 6 June, from 10 am at the Fremantle Port.

Source: [Australian Defence Magazine](#), 5 Jun 2015

Japan, Philippines to Hold Joint Maritime Drill in South China Sea

- Philippines News Agency

Japan and the Philippines planned to hold a joint maritime drill from June 23 to 24 in the South China Sea, a move apparently aims at paving way for the two sides to further disturb stability in the region, local media reported Monday.

Japan's Maritime Self-Defense Force will dispatch a P-3C surveillance aircraft to the exercise; while the Filipino navy will send a vessel and a plane to the high sea southwest of Manila, Japan's public broadcaster NHK cited the Japanese Defense Ministry as reporting. The ministry said the upcoming drill is the "first formal" joint drill between the two countries, despite the one held last month, according to the report.

The joint exercise came at a time when Japanese Prime Minister Shinzo Abe is pushing the country's parliament to pass unconstitutional security-related bills aiming at laying "legitimate ground" for the Self-Defense Forces (SDF) to exercise right to collective self-defense.

Japan's pacifist Constitution bans the SDF from engaging in battles overseas, while Abe reinterpreted the country's supreme law to allow the SDF to engage in fights abroad under his doctrine of "proactive pacifism." The report followed Philippine President Benigno Aquino III's Japan visit, in which the two sides agreed to enhance bilateral maritime security cooperation and to start talks on Japan's use of Filipino military bases.

China continues to build reclaim some reefs it occupies in the South China Sea, despite the Philippines' constant urge for it to follow the Code of Conduct in the South China Sea. Also on Monday, chief of the Japanese Ground Self-Defense Force discussed with his Philippine counterpart here on beefing up bilateral military collaboration. Japan, which has lifted its ban on armaments exports, is helping the Philippines boost its maritime.

Source: [Inter Aksyon](#), 9 Jun 2015

Navy Retires HMCS Algonquin, Damaged in Collision

- The Canadian Press

Forty-one years of distinguished service have come to an end for a Royal Canadian Navy ship that's been retired at Canadian Forces Base Esquimalt.

HMCS Algonquin received its last cheer at the navy base as sailors marched off for the last time and a band played Sunset. Commander and Vice Admiral Mark Norman said the Iroquois-class destroyer protected Canadian interests at home and around the world.

The warship was deployed to places that included the Gulf of Oman, and also helped mark the centennial of the Canadian navy in 2010. It was built in Lauzon, Que., and commissioned in November 1973. The ship sailed for the first half of its life with the Atlantic fleet before transferring to the Pacific in 1994.

Algonquin was scheduled to retire in 2019, but that date was moved forward after the ship was damaged during a training exercise off Vancouver Island in 2013. The warship and supply ship HMCS Protector were conducting a towing exercise when they collided. Algonquin bore the brunt of the collision, and had an estimated \$3 million in damage to its portside hangar. Given the damage and the pending retirement, the government decided repair didn't make economic sense.

Source: [Times Colonist](#), 11 Jun 2015

INS Vikant, India's First Indigenous Aircraft Carrier Undocked Cochin Shipyard

- Indo-Asian News Service

The 40,000-tonne aircraft carrier, built at the Cochin Shipyard Ltd., will undergo a series of fitment and trial processes before it is ready for propulsion and induction into the Indian Navy. Indian Navy chief Admiral R.K. Dhowan said recently the ship would be ready for induction by 2018. INS Vikrant is the first aircraft carrier to be designed by the Directorate of Naval Design of the Indian Navy. At present, India has two aircraft carriers – INS Viraat, a British-built ship serving with the Indian Navy, and the oldest carrier in service, and INS Vikramaditya.

INS Viraat was first launched in the sea in 1953, and commissioned in the Indian Navy in 1987. It is expected to be decommissioned in 2016. The second ship, INS Vikramaditya is a modified Russian Kiev-class aircraft carrier. The proposal for a second indigenous aircraft carrier has, meanwhile, been given the go ahead with the government approving Rs. 30 crore for preparations for the carrier.

India's first indigenous aircraft carrier INS Vikrant was undocked at the Cochin Shipyard, in a major milestone for domestic warship manufacturing. "A milestone crossed in def shipbuilding IAC INS Vikrant undocked on completion of structural work at CSL," defence ministry spokesperson Sitanshu Kar tweeted.

The 40,000-tonne aircraft carrier, built at the Cochin Shipyard Ltd., will undergo a series of fitment and trial processes before it is ready for propulsion and induction into the Indian Navy. Indian Navy chief Admiral R.K. Dhowan said that recently the ship would be ready for induction by 2018. INS Vikrant is the first aircraft carrier to be designed by the Directorate of Naval Design of the Indian Navy. At present, India has two aircraft carriers – INS Viraat, a British-built ship serving with the Indian Navy, and the oldest carrier in service, and INS Vikramaditya.

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Source: [India. Com](http://India.Com), 11 Jun 2015

Indian Navy Sub on Trail of the Missing Dornier Aircraft

- Express News Service

After six days of efforts to trace the missing Coast Guard Dornier aircraft, all eyes are now on the Navy submarine that started the undersea search operation for the plane on Saturday night.

The submarine INS Sindhudhvaj, which arrived off the Chidambaram coast around 10 pm on Saturday, is tracing the ultrasonic pulse suspected to be emitted from the beacon installed in the aircraft for easy detection, in case it crashes into the sea.

