



Fortnightly E-News Brief of National Maritime Foundation

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MARITIME SECURITY



Heads of Navies meet for Sea Sense 2015 Global Maritime Security Conference

Allied Maritime Command

Today, more than 160 NATO and partner nation military and civilian leaders are gathering in London for the two day NATO Maritime Commanders' Meeting (MARCOMET) to discuss current and future maritime security challenges. The theme for sea sense 2015 is NATO's future maritime posture - readiness and responsiveness for a new era.

Numerous international delegations, distinguished speakers and guests, including Chairman of the NATO Military Committee General Petr Pavel, Supreme Allied Commander Transformation General Jean-Paul Paloméros, Deputy Supreme Allied Commander Europe General Sir Adrian Bradshaw, will join 28 NATO and partner Heads of Navy and former Supreme Allied Commander Europe Admiral James Stavridis (retired).

The conference also features stakeholders from the wider defense and international community: academics, members of International Organizations, and think-tanks who share a concern for the current and future global maritime environment. Vice Admiral Peter Hudson, Commander of NATO's Allied Maritime Command, is hosting the event for the second time, following SEA SENSE 2013 in November 2013.

"At our last MARCOMET, I emphasized the need to shift from deployment to contingency," said Vice Admiral Hudson. "It is now upon us. The Readiness Action Plan mandates a more ready and responsive Alliance, including the maritime domain. This year's meeting will focus on the challenges we face and on how we can best bring that higher standard of readiness and responsiveness into being."

Over the next two days, the participants will discuss a number of key areas, including the establishment of the maritime element of the planned Very High Readiness Joint Task Force and reformed NATO Response Force, assurance of Baltic and Black Sea Allies in the context of the Ukraine crisis, the multiple challenges of the Mediterranean and the evolving nature of naval warfare in the 21st

century.

"MARCOMET is first and foremost a forum for friendly but honest dialogue among Allied and Partner naval leaders," said Vice Admiral Hudson. "We have endeavored to make this a challenging meeting, one that addresses head-on the key issues of the day and will take a broad view across the decades - past and to come - to situate where our navies are today and ponder how we prepare for an always uncertain future."

Source: MCM- Nato, 1 Jul 2015

The EU Maritime Security Strategy

European Values

For Europe, the sea has been one of the main sources of livelihood and prosperity for centuries, mostly thanks to fishing and international trade. In the modern times, we have become dependent on naval traffic, which keeps our economies up and running. Therefore, the European Union must deal with a number of various security threats such as rising tension among superpowers, piracy in Somalia and Western Africa, illegal migration through the Mediterranean, terrorism or illegal trade with arms, and human trafficking. The list moreover includes pollution and illegal fishing.

In June 2014, the European Union took an important step in the fight against these threats by introducing the European Union Maritime Security Strategy (EUMSS). This strategy has four main principles. The first one transcends all areas and focuses on the coordination and cooperation between civil, military, research and

industrial players and EU agencies. The second principle is the maintenance of

functional integrity of the "ecosystem", using existing structures, tools, policies,

mandates and powers both on the national and European level. The third principle

is respect for human rights, democracy and international law in line with UN

conventions. The fourth principle is the compliance with naval multilateralism via

cooperation with international partners as well as organization and coordination of

international forums. In order to ensure the efficiency of these principles, the

EUMSS suggests strengthening EU's actions also in other areas related to naval

security.

According to the EUMSS, the EU should be a global player that would guarantee

naval security in international waters. Although the strategy does not precisely

specify regional priorities, one can expect that the EU is unlikely to interfere in the

Asia-Pacific, where the United States and China are key players. On the other hand,

there is a room for an increasing activity for example in the Indian Ocean and on the

shores of Africa where a number of successful anti-piracy actions took place in the

past. However, since the EUMSS does not introduce any mechanisms that would

force EU Member States to implement that strategy, its success only depends on

the Member States' willingness to cooperate.

Source: EU Bulletin, 8 Jul 2015

China Wants Maritime Cooperation with India in Indian Ocean

PTI

China has said it wants to step up maritime cooperation and dialogue with India and

other South Asian countries to allay their concerns over increased Chinese naval

activity in the Indian Ocean including docking of its submarines in different ports in

the region.

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"China is willing to work with India and relevant counties to step up maritime

cooperation and dialogue and to contribute constructively to peace and stability in

the Indian Ocean region," Chinese Foreign Ministry spokesperson Hua Chunying

told a media briefing.

Asked about India's concerns due to increased Chinese military presence in the

Indian Ocean with its naval vessels docking in different ports, she said China has

deepened cooperation with various South Asian countries in recent years.

"It is natural that we have military interactions which will be conducive to peace and

security," she said.

The docking of Chinese submarines last year at Colombo Port and recently at

Pakistan's Karachi port has raised concerns in India while Chinese officials said

earlier these were routine visits which is a common practice the world over.

"So I cannot say how it is linked to China's strategy in the Indian Ocean. China is

committed to have healthy and sound relationship with South Asian countries," she

said adding that India-China relations have been strengthened in recent years.

She said, President Xi Jinping had a very constructive and amicable meeting with

Prime Minister Narendra Modi at the Russian city of Ufa on Thursday on the

sidelines of the BRICS and SCO summits.

"Mutual trust between the two countries has been strengthened. We maintain good

communication and coordination on major international issues. We also believe that

in the globalised era, the security of Indian Ocean is in the common interest of all

countries," she said.

Source: NDTV, 11 Jul 2015

Indian Navy to Patrol Mauritian Waters

The INS Teg, a stealth frigate of the Indian Navy will be patrolling the Mauritian

exclusive economic zone during its two-month deployment in the South Indian

Ocean. The Navy said the deployment is in keeping with "India's national objective

of ensuring a secure and stable regional environment to allow unhindered economic

and social development" in Indian Ocean Region more so against the increasing

Chinese footprints in the region. The ship INS Teg will visit Port Louis, Mauritius

from July 13 – 17 and July 23 – 26 respectively.

"During the deployment, the ship will undertake joint patrolling and surveillance

operations with the Mauritian National Coast Guard ships. The joint patrolling is

aimed at preventing piracy and illegal fishing and would help reinforce maritime

security in the Exclusive Economic Zone of Mauritius," said a Navy statement.

Source: Indian Express, 12 Jul 2015

Fighting Piracy by Promoting Maritime Security

In recent years, the international community has successfully come together to

address the threat of criminal gangs operating from Somalia's ungoverned coastline

to target commercial vessels along one of the world's busiest shipping corridors, the

Gulf of Aden. Today, there has not been a successful pirate seizure against a

commercial ship off the eastern African coast in more than three years, thanks to

this concerted international counter-piracy effort. But nobody is declaring victory yet:

our shared counter piracy success is the result of prompt, comprehensive, and

ongoing efforts by a unique international coalition of nations and organizations.

