



# MAKING WAVES

## Fortnightly E-News Brief of National Maritime Foundation

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#### Editorial Team

*Captain (Dr.) Gurpreet S Khurana*

*Commander Kapil Narula*

*Ms. Asha Devi*

#### Address

*National Maritime Foundation*

*Varuna Complex, NH-8,*

*Airport Road*

*New Delhi-110 010, India*

**Email: [maritimeindia@gmail.com](mailto:maritimeindia@gmail.com)**

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### **Coast Guard Unveils Cyber Strategy for Maritime Domain**

- Anna Forrester

The U.S. Coast Guard has developed a new cyber strategy in support of the service's efforts to integrate cyberspace as an operating domain for the maritime mission.

Stephanie Young writes in an entry posted Tuesday on ( 16 June 2015 ) the Coast Guard blog that the strategy will provide a framework and establish priorities for cyber activities over the next decade. "We're applying our existing authorities and skills to meet demand in emerging domains," Coast Guard Commandant Adm. Paul Zukunft said in remarks at the strategy's rollout Tuesday.

"While cyber certainly poses a number of unique risks and challenges, I am confident that we can meet them in a way that benefits the marine industry, protects privacy and maintains the safety and security of our maritime environment."

According to the report, the Coast Guard's three strategic priorities cover measures to defend cyberspace, enable cyberspace operations and protect the maritime transportation system and infrastructure by identifying and addressing risks. Young writes that the Coast Guard cyber strategy aligns with the overall cybersecurity plans of the Defense Department and Department of Homeland Security.

Source: [Executive Gov](#), 17 Jun 2015

## **Pakistan, China and the United States are Eyeing India's String of Pearls**

- IBC News Bureau

National Security Advisor Ajit Doval's visit to Myanmar beginning tomorrow (June 17) is being closely watched by China, Pakistan and the United States. Myanmar is an important piece of the geopolitical jigsaw that India is putting together. When complete, it will be India's "own string of pearls", a phrase used to describe China's maritime ambitions in the Indian Ocean and beyond.

Myanmar shares long borders with both China and India. Following the successful Indian army cross-border strike against militants operating in camps in Myanmar, New Delhi and Yangon are working to raise their partnership to a new level.

Though China resolved its border dispute with Myanmar in six months of negotiations with Yangon, it has deliberately kept its border dispute with India in limbo for 34 years. The reason: China wants to bog India down as a regional power in what Beijing expects will soon be a bipolar world led by itself and Washington. Keeping India in a state of low-intensity attrition is part of this Machiavellian strategy.

Meanwhile, Beijing is clinically pursuing its "string of pearls" agenda in the Indian Ocean to encircle India. China is building military and commercial outposts in an arc from its mainland across to Sudan, passing through the Strait of Mandeb, the Strait of Malacca, the Strait of Hormuz and Lombok Strait.

This maritime "garland" would encompass ports in Bangladesh, Sri Lanka, Pakistan, the Maldives and Somalia. India must develop a clear counter-strategy. And it now has the ingredients to do so. The key countries in India's own string of pearls: Myanmar, Bangladesh, Sri Lanka, Iran, the Maldives and Seychelles.

India's relations with Myanmar are now excellent. Doval's visit beginning June 17 is meant to partly assess the precise outcome of last week's strike on militants in

Myanmar by 21 Para, the special forces unit of the Indian army. Around 25 commandos from this special forces battalion took part in the operation.

However, NSA Doval's visit is also designed to plan future joint operations against militants on Myanmar soil and strengthen India's ties with Yangon. Myanmar's government, led by Then Sein since 2011, shares an increasingly uneasy relationship with China. This is the right time, therefore, to deepen India's security and strategic partnership with Myanmar. (Yangon is, in particular, unhappy with Chinese president Xi Jinping for breaking protocol last week to meet opposition leader Aung San Su Kyi in Beijing.) Myanmar, with several deep sea ports, including Yangon and Dawei, is the first pearl in India's garland, sweeping south into the Indian Ocean before rising up to the port of Chabahar in southern Iran. Along the way are a friendly Bangladesh and Sri Lanka. Both have significant ports – Chittagong in Bangladesh and Colombo and Hambantota in Sri Lanka. Leaders in both countries, too, lean towards India rather than China or Pakistan. The Maldives and Seychelles are small but key components in India's string of pearls which when complete would begin in Myanmar in the east, dip south to Sri Lanka and link up with Iran in the west.

What do Islamabad, Beijing and Washington make of India's evolving strategy in the Indian Ocean? China and Pakistan have developed a client-vendor relationship. China pays, Pakistan provides the real estate, much as it has done for decades to the United States. With the drawdown of US troops in Afghanistan, China has replaced Washington as Pakistan's principal paymaster.

India's string of pearls strategy, along with the close relations New Delhi has forged with Nepal and Bhutan – both of which share long borders with China – places India in a stronger geopolitical position than it has enjoyed for decades. Pakistan is relatively isolated in the South Asian Association for Regional Cooperation. Its belligerent reaction to India's commando strike in Myanmar reflects deep-seated insecurity.

Disgraced former president of Pakistan, Pervez Musharraf, underscored this by invoking the nuclear bogey with his usual crude bluster: “We do not want to use our nuclear capability but if our existence comes under threat, who do we have these nuclear weapons for? If I say, in Chaudhary Shujaat’s style, do we have nukes to be used on Shab-e-Baraat?”

It is time India called Pakistan’s nuclear bluff. Islamabad did not dare use nuclear weapons during its defeat in the 1999 Kargil conflict. (It had carried out a nuclear test in June 1998 and had weaponries well before Kargil, Musharraf’s brainchild.) Pakistani commentators boast that Kargil is no indicator of the future. Islamabad has in recent years developed short-range tactical nuclear weapons in response to India’s “cold start” doctrine. These weapons can be used on the battlefield to balance India’s conventional military superiority.

What Rawalpindi GHQ will instead do, post-Myanmar, is ratchet up its proxy terror war on India. Pakistan cannot afford to fight a conventional war with India – a war which it will lose. It cannot use nuclear weapons except as empty rhetoric. State-sponsored terrorism is its only option. If Islamabad doesn’t continue to sponsor terrorism, the Pakistani army will go out of business. Terrorism is a revenue stream for it because it ensures a regular supply of aid and arms from China and the US on the pretext of an existential confrontation with India. Without proxy terror, the revenue which finances the lifestyle of Pakistan’s army brass would dry up.

The US meanwhile is already into its presidential season. Hillary Clinton is almost certain to win the Democratic nomination. According to the latest opinion polls, she enjoys the support of 60 percent of Democratic voters. If she wins the presidency in November 2016, she is unlikely to change Washington’s decades-old South Asia policy. Like China, the US does not want a too-powerful India and uses Pakistan to contain it.

In sharp contrast Prime Minister Narendra Modi hasn’t uttered a word publicly congratulating the 21 Para commandos who carried out the strike in Myanmar. Commentators instead quibble over how many militants were killed, using unverified

body counts and anonymous sources to belittle the success of the operation. Often this “enemy within” is India’s biggest hurdle as it unshackles itself from centuries of colonial self-doubt and compromised opinion-makers.

If, however, it successfully builds its geopolitical string of pearls, India will inevitably emerge as the third angle in a new US-China-India triangle of power that will define this century.

Source: [IBC World News](#), 17 Jun 2015

### **The Scramble against China**

- Richard Javad Heydarian

China's latest white paper mentions "offshore waters defense and open seas protection", explicitly declaring Beijing's hardened determination to actively defend its territorial ambitions in adjacent waters, while Washington has stepped up its surveillance operations close to Chinese reclamation activities.

With little sign of compromise on the horizon, the Philippines and Japan, two of America's closest allies, have stepped up their strategic partnership against China. Recently, Philippine President Benigno Aquino embarked on a four-day state visit to Japan, where he negotiated the parameters of expanded Philippine-Japan maritime security cooperation, potentially paving the way for Japanese access to military bases in South-east Asia. The trip was of great strategic significance to both countries.

Since 2011, as Sino-Japanese territorial tensions in the East China Sea picked up, Tokyo has reached out to like-minded countries in the region, striking strategic partnership agreements with the Philippines as well as Vietnam, which are also locked in a bitter maritime dispute with Beijing.

In recent years, Japan, which is the Philippines' biggest source of Overseas Development Assistance, has supported the South-east Asian country's efforts to develop a minimum deterrence capability in the light of rising tensions in the South China Sea.