A statement from the Coast Guard on Sunday said the outcome of the submarine's search will be known by late evening. "We are awaiting communication from the submarine. At this point, we can't come to any conclusion," said Inspector General S P Sharma, commander, Coast Guard (East). The 37.5 kHz signal was detected by Naval ship INS Sandhayak on Saturday about 16 nautical miles east off the Chidambaram coast. Such a signal is emitted by beacons in the aircraft that are triggered by water immersion, a technique to locate the aircraft if it crashes into the sea.

The statement added that a total of eight ships and aircraft of the Coast Guard and Navy are continuing the search in the most probable area, which is off the Chidambaram coast. As on Sunday afternoon, the aircraft had flown 124 hours.

Source: [Indian Express](#), 15 Jun 2015

Japanese Aircraft Monitoring Chinese Fleet Violates International Law

- Staff Reporter

A Japanese aircraft flew dangerously close to a PLA Navy fleet that was sailing through the Miyako Strait, reports the state-run People's Daily.

The fleet consisted of the Wuhan, a Type 052B guided-missile destroyer, the Jingtangshan, an amphibious ship, and a Fuxianhu-class transport ship. It had carried out a naval exercise alongside PLA Navy aircraft over the east of the Bashi Channel before heading back to China through the Miyako Strait on June 10. A Japanese aircraft was seen flying above the Chinese fleet, extremely close to the PLA vessels and even flying over them from the front, according to the report.

Zhang Junshe, a Chinese defense expert, call the Japanese aircraft's maneuvers "provocative." The Chinese government always gives notice to its neighboring states before the PLA Navy carries out a naval exercise in the open sea and

China's right to carry out exercises in international waters should be respected, Zhang said.

He said that the Japanese aircraft was approaching the Chinese vessels from a very low altitude and even executed diving maneuvers several times in front of the PLA Navy fleet. This is already a violation of the Convention on the International Regulation for the preventing Collision at Sea, Zhang added.

Source: [Want China Times](#), 15 Jun 2015



History Made in Hamburg as Aidasol Cruise Ship Receives Power From LNG Barge

For the first time in the history of passenger shipping a cruise ship has received environmentally friendly power from an LNG hybrid barge.

The breakthrough came as Becker Marine Systems' barge, Hummel, provided 7.5 megawatts of low-emission power to the cruise ship AIDAsol during her layover in Hamburg on Saturday. "With this successful premiere, the Port of Hamburg is serving as a global role model," Henning Kuhlmann, a managing director of Becker Marine Systems, told the media.

"Credit is also due to our partner AIDA Cruises, who were deeply involved in this technically challenging project," Kuhlmann added. Up until now, only a few other ships have been able to receive power from such a barge, but they have always been specialized commercial vessels. "Nevertheless, to improve air quality at port cities preferably all modern seagoing vessels should be able to do this in future," insists Kuhlmann.

The 76.7 m long and 11.4 m wide barge has been developed by the Hamburg-based company and works like a floating power plant generating power via a gas container filled with 15 tons of liquefied natural gas (LNG). In the gas processing plant, the cryogenic liquid is heated and then passed on to five gas Caterpillar motors on the barge, which then produce electricity.

Compared to conventional marine diesel powering diesel electric engines, with 0.1 percent sulfur content, the barge emits no sulfur dioxides or soot whatsoever.

Emissions of carbon dioxide and nitrogen oxides are also significantly reduced and it is therefore deemed the cleanest option for providing shore side electrical power to cruise ships, says Kuhlmann.

Becker Marine Systems is planning to extend operations by offering the environmentally friendly LNG technology to container ships, bulkers and tankers as well in the future in the port. "With this, so far unique worldwide pilot project for the energy supply of cruise ships using LNG during idle periods, we have opened a new, forward-looking chapter on environmental protection in the port of Hamburg," AIDA President Michael Ungerer said in a release.

The first of AIDA's new generation ships will be home ported in Hamburg in the spring of 2016. Aidaprima is the first cruise ship in the world to have a dual fuel engine and both a shore power connection and a comprehensive system for exhaust after-treatment.

The vessel may, depending on availability, be operated on LNG fuel and a recent study by Hong Kong authorities estimates that only 35 international cruise ships, about 16% of the global fleet, are expected to be equipped to use LNG shore power.

Source: [Sierra Leone Times](#), 1 Jun 2015

Chinese Ship That Sank Was Cited Over Safety

- Dow Jones

The Chinese tour ship that capsized on the Yangtze River on Monday was cited for safety infractions two years ago, a development that comes as investigators look for reasons behind the deadly incident.

The maritime bureau in the Chinese city of Nanjing held the ship, the Eastern Star, and five other vessels for safety infractions in 2013, according to a document from the bureau. An official at the bureau confirmed that the Eastern Star in the document is the same ship that capsized in the Yangtze on Monday amid rough weather, leaving the vast majority of its 456 passengers and crew unaccounted for.

The document said the Eastern Star was held as part of a maritime-safety campaign. It didn't provide details. In a separate document, the bureau said it detained six ships in that 2013 campaign that had "major defects." It didn't specify problems with individual ships.

A spokesman for Chongqing Dongfang Shipping Corp., the company that owns the Eastern Star, declined to comment on the 2013 incident. The spokesman, who gave his surname as Wang, said the company needs to "focus on and be very devoted to dealing with this tragedy properly."