The 2008 rise in piracy spurred the creation and passage of UN Security Council

Resolution 1851, providing states the ability to work more closely together in the

fight against piracy off its Somalia. Following this resolution, the United States was

instrumental in forming the Contact Group, whose founding mission was to bring coherence to the many efforts then ongoing to counter the emerging piracy crisis.

The Contact Group has helped galvanize action and coordinate the counter piracy efforts of states as well as regional and international organizations. A number of specialized working groups were established within the Contact Group to address a variety of subjects, including: naval coordination at sea, judicial and legal issues related to counter piracy efforts, disposition of captured pirates, disruption of pirates' land-based networks and financing, self-protection measures by commercial ships, and public diplomacy programs in Somalia to discourage piracy.

By contributing to the effort of ending piracy in these waters, the United States is helping uphold safe navigation of the seas, which not only allows a world economy so reliant on maritime transport to continue to trade and prosper but also permits shipping of humanitarian aid to the people of Somalia.

The Department of State coordinates U.S. participation in the Contact Group, which has tripled in size and grown into an open, voluntary, and vital architecture of 80 nations and organizations, including the entire spectrum of stakeholders – different ministries, international and nongovernmental organizations, many sectors of the maritime industry, and representatives of civil society. There is no naval country, and no major shipping country that has not contributed actively to the Contact Group.

Combined Task Force 151 (CTF-151) was also created in 2009 consistent with United Nations Security Council Resolutions, and stands today as a 30-nation partnership focused on counter piracy in the Gulf of Aden and off the eastern coast of Somalia. The U.S. Navy and U.S. Coast Guard have contributed ships and aircraft to CTF-151 and NATO's counter piracy operations. The U.S. Navy and CTF-151 actively coordinate with and support the counter piracy operations of NATO's Operation Ocean Shield naval forces in the region.

At the same time, we worked with industry and foreign port states to enable onboard privately contracted armed security teams to protect vessels in dangerous waters. No ship with a privately contracted armed security team embarked has ever been hijacked.

At its peak, piracy was costing the world economy an estimated \$7 billion a year. By 2011, the number of attacks reached an annual peak of 237, with 28 of these attacks resulting in vessel hijackings and sailors held hostage for ransom. In 2013 there were only 15 incidents reported, down from 75 in 2012. No ships today are currently held by Somali pirates, although about 25 merchant mariners remain in the custody of pirate gangs as hostages, whom the international community is working tirelessly to free.

The reasons for our shared success are improved coordination, shipping self-protection, and regional judicial action. The remarkable drop in piracy is due primarily to two things: first, proactive counter piracy operations by the many national navies to prevent and disrupt pirate attacks off the coast of Somalia and in the eastern Indian Ocean, and better self-protection by commercial ships, including the use of embarked armed security teams. But it is also important to note that there is better prosecution of this crime. Over 1,400 pirates and suspected pirates are in courts or in prisons in 21 countries. Effective prosecution of piracy in the courts of affected states, especially of flag states, is a very important priority.

Today, we are all working with the Federal Government of Somali as they grapple to rebuild their state, but in the meantime, we cannot afford to be complacent regarding piracy. We will continue to pursue action against pirates, but also assist in building institutional and security capacities and bolster economic and development opportunities. We will continue to focus on disrupting the shore-based criminal organizations that fund and facilitate piracy. Additionally, we need to capture the lessons learned in the fight against piracy by the international community and make them widely available to apply to future security challenges. We should remember that ultimately, the solution to piracy that once emanated from Somalia's coast will

be on land, with continued international engagement and effort to continue supporting Somalia's government. We remain vigilant.

Source: Hellenic Shipping News, 13 Jul 2015

US Extends Maritime Cooperation to Egyptian Navy

PTI

The US has extended maritime security cooperation to the Egyptian Navy to enhance regional security and interoperability. The US Chief of Naval Operations (CNO), Admiral Jonathan Greenert, who wrapped up his three-day visit to Alexandria on Monday, reaffirmed the US' commitment to partnering with Egypt on

security issues.

During his visit, Greenert met with the Commander in Chief of Egyptian Naval Forces, Rear Admiral Ossama Monier Rabie, and discussed cooperation with the Egyptian Navy on security issues and interoperability, a US embassy said.

While visiting Abu Qir Naval Base, Greenert toured the Fast Missile Craft that the US finished delivering to the Egyptian military on June 17.

The four state-of-the-art vessels, representing a USD 1.1 billion investment by the US in the bilateral strategic partnership, will provide an enhanced capability to patrol and protect Egyptian and international maritime interests. "I am in Egypt to build a stronger relationship with my counterpart Rear Admiral Ossama," said Greenert.

"I was honored to meet him and his staff today and visit several Egyptian Navy ships in Alexandria," he said, adding these visits provided valuable insight into the operations and focus of the Egyptian Navy, said Greenert.

He added that he looked forward to furthering the discussion on ways the US and Egyptian navies could work better together in the future.

Preceding his tour of the Fast Missile Craft, Admiral Greenert toured one of the four ex-Oliver Hazard Perry class frigates transferred by the US to the Egyptian Navy in the late 1990s.

Source: Zee News, 13 Jul 2015

Rainath Singh: Government Wants Fool-proof Coastal Security System

The minister said that senior members of parliament, who are on the parliamentary consultative committee attached to the home ministry, had given suggestions on the issue and his ministry will give these serious thought and take a call on the same. Rajnath Singh was talking to reporters here after chairing a meeting of the parliamentary consultative committee attached to the union home ministry to discuss coastal security. Minister of State for Home Kiren Rijuju was also present on the occasion."Today (Monday), we had a meeting of the parliamentary committee on coastal-related issues. Our government wants a foolproof coastal security system," the home minister said."Our senior members of parliament gave suggestions and our home ministry will take a call on them after giving it a serious thought," Rajnath Singh added.

He pointed out that to strengthen the coastal security, one must first consider the country's coastline as "vulnerable and then work towards plugging the gaps"."We should consider that all of our coastline is vulnerable. It is not, but we should consider it that way," Rajnath Singh said."We have ensured coastal security to a large extent, but we want to ensure no loopholes anywhere. Whatever loopholes are there, we will decide on plugging them," he added. The Indian mainland has a coastline of approximately 5,700 km. If one considers the coastline of island territories, the Indian coastline adds up to around 7,500 km.