Together with the United States, Japan has also called for a robust information-sharing system in South-east Asia in order to enhance coordination and surveillance amid China's expanding presence in the area.

Calling for "pro-active pacifism", and eager to ease decades- long restrictions on Japan's ability to project power beyond its immediate shores, Prime Minister Shinzo Abe is trying to carve out a new security role for Japan by pushing back against Chinese maritime assertiveness in the South China Sea.

Mr Abe has reiterated that Japan, along with its South-east Asian partners, particularly the Philippines, shares "serious concern about large-scale land reclamation and that we oppose any attempt to unilaterally change the status quo".

But in order for Tokyo to play a more consequential role in the region, it has to overcome lingering anxieties, at home and among neighbors, over the alleged erosion of Japan's pacifism as well as strike security agreements that allow for the resupply and refueling of Japanese Self Defense Forces beyond Japan's immediate waters.

Mr Aquino's state visit to Tokyo represented a crucial opportunity for the Abe administration to show how neighboring countries like the Philippines, which was among the biggest victims of Japanese imperial aggression during World War II, are supportive of Japan's bid for a greater role in the region.

This year is particularly sensitive, since it marks the 70th anniversary of the defeat of Axis powers during World War II, and Japan's neighbors, particularly China and South Korea, are expected to raise concerns over the alleged remilitarization of Japan under the nationalist government of Prime Minister Abe.

The Filipino President, who delivered a speech before the joint session of the Japanese Parliament (Diet) earlier this month, emphasized the common destiny of the two countries and how they confront the same threat in the region. He said: "The prosperity of maritime and coastal East and South-east Asia, which relies greatly on the free movement of goods and peoples, is at risk of being disrupted" by China's maritime assertiveness in the Western Pacific.

Mr Aquino and Mr Abe also discussed more tangible areas of cooperation such as the possible export of P-3C anti-submarine reconnaissance aircraft and radar technology to the Philippines and the delivery of 10 advanced patrol vessels worth \$150 million to the Philippine Coast Guard.

Crucially, the Philippines and Japan started negotiating a bilateral Visiting Force Agreement, which could potentially grant Japan rotational access to Filipino bases. This will allow the Japanese Maritime Self Defense Forces to refuel and resupply if and when Tokyo pushes ahead with plans to conduct joint aerial patrols with the US in the South China Sea.

But with Mr Aquino entering his final months in office, it is unclear whether he wields enough political capital and time to gain the support of the Philippine Senate to ratify any major military agreement with Japan. Most likely, the task will fall on the succeeding administration, which may similarly welcome closer security ties with Japan. Still, the Philippine-US Enhanced Defense Cooperation Agreement, signed in the middle of last year, ahead of President Barack Obama's visit to Manila, has yet to be cleared by the Philippine Supreme Court. So legal hurdles abound.

Nonetheless, the Philippines is desperate to gain as much external support as possible, especially in the light of fears that China may soon have the ability, thanks to its sprawling facilities and expanding patrols in the contested areas, to choke off the supply lines of other claimant countries in the Spratly chain of islands and push ahead with imposing an Air Defense Identification Zone in the South China Sea.

Both Tokyo and Washington consider freedom of navigation in the area as a national interest issue. Japan's energy-hungry and trade-dependent economy could be adversely affected by any conflict in international waters such as the South China Sea. As one Japanese defense official put it, in an interview with Reuters, "we have to show China that it doesn't own the (South China) sea".

Key American allies such as Australia have reiterated their determination to continue maritime patrols in the South China Sea, and Washington is eager to see Japan chipping in.

Under the notion of "collective security", and in accordance with the revised US-Japan bilateral defense guidelines, Tokyo is expected to widen its area of operation in assisting its allies and contributing to international security.

Overall, it is clear that China's rising maritime assertiveness has facilitated a greater strategic footprint for Japan in South-east Asia, especially as smaller claimant countries such as the Philippines actively seek greater international military and diplomatic assistance in the South China Sea.

Source: [Straits Times](#), 18 Jun 2015

### **India, Tanzania to Cooperate in Counter-Terrorism, Maritime Security and Natural Gas: PM Modi**

- ANI

Prime Minister Narendra Modi on Friday said that India would extend its cooperation to Tanzania in various sectors, including counter-terrorism, natural gas and maritime security and added that New Delhi would shortly extend e-tourist visa scheme to the nationals of the African nation.

"Indian investments in Tanzania exceeds three billion US dollars and covers many areas....I offered our cooperation in the development of the potentially niche natural gas sector in Tanzania. We discuss cooperation in maritime sector and ocean economy. The agreement on hydrography is an important step in our cooperation in this sector," Prime Minister Modi said, in his joint statement with Tanzanian President Jakaya Kikwete.

"We are pleased to be partners in development of human resources, healthcare, agriculture, institutions and infrastructure in Tanzania...I have informed the Tanzanian President that we will soon extend out e-tourist visa scheme to Tanzania...We greatly appreciate Tanzania's support for India candidature for a permanent seat in an expanded UN security council," he added.

Addressing the issue of terrorism, the Prime Minister said that India and Tanzania have agreed to setup a joint working group to strengthen the cooperation in counter-terrorism.

"Terrorism in our respective regions is a concern for both countries. We have agreed to establish a joint working group to strengthen our cooperation in counter-terrorism," he said. He further expressed delight at India being Tanzania's largest trading partner.

"We are pleased to be Tanzania's largest trading partner and a long standing development partner. I have assured President Kikwete of India's continuing commitment to the relation with Tanzania. Our trade of over four billion US dollars is heavily in India's favour. I urged President Kikwete to pan up more sectors for investments and exports," the Prime Minister said.

"We have been partners in the cause of deeper cooperation among developing countries and a greater voice for them in international forums. We have shared aspirations for inclusive economic development. We have a common interest in maritime security in the Indian Ocean and a peaceful and prosperous Africa," he added.

Prime Minister Modi also said that India and Tanzania share an emotional bond of shared history of struggle against colonialism.

Earlier in the day, Tanzania President Jakaya Kikwete was accorded a ceremonial welcome at the Rashtrapati Bhavan here. This is his second visit to India in 10 years of his leadership.

Source : [Zee News](#), 19 Jun 2015

### **China May be Trying to Hide Submarines in South China Sea**

- Stuart Leavenworth

For months, China's visible construction of artificial islands and military facilities in the South China Sea has alarmed U.S. officials and many of China's neighbors.

What is happening under the water is also worrisome, say several defense and security analysts. China has a growing fleet of nuclear submarines armed with ballistic missiles. The expansion of its claim on the South China Sea may be intended to create a deep-water sanctuary known in military parlance as a "bastion" where its submarine fleet could avoid detection.

"The South China Sea would be a good place to hide Chinese submarines," said Carl Thayer, a U.S.-born security specialist who has taught at the University of New South Wales and other Australian institutions. The sea floor is thousands of meters deep in places, with underwater canyons where a submarine could easily avoid detection.

Conflicts in the South China Sea are expected to be a major focus of annual U.S.-Sino talks that start Tuesday in Washington, D.C., including meetings between U.S. Secretary of State John Kerry and Chinese Vice Premier Wang Yang.

China last week announced that it was winding down its expansion of artificial islands in the South China Sea, but the statement wasn't warmly received by U.S. officials.

Daniel Russel, assistant U.S. secretary of state for East Asian and Pacific affairs, noted that China continues to build facilities on the islands, including military installations, a move that he said was "troubling."

"The prospect of militarizing those outposts runs counter to the goal of reducing tensions." Russel said Thursday during a briefing in Washington. "That's why we consistently urge China to cease reclamation, to not construct further facilities, and certainly not to further militarize outposts in the South China Sea."

The South China Sea bounded by Vietnam, China, Taiwan, Japan, the Philippines and Malaysia is one of the world's most important shipping lanes. China asserts it holds maritime rights to 80 percent of the sea, a claim that other countries have vigorously contested.

According to Thayer, Beijing sees the South China Sea as a strategic asset because it guards China's southern flank, including a submarine base in Sanya, on China's Hainan island. The People's Liberation Army navy has built underwater tunnels there to quietly dock some of its submarines, including those that carry ballistic missiles.

As of 2014, China had 56 attack submarines, including five that were nuclear powered. It also has at least three nuclear-powered submarines capable of launching ballistic missiles and is planning to add five more, according to a Pentagon report released last year.

In an April media briefing in Washington, a top U.S. Navy official said the Pentagon is watching China's ballistic submarines "very carefully." "Any time a nation has developed nuclear weapons and delivery platforms that can range the homeland, it's a concern of mine," said Adm. William Gortney, the commander of the U.S.