Official broadcaster China Central Television on Wednesday raised the death toll to 19 and said 14 survived. Rescue efforts continued on Wednesday. Chinese investigators are still probing the incident to figure how it happened. Chinese weather officials said a tornado struck the area at the time the ship capsized.

The Nanjing Maritime Bureau said in the 2013 report that ships traveling the Yangtze lacked adequate safety management systems, emergency protocol and equipment oversight. It also cited staff procedures and garbage disposal. Maritime officials also found 79 safety defects in Yangtze cruise operators, the report said.

While the reasons behind the incident still aren't clear, they have turned attention to the state of China's tourist facilities more broadly. Tourism infrastructure is "creaking" under the boom in demand, said Jeffrey Towson, an investment professor at Peking University's Guanghua School of Management. The growth in tourism in China is "an unstoppable economic phenomenon" that has outpaced the services and capacity that support it, said Mr. Towson.

Travel experts say tourists will likely demand more safety-record transparency. "The most important thing that will emerge from this accident is that people will be more discerning," said Xu Ruyi, head of research for the China division of London consulting firm Mintel Group Ltd.

Online travel agency Tuniu Corp. said there had been a "few cases" of cancellation of cruises—domestic and international—in the wake of the accident. Chief Financial Officer Conor Yang said any impact on the cruise industry was likely to be minimal and short term in nature. "Demand is there so they won't be forbidden. But there will be more safety checks," he said.

Big cruise companies like Royal Caribbean Cruises Ltd. and Carnival Corp. have been building their fleets to cater to a rising industry. Last year, China had 697,000 passengers, up 79% from 2013, according to industry group Cruise Lines International Association. But smaller cruise operators have also rushed to expand. Some cruise operators struggle to find qualified sailors, captains and crew members, according to shipping-industry surveys.

Many tourism operators have also aimed to contain costs, which might mean they are cutting corners at the expense of safety, some tourism experts say. Some travel companies aim to capture frugal travelers, so they will create low-cost trips even if the mode of transportation is slower and service levels aren't up to scratch, said Zhang Mei, founder of Beijing-based travel company Wild China Travel.

Ms. Zhang said tours specifically aim to contain costs for senior citizens. In a survey of elders aged 55 to 84 across China, only 22% said they didn't spend money on tourism last year, according to consultancy Mintel Group Ltd. Many of the travelers on the Eastern Star were senior citizens, according to state media. The Yangtze River itself has become more stable over time. The government's major Three Gorges Dam project has created calmer waters, though it has flooded the scenery and surrounding historic sites.

Source: [Nas dag](#), 3 Jun 2015

Shipping's Borderless Trend

- Hans Thaulow

Geographical and market boundaries are becoming less important than multi-discipline knowledge, delegates attending the conference on the second day of Nor-Shipping were told.

Giants from both the offshore and shipping sector joined for an interesting debate discussing borderless businesses, strategic alliances and improved information systems. Peter Evensen, the president of Teekay, described how his company had diversified from tankers to gas to offshore over the past decade and grown revenues from \$2 bn to \$12 bn over the period.

Evensen emphasized the transnational aspect of the company and their decision to have a global crew, not seafarers from one specific nation. He emphasized the important aspect of 'borderlessness' in the company's operations. While the world is seeing deals between Russia, China, Japan, not seen before, protectionist measures are still in place, he warned, such as the US Jones Act, and Brazil's local content shipbuilding policy.

The president of Clarksons Research Services, shipping research guru, Dr Martin Stopford talked about what business model will work for ship owners going forward. He highlighted that in the dry cargo sector of shipping the rates now are the same as 60 years ago, and the model has been a gambler's business, where the Greeks have much been the most successful players.

"One needs to accept that this business model is now out of date, and that information management is key," he explained. Stopford elaborated that technology is behind in shipping and that the industry had taken economies of scale to the extreme while weak customer relationships, and too little spending on technological development and management was hurting the industry. He urged better management, information systems and more automation, a popular rallying

call from the well known analyst over the past year. Stop ford talked about the Google Self-Driving Car project and how shipping should look at mirroring it.

Stop ford believes shipping should be able to shave 30% off its current costs by upgrading existing infrastructure. "All the shipping industry needs is a clear vision," he concluded.

Source: [Splash 24/7](#), 3 Jun 2015

Shipping Playing Vital Role in Saving Sea Migrants, Says UN Head

- Girija Shettar

Shipping has a crucial role in saving lives, UN Secretary General Ban Ki-moon said in a video message shown at this morning's IMO session on unsafe mixed migration by sea.

Ban Ki-moon said that the saving of lives "remains an urgent priority" and recognized the shipping industry's and rescue services' crucial role in this priority "often at considerable cost and danger to themselves". However, he also recognized that "shipping and maritime rescue services are close to being overwhelmed. We need to find sustainable solutions," he said.

Ban Ki-moon called on the international community to develop safer and "regular migration pathways", and to address factors that "force people to risk their lives in this way".

The ongoing pronouncements from states and humanitarian agencies have so far all called for action and back the idea of a comprehensive solution. But Malta's head of delegation said that "the time for statements is over". The delegation opened by recognizing the "trauma" that seafarers - both professional rescuers and merchant seafarers - are experiencing and that "will be with them for the rest of their lives"

and not just immediately after the rescues, especially when rescuers themselves lose their lives during rescues.