The committee also discussed issues related to maritime security, including the security apparatus on the coast, offshore and high seas. Rajnath Singh also said that the national committee on strengthening maritime and coastal security will review timely implementation of various proposals and key issues/ matters pertaining to maritime and coastal security. He also underscored the need for effective coordination among central ministries and agencies and state governments and union territories having a coastline. Apart from the two central ministers, Nationalist Congress Party chief Sharad Pawar, union home secretary L.C. Goyal and other senior officials of the MHA and Indian Coast Guard also attended the meeting.

Source: India.com, 13 Jul 2015



MARITIME FORCES



PLA to Deploy Five Type 094 Ballistic Missile Submarines

- EL Borromeo

The People's Liberation Army Navy (PLA) is set to deploy five Type 094 Jin-class ballistic missile submarines, equipped with JL-2 submarine launched ballistic missiles, according to the Times of India. The report follows an earlier visit of Chinese Type 039A Yuan-class diesel-electric submarine to the Pakistani port of Karachi in May.

Currently, the Indian Navy has 13 rationally powered submarines. Meanwhile, China has 51 diesel-electric and an additional five nuclear-powered submarines. The report added that the country will put the five Type 094 Yuan-class underwater vehicles into operation in the near future. It further remarked that the JL-2 SLBMs, which are equipped in the said submarines, pose threat to India's national security.

The May visit of the Type 039A submarine caught the attention of the media in India, considering that Pakistan is not only its great rival but also one of China's closest allies. Reports have surfaced that Pakistan is the likely base of PLA Navy in its effort to project power in the Indian Ocean.

According to media outlet India Today, the Yuan-class submarine stayed for about a week in Karachi for maintenance purposes. Admiral Robin Dhowan, India's naval staff chief, said in an interview that India will be closely monitoring the activities of the Chinese submarines.

Dhowan also stated that now is the high time to pay attention to such matter, citing how during the Cold War, members of NATO worked hand in hand to monitor the Atlantic Ocean activities of Soviet submarines.

Source: Yibada, 6 Jul 2015

Navy Destroyers to Increase Efficiency and Save Fuel with New Hybrid

Electric Propulsion

- John Keller

U.S. Navy shipboard propulsion experts are taking the next step in enhancing the

fuel-saving efficiency of propulsion systems aboard late-model Arleigh Burke-class

destroyers by developing a hybrid electric drive propulsion for these surface

warships.

Officials of the Naval Sea Systems Command in Washington announced a \$7.6

million contract modification last week to L-3 Communications Maritime Systems

segment in Leesburg, Va., to build the first two ship sets of the Hybrid Electric Drive

(HED) Electric Propulsion System (EPS) for Burke-class destroyers.

Engineers at L-3 Maritime Systems will build an integrated HED EPS suitable for

backfit aboard Burke-class destroyer Flight IIA ships. The HED EPS will provide an

additional propulsion option at low speeds to burn less fuel than is possible with the

existing installed equipment, Navy officials say.

The HED EPS is designed to solve the Navy's problem of relatively high fuel

consumption at low speeds, where surface warships typically operate. The system

attaches an electric motor to the propulsion plant to enable the ship to draw power

from the ship's electric generators and shut down main propulsion engines.

Using the ship's electrical power for propulsion at slow speeds can save much fuel.

The HED EPS just half the time can increase time on station by as much as two-

and-a-half days between refueling.

On this order L-3 Maritime Systems will do the work in Mankato, Minn; Zamudio,

Spain; and Leesburg, Va., and should be finished by July 2016.

Source: Military Aerospace, 6 Jul 2015

Anti-Sub Copter Acquisition Delay has Navy in Dire Straits

Rajat Pandit

NEW DELHI: Indian warships continue to operate on the high seas without the critical multi-role helicopters that can detect and destroy enemy submarines. At a time when Chinese submarines are docking even at Karachi, the Navy is still nowhere near getting the advanced choppers due to the government's slow decision-making process.

Adding another jolt to the Navy's 15-year-old quest for new multi-role helicopters, American firm Sikorsky has demanded a steep hike from India for the proposed acquisition of 16 of its S-70B choppers on the ground that contract finalization has been pending for several years.

The project cost for the 16 heavy-duty helicopters was pegged at Rs 1,760 crore when it got the initial "acceptance of necessity" by the defence ministry in 2008. But these will now come for at least thrice that price, said MoD sources. Yes, the country ends up paying much more because of the long delays in decision-making and convoluted procurement procedures. But Sikorsky is now also asking for some cost escalation linked to deliveries that will begin 3-4 years after the contract is inked...We cannot agree to this," said a MoD source.

Sikorsky, in effect, will have to blink if it wants to bag the lucrative contract, which envisages acquisition of another eight choppers after the first 16 under the repeat option clause. India has now also begun preliminary groundwork to issue the tender for an even bigger naval MRH project for 123 helicopters under the "Make in India" policy with foreign collaboration.

MRHs are "a critical operational necessity" since the Navy is down to just 11 Kamov-28 and 17 Sea King anti-submarine warfare (ASW) helicopters, half of them currently in a moth-balled condition, to defend its existing fleet of 140 warships. The Sea Kings are well over 20 years old. The Kamov-28s, too, have been waiting for a

mid-life upgrade for the last several years since Russia is also demanding a huge

hike.

Consequently, most Indian warships are relatively naked in the submarine-infested

waters of the Indian Ocean Region. ASW helicopters typically fly ahead of warships

to "dunk" their sonar's into the deep waters, "listen" for enemy submarines and fire

torpedoes against them to clear the path for the fleet.

In the 9 to 12.5-tonne class, MRH also have missiles as well as electronic warfare

and early-warning suites. The various helicopter acquisition plans, to induct around

1,200 choppers over the next 10-15 years, in fact have all been dogged by long

delays, scams and scrapping of tenders.

Source: Times of India, 8 Jul 2015

Will Japan Become a Permanent Part of US-India-Led Naval Exercise?

Ankit Panda

Japan Maritime Self-Defense Forces (JMSDF) will likely be a permanent participant

in the U.S.-India-led Malabar naval exercise going forward, according to a report by

the Yomiuri Shimbun. As Prashanth Parameswaran noted in these pages recently,

the JMSDF will return to the Malabar exercise this year in October, which will take

place in the Bay of Bengal, off the Indian coast. This will be the first time the JMSDF

will have returned to participate in Malabar in the Bay of Bengal—it first did so in

2007 in a larger exercise which comprised the navies of Australia, Singapore in

addition to the U.S. and Indian navies. Malabar began as an annual bilateral naval

exercise in 1992 and usually alternates between the Indian Ocean and the Pacific.