Northern Command. Gortney quickly added that China has a policy of “no first use” of nuclear weapons, “which gives me a little bit of a good news picture there.”

In recent decades, China has worked to build up a nuclear-deterrence capability in the shadow of that developed by the United States and Russia. Its submarine program is a major part of that push. Since submarines can often avoid detection, they are less vulnerable to a first-strike attack than land-based intercontinental ballistic missiles or nuclear bombers.

China’s JL2 submarine ballistic missiles now lack the capacity of reaching the continental United States from the South China Sea. But China hopes to improve the range of those missiles in coming years, which is why analysts think China sees the sea as a future “bastion” for its nuclear submarines.

Chinese submarines are known for being relatively noisy and thus easy to detect making it difficult for them to slip into the western Pacific without being detected. But once China improves the range of its missiles, it won’t need to move its submarines out of the South China Sea to pose a retaliatory threat to the United States.

Source: [The Seattle Times](#), 22 Jun 2015

### **High Level US-China Talks on Maritime**

- Aiswarya Lakshmi

So far, the discussions have been “candid and to the point” in dealing with the “most sensitive issues in the relationship,” a senior State Department official said.

The world’s two leading economies remain at odds over China’s claims to much of the South China Sea and Washington has repeatedly urged Beijing to stop building artificial islands in the key waterway. But China said last month it will project its military power further beyond its borders at sea and more assertively in the air. In

the security talks, the U.S. also raised its concerns with China's behaviour in the South China Sea and encouraged diplomatic solutions to resolve tensions among rival claimants.

The U.S. also has objected to China's construction and expansion of artificial islands and reefs to build military facilities. Chinese officials have said the expansion projects are nearly completed, but U.S. officials remain concerned about possible military activities in the volatile waters of the South China Sea.

About 400 Chinese officials have converged on Washington for the annual talks now in their seventh year being hosted by Secretary of State John Kerry and Treasury Secretary Jacob Lew, US officials said. U.S. and Chinese officials are also discussing thorny issues including cyber security, military relations, missile defence, nuclear policy and space security.

Earlier at a briefing, the Chinese Assistant Foreign Minister Zheng Zeguang said China would seek to "constructively handle and control" differences with the U.S. He said the dialogue will focus on preparations for President Xi Jinping's visit to the U.S. in September.

Source: [Marine Link](#), 23 Jun 2015

### **China, US Agree to Deepen Cooperation on Ocean Protection**

- Xinhua

China and the United States on Wednesday praised the huge progress achieved in their cooperation on ocean protection, while agreeing to make new efforts to explore opportunities of deepening such cooperation.

The two countries held a special session on ocean protection under the framework of the seventh China-US Strategic and Economic Dialogue, which started on

Tuesday. The meeting was co-chaired by Chinese state councillor Yang Jiechi and US secretary of state John Kerry.

Yang lauded the positive contributions by the two great ocean powers to promoting maritime research, development, maintenance and protection, citing the increased maritime policy exchange and practical cooperation, and the fruitful cooperation in the areas of oceanic scientific research, maritime enforcement, maritime security, maritime search and rescue, and sustainable use of maritime resources.

Yang expressed the hope that China and the US will build on the progress achieved to turn ocean protection into a new area of growing bilateral cooperation.

He called on the two sides to create more channels of communication and increase frequency of dialogues in order to jointly explore ways of conducting practical cooperation in the spheres of maritime ecological civilization construction, oceanic environmental monitoring and protection of fishery resources through sharing experiences and complimenting each other with each side's respective advantages.

He also suggested the two sides join hands in building a peaceful and safe maritime environment, by increasing the contacts between their maritime enforcement agencies, and elevating the level of cooperation in cracking down on illegal drift net fishing on high seas, conducting maritime humanitarian search and rescue, and managing transportation of hazardous materials.

The two countries, he added, also need to jointly maintain a fair and reasonable international maritime order, and promote prosperity and the sustainable development of the ocean, through practical cooperation within the framework of international institutions, such as the United Nations and the Asia-Pacific Economic Cooperation.

For his part, Kerry said the US and China, as the two largest economies and maritime powers that lead maritime scientific research, should cooperate to tackle tough challenges in ocean protection and its sustainable development. They should

play the leading role in ocean protection through cooperation, which benefits not only both countries but also the world as a whole. The US is willing to work together with China to expand cooperation in areas of ocean protection and promoting maritime sustainable development, he pledged.

Source: [Want China Times](#), 26 Jun 2015



### **New Zealand Navy Chief Doubts over Chinese Claims on Foray in Indian Ocean**

- PTI

Sharing India's doubts over Chinese claims that forays by its submarines and ships in Indian Ocean were purely part for anti-piracy operations, the New Zealand Navy Chief today said China could be "trying to make sure" that they can indeed go beyond its waters.

Rear Admiral Jack Raymond Steer, Chief of New Zealand Navy, also welcomed US' rebalancing of its naval assets to Asia-Pacific region. The Chinese will always say one thing and other people will have a different view. The fact that China has been contributing for many years to anti-piracy group is a good thing because more nations contribute, the better it is," Steer said.

Talking about the Chinese deployment of "submarines and other ships" into Indian Ocean, he told PTI in an interview that "one view could be that China is trying to teach themselves, trying to make sure that they can actually do this because for a long time, they have not gone very far away from mainland China. What is the actual underline thinking, I don't know".

Interestingly, China's recent assertive white paper on defence talks about enhancing its naval reach for the first time to "open seas protection" far from its shores. Asked about China's ongoing dispute in South China Sea with other countries in the region, the New Zealand Navy chief said his country does not take a position on who is right and wrong.

What we do want and recommend is that the nations involved find a resolution that is transparent, peaceful and in accordance to international law," he said underlining that he was not taking any body's side.

"From our perspective, there is lot of trade, relationship around South China Sea and Indian Ocean," he said. India remains wary of China's military intentions, protesting two visits last year by Chinese submarines to Colombo. China claims its deployment is part of anti--piracy operations.

The Defence Ministry annual report for 2014-15, released earlier this year, had sounded an alarm over increasing Chinese activities in the Indian Ocean region even as it called for peaceful resolution to territorial disputes in the South China Sea.

It said that India remains conscious and watchful of the implications of Beijing's "increasing military profile in our immediate and extended neighbourhood, as well as the development of strategic infrastructure by China in border areas".

The Defence Ministry had said India is also taking necessary measures to develop the requisite capabilities to counter any adverse impact on own security. Last month, Navy Chief Admiral R K Dhowan had said his force "minutely" monitors Chinese activities in the Indian Ocean Rim.

Meanwhile, while describing the scope of the India and New Zealand maritime relations, Steer said that both countries have a "very similar maritime security issues in our respective oceans and across the Indo-Pacific trade routes. We have a great deal to share in support of each other's security concerns".

He stressed on the need to have deeper and formal ties between the two navies rather than the "ad hoc" interaction now. Steer is here on a working visit during which he will have several high-level exchanges with the Indian Navy, including with his counterpart Admiral R K Dhowan.

He will travel to Cochin later in the day to welcome the New Zealand ship Te Kaha that is on its way back to New Zealand after taking part in the ANZAC Day Centenary commemorations on the Gallipoli Peninsula in Turkey and contributing to counter-terrorism, anti-piracy and anti-narcotics operations in the western Indian

Ocean. While on duty in this region, Te Kaha dealt drug smugglers a blow, seizing almost 260 kilograms of heroin several hundred crore.

When in Kochi, Steer will be accorded a guard of honour by the Indian Navy at the headquarters of the Southern Naval Command. He will later call on Vice Admiral Sunil Lanba, who is the Commander-in-Chief of the Southern Naval Command. The New Zealand Chief of Navy will also host a reception on board the ship on Friday evening.

Source: [Economic Times](#), 17 Jun 2015

### **French Naval Ships on Goodwill Visit**

- Express News Service

French naval ships Dixmude (Landing Platform Dock) and Aconit (Frigate) arrived here Tuesday. Both the ships will be here till June 22. ALINDIEN (Admiral-in-charge of the Maritime Zone of the Indian Ocean) Rear Admiral Antoine Beaussant, Commanding Officer FNS Dixmude, Captain Pierre de Briancon and Commanding Officer, FNS, Aconit, Captain Jean Pierre Helluy called on Chief of Staff, Eastern Naval Command, Vice Admiral Bimal Verma on their arrival.