Malta recognized that the problem is far beyond the remit of the IMO alone, but that the IMO has a big part to play in it. Delegates heard that at least 2,000 people had reportedly died trying to cross the Mediterranean Sea this year, with 101,900 people successfully "smuggled", according to statistics gathered by the International Organization for Migration.

The Italian delegation recorded that 300 commercial ships of all flags have been re-routed to participate in search and rescue operations in the Mediterranean Sea this year to date, rescuing in total 15,000 people.

Maritime rescue regulation is a topic that will be debated today. Clarification of maritime regulation on what should be understood by the need for merchant ships to rescue ships in distress has been raised by Italy and is currently being addressed as the delegations make their statements. So far, the United States has urged caution on changing the law and said that "continued collaboration" with border control is required. The United Kingdom supports clarity on the law.

Source: [IHS Maritime 360](#), 9 Jun 2015

Hangmin Shipping: Fleet Optimization Time

Hangzhou-based Zhejiang Hangmin Group, a large scale multi-sector enterprise primarily engaged in the businesses of printing, textiles, electric power and coal trading, also runs a ship owning subsidiary called Hangmin Shipping, which is dedicated to coal and ore shipping business in the domestic coastal, Yangtze and Pearl River markets. The company currently operates three bulk carriers with a total capacity of 65,800 dwt.

Zhu Chongqing, president of the group, started a small printing textile factory in Hangmin village near Hangzhou in 1979, and the factory has grown into the current Shanghai-listed Hangmin Group, a vast sprawling conglomerate.

Zhu, also the head of Hangmin village, has been leading the development of the village and has transformed it into one of the richest villages in China, with factories in various sectors including textile, electric power, gold processing, metal production and sewage treatment. Zhu says shipping is a critical segment of the group's multi-sector business and it create synergies for the group's supply chain. "With the establishment of the shipping business, we have completed and activated our whole supply chain," Zhu says.

Hangmin Shipping was established in 2008 by Hangmin Group and Shenzhen Bolian Industry, with Hangmin Group gaining full control of Hangmin Shipping in 2013.

Zhu explains that the electric power plant it operates, while the plant is also supported by its coal trading and shipping business, supports the large production facility of the group. Zhu admits the shipping business is suffering losses due to the continued recession in the bulk shipping market. Hangmin Shipping suffered a net loss of RMB15.44m last year.

"We are making efforts and trying to make Hangmin Shipping return to profit, but I think it is not easy to accomplish in the short term," Zhu says. Zhu thinks the overcapacity in the domestic coal market and the declining coal price has worsened the bulk shipping market. Currently about 80% of the coalmines in China are suffering losses.

However, Zhu is not a pessimist. He says Hangmin Shipping is doing research on the shipping market, new build market and scrapping market, and preparing to optimize its fleet in order to better meet market demands. Hangmin Group is also in negotiations to acquire some coalmine assets to boost its coal trading business and also to support the shipping business.

Zhu reckons the recession times in the market is also a good time to invest, and to target the right asset is crucial. “On the premise of controllable risk, we are always willing to make investments in order to gain new growth points,” Zhu adds.

He also claims that the domestic coastal coal shipping market has been showing signs of recovery from April, with rates slightly improving recently.

Source: [Splash 24/7](#), 11 Jun 2015

Indigenous Ship-Owners Task Buhari on Cabotage Implementation

- Samson Echenim

The Nigerian Indigenous Ship-owners Association (NISA) has urged President Muhammadu Buhari to develop the local shipping industry by making the relevant agencies of government to implement the Coastal and Inland Shipping Act of 2003, otherwise known as the Cabotage Act.

The NISA, which has maintained that the indigenous shipping industry was capable of employing five million people, stressed that faced with the fall in price of oil in the international market and fall in the revenue generation of the federal government, the need to pay more attention to the maritime industry to shore up government’s dwindling revenue has become imperative and inevitable.

The Cabotage Act was enacted in 2003 to help develop the local shipping industry by providing an edge against foreign competitors and financial incentives through the Cabotage Vessels Financing Fund (CVFF). The law establishes that no foreign vessels ought to do business in Nigerian waters other than indigenous ships, while offering the local shipping lines the right of first refusal.

However, 12 years later, the Act remained largely unimplemented by the Nigerian Maritime Administration and Safety Agency (NIMASA) and the Nigeria National

Petroleum Corporation (NNPC), which are arch agencies for the implementation of the Act, with foreign vessels still lifting oil and doing other trades in Nigerian waters, while the local ships languish in idleness, penury and battling extinction.

The CVFF, which has reached over N60,000 also remained inaccessible by the local ship-owners, with ripe allegations that the fund might have been abused by its custodians, the ministry of transport and NIMASA. At a meeting of the NISA on Wednesday in Lagos, the ship-owners agreed to send a proposal to the government of President Muhammadu Buhari on how to enforce the cabotage and raise huge revenue from the maritime industry.

At the meeting which was presided over by its acting president, Alhaji Aminu Umar, the ship-owners said that the maritime industry remained the best alternative sector to shore up revenue for the federal government to make up for the shortfall from the oil and gas sector.

Top on the agenda of the proposal to be sent to the government, according to the association, is the implementation of the Cabotage Act.