In addition to Malabar 2007, Japan participated in the exercise's 2009 and 2014

iterations. Its involvement in Malabar 2015 marks the first time Japan has

participated in the exercises in two consecutive years. Japan's increasing

participation comes amid a general strategic convergence between India and Japan, and a reassessment of the U.S.-Japan defense guidelines spurred by reforms pursued by Japanese Prime Minister Shinzo Abe. Japan and India, while not allies, regard each other as strategic global partners. Starting in late 2013, the Japan-India Maritime Exercise (JIMEX) formalized regular bilateral naval exercises between New Delhi and Tokyo; the first iteration of that exercise was held in the Bay of Bengal in December 2013.

According to the Yomiuri report, the JMSDF will send destroyers and maritime surveillance aircraft to participate in mock anti-air and anti-submarine warfare drills with their U.S. and Indian counterparts. Malabar has historically also had a focus on humanitarian assistance and disaster relief operations, anti-piracy, and search and rescue.

If Japan formally becomes a permanent, yearly participant in Malabar, it would be a significant development in U.S.-India-Japan trilateralism. Three-way cooperation between these like-minded democracies has been growing in recent years, but formal military cooperation has been limited. In fact, Malabar 2007 could have led to a broader formalization of a regular naval exercise incorporating the United States, India, Japan, and Australia (back then, this was Abe's vision for a "quadrilateral" security dialogue among like-minded Asian states), but progress was stalled due to a perception that this would alienate China and Australia hasn't returned to Malabar since 2007. With China's assertive and revisionist moves in the East and South China Seas in recent years and Japan's subsequent moves toward normalization under Abe, Tokyo's regular participation in naval exercises across the region, including Malabar, will be less contentious.

Source: Diplomat, 10 Jul 2015

America's Aircraft Carrier Challenge

Robert Farley

Earlier this week I sat on a panel sponsored by America's Strength, an organization associated with the Navy League, and that has argued for greater investment in the U.S. Navy. The panel was prompted by the "carrier gap" in the Middle East; in July, the USS *Theodore Roosevelt* will leave its posting in the Indian Ocean for repair and refurbishment. This departure will leave the Navy's anti-ISIS operations mainly in the hands of the USS *Essex* amphibious group. USS *Essex*, a 45000 ton amphibious assault ship which carrier Harrier jump-jet fighters, cannot come close to approaching the sortie rate of a Nimitz-class nuclear carrier.

The panel successfully highlighted several problems that have recently become central to U.S. naval thought. The United States operates ten nuclear aircraft carriers, but only three of these are on post at any given time; the rest are in some stage of repair, refurbishment, and refit. Under surge conditions, the USN can restore most to service, but this can have severe consequences for the ships and their crews. What's true of carriers is also true for the rest of the fleet, which is suffering from the same kind of over-employment problems.

Of course, Operation Inherent Resolve does not require the contribution of a U.S. nuclear aircraft carrier. The United States enjoys access to numerous land bases across the region, can rely at least temporarily on the USS *Essex*, and is part of a coalition of countries launching airstrikes (albeit the largest coalition partner by far). As such, it's not entirely clear that the departure of the *Roosevelt* group really constitutes a "gap" in national capabilities, in the sense that the United States now suffers from a lack of access to intelligence, reduced command and control capacity, or the ability to drop fewer bombs on ISIS militants.

After the panel one questioner asked: "Can we make a case for a twelfth carrier?" As the panelists noted, the answer is, of course, yes; the only question is where and what the United States needs to give up in order to keep that twelfth carrier in

service. In addition, this leads to the deeply frustrating crux of the problem; the defense establishment of the United States is effectively incapable of sorting between different kinds of capabilities. The service diarchy in the United States, which continues to dictate the stable, three way division of procurement resources, means that the Department of Defense cannot simply borrow an aircraft carrier against the Long-Range Strike Bomber, or the F-35, or the personnel needs of the Army. Until the U.S. defense establishment figures out a way to break this triarchy, it

will continue to run into bureaucracy-driven resource allocation problems.

Nevertheless, there's little question that while the United States continues to have the world's largest and most powerful navy, it has yet to successfully explore the limits of the capabilities of that force. Sorting through those limits requires embedding them not only in rhetoric, but also in planning, procurement, and force structure. Done well, determining what the Navy can and cannot do could provide reassurance for allies and adversaries alike.

Source: Diplomat, 10 Jul 2015

India's Nuclear Triad in Sights as INS Arihant Preps for First Missile Test

Sudhi Ranjan Sen

The indigenously made nuclear submarine - INS Arihant - will fire its first missile, also made in India, this year to formally complete the nuclear triad for India, according to top defense research officials. Arihant will also go for its first deep sea dive soon, giving India the ability to launch a nuclear missile from air, land and sea.

In an exclusive interview to NDTV, the newly appointed Director General of Defense Research & Development Organization Dr S Christopher said that India is in the process of building two more Arihant-class-submarines.

The firing of the indigenously made missile is capable of delivering a nuclear pay

load, an important milestone for India's defense production. It signifies the

completion nuclear triad. The missile code named B-05 will be India's first

Submarine launched Ballistic Missile (SLBM).

"If all goes well we will show case this capability in the International Fleet Review

(IFR) next January. DRDO is working on the next SLBM code named "K-4" which

will have a much longer range," Dr Christopher said.

Nuclear submarines are strategic assets and typically stay deep inside the sea

ready to launch in case of nuclear strike. This is critical since India follows doctrine

of no first use of nuclear weapons.

While Dr Christopher refused to disclose the ranges and pay load carrying capability

of either of two SLBMs developed by India, information available in the open domain

indicate that the B- 05 can carry a one tone war head. In comparison China has five

nuclear submarines, Shang Class, who fire the Julang -2 missiles which are

believed to have a range of 8000 Km.

India is also likely to carry out a third test for Agni- V this December, the missile has

a range of over 5500 kilometers. By perfecting this technology, India will join the

elite group of countries that have Inter-Continental Ballistic Missiles (ICBM). About 6

countries claim apart from North Korea claim to have ICBM. According to Dr

Christopher, three successive successful test of Agni- V would clear the decks for

the induction of the missile into the military.

Source: <u>NDTV</u>, 11 Jul 2015

Indian Navy to Soon Invite Tenders for Six Conventional Submarines

PTI

The Indian Navy will soon invite tenders for building six conventional submarines after a high-level committee of the Defence Ministry submitted its report identifying shipyards capable of executing the about Rs 60,000 crore project.