During the visit, various operational and social interactions with Eastern Naval Command have been planned. These include an amphibious demonstration, sharing of expertise on humanitarian aid and disaster relief, exchange of non-combatant evacuation procedures, mutual ship visits, industry exhibition and sports fixtures.

Source: [Indian Express](#), 17 Jun 2015

## **Indian Naval Ships Enter Malaysia for Deployment to Indian Ocean, South China Sea**

The ships of Indian Navy's Eastern Fleet under the command of Rear Admiral Ajendra Bahadur Singh, VSM, Flag Officer Commanding Eastern Fleet, on Wednesday arrived at Kuantan, Malaysia on a four-day visit as part of an operational deployment to South Indian Ocean and South China Sea.

India-Malaysia naval cooperation has largely been in the form of training interactions and exchange of goodwill visits by IN and RMN ships.

India signed a Memorandum of Understanding on defence cooperation with Malaysia in February 1993. Consequently, the Malaysia-India Defence Cooperation Committee was set-up to examine various aspects of defence cooperation. Issues such as training, combined exercises, exchange of personnel etc, are discussed during the MIDCOM meetings. This visit is aimed at strengthening bilateral ties and enhancing inter-operability between navies of the two friendly nations.

During the stay in harbour, various activities such as official calls, reception on board, ship open to visitors, guided tours for Indian naval personnel and professional interaction between personnel of both the navies, are planned.

On departure, the ship will exercise with Royal Malaysian Naval ships for achieving interoperability in communication and Search and Rescue procedures. In pursuit of India's 'Look East' and 'Act East' policy, the ships had visited Singapore, Jakarta (Indonesia), Freemantle (Australia).

The Indian warships taking part in this deployment are INS Ranvir, a guided missile destroyer, commanded by Captain Jaswinder Singh, INS Satpura, indigenously built guided missile stealth frigate, commanded by Captain Hari Krishnan, INS Shakti, a sophisticated Fleet tanker and support ship, commanded by Capt Vikram Menon and INS Kamorta, the latest and indigenous Anti Submarine Warfare corvette,

commanded by Commander Manoj Kumar Jha. Earlier during their deployment, these warships participated in IMDEX-15 at Singapore and the Indo-Singapore bilateral naval exercise SIMBEX.

Source: [Economic Times](#), 18 Jun 2015

### **No Clue about Missing Coast Guard Aircraft**

- IANS

The plane went missing on June 8 and a search operation is underway since then to trace it. In a statement issued here, the Coast Guard said that sustained efforts to search and locate the missing aircraft are continuing round-the-clock by ships and aircraft.

"Sea bed profiling by NIOT (National Institute of Ocean Technology) Research Vessel Sagar Nidhi was carried out for 48 hours in the most probable area. However, no significant leads could be obtained from the bottom search," said the Coast Guard. According to the Coast Guard, Reliance Industries Ltd has provided its multifunctional support vessel Olympic Canyon with integrated remotely operated vehicle free of cost on humanitarian grounds.

The ROV is equipped with echo sounder and remotely operated underwater camera with projector lights, which enables it conduct underwater searches besides capturing the video footage of the area.

The Dornier aircraft with three crew members all in their 30s went missing on June 8 night while returning to the base after a regular surveillance sortie. Since June 9, the Coast Guard and the Indian Navy started search operations for the missing plane but has achieved no result so far.

Source: [Zee News](#), 20 Jun 2015

## **Philippines in U.S., Japan Naval Drills amid China Sea Row**

- Naharnet Newsdesk

The Philippines Monday began separate but simultaneous naval exercises with the United States and Japan, amid shared and growing concern at Chinese island-building in the disputed South China Sea.

Manila has been holding the naval drills with its longtime ally Washington since 1995. But the exercise with Tokyo, a World War II foe, is only its second ever after one earlier this year. This week's Cooperation Afloat Readiness and Training drill with Washington will include a P-3 Orion aircraft, of the type used by the U.S. to monitor the South China Sea.

China claims almost the entire Sea despite competing claims from the Philippines, Brunei, Malaysia, Taiwan and Vietnam, and has been taking strong action including reclamation to assert sovereignty.

"CARAT remains a practical way to address shared maritime security priorities, enhance our capabilities, and improve inter-operability between our forces," the U.S. exercise commander, Rear Admiral William Merz, said at the opening ceremony in Puerto Princesa city on the southwestern Philippine island of Palawan.

Rear Admiral Leopoldo Alano, commander of the Philippine Fleet, described the drill as a great opportunity "to gain valuable experience and increase our inter-operability." The drills will also feature for the first time the littoral combat ship USS Fort Worth, and involve the rescue and salvage ship USNS Safeguard.

While it does not take sides in the dispute, the U.S. has in recent weeks intensified its criticism of China's reclamation work, which has created new islands including airstrips on reefs and shoals also claimed by its neighbors. The U.S. says the activities could pose a threat to freedom of navigation. China said last week its land reclamation in the disputed Spratly islands would finish soon but be followed by "facility construction".

The Philippines has asked a United Nations tribunal to reject China's claims to most of the Sea, a move angrily rejected by Beijing, which says the world body has no authority in the matter.

This week's naval exercise will be held both on Palawan, the closest land mass to the disputed reefs and waters, and in the Sulu Sea to the east of the island. The Filipino forces in the drills, including the U.S.-acquired frigates BRP Ramon Alcaraz and BRP Gregorio del Pilar, also regularly patrol the South China Sea.

The exercise will focus on combined maritime operations, mobile dive and salvage training, coastal reverie operations and maritime patrol and reconnaissance along with seminars ashore, the U.S. Navy said. Japan, which has its own maritime dispute with China in the East China Sea, has also expressed concern at Beijing's reclamation further south.

On Monday, it began three days of drills with the Philippine Navy involving a Japanese P-3C patrol aircraft. The drills, which will also include a Philippine Navy aircraft, will focus on joint search and rescue operations on the high seas, the Philippine Navy said. They will take place in international airspace and outside Philippine territorial waters, it said in a statement.

Source: [Naharnet](#), 22 Jun 2015

### **Japanese Patrol Plane in Palawan for Drills with Philippines**

- Kyodo News

A P3-C patrol aircraft of the Japan Maritime Self-Defence Force on Sunday landed in Puerto Princesa City, in Palawan to take part in a training exercise with the Philippine military, marking the first time for an SDF unit to enter the island.

The exercise is seen as an opportunity to display the strength of Japan's cooperation with the Philippines, with an eye to China's controversial land reclamation on the disputed Spratly Islands in the West Philippine Sea (South China Sea).

About 20 members belonging to the first aircraft group of MSDF Kanoya Air Base in Kagoshima Prefecture arrived on the P3-C. From Tuesday, personnel of the Philippine military are to board the plane for a scheduled flight over international waters of the South China Sea.

The exercise is humanitarian in nature, focused on improving joint efforts in conducting maritime search and rescue during a disaster. Adm. Tomohisa Takei, commander of the MSDF who visited the island in February during an official visit to the Philippines, said warning and surveillance activity "is not envisioned."

At a summit meeting held in Tokyo on June 4, Philippine President Benigno Aquino and Japanese Prime Minister Shinzo Abe agreed to begin negotiations on an accord for the transfer of defence equipment and technology in the fields of disaster relief and maritime security, as their nations bolster security ties due to tensions sparked by the pace and extent of China's reclamation work.

Although details have yet to be worked out, Japanese government sources have said P3-C patrol aircraft and radar-related equipment are seen as potential export items. Separately from the drill with the MSDF, the Philippines is scheduled to hold regular naval exercises with the United States east of Palawan from Monday.

Japan and the Philippines, which mark the 60th anniversary of bilateral ties next year, have increasingly stepped up their cooperation in the face of China's increasing assertiveness in the contested waters. 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 Vietnam, Malaysia, Brunei, Taiwan and the Philippines, which is one of the most vocal in opposing China's push for overlapping territorial claims.

While Japan is not directly linked to the South China Sea dispute, it fears Beijing's expanding influence in the sea. The United States, an ally of Japan and the Philippines, does not take a stand in the territorial issues but has expressed concern over unilateral attempts to change the status quo at sea by force.

Source: [ABS-CBN News](#), 22 Jun 2015

### **Indian Warships Visit Cambodia, Thailand**

- Express News Service

In pursuit of India's 'Look East' and 'Act East' policy, the Indian Navy's Eastern Fleet ships, under the command of Flag Officer Commanding Eastern Fleet, Rear Admiral Ajendra Bahadur Singh, are on a two-month-long operational deployment to South East Asia and south Indian Ocean.