The NISA members enjoined the federal government to enforce total implementation of the Act for the growth of the maritime industry and for employment generation. Umar reiterated that the association would engage the new administration – on how to turn around the fortunes of the shipping sector.

Source: [Leadership](#), 12 Jun 2015

Protectionism Will Not Help Bangladesh's Ports

Its recent statement that allowing India to use Chittagong and Mongla ports goes against the country's interest, is more of the same from the National Committee to Protect Oil, Gas, Mineral Resources, Power and Port. This organization and others

like it perform an important public-interest service by advocating environmental risks and objections on important issues, such as the Rampal power plant.

However, the making of arbitrary, unsubstantiated statements that defy common sense and logic harms such work. It is self-evident that the purpose and goal of ports is to facilitate and grow trade and help the national economy. The success of the world's leading ports in Rotterdam and Singapore directly depends on encouraging as many different countries as possible to use their facilities.

Encouraging Indian companies and ships to use Bangladesh's ports is a policy to be welcomed, not resisted. It is in the national economic interest of Bangladesh to encourage and expand our nation's ports. As India is our largest neighbour and a key partner, it makes sense to encourage it to be a major customer.

It will be better for our future economic growth and national interest that Bangladesh invests in and encourages the growth of our own ports. Failing to do so will only lead to such trade and activity going to ports in competitor nations. The government should not only push ahead with plans to expand Chittagong and Mongla ports, but actively pursue the interest shown by companies from China, Netherlands and UAE in building a major new deep sea port in Bangladesh.

Source: [Dhaka Tribune](#), 14 Jun 2015

Container Ships Will Save Time and Money Using New Suez Canal

Ahmad Shafiq Suez

A giant Chinese shipping company is looking forward to the opening of Egypt's new Suez Canal waterway as it will enhance world trade.

"The new canal will save both time and money," Qin Haipin, liner manager of China Shipping Container Lines (CSCL) in Egypt, told Xinhua. Qin said the geographical

position of the Suez Canal makes it the shortest route between East and West. “This saves time, fuel consumption and ship operating costs and gives us some flexibility in managing capacity,” said Qin, whose company has six offices in Egypt.

CSCL, which has a fleet of over 150 vessels including the world’s largest container ships, believes that the new Canal can cope with the development in ship sizes and tonnages. The current Suez Canal facilitates only one-way traffic since it is too narrow for large ships to cross both directions.

However, the new canal will solve this problem by cutting the ships waiting time from 11 to three hours. “The cost saving by the new canal would be around 60,000 to 70,000 U.S. dollars per ship,” Zhou Chenwei, captain of CSCL’s “Indian Ocean” vessel, the world’s largest container ship that has crossed through the Suez Canal Tuesday, told Xinhua. The “Indian Ocean” ship is 400m in length and 58.6m wide, about the size of four football fields. It can carry 19,000 twenty-foot equivalent unit (TEU) shipping containers.

The Suez Canal is an artificial sea-level waterway in Egypt, connecting the Mediterranean Sea and the Red Sea.

It was opened for navigation in November 1869 after 10 years of construction. The 163 km-long waterway is one of the most important waterways in the world since it allows ships to travel between Europe and South Asia without navigating around Africa, thereby reducing the sea voyage distance between Europe and India by about 7,000 kilometres.

In August last year, Egypt launched a project to dig a new 72-km canal alongside the original Suez Canal. The new canal is supposed to be inaugurated this August and is expected to provide more than one million job opportunities. The new artificial waterway, which is part of a larger project to expand Suez port and shipping facilities and build large industrial zones, is designed to raise Egypt’s international profile, and build the nation as a major trade hub.

Zhou Chenwei said that Chinese ships are among those which cross the Canal most. Since the New Suez Canal could save a lot of time and oil cost, it will help CSCL provide a better service for the prosperity of international trade along the line and thus make a contribution to achieving China's "One Belt, One Road" strategy. "Egypt is a key player in implementing the strategy. The Suez Canal will also play a key role to make the strategy a reality," he said.

Source: Coastweek.com, 15 Jun 2015



Indian Ocean May be Key to Global Warming 'Hiatus'

- Julia Rosen

The Indian Ocean may be the dark horse in the quest to explain the puzzling pause in global warming, researchers report in *Nature Geosciences*. The study finds that the Indian Ocean may hold more than 70 per cent of all heat absorbed by the upper ocean in the past decade. Scientists have long suspected that oceans have played a crucial role in the so-called warming hiatus by storing heat trapped in the atmosphere by rising levels of greenhouse gases. But pinpointing exactly which ocean acts as a global air conditioner has proved challenging. Prior research suggested that a significant amount of heat moves from the atmosphere into the Pacific Ocean, where La Niña-like conditions have dominated since the turn of the century. As a result, wind patterns and ocean currents have increased the drawdown of warm surface waters in the subtropics. This process and others enhance ocean heat uptake.

But when Sang-Ki Lee, an oceanographer at the University of Miami in Florida, and his colleagues went looking for this heat beneath the surface of the Pacific Ocean, they couldn't find it. Temperature data compiled by the U.S. National Oceanic and Atmospheric Administration's (NOAA) World Ocean Atlas (WOA) suggest that the upper 700 metres of the Pacific have actually cooled in recent years, Sang-Ki says.