"The Committee has visited all the shipyards in the country and has submitted its report recently. It is under consideration of the Defence Ministry," defence sources said.

Though they remained tight-lipped about the name of shipyards that have been shortlisted, the sources said a Request for Proposal (RFP) will be issued soon once the report has been studied in detail. Besides the state-run shipyards, private players like Larsen & Toubro (L&T) and Pipavav Defence & Offshore Engineering Company, in which Anil Ambani-led ADAG has announced its decision to pick up a controlling stake, are eyeing the mega deal.

Defence sources had earlier said both L&T and Pipavav are strong contenders, besides the state-run Mazagon Dockyard Limited (MDL). MDL is already making six Scorpene submarines. Asked if MDL would be the natural winner, sources said, the eco-system has to be developed and hinted that the order may go to a particular shipyard which could then outsource a part of the project to others.

India had in October decided to build six submarines at a cost of about Rs 60,000 crore under Project 75-India, rather than source it from outside. The government has set up an eight-member committee to study both public and private shipyards. The ministry will issue Request for Proposal (RFP) to specific ports that have been identified on the basis of the study which looked into whether they have the capacity and manpower to build the six submarines in the same port besides other parameters.

The submarines will be Air Independent Propulsion (AIP) capable that will enable them to stay under water longer than a conventional submarine, besides having

enhanced stealth features.

The Navy currently has 13 operational submarines and the target set in 1999 was to have 24 by 2030. The previous UPA government had gone in for six Scorpene

submarines and the first of the batch is likely to be delivered in September 2016.

Source: Economic Times, 12 Jul 2015

Here's What's Next for the Future of Amphibious Warfare

Ryan Faith

Last Thursday (9th July 2015), the current commandant of the US Marine Corps, Gen. Joseph Dunford, was stuck in one of the world's gangliest job interviews: persuading members of the Senate that they should stop being cranky for one damned minute and confirm his nomination for chairman of the Joint Chiefs of Staff. Should he succeed, he'll have the top post in the land for anyone in uniform: military

advisor to the president of the United States.

Because the chairman has the job of providing the president with sound military advice, there's always some speculation about what particular words of wisdom he'll be sharing with his boss. There is no way, of course, to predict every sweet nothing that will pass from Fighting' Joe's lips to the commander-in-chief's sweet, tender ears, but it is instructive to look at what's been on Dunford's mind these last few

weeks.

After he was nominated for the chairmanship, Dunford spoke to the Congressional Shipbuilding Caucus, giving an overview of the direction of the Marine Corps going forward, including the development of a concept known as "sea basing." Granted, his speech touched on a lot of issues that are at the top of the USMC to-do list, but the timing on sea basing is an interesting vote of confidence for an elusive, emerging, and potentially game-changing way of fighting wars.

It's interesting because it means he chose to promote something that, frankly, the Marine Corps doesn't do that well... yet. In other words, the top marine and soon-to-be-advisor to the president thinks that even if it's not ready for prime time today, it will be soon enough, and it's worth betting on right now.

Almost exactly a month before that talk, the US Navy and Marines simultaneously completed Exercise Culebra Koa 15 and wrapped up the inaugural Pacific Command Amphibious Leaders Symposium (PALS 15). Culebra Koa was an exercise to test and develop technologies and concepts related to sea basing, while PALS invited the Marine Corp's professional peers and counterparts from all over the world to watch the Navy and Marine Corps try to get their act together.

Culebra Koa wasn't showing off something that had already been mastered; the exercise was the walk part of a "crawl, walk, run" evolution. The "run" phase for sea basing, the point at which the USMC has a reasonable operational handle on all this stuff, isn't scheduled until next spring, at another exercise. Bringing in professional colleagues from around the world to watch something that's not quite ready for prime time says a lot about how excited they are about sea basing.

This all leads to the obvious question: What the hell is this "sea basing" I am talking about? Sea basing inherently involves a lot of getting two very big, unwieldy ships to come together, skin-to-skin, and move very gently and carefully in unison — like two massive but delicate and arthritic whales trying to have sex.

Well, US Navy Vice Adm. Charles W. Moore and Marine Lt. Gen. Edward Hanlon said in 2003 that "Twenty-first century Sea Basing will be our nation's asymmetric military advantage, contributing immeasurably to global peace, international stability, and war fighting effectiveness." Hanlon also wrote, along with Rear Adm. R. A. Route, that "[Sea basing] is a quantum leap forward in naval power projection capabilities... across the range of military operations." More recently, Lt. Gen. Ken

Glueck, in an interview with VICE News during Culebra Koa 15, described sea basing, in turns, as a "paradigm shift," "timeless," and "disruptive." (And I'm pretty certain he wasn't just spitting out jargon-speak bullshit either).

Or as one senior marine officer put it, "If sea basing were a powdery substance, Clausewitz would have snorted it." Lieutenant General Glueck on the bridge of the USNS Montford Point, the Navy's first Mobile Landing Platform. (Photo by Ryan Faith/VICE News)

Another fascinating idea is plugging a cruise ship into all this, so you can use the ship to deliver a couple thousand ground pounders, park them next to a ship carrying tanks and other vehicles a veritable "Rent-a-Tank" franchise and just join crew to vehicles and send them on their merry way. Although it was never explicitly suggested, it seems like it might be possible to provide for pretty much any infrastructure needs, all the way from electricity to sewage treatment to fuel, by placing them on ships and getting creative about how the stuff was connected to each other and to the force on shore.

And as the US continues to shift attention to the Pacific, sea basing will play an increasingly important role, since the Pacific Ocean is, as you might suspect, mostly water. Mostly water means a lot of time chewing on the whys, how's, and wherefores of the ways that naval forces interact with stuff on land, including things like amphibious landings.

Now of course there are problems. There are always problems. A solution without a hitch is almost the textbook definition of too good to be true. There's still the fact that Bad Guys with missiles and submarines are getting better and better at hunting ships, sea basing or otherwise. Or the practical limits to the top-level size of a force that can be fully supported from the sea. Or, hell, any one of a dozen other unexpected disasters and complications.

But in the end, that's all fine for right now. When the early brains of airpower saw

aircraft in World War I, they immediately started spooling up a whole raft of theories

and what-if scenarios for using planes to win wars.

It's taken almost a century and the advent of mid-air refueling and smart bomb

technologies to really start getting reality to begin to live up to the expectations of

theory. Similarly, sea basing is a work in progress, and the process of shaking this

all out and fleshing out its potential is going to be a work of decades, not years. That

said, the future of sea basing holds a lot of promise. Enough promise that it

probably won't be too terribly far from Dunford's mind as he discusses various

military options with the commander-in-chief.