As part of the deployment, two of the warships, INS Ranvir (a Guided Missile Destroyer) and INS Kamorta (an indigenous Anti-Submarine Corvette) entered Sihanoukville, Cambodia, and the other two warships - INS Satpura, an indigenously built guided missile stealth frigate, and INS Shakti, a sophisticated fleet tanker and support ship, entered Sattahip, Thailand, Tuesday on a four-day visit respectively.

The visit is aimed at strengthening bilateral ties between the two countries as well as fostering inter-operability between the navies of these two friendly nations. On departure from Sihanoukville, INS Ranvir and INS Kamorta will exercise with the Cambodian Navy for enhancing interoperability in Maritime Operations, including Search and Rescue.

Source: [Indian Express](#), 24 Jun 2015

## **India's Armed Drone Fleet**

- Saurav Jha

With even Pakistan now sporting an armed unmanned aerial vehicle developed with Chinese assistance, India has decided to accelerate the development of its own weaponries drone fleet. The process of weaponizing an indigenously developed UAV has commenced and the elements required to operate an armed drone fleet, such as a high accuracy satellite-based augmentation system and dedicated military communication satellites, are being put in place anyway. Work is also underway on a stealthy unmanned combat aerial vehicle.

### *Status*

While the Indian military has long operated Israeli Searcher and Heron drones for C4ISTAR roles and even possesses anti-radiation suicide drones from the same source, it does not as yet have missile firing drones such as the Predator its inventory. India is now looking to change that with its Defense Research and Development Organization beginning serious work on weaponizing the indigenously developed Rustom-I Medium Altitude Long Endurance (MALE) UAV.

According to the DRDO, it has integrated a locally developed anti-tank missile called the HELINA with the Rustom-I. Taxi trials have been completed, with flight trials expected to commence this year. The idea is to have the weapon zed configuration of the Rustom-I ready by the middle of next year. This sudden urgency is perhaps in no small measure due to the recent test-firing of a laser guided missile by Pakistan's Burraq drone, which was developed with Chinese assistance and which resembles the CASC CH-3 drone.

While integration with missiles such as the HELINA also indicate a potential anti-armor role for the Rustom-I, it could certainly be used in strikes on remote terrorist camps or for that matter on small vessels on the high seas. Indeed, the first military

user of the Rustom-I is likely to be the Indian Navy rather than the Indian Army, which still wants certain features added to the Rustom-I before it agrees to induct it.

GAGAN is crucial for waypoint navigation of Indian UAVs and will assist them to both “get back home” in the event of a link failure with their ground control stations (GCS) as well as make emergency landings on alternate airfields. Both of these aspects naturally assume even greater importance when a UAV carries on board weapons. Of course, the availability of high quality SATNAV signals are also very important for precision strike purposes.

Indian armed drones in the future will also be able to operate over extended ranges as the Indian military inducts more dedicated military communication satellites. Again, the Indian Navy is a front runner in this department having fully integrated the GSAT-7 communication satellite in its order of battle and used it to network ships and aircrafts in missile firing exercises. GSAT-7 can also relay signals in the Ku-band and this can be used to control Indian UAVs, which will feature a Ku-band transmitter data link. The Indian Air force and Army are meanwhile looking forward to their own joint military communication satellite called GSAT-7A, which will also have Ku-band transponders.

In some ways the stage is being set for the indigenous UCAV program that is currently focused on developing a sufficiently stealthy platform, release of weapons from an internal weapons bay, and materials for all-aspect stealth. The first flight of this UCAV is expected to take place in the early 2020s. By that time, the support elements required to exploit such a system are likely to have matured in India.

### *Doctrine*

Indeed, unlike China, India’s armed UAV fleet will essentially be for its own use and not meant for the export market, something that is being signalled via its bid to join the MTCR. Armed drones for India are actually both a symmetric response to what the Chinese and Pakistanis have been doing in this arena as well as a response to asymmetric tactics being used by India’s rivals. Armed drones are intended to

expand the response options available to the Indian military as it has to mount more operations to neutralize terrorist elements based out of remote facilities in neighboring countries.

The employment of armed drones for precision strikes will make it easier for the Indian military to neutralize targets of opportunity in scenarios where sending in Special Forces would be too risky or complicated. Once lightweight UAV specific munitions that minimize collateral damage become available, armed drones could also potentially prosecute targets co-located with civilian hamlets. Overall, the pursuit of armed drones is in consonance with the Modi-Doval doctrine, which seeks to position India as a state that is not averse to deploying hard power for national security requirements.

Source: [Diplomat](#), 25 Jun 2015

### **A Mission for Sustainability in the Indian Navy**

-Kapil Narula

The Indian Navy announced a slew of 'green initiatives' on the eve of World Environment Day 2014, under the guidance of Admiral R.K. Dhowan, Chief of the Naval Staff. In the past year, these initiatives have transformed into a full-fledged mission for environmental sustainability in the Indian Navy. The goal of this drive is to make the navy an energy-efficient and an environmentally aware force, which is capable of meeting the present and future challenges, without compromising on its operational role.

#### *Highlights*

Recounting the progress made in the last one year since the introduction of the energy and environmental drive in the Indian Navy, the Ministry of Defense highlighted the efforts and the key results attained by the IN by synergizing its 'blue

water capability with a green footprint'. These have primarily been achieved by the adoption of a comprehensive "Indian Navy Environment Conservation Roadmap" which has been implemented on a pan India basis.

The key initiatives can be divided into two broad areas:

*(a) Incorporating resource efficiency:*

Indian Navy has consciously undertaken efforts to lower its energy consumption. As a part of the energy conservation efforts, world energy conservation day was celebrated in December 2014 across various establishments of the IN and a 10 percent reduction in power consumption was achieved on the day the conservation drive was undertaken. This was very encouraging, as it hinted at a reduction in energy consumption solely on the basis of voluntary conservation efforts achieved by behavioral changes.

Based on the results of this exercise, a 3-5 percent reduction in power consumption is being targeted, over the long term, annually. Promulgation of guidelines for use of energy efficient machinery onboard seagoing platforms and undertaking energy efficient operations for ships have also been framed. Incorporating energy efficiency in the design and build stage of platforms will ensure that all future naval acquisitions will be optimized for energy use resulting in lower life cycle energy use. This would directly contribute to lowering of Green House Gases (GHG) and local emissions, which would enhance the sustainability of naval operations.

*(b) Minimizing the environmental impact:*

Steps have been taken to ensure compliance of marine pollution guidelines for waste disposal and discharge of effluents onboard ships. Use of environment friendly Sewage Treatment Plants, commissioning of Effluent Treatment Plants, increasing the use of renewable energy in establishments and setting up of biogas plants in shore establishments have been initiated. The 4Rs (Reduce, Replace,

Reuse and Recycle) have also been aggressively pursued to minimize the environmental impact of naval activities both at sea and ashore.

*Way Ahead: Possible learning from the US Navy*

Achieving sustainability is not a one-man or a one-day show. Sustainability has to be incorporated in all processes, across the continuum of activities and has to be practiced by all personnel. While the push for environmental sustainability in the Indian Navy is laudable and it is a great start, there is a clear need to integrate the philosophy of resource efficiency and minimizing the environmental impact of naval activities in the existing policy and plan documents. In this regard, the IN can look to the US which has assumed a leadership role in practicing energy and environmental sustainability.

The US Department of Navy (DoN) adopted five well-defined energy goals in 2009 to increase war-fighting capability, both strategically and tactically. From a strategic perspective, the objective was to reduce reliance on fossil fuels, while from the tactical perspective the objective was to use available energy sources (at site) by increasing energy efficiency. This would reduce the vulnerability associated with long fuel supply transport lines and would lead to an increase in the operational capability. The five energy goals were, energy efficient acquisition, sailing the “Great Green Fleet”, reducing non-tactical petroleum use, increasing alternative energy ashore, and increasing alternative energy use DoN wide.

A ‘Task Force Energy’, which was headed by an executive steering committee was established by the Chief of Naval Operations to meet these goals. This had various functional groups (maritime, aviation, expeditionary, and shore) and supporting groups (fuels, environment, and strategic impacts) which worked together under the guidance of navy energy coordination office. By 2010, the administrative structure was formally in place and the Office of the Assistant Secretary of Defense for Operational Energy Plans and Programs (ASD (OEPP)) was created with a mission to strengthen the energy security of US military operations by cutting costs, and lowering operational and strategic risk through better energy accounting, planning,

management, and innovation. The US DoD was also the first in the world to formally adopt an energy strategy for military operations. In the document titled, Energy for the War fighter Operational Energy Strategy, which was unveiled in 2011, the DoD defined the vision of all three services and the marine corps. It also gave an overall direction for operational energy security for the Office of the Secretary of Defense (OSD), Combatant Commands, Defense Agencies, and Military departments/Services.