So, Sang's team used a computer model to explore the fate of the ocean's "missing heat." The results suggest that easterly trade winds have strengthened during the hiatus, causing warm water to pile up in the western Pacific. The water seeps between the islands of Indonesia and into the Indian Ocean, bringing heat with it.

In the model, this surge of water produces dramatic warming in the upper Indian

Ocean starting in the early 2000s, in agreement with the WOA data, the authors write. This explanation also fits with measurements of flow through the largest Indonesian channel – the Makassar Strait – which increased over the same period of time. “The big story is that they’ve found the heat,” says Matthew England, an oceanographer at the University of New South Wales in Sydney. He says the study solidifies the Pacific’s role in driving the hiatus. “It’s resolving a question that has a lot of people stumped.”

Kevin Trenberth, also a climate scientist at NCAR, says the results disagree with studies that use alternatives to the WOA data. There are large observational gaps in the WOA dataset, and Kevin says that NOAA has accounted for these without considering the long-term warming of the ocean, leading to cooler values where measurements are missing.

For instance, Kevin and his colleagues found pronounced Pacific warming during the hiatus and only modest warming in the Indian Ocean using heat content estimates derived in part from satellite measurements. Other studies have also implicated warming in the North Atlantic and Southern Ocean. For now, it seems that the hunt for the missing heat may continue. But scientists say it is important to get to the bottom of the story to fully explain the current hiatus and prepare for others that might occur in the future. “We need to understand the energy imbalance of the Earth,” Sang-Ki says.

Source : [Deccan Herald](#), 2 Jun 2015

Jakarta Government Forms another Anti-Illegal Fishing Task Force

- Tama Salim

The government has stepped up its maritime law enforcement by preparing a presidential decree that will lay the groundwork for the establishment of a new task force to combat illegal fishing, according to a government official.

Mas Achmad Santosa, head of the task force for the prevention and eradication of illegal, unreported and unregulated (IUU) fishing, said that a presidential decree (Perpres) was currently in the works to establish a new task force with the authority to take action on illegal poachers and other perpetrators of related offenses caught in Indonesia's territorial waters.

Achmad said the new "combat" task force would answer to President Joko "Jokowi" Widodo himself, a position that would make it different from the existing ministerial task force that he currently leads.

"The task force that I lead will continue to assist the maritime affairs and fisheries minister in monitoring, evaluating and improving on the current [maritime and fisheries] system," Achmad told The Jakarta Post.

"On the other hand, the presidential task force will focus on eradicating and combating illegal fishing." Achmad said the new task force would combine all law enforcers at the national level to "deal with illegal fishing on site".

He said the new task force would be crucial in having a deterrent effect on poachers, as there were still many reports of foreign fishing vessels entering Indonesian territorial waters and the Exclusive Economic Zone (EEZ) to fish illegally.

The task force for the prevention and eradication of IUU fishing, first commissioned at the end of last year to support the temporary fishing license ban, will continue to oversee law enforcement initiatives until October this year, to ensure that recommendations from the analysis and evaluation of current foreign-built fishing vessels are duly implemented.

According to Ahmad, the presidential decree to officiate the new task force is currently being reviewed at the office of the Cabinet Secretary. Maritime Affairs and Fisheries Minister Susi Pudjiastuti had hinted at the new decree a number of times

in the past, most recently when answering questions regarding her ship-sinking policy during the Indonesia Strategic Partnership Meeting last week in Jakarta.

In reply to queries from foreign envoys, Susi apologized for the slow response her ministry had been accused of, arguing that a lack of coordination between relevant institutions like the Navy and the National Police had contributed to a staggered flow of information to representatives of countries whose vessels were involved in illegal fishing practices.

She said the new presidential decree on the anti-illegal fishing task force would allow her to glean intelligence from the Navy directly, instead of relying on secondhand information provided to fisheries courts or foreign embassies.

“From the Navy we still have to get information [ourselves] because they are not obliged to report to me. But [once the presidential decree is] signed next week, then it will be different,” Susi said. “At the moment it’s still independently done.”

Meanwhile, maritime and fisheries expert Yonvitner from the Bogor Institute of Agriculture (IPB) said that the move to establish another task force for illegal fishing would only create redundancy. Yonvitner said the new agency would further complicate the coordination of existing institutions like the Maritime Security Board (Bakamla), the Navy, the water police and the Maritime Council, as well as the many fisheries courts and prosecution offices in the country.

“We need only to optimize the functions of existing institutions, so they don’t become idle,” he told the *Post* on Tuesday, citing the Office of the Coordinating Maritime Affairs Minister as a disconcerting example

Source: [Jakarta Post](#), 4 Jun 2015

On A Mission to Make Visakhapatnam Green

- G.S. Subrahmanyam

One of the biggest establishments in the city, the Eastern Naval Command, has taken its role of being a responsible entity seriously. With the active participation of its personnel, it has been working towards making the city a healthy place to reside. The ENC has won the appreciation of the district administration for achieving its target of planting 30,000 saplings every year under the Harita Visakha project that is aimed at greening the city.

The Naval Met Office of the ENC, which is also the Command Environment Office, is the first in the Indian Navy to have acquired an online mobile pollution monitoring equipment. This is positioned at important naval areas for a month in rotation for continuous recording of real time pollution levels of NOx, SO2, RSPM, and TSPM in the atmosphere. Constant monitoring has helped identify potential problem areas and take an informed decision on how to address the issue.