Source: Vice News, 13 Jul 2015

Stealth Super Bomber a New Focus of China's Growing Military Might

China has resolved to build a new, long-range stealth strike bomber capable of

extending its reach deep into the Pacific as the emerging world power continues to

flex its new-found muscle.

The state-run China Daily newspaper last week devoted a full page feature article to

the military talks which focused on future developments for the People's Liberation

Army and its air force.

"The air force does need an intercontinental strategic bomber capable of

penetrating an enemy's air defenses," the article reads. Chief among the stated

requirements for the new design is the ability to carry 10 tons of bombs and missiles

a minimum of 8000 km without refueling. From China's southernmost Hainan

province, Darwin is 4100 km distant, Perth is 5600 km and Sydney is 7300 km. The

major US mid-Pacific military base at Guam would also be well within reach.

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These distances will soon be greatly diminished once several new military air bases

being built on artificial islands in the disputed Spratly Islands are completed.

Defense analysts noted late last year the rapid construction of these new military

bases would — for the first time — bring Australian cities within reach of existing

Chinese bombers — the much upgraded, though antiquated, H-6K.

Rumours of a new Chinese stealth bomber to rival the 25-year-old B-2 "Spirit" of the

United States have been circulating on Chinese military blogs for some time. Given

the unofficial designation H-X, or sometimes H-20, the only certain elements of its

design are stealth and its role in a new US-style strategic "triad" of nuclear-weapons

carrying aircraft, submarines and land-based missile sites.

This significance has been reflected in the PLAAF being designated a "strategic

force". This title had previously only applied to the PLA's Second Artillery Corps

which is responsible for the nation's intercontinental ballistic missile arsenal.

But the China Daily article also acknowledged the difficult task which lay ahead,

stating such an aircraft would require "a state-of-the-art structure and aerodynamic

configuration as well as a high-performance turbofan engine".

"All of these are major problems facing the Chinese aviation industry," the

publication's deputy editor Wang Yanan added. "I don't think these difficulties can

be resolved within a short period of time." China has been rapidly modernizing and

expanding its navy in recent years fielding its first aircraft carrier as a steady stream

of new warships and submarines enter service.

The China Daily article and a series of new official reports including China's May

2015 Defense White Paper appears to indicate the air force is set to receive similar

attention. The United States, with its ever-tightening budget situation, runs the risk it

will fall into the same economic trap it set for the former Soviet Union engaging in an

unaffordable arms race to keep abreast of spiraling technological developments.

Source: News.Com, 14 Jul 2015

Army's Vintage Air Defense Guns to be Replaced as Centre Clears Proposals worth Rs 30,000 Crore

The top acquisition committee of the Defense Ministry cleared proposals worth over Rs 30,000 crore, including that to replace army's 60s vintage air defiance guns and for buying four more P81 long-range maritime patrol aircraft for the navy.

The biggest take away from the meeting of the Defense Acquisition Council (DAC), chaired by Defense Minister Manohar Parrikar, was the acceptance of necessity (AON) for replacing L70 and Zu 23mm guns for army's air defense under Buy-and-Make category.

Army will go in for 428 guns at a total cost of Rs 16,900 crore. Replacing of these vintage guns was a major priority for the army. The DAC approval will now pave the way for issuance of a Request for Proposal (RFP). Only two Indian companies -- Punj Llyod and Bharat Forge -- had responded to an army request for information on the procurement plan.

The other major deal cleared, for the acquisition of four more P81 aircraft, involves a cost of Rs 4,380 crore. The original eight-aircraft deal was signed in 2009 and, as per the agreement, three each were to be delivered in 2013 and 2014 and two in 2015.

The navy had in November last year decided to go in for the option clause in the contract under which it can place an order for four more. The P-8I, based on the Boeing next-generation 737 commercial airplane, is a variant of the P-8A Poseidon used by the US Navy. India was Boeing's first international customer for this aircraft.

Other major deals cleared for the navy include that for the upgrade of weapon and sensor suite of the Delhi and Talwar class ships during their mid-life refit at a cost of Rs 2,900 crore. Six ships will see new surface-to-air missile system that would be bought from Russia, besides new radars.

DAC also extended the AON granted in 2012 for four large survey vessels for the

navy worth Rs 2,324 crore. The extension has been granted to pave the way for

RFP under the 'Make in India' initiative.

Also approved by DAC was 23 Combat Management Systems for the navy, for

installation on smaller ships, at a cost of Rs 624 crore. Other proposals cleared for

the navy included Brahmos Training Facility for Rs 30 crore, replacement of radars

for Kora class missile boats for Rs 440 crore, new data transmission and storage

system for Delhi class ships for

Rs 260 crore and Air Combat Maneuvering System for MiG-29 and Hawks for Rs

200 crore. Another proposal, for (radio-frequency identification) RFID access across

all naval assets, was cleared at Rs 400 crore. As for the army, one of its corps will

see a replacement of the electronic warfare system, built by BEL, at a cost of Rs

265 crore.

Among other proposals cleared for the army was the acquisition of 14,000 units of

multi-spectrum camouflage net, which block visual, thermal and radar signatures

from enemy eyes. A Rs 580 crore proposal for 3.5 lakh modules of B1 modular

charger system for 155 mm artillery guns was also approved by DAC. The contract

is likely to go to a French firm. The National Cadet Corps got a shot in the arm as

DAC approved 110 micro-light aircraft for it with the contract set to go to a Slovenian

firm. A proposal to acquire a simulator for the upgraded Mirage fighter aircraft, too,

was okayed.

Source : <u>DNA</u>, 15 Jul 2015



SHIPPING & PORTS



Vyborg Shipyard to Lay Down Icebreaker for Port Sabetta under Yamal-LNG Project in September 2016

Vyborg Shipyard (United Shipbuilding Corporation) is going to lay down a 10 MW icebreaker for Yamal-LNG in September 2016, Aleksandr Solovyov, Director General of the shipyard, told IAA Port News at the Seventh International Maritime Defense Show in Saint-Petersburg.

A contract for construction of a port icebreaker under Yamal LNG project was signed between Vyborg Shipyard (United Shipbuilding Corporation) and FSUE Atomflot on April 30, 2105.

Under the contract, the shipyard is to design and to build the ship. The delivery is scheduled for November 2018. The vessel is to assist tankers at the approach canal and within the water area of port Sabetta and at Yamal peninsula. A 10 MW icebreaker with an innovative propulsion system is intended for operation at port Sabetta under Yamal LNG project Vessel's characteristics: length – 84.3 m, breadth – 21.3 m; draught – 6.5 m; icebreaking capability – 1.5; deadweight with maximum draught – at least 2,000 t.