Spurred by the successes achieved by the DoN, the US army's Office of the Assistant Secretary of the Army for Installations, Energy and Environment, released 'Strategy 2025' (at the end of 2014), setting forth the army's vision for Installations, Energy and Environment. This was followed by the recently-released 'Energy Security and Sustainability Strategy', by the US army. These guidelines are aimed at enhancing the US army's "current and future capabilities, readiness, and performance by building upon its ability to employ resources effectively to support all aspects of operations through effective system design and integration of resource considerations into behaviors and decision processes". A strong reporting mechanism is also in place and the 'Strategic Sustainability Performance Report' , which is updated annually, ensures regular and comprehensive monitoring. The US model is therefore a good example of how the concept of sustainability is being integrated into operational readiness.

### *Conclusion*

Developing capabilities in meeting current and future uncertainties is critical for ensuring operational readiness and effectiveness of the Indian defense forces. This enhanced capability assumes significant importance in the face of growing energy costs, increasing resource scarcity and impending future environmental challenges. The push for sustainability in the Indian Navy is therefore a much-needed step towards building an environmentally aware and an energy efficient force which is aligned to meet the future challenges.

Source: [Eurasia Review](#), 25 Jun 2015

## **Indian Warships Visit Cambodia, Thailand**

- Aiswarya Lakshmi

In pursuit of India's 'Look East' and 'Act East' policy, the Indian Navy's Eastern Fleet ships under the command of Rear Admiral Ajendra Bahadur Singh, VSM, Flag Officer Commanding Eastern Fleet, are on a two month long operational deployment to South East Asia and Southern Indian Ocean.

Two Indian navy vessels stealth frigate INS Satpura and fleet tanker and support ship INS Shakti berthed at Sattahip Port last week on a debut goodwill visit. Their mission was to boost Indian-Thai bilateral relations, especially in maritime security and defense cooperation.

"The visit is aimed at strengthening bilateral ties and fostering inter-operability between navies of the two friendly nations," official sources said.

During the two-month operation, units of the fleet also visited Singapore, Jakarta, Fremantle in Western Australia and Sihanoukville in Cambodia. The operation included a bilateral exercise with the Singapore Navy. The Eastern Fleet conducts regular deployments including to the Bay of Bengal, the Indian Ocean and the South China Sea.

Source: [Marine Link](#), 28 Jun 2015

## **Avoiding a skirmish Over Spratlys**

- B. A. Hamzah

A NAVAL incident involving a vessel from the United States Navy and a vessel from China's People's Liberation Army (PLA) Navy was recently averted by the quick thinking of the "rival" commanders to apply the agreed protocols under the Code of Unplanned Encounters at Sea (CUES). CUES is a simplified communication

guideline for naval commanders to follow in unplanned encounters, to prevent conflicts at sea. The US Navy initiated this code of behaviour at sea under its Western Pacific Naval Symposium network that meets every other year. More than 20 navies in the Western Pacific are party to CUES. China's PLA Navy became a party to the code last year. As an operational concept, CUES is quite similar to the 1972 Incident at Sea Agreement between the US Navy and the Soviet Navy that proved useful during the Cold War era. The US uses the FON programme to challenge what it considers "excessive claims" of other states at sea and in the air. In this particular instance, the mission was to challenge China's activities in the Spratlys, which it considers inconsistent with the United Nations Convention on the Law of the Sea. China considers the waters in the Spratlys and its adjacent area as its Exclusive Economic Zone as defined under UNCLOS. The US, which has not ratified UNCLOS, considers the sea as international waters, like the high seas where it has unfettered freedom of navigation. The US has particularly contested China's domestic law that regulates foreign military activities in its EEZ (a view shared by 26 other countries, including Malaysia), as excessive and inconsistent with UNCLOS. But for the quick thinking of the respective naval commanders to resort to CUES, the near miss could have transformed into an ugly incident in the volatile Spratlys. Never has the danger of an armed conflict been so apparent in the Spratlys following recent geopolitical developments in the region. The geopolitical dynamics has complicated the regional maritime security landscape, with US and Japan pushing for a more coordinated effort, ostensibly to contain a rising China. There is a pressing need to establish some form of a regional mechanism to prevent similar incidents between the navies operating in the Spratlys. Currently, the navies from four claimant states (China, Malaysia, the Philippines and Vietnam) are converged in the area and accidents could happen. Reliance on CUES alone is not enough; the claimant states have to embrace other agreements and protocols like the relevant International Maritime Organization (IMO) Conventions, for example, the Convention for Safety of Life at Sea (SOLAS 1974 and its relevant protocols), the Convention on the International Regulations for Preventing Collisions at Sea (COLREG, 1972) and the International Convention on Maritime Search and Rescue

(SAR, 1979), to name a few. Incidentally, all four claimant states are party to these IMO conventions. While the legal obligations are well established, the problem on the ground is the absence of a regional mechanism for the operational commanders to talk to each other. The thesis is simple. If the commanders can talk and alert each other of their respective intentions in the disputed part of the Spratlys, it would minimise distrust and enhance confidence among them. There is a Track Two private-sector driven initiative aimed at enhancing greater predictability, transparency and reducing tensions toward a more sustainable maritime security environment in the Spratlys. This group has proposed, among other trust building measures, the establishment of a Regional Forum (as an interim measure) for the naval commanders and commanders of other enforcement agencies (primarily from the claimant states) in the Spratlys to start talking to each other on a regular basis. Establishing a direct link between the commanders would go a long way in trust building. Conducting simple classroom and desktop training and exercises on CUES for naval commanders, for example, would be a step forward. It is observed that the PLA Navy and the US Navy have established a series of bilateral

Source: [Strait times online](#), 29 Jun 2015

### **More Subs Must to Snub Prying Subs**

Reports that a Chinese submarine entered Karachi port, docked there for a week, crises-crossed the Arabian Sea, along the Indian waters, and returned to China have caused great concern among the Indian security officials. It is a matter of speculation as to what precisely was the mission of the People's Liberation Army-Navy Whatever it might have been, it was a measure of the transformation of the Chinese Navy. For decades it used to operate close to the Chinese shores. Today it has emerged as a "blue-water force with long legs" that has been expanding its presence in the Indian Ocean region. India can do little to prevent China from using the international waters for its strategic purposes as they are common to all.

In fact, it can only watch with concern the increased activity of the Chinese warships and submarines around the Indian maritime waters. When pro-China Mahindra Rajapaksa was president of Sri Lanka, he allowed a Chinese submarine to dock in the Sri Lankan waters, despite the strong protests India made. Last year also a similar incident happened. It is futile to protest to Pakistan about the Chinese submarine's visit to Karachi, for it will only provide an opportunity for Islamabad to snub India. The only way India can deal with the Chinese threat is to strengthen its own submarine fleet. It should expedite the delivery of six submarines the French have been building in India. It should also fast-track acquisition of as many submarines as possible. Given India's size and the vast coastline it has to protect from prying "eyes", there is an urgent need for more submarines.

How grossly inadequate India's submarine force can be gauged from the fact that it has only 13 submarines against China's 60. Given the rate at which China has been expanding its fleet, it will have a minimum of 75 submarines by 2020. They will also be capable of having nuclear payloads. Pakistan, a much smaller nation, has eight operational submarines. What all this suggests is that New Delhi should expedite beefing up India's submarine strength. Prime minister Narendra Modi is expected to visit Russia to attend the BRICS summit. He can explore the possibility of sourcing some submarines from Russia when he holds meeting with Russian president Vladimir Putin. Once India has a larger submarine fleet, it will be better placed to protect its maritime interests.

Source: [Indian Express](#), 30 Jun 2015



### **Three Ships in Trouble in Australian Waters**

- Zoe Reynolds

Thai tanker Tasco Amata is at the centre of a pay dispute in the Port of Melbourne, Australia, after its crew called in the International Transport Workers' Federation, alleging unpaid wages.

The ship has been stuck in Melbourne for six weeks undergoing repairs after breaking down outside Melbourne Heads when engine turbines blew up, ITF Australia assistant co-coordinator Matt Purcell said to IHS Maritime. Some crew members had not been paid their onboard wages for more than three months, he said.