The ENC has taken a policy decision to switch off all incandescent lamps and replace them with compact fluorescent lamps and LEDs. It is also ensuring that all new structures are green buildings.

“These initiatives have helped the Command slash its power bill and cut down its carbon footprint,” says a Command Met Officer. As part of the green building initiative, the structures use skylights, turbo ventilators, and a galvanized sheet inner roofing to bring down the ambient temperature and energy requirement.

Further, the entire Naval Base is a no-plastic zone and all shopkeepers and vendors in the area have also been sensitized in this regard. Solar energy is used to heat water and all the shore-based galleys use solar water heaters for cooking.

The ENC has instituted a ‘Best Environment Friendly Unit’ rolling trophy to encourage sailors and officers to participate in the environmental activities. All units

are encouraged to make creative slogans and posters to instill an eco-friendly value system among the sailors and officers and their families.

Source : [Hindu](#), 5 Jun 2015

Minor Fire Reported Onboard INS Delhi

- PTI

A minor fire was reported onboard Indian Naval Ship Delhi, a guided missile destroyer, which was parked in the Mumbai dockyard.

"A minor fire incident occurred onboard INS Delhi in the harbor at about 6.15 AM on June 6," a defense release said. The release said that the fire was quickly brought under control by the ship's crew using its onboard systems.

The navy has ordered an inquiry to find out the cause of the fire and the extent of damage, release said. As a safety measure, fire tenders were called but were not required, the release said.

Source : [Indian Express](#), 7 Jun 2015

Overexploitation and Pollution Threatens China's Coastline

- Xinhua

Depleted fisheries and pollution have left Wu Ruiwei and his peers from Qiaogang town in south China's Guangxi Zhuang autonomous region with fewer fish and shrimp in their usual fishing spots.

"When I was a child, our boat could be filled instantly with fish in one net near the port. But now only small fish can be found," fisherman Fan Chengjin told Xinhua

ahead of the annual World Oceans Day, observed on June 8. Wu Ruiwei said he shares Fan's worries. He was able to earn at least 300,000 yuan (US\$48,400) annually five years ago. "Without the country's diesel subsidies to fishermen, I would be losing money now."

There are more than 10,000 fishermen in Qiaogang, accounting for over 60% of the total population. In order to survive, some of them have had to fish farther from shore, while others have left the industry. In addition to the depletion of fisheries, Wu said excessive coastal development and pollution have caused the degradation of China's marine environment.

South China's Hainan province, an island the size of Belgium, has earned a reputation as the perfect holiday destination, leading to a local economic boom. However, swarms of tourists and the overdevelopment of coastlines have posed a serious risk to local marine ecology.

Researchers say more than 90% of the island's east coast has been used for real estate development. Wang Ying, a marine geologist with the Chinese Academy of Sciences, said at a forum Sunday that mass construction of tourist facilities, such as hotels and scenic spots along the coast, will lead to increased shoreline erosion.

A total of 4,200 meters of beach in the bays and harbors east of the provincial capital Haikou were eroded by sea water between 2009 and 2014, Wang said, adding that bedrock was also exposed due to erosion along the beach near hotel and villa developments west of the city.

Pollution is another serious problem in China's coastal areas. Industrial and agricultural discharge, along with a jump in the amount of household garbage as the island urbanizes, are mostly to blame for the pollution. "It is difficult to find pristine clear waters and white sandy beaches anymore in some seaside areas," a resident with the surname Luo from Hainan said.

Her sentiment is supported by research. The majority of China's coastal areas have unhealthy ecosystems due to heavy pollution, a report from the State Oceanic Administration (SOA) said. Of the areas monitored by the SOA in the summer of 2014, 81%, or 41,000 sq km, were polluted. According to the report, most of the polluted water was concentrated in river estuaries or sea bays. The main pollutants were inorganic nitrogen, reactive phosphate and oil.

Along with the rapid development of industry and cities, coastal pollution has caused and worsened frequent episodes of red tide, a type of harmful algal bloom, said Lyu Shuguo, a researcher with the Hainan Research Academy of Environmental Sciences.

Lyu said 14 bays along Hainan's 1,528-kilometer-long coastline are at risk for red tide, which may threaten the health of locals and damage the environment.

Sustainable Development Needed

In his message for World Oceans Day, UN secretary-general Ban Ki-moon said that two out of every five people live near a shore, and three out of seven depend on marine and coastal resources to survive.

He called on people to use ocean resources peacefully, equitably and sustainably for generations to come.

To ease environmental strain, China has adopted measures including massive tree-planting and coral restoration campaigns, clamping down on illegal wastewater discharge, treating polluted rivers and launching public education activities.

Experts have called for local governments to enact rules and policies and evaluate the effects of projects near straits or islands before construction to prevent possible damage to the environment.

During this year's fishing off-season in Guangxi, which lasts from May until August, Wu Ruiwei and other fishermen will gather to discuss their future: deep-sea fisheries.

"When there are fewer fish in the coastal areas, we have to go farther from shore," he said, sighing. But he does not want to bring the problems of overfishing and pollution with him, farther out to sea.

"I hope with technology and fishery management, most fisheries can be made sustainable to protect our ocean," he said.