The icebreaker will be owned and operated by FSUE Atomflot under a package contract on escorting of vessels and servicing of the water area at port Sabetta within the framework of Yamal LNG project. The contract signed in November 2014 covers the period up to December 31, 2040.

United Shipbuilding Corporation is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and ship repairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide.

Vyborg Shipyard JSC (VSY) is a corporate member of United Shipbuilding

Corporation having a vast experience in construction of icebreaking and ice-going

vessels, offshore support vessels of various purposes, semisubmersible drilling

platforms, topside modules for fixed offshore platforms and big-size grand blocks for

onshore facilities. From the date of its foundation in 1948 the Shipyard has built

more than 200 different vessels with total displacement over 1,550,000 t. VSY head

office is located in Vyborg, Russia.

Federal State Unitary Enterprise is established to provide technological service and

maintenance of nuclear-powered icebreakers and special fleet. FSUE Atomflot

provides the following services: ice pilot age of vessels on the Northern Sea Route

(NSR) and to the freezing ports of Russia; support of expeditionary, scientific and

research works; emergency and rescue ice operations on the Northern Sea Route

and freezing seas.

Yamal LNG project envisages the construction of an LNG plant with annual capacity

of 16.5 million tones per annum based on the feedstock resources of the South-

Tambeyskoye field. The launch of LNG production is scheduled for 2017. Yamal

LNG is currently owned by NOVATEK (60%), TOTAL (20%) and CNPC (20%).

International port Sabetta is under construction through the public-private

partnership. The federally owned facilities will include ice barriers, operational water

area, access channels and the Vessel Traffic Management and Information

Systems, buildings of sea services. The facilities of Yamal LNG project will include

technological berths for LNG and gas condensate transshipment, ro-ro berths, port

fleet berths, warehousing facilities, administrative zone, engineering utility networks

and services. Round-the-year navigation opened in the port on October 2013

Source: Port News, 3 Jul 2015

PLA's Type 075-Class Amphibious Landing Helicopter Assault Ship Revealed

Staff Reporter

China's new Type 075-class amphibious landing helicopter assault ship have

recently been revealed on a Chinese military website, reports Hong Kong-based

Phoenix Television on July 12.

With a displacement of 40,000 tons, the Type 075-class amphibious landing

helicopter assault ship has four take-off and landing spots dedicated to helicopters.

Below the hanger of the vessel, there is a huge well deck designed to carry an

unknown number of domestic air-cushioned landing craft. It looks very similar to the

25,000 ton amphibious landing helicopter assault ship displayed at the International

Defense Exhibition held at Abu Dhabi in 2012.

That craft, however, was designed primarily for the overseas market while the

40,000-ton vessel is being developed for the PLA Navy. China would have the

ability to launch various types of helicopters from the Type 075-class amphibious

landing helicopter assault ship for attacks on enemy ground forces, naval vessels

and submarines in both the East or South China Sea.

Should Beijing want to carry out amphibious warfare in those regions, the Type 075-

class amphibious landing helicopter assault ship can even serve as command

vessel to coordinate the operations of PLA ground, air and naval forces. The display

of the Type 075's model indicated that construction of the vessel had begun

already. It will soon appear on the building slip of a unknown shipyard in China,

according to the Phoenix Television.

Source: Want China Times, 14 Jul 2015

Cochin Port Joins 'Deep Draft' Club

Express News Service

The Cochin Port has joined the club of deep draft ports servicing vessels of 14.5

meter draft, with the call of mainline container vessel M V Petrohue on July 13 at the

Vallarpadam International Container Transshipment Terminal (ICTT).

Galex, which consists of seven vessels with capacity of 6,500 TEUs each,

reinforces Cochin Port's position as a transshipment hub with state-of-the-art

facilities. The vessels will call at Kochi on a weekly basis. The Cochin Port Trust had

made 14.5 meters draft available at ICTT in April 2013. The Port Trust in a

statement said it had allowed up to 85 pc rebate on Vessel Related Charges (VRC)

to match the rates with those of the Colombo Port.

Source: Indian Express, 15 Jul 2015



GEOPOLITICS & MISCELLANEOUS



New Marine Protection Areas Could Spell Catastrophe for Orkney

David Ross

New environmental designations for the seas around Orkney would be "catastrophic" for the islands, sterilizing the main harbor area and preventing vital green energy development, ministers are being warned. Orkney Islands Council (OIC) sees this as the biggest threat it is currently facing and is now calling on the Scottish Government to put proposals for the new marine Special Protection Areas (SPAs) on "immediate hold" rather than go out to consultation.

Two draft SPAs are proposed for Orkney. The first covers the world famous natural harbor of Scapa Flow, home to the Flotta oil terminal, as well as the Pentland Firth. The second would encompass a large area to the north of the Orkney Mainland.

SPAs are designated under European legislation for the protection of rare, vulnerable and migratory birds. The council say the proposals are unnecessary and priorities conservation objectives ahead of new, or in some cases existing, human activity.

In a letter to Richard Lochhead, Cabinet Secretary for Rural Affairs, Food and the Environment, the council sets out its opposition. OIC Convener Steven Heddle said: "We see this as the biggest threat currently facing the council and our local community.

"The proposed conservation designations cover a massive area and, if imposed upon us, could effectively sterilize Scapa Flow, our prime harbor area, from future development. This is also the case for the Pentland Firth and Westray Firth, areas widely recognized as Scotland's great resources for tidal energy."

He said putting the two draft SPAs out to consultation set in train a process that could result in their designation. "Their restrictions come into immediate effect as soon as the consultation commences and before there has been a chance for full and proper scrutiny of the scientific case."

He said these "unnecessarily draconian designations" could thwart the aspirations of the council and the Scottish Government to see marine renewable energy production, flourish in island waters. "That would be catastrophic for Orkney and Scotland as a whole." He added: "The projection of wildlife and our local environment is of great importance to us. Scapa Flow, under the stewardship of the council, has served as a major oil port for four decades and has a marine environment widely regarded as pristine."

He said Orkney took its environmental responsibilities very seriously, but saw the proposed SPAs as an unnecessary step too far which would have a "devastating impact on Orkney." They would be uniquely detrimental to Orkney compared to other coastal areas in Scotland.

"We understand that these matters rely on scientific evidence. But at this stage we have yet to see up to date scientific evidence that these proposed designations are necessary or will be effective in delivering the conservation objectives which the government intends." A spokesman for the Scottish Government said ministers were considering the introduction of 14 draft SPAs and four Marine Protected Areas following consultation this summer.