"The crew want out," Purcell said. "They've just about run out of food again. They want to go home." A shipboard employment contract with Bitumen Marine Company provided to IHS Maritime shows that Thai AB was on THB21,500 (USD638) a month or approximately USD21 a day.

Australian Maritime Safety Authority inspectors are checking the vessel. In a separate incident, two shipping companies and their masters have been convicted of dumping rubbish on the Great Barrier Reef. Brisbane Magistrates' Court found Tokyo-based Perses Maritime Ltd and the master of its Japan-registered vehicle carrier Asteria Leader guilty of illegally dumping garbage in October 2014, in breach of the Protection of the Sea Act 1983, according to an AMSA statement.

The court fined Perses Maritime AUD5,000 (USD3,900) and the master AUD500. Hong Kong-based Sea span Corporation and the master of its locally-registered container ship CSGL Brisbane were also found guilty of illegally discharging garbage in the Great Barrier Reef Marine Park in August 2014.

Sea span was fined AUD6,000 and the master fined AUD600. "These prosecutions highlight to the shipping community that if they flout the regulations, they can be caught and subsequently prosecuted," AMSA CEO Mick Kinley said.

Source: [IHS Maritime 360](#), 22 Jun 2015

### **TS Should Propose 'Corridor' To Andhra Pradesh for Port Connectivity**

- R. Ravikanth Reddy

The Director of UGC Centre for Indian Ocean Studies, Osmania University, Prof. R. Sidda Goud has suggested to the Telangana government to propose a 'corridor' from Khammam district of Telangana to the nearest sea and port connectivity in Machilipatnam of Krishna district of Andhra Pradesh.

Prof. Goud said that Telangana State presently has become "land locked State" after its formation with no port for itself. However, for promotion of industrialization and faster industrial progress of Telangana State apart from attracting foreign investors, sea connectivity and port connectivity are important.

He said several industrially developed countries such as the US, UK, Japan, Singapore, China and developing countries such as India, Myanmar, Pakistan Sri Lanka, Bangladesh have realized the importance of having sea and port connectivity. States like Maharashtra, Gujarat, Tamil Nadu and West Bengal are in higher trajectory of industrial and economic growth rate due to sea and port connectivity.

He suggested that the Telangana government should seek permission from the Government of India to get sea and port connectivity by proposing a 'corridor' (road/rail) from Madhira in Khammam district of Telangana to the nearest port in Machilipatnam of Krishna district of Andhra Pradesh. The distance between Khammam border area to Machilipatnam is about 150 km to 175 km via Vijayawada.

There is established rail connectivity from Khammam to Vijayawada and Vijayawada to Machilipatnam. As connectivity already exists, the government of Telangana State only has to initiate discussion and negotiate the matter with the Government of India to utilize the Machilipatnam port for exports and imports of goods and services.

He reminded that China was utilizing the Indian Ocean region for sea connectivity to export its manufacturing goods and to import raw materials from the European countries and energy from Gulf countries. China was building or developing seaports in various countries in the Indian Ocean Region for improving trade. Recently, China inaugurated 3,000 km of China Pakistan Economic Corridor from Kashger to Gwadar Port in Pakistan in Arabian Sea.

Source: [Hindu](#), 22 Jun 2015

### **Asian Container Shipping Industry Will Remain Weak until Next Year**

- Tan Shih Ming

At the beginning of this year, the future of Asian container shipping operators were seen bright largely thanks to lower oil price.

As bunker fuel cost represented a large portion of shipping operating cost, lower oil prices improved their operating margin significantly. There were also expectations of strong growth in U. S. bound trade and anecdotal evidence of annual contracts on the trans-Pacific route suggested annual contract freight rates are likely to go up year-on-year.

However, the sense of optimism did not last long. Soon, there was a sharp reversal of fortune for the sector, with freight rates down sharply in all routes, the demand outlook worsened, and shipping liners leaving more and more ships idle.

The Shanghai Containerized Freight Index, a weighted average of all-in spot rates across 15 major trades from Shanghai to destinations around the globe, touched an all-time low by the middle of this month since inception in 2009, suggesting the dire outlook of the sector.

The HSBC Global Research attributed this decline primarily to weak imports into Europe due to weak Euros, and weak North-South trade with West Africa and Latin America.

Indeed, in the first quarter, Asia to Europe shipping volume began to decline 1 percent on-year, and was likely to get worse for the rest of the year. According to JP Morgan Research, the freight rates of all container shipping routes decline this year to date, with the worst falling on China to Europe rates, which plunged 80 percent on-year.

Those with the largest capacity exposure to the Asia to Europe trade, namely China Shipping Container Lines (around 39 per cent), K-Line (36 per cent) and Hanjin (34 per cent), are expected to bear the brunt of the rate decline. To make matter worse, the container shipping lines are now not only competing for marginal cargoes at low rates amidst weak demand, they also have to grapple with the delivery of a record number of new vessels in next three years.

According to shipping analyst Alphaliner, the capacity of container ships ordered so far this year rose 60 per cent on-year at about a million twenty-foot equivalent units driven by a new contracts for mega vessels placed this year to be delivered in 2017 to 18.

Some observers suggested industry consolidation to provide relief to the overcapacity pressure, with some even speculating the Chinese shippers may merge in the near term in response to the Chinese government's recent policies encouraging state-owned enterprises to undergo restructuring or consolidation to improve efficiencies. But Citi Research believed industry consolidation is less likely

as shippers compete in the global market and domestic consolidation will provide limited relief.

Citi said hypothetically, if China Shipping Container Lines and Cosco Container Lines were to merge, this would create the fourth- largest container company globally, but the synergy from such consolidation may not be as large as many have anticipated.

The market oversupply challenge will still put pressure on the China shippers, and any capacity reduction in this trade route due to such consolidation would still have minimal impact to the overall supply conditions. As such, while the freight rates of Asian container shipping sector may recover in the third quarter with the summer peak season start, Citi expects the freight rate to remain weak in the whole second half of this year, giving the pressure from overcapacity.

Source: [Coast Week](#), 24 Jun 2015

### **Transport Ministry Moves to Boost Ghana's Shipping Industry**

Minister of Transport Dzifa Aku Ativor has said the ministry is working toward getting a policy that will compel shipping companies to introduce a training regime that ensures their local staff gain professional qualifications in shipping.

She said for the shipping or maritime industry to thrive, there is a need for proper training and education for on-shore and sea-going maritime professionals to sustain economic growth. She said with the Regional Maritime University (RMU) an international tertiary institution dedicated to the consistent development of human capital in the maritime industry government is obliged under the International Maritime Organisation to ensure a sustainable maritime development system to strengthen the development of maritime professional careers and promote fellowships for maritime industry professionals.

The Minister of Transport made this known in a speech read on her behalf by the Chief Executive Officer of the Ghana Shippers Authority, Dr. Kofi Mbiah, at the 5th anniversary of the West Africa-branch Institution of Chartered Shipbrokers (ICS), in Tema.

The ICS is the professional body for all members of the commercial shipping industry representing shipbrokers, ship managers and agents, and other maritime practitioners recognised internationally as a measure of professionalism and a significant requirement for employment and promotion in the shipping business worldwide.

ICS is committed to fulfilling its mission of setting the highest standards of professional service through the shipping industry worldwide through education.

The anniversary under the chairmanship of the immediate retired Deputy CEO of the Ghana Shippers Authority, Emmanuel Martey, was on the theme 'Promoting Professionalism in the Shipping Industry, the Role of the ICS' and was graced by strong delegations from Nigeria who are members and fellows of the ICS, Oil Marine Agencies, and players from Ghana's shipping industry.

The institute was founded in 1911 and awarded a Royal Charter in 1920, headquartered in London with 25 branches across the globe. The Minister of Transport further stated that as Ghana embarks on infrastructural expansion at its ports, putting in place the right infrastructure and state-of-the-art equipment is by no means enough; it is also crucially important to have a commensurate improvement in the availability of qualified and professional staff to man them.

She called for a close collaboration between the Institution of Chartered Shipbrokers and the Regional Maritime University with a view to assisting students of the Regional Maritime University in the attainment of the Institute of Chartered Shipbrokers' qualifications and consequently membership along with their current programmes.

She urged the institution to continue pursuing vigorous membership drives among employees of Ship owners, Ship Managers, Ship Agents, Freight Forwarders, Port Authorities, Insurance Brokers and other maritime organisations within the sub-region.