Source : [Want China Times](#), 10 Jun 2015

First Vessel in Shell's Arctic Drilling Fleet Heads for Alaska

- Victoria Cavaliere

The first vessel in Royal Dutch Shell's Arctic drilling fleet has embarked from Washington state to Alaska ahead of its planned resumption of oil and gas exploration in the remote region this summer, the company said.

The Arctic Challenger, an oil spill containment barge, had left Bellingham, north of Seattle, and was headed toward Dutch Harbor, in Unalaska, off mainland Alaska, Shell spokeswoman Megan Baldino said. She did not know when it would arrive.

The Arctic Challenger is one of about two dozen support vessels that will accompany drilling rigs slated to resume a search for fossil fuels as soon as next month in the Chukchi and Beaufort Seas, among the world's most ecologically sensitive regions.

Environmental groups contend that an oil spill in the area, which is covered by vast layers of sea ice and prone to rapid changes in weather conditions, would be destructive to the ecosystem and extremely hard to clean up.

Shell's plans to return to the Arctic and its decision to temporarily house a drilling rig in Seattle has prompted weeks of protests at the city's port, with demonstrators both on land and water trying to block access to the vessel.

Activists have also vowed to form a flotilla to prevent the rig from leaving the city's Elliot Bay for the trip north. Shell did not say on Thursday when that rig, the Polar Pioneer, would attempt to depart. Activists have said they expected the rig to leave as soon as this week, and a shipping source said it would likely be by the end of June.

Shell had to pull out of the Arctic in 2012 after a rig ran aground. The oil giant is still awaiting several federal permits before it can go ahead with its plans to return. The company contends it is prepared to safely resume drilling and could clean up 90 to 95 percent of any oil spilled. A federal appeals court on Thursday upheld Shell's oil spill response plans, rejecting arguments by several environmental groups that federal approval of the plan was capricious.

On Tuesday, Shell's plans to resume exploration in the Arctic cleared another legal hurdle when President Barack Obama upheld a 2008 Arctic lease sale. The Interior Department will now consider the company's drilling plan.

Source : [Reuters](#), 11 Jun 2015

Oceans That Connect

- [Ramla Wahab-Salman](#)

The theme of World Oceans Day 2015 is 'Greening the Blue. Healthy Oceans, Healthy Planet.' World Ocean Day was first proposed by the Government of Canada at the Earth Summit in Rio de Janeiro (1992). A UN General Assembly Resolution passed in December 2008 established World Oceans Day as June 8. The United Nations highlights this day as the one to celebrate the ocean while re-evaluating our

ways of treating this living resource by creating perspective on the value of oceans that surround us.

The oceans constitute two-thirds of our world and remain the highways connecting our planet. To date, 82 percent of all nations border seas, rivers or oceans and nearly 60 percent of the world's population lives within 60km of a coastline. Transport across Earth's oceans account for a trillion dollar industry. Over years and centuries methods of travel from rafts to sailing ships to steamships and liners have expanded the scale and intensity of shipping industries which to date link 35 million jobs to oceanic activity.

Sri Lanka is placed on a hotbed of oceanic politics at the mercy of geography. Its geographical position singles the island out as a strategic island the Indian Ocean Region. The island remains of importance in the Indo-Pacific Economic Corridor and the 21st Century Maritime Silk Road initiatives to strengthen maritime connectivity over 2015 and beyond.

By 2030, eighty-five percent of global energy consumption is expected to come from the region spanning from the Eastern Coast of Africa through the Indian Ocean and Central Pacific Ocean. Some of the key challenges to the ocean environment in the Indian Ocean Region are overfishing, marine pollution, tackling climate change and limited Indian Ocean regional co-operation to work toward regional maritime issues.

Carbon footprint and global shipping industry

Shipping is the most carbon efficient form of international transportation. Maritime shipping accounts for 2.7 percent of annual global greenhouse gas emissions. In an example cited by the World Shipping Council; the wine industry has found that a bottle of French wine served in a New York restaurant will have a lower carbon transportation footprint than a bottle of California wine served in the same restaurant.

Liner ships transport approximately 60 percent of the value of seaborne trade or more than US \$4 trillion worth of goods annually. Over 500 liner shipping companies ply between international trade routes. The Indian Ocean is embedded in a global economy and is increasing in global relevance from formerly being an area of relative neglect.

Apart from the enormous environmental advantages this line of transportation provides, a day such as World Oceans Day creates a necessary platform to address the murky waters that run below the waves of this lucrative industry.

Too big to fail us

The notion of the Ocean being too big to fail us is fast changing. Alleviating the risk of ocean mismanagement and task of restoring healthy oceans is a collective. The High Seas refer to the open waters beyond the limits of territorial jurisdiction of any single nation state.

Sri Lanka and her neighbors have ratified conventions of the United Nations addressing maritime challenges such as the Law of the Sea. The Indian Ocean contains forty percent of oil and gas reserves and a third of the world's human population and endangered marine species. The concept of Global Commons provides certain freedoms to not only enhance economic gain but work toward Collective Ocean rebuilding.

Island nations such as ours depend on maritime exchange and are vulnerable to direct effects of marine pollution and resource depletion. Citizens should take it upon themselves to restrict at every level the damage to the oceans which sustain and connect islands to the wider world. Support could and should be extended to government authorities to assist in the task of rebuilding healthy oceans. Striving toward a sustainable relationship with the ocean environment should be a concern to all.

Source: [The Nation](#), 13 Jun 2015