This, according to her, will help curb operational challenges at the port. President of the West African branch of the institution, Fred Asiedu Dartey, in an interview with the B& FT said if government implements the policy it will ensure the training of local people to broaden their knowledge on the commercial aspect of shipping.

He indicated that currently the cost of training students is expensive, as registration and examination fees are paid in pounds (£) and is a major challenge for students; therefore, government's intervention would be of great support, particularly to the local people.

Membership may be granted to interested persons who successively complete seven out of 17 intensive subjects of professional qualifying examinations, and it is important to be able get people who are willing and committed to serious study.

The institute provides a wide spectrum of subjects that cover the full range of the shipping industry: for instance liner trade; logistics and multi-modal transport; legal principles of shipping; ship operation and management; and economics of sea transport among.

"It is important for operators in the maritime industry to acquire these skills to help them make impacts in the industry, and it is all about bringing to the doorsteps of maritime players relevant education that will drive their personal and individual careers, as well as their various companies, so that the industry can thrive," he said.

Source: [Ghana Web](#), 26 Jun 2015

## **Port's Enhanced Green Wave Incentive Program Rewards Environmental Performance**

- Port News

With the maritime shipping industry making investment in sustainable practices and technologies a priority, the Port of Prince Rupert is enhancing one of its programs that rewards positive environmental performance.

Launched in 2013, the Green Wave program provides incentives for shipping companies to install emission-reduction technology or other sustainable systems on vessels. The Port Authority offers discounts on harbour dues when such vessels call at the Port of Prince Rupert. In 2014, participation grew to 140 vessels, accounting for nearly half of the Port's 494 vessel annual calls.

"2015 has already seen even greater year-over-year participation, which is a testament to the shipping industry's awareness and support for increased environmental performance and sustainability," said Don Krusel, President and CEO of the Prince Rupert Port Authority. "By rewarding clean vessels, we are reducing local air emissions and connecting to a global effort to mitigate greenhouse gas emissions."

The program uses rankings in various environmental programs including Right Ship, Green Marine, the Environmental Ship Index, the Green Award, Clean Shipping Index and the Energy Efficiency Design Index (EEDI). Earlier this month the Port of Prince Rupert rolled out revisions to a number of program criteria, both to increase the recognition of vessels with the lowest footprint and to adapt to new international standards now in place.

RightShip's GHG Emissions Rating, which measures an individual ship's CO2 output, is represented by an A-G scale where A represents the most efficient vessel. Right Ship "A" rated vessels will now qualify for Tier 3 discounts in the program, rewarding the top performing vessels. With new North American Emission Control

Area measures in place, which enforce 0.1% sulphur content for fuel used by commercial vessels, Green Marine qualifications will shift from SOx to GHG-based measures. EEDI will also evolve to include a mechanism for vessels to qualify for a Tier 2 discount.

“These changes demonstrate the continual evolution of the program,” said Krusel. “We are pleased to work with the shipping fleets, along with other ports and environmental programs, as we deliver on our ability to improve environmental sustainability in the marine shipping industry.”

The Port of Prince Rupert’s Green Wave program has garnered international attention since its inception for its role in promoting sustainable practices and technologies. Right Ship CEO Warwick Norman has congratulated Prince Rupert on the success of its program.

“The Prince Rupert Port Authority’s Green Wave program is one of the most successful environmental incentive programs we collaborate on with the GHG Emissions Rating,” said Norman. “With the program now in its third year and going from strength to strength, Prince Rupert is demonstrating industry stewardship to those ports considering an environmental incentive program.”

Source: [Hellenic Shipping News](#), 29 Jun 2015



### **Plague of Regulation Helping Neither Seafarers or the Environment**

- David Glass

The influential Greek Shipping Cooperation Committee (GSCC) has attacked the plague “of new laws and legislation that, whilst well-meaning, do not actually better the lot of the seafarer, the environment or the shipping industry in general”.

Chairman of the London-based GSCC, Haralambos Fafalios has gone so far as to describe the Ballast Water Management Convention as "a deeply flawed IMO convention". He also said system makers do not understand the limitations of existing ships.

Prefacing the committee’s 80th annual report, Fafalios said developments in the US are not proceeding swiftly enough in order to comply with approved BWT system installation by 1 January 2016. "This will lead to huge uncertainty for both existing vessels that have to be retrofitted in the future as well as possible upgrading by the 'early movers'". He said: "Uncertainty also exists for the Imo approved systems with respect to the type approval procedures and sampling of treated ballast water," adding, "A particularly difficult decision has to be made for vessels 15 years and older as of January 1."

Fafalios said that "despite the plethora of IMO approved systems, it has become apparent many existing vessels have neither the space nor the electrical generator power to support the BWT retrofits". "The system designers have shown their extremely limited practical knowledge of the ballast system design and operation, for vessels in the existing fleet. This lack of knowledge renders retrofit of most of the approved systems to be physically unrealistic," said Fafalios.

He said while the world economy seems to be progressing positively, though “there are many regional problems which will need addressing”, the shipping industry is in a position of some instability and not really willing or able to enforce legislation which would increase its operating costs substantially. However, on air emissions, he felt the industry's move to low sulphur fuels has commenced with generally positive results.

He said it is highly regrettable the EU and IMO's MRV's will not be common. "Shipping's plea for a single standard has been disregarded in political circles leading to confusion and increased workload for seafarers and shore staff."

Despite the huge efforts applied to date by both IACS and the shipping industry, much work still remains to be done on Harmonized Common Structural Rules (H-CSR,) in order to produce a clear and unambiguous rule set for both shipyards and ship-owners.

"The current state of affairs means the first vessels to be constructed to the H-CSR standard, are likely to be approved to a different set of rules to those built later when it is hoped all industry comments will be incorporated into the final G-CSR rules" said Fafalios.

Source: [Sea Trade](#), 24 Jun 2015

### **Floating Robots Will Find out What Keeps the Indian Ocean Healthy**

Unbelievably, scientists don't know a lot about how the Indian Ocean works. Without many samples, researchers are frequently left in the dark about the ways that fish, plankton and other aquatic life flourishes in the area. That won't be a challenge for much longer, though. Australia's national science agency is launching a fleet of BioArgo robots that will measure both the biological and physical traits of the ocean to learn what makes it healthy. Much like the Argo machines studying Arctic waters, they'll float deep underwater (nearly 6,600 feet) and drift with the current. They'll

usually need to surface only when they're transmitting their findings. Combined with satellite imagery, the BioArgo drones should give researchers a true "3-dimensional picture" of the Indian Ocean -- important when a sixth of the human population depends on this sea for basics like food and transportation.

Source: [Engadget](#), 29 Jun 2015

### **India to Dive Deep For Gold**

- U Tejonmayam

India has begun an exploration for mineral deposits and precious metals like gold and silver in the Southern Indian Ocean. The country's first ever seabed exploration for polymetallic sulphides is being done in the Rodriguez Triple Junction, a geological junction in the southern Indian Ocean where three tectonic plates meet near Mauritius. Scientists at the National Centre for Antarctic and Ocean Research (NCAOR), Goa said that the country has been granted 10,000 sqkm near RTJ for seabed exploration of polymetallic sulphide, a mineral deposit with three or more metals in commercial quantities. The license to conduct exploration for 15 years was granted in 2014 by the International Seabed Authority (ISA), an autonomous international organization established under the 1982 United Nations Convention on the Law of the Sea.

Earth sciences secretary Shailesh Nayak said they have completed the first level of exploration. "A large amount of data was collected, including videos and photographs which are being analyzed," he said.

National Institute of Ocean Technology, Chennai and NCAOR will jointly take up the second level of exploration soon. The process involves a remotely operated vehicle that identifies hydrothermal vents, which are fissures on the surface, commonly found near active volcanic areas associated with tectonic structures. At RTJ, scientists involved in the planning of the exploration said that there are black

smokers, a kind of hydrothermal vent that emits particle laden fluids. "These black smokers vents have plumes. When they emit hot liquid, they also eject minerals," a scientist explained.

Polymetallic sulphide commonly hold copper, iron and lead, besides gold and silver in lesser quantities. A scientist at NCAOR said that a ROSUB 6000, a work class underwater remotely operated vehicle with a depth rating of 6,000 meters developed at NIOT will be deployed. It will capture videos with its high resolution cameras from a distance of about 1.5 meters, as the black smokers vent eject hot fluid that have high temperature of 350 to 375 degrees Celsius. The exploration will also help in studying the chemosynthetic bacteria which forms the base of the food chain.

Source: [Times of India](#), 30 Jun 2015