"Sites are designated on scientific basis and the identification of these additional draft SPAs sites has involved years of research by the Joint Nature Conservation Committee and assessment against the UK SPA Selection Guidelines. These include two in Orkney waters to help protect seabirds, with evidence that a very high proportion of activity is within the Scapa Flow harbor area.

"We recognize these areas are important for development and investment in Orkney waters, and also recognize Orkney's strong track record of managing licensed

activities in areas with designations. The aim of the SPAs is not to prevent development, and with suitable mitigation, assessment and monitoring the Scottish Government is confident that development can continue in Orkney waters alongside an SPA. Mr Lochhead would respond to Mr Heddle in due course.

Source: Herald Scotland, 8 Jul 2015

NASA Says Global Warming Hidden by Pacific and Indian Oceans

Rhodi Lee

A new research by NASA has revealed that extra heat from greenhouse gases were trapped in the Indian and Pacific oceans in recent years and this could likely be the cause of the so -called pause in global warming that was observed over the past decade.

It was observed during the last century that as the concentration of heat-trapping greenhouse gases increase, surface temperatures also increase. The pattern, however, appeared to have temporarily changed in the 21st century with scientists observing that regardless of greenhouse gases continuing to trap extra heat, the average global surface temperature appeared to stop climbing and even slightly cooled for about 10 years.

Researchers of the new study appeared to have found an explanation to this after finding that a specific layer between 100 and 300 meters below the surface of the waters of the Indian and Pacific oceans has been accumulating more heat than previously known.

"We find that cooling in the top 100-meter layer of the Pacific Ocean was mainly compensated by warming in the 100- to 300-meter layer of the Indian and Pacific Oceans in the past decade since 2003," the researchers wrote in their study, which was published in the journal Science on July 9.

By analyzing direct ocean temperature measurements, which included observations

from about 3,500 ocean temperature probes called Argo array, the researchers

found that the temperatures below the ocean's surface have been rising.

The study found that the Pacific Ocean is the main source of the subsurface warm

water but some of these waters have already been pushed to the Indian Ocean.

Study author Veronica Nieves, from the University of California, Los Angeles, said

that the waters of the western Pacific have become so warm that some of these hot

water leaks into the Indian Ocean via the Indonesian archipelago.

The movement of the Pacific's warm water pulled heat away from the surface

waters and this led to the abnormally cool surface temperatures observed during the

last ten years.

The cooler surface temperatures are also associated with a climatic pattern known

as the Pacific Decadal Oscillation that moves in two to three decades cycle. The

pattern has been in a cool phase at the time when surface temperatures were

cooling. Current signs though indicate that the pattern is being transformed to the

opposite phase as the eastern Pacific is observed to having warmer than usual

water.

Source: Tech Times, 11 Jul 2015

'Look East' Initiative Will Expand Scope to 'Act East ': ENC Chief

Express News Service

The two-day Seminar on "Maritime Dynamics in the Eastern Indian Ocean Region

and the Western Pacific Ocean Region" conducted by the Eastern Naval Command

in collaboration with the National Maritime Foundation was concluded Friday.

Former Ambassador and Governor for India of the International Atomic Energy

Agency, Vienna, TP Sreenivasan delivered the valedictory address.

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Local academics, eminent strategists, reputed scholars and distinguished government functionaries related to maritime domain, in addition to senior local and outstation naval officers attended the seminar. As a new and novel initiative select students from local institutions were also given the opportunity to witness the proceedings. The organizers announced that the proceedings of the seminar would be published in a book shortly.

In his inaugural address, Chief of Eastern Naval Command Vice Admiral Satish Soni highlighted the role of the Command in furtherance of the India's 'Look East' initiative which is to expand its scope to 'Act East' narrative. He also emphasised several key maritime issues of the region which could be taken up for discussion by the seminar participants.

While delivering the keynote address, former chief of the naval staff Admiral Arun Prakash stated that rise of Asia was a major factor in shaping the global order and highlighted the fact that modernising maritime capabilities of China, including those of its Navy, had the potential to be a real 'game changer' as far as the maritime dynamics in the extended Indo-Pacific region was concerned.

The ensuing discussions were spread over three distinct sessions. The first session addressed the evolving balance of power in the extended Asia-Pacific Region. The second session was specifically devoted to the existing maritime disputes in the Western Pacific Ocean region which could destabilize the region and the validity and relevance of international legal instruments like United Nations Convention on Law of the Sea (UNCLOS) in resolving such disputes.

The session addressed the economic interplay and environmental concerns arising out of unregulated activities like over-exploitation of fish and mineral resources and indiscriminate reclamations and their possible influence on regional maritime security.

The agenda for the second day focused on the impending International Fleet Review (IFR) to be held in February 2016, and the role India can play in shaping the

structural and normative parameters in the existing regional multilateral security architecture. The perceptions of regional countries towards India's role and the options for India to enhance its role and influence were also discussed.

Source: Indian Express, 11 Jul 2015

Kenny Opens 'World Class' Maritime Facility in Cork

Olivia Kelleher

A state-of-the-art maritime facility which will power the "blue economy" was opened

in Ringaskiddy, Co Cork on Saturday by Taoiseach Enda Kenny.

The 4,700m-squared five-storey Beaufort building with state-of-the-art wave simulators, test tanks, workshops and offices provides Ireland with world-class

infrastructure for renewable energy and maritime research.

Named after the Irish hydrographer and globally adopted Beaufort wind force scale creator, Rear Admiral Sir Francis Beaufort, the Beaufort building will house the SFI MaREI Centre (Marine Renewable Energy Ireland) and the LIR National Ocean Test

Facility.

Pierre Cousteau, director of Cousteau Foundation and son of Jacques Cousteau with Simon Coveney TD Minister for the Marine at the Harnessing our Ocean Wealth conference in Cork Harbour. Photograph: Darragh KaneWe need greater 'ocean literacy' says son of Jacques Cousteau

Sisters Fiona and Aileen Evans checking out a fishy friend ahead of SeaFest, Ireland's first national maritime festival. Photograph: Darragh KaneCoveney 'excited' as national maritime festival casts off

Officer Commanding LÉ Samuel Beckett Lt Cdr Anthony Geraghty, Minister for the Marine Simon Coveney, Conor Healy, chief executive of Cork Chamber, and Bord lascaigh Mhara chairman Kiernan Calnan. Photograph: Darragh KaneNUIG report says maritime sector is doing better than general economy

Speaking at the official opening, Mr Kenny said: "Marine research and development is a part of this Government's plan to rebuild a sustainable enterprise-based economy. Our seas will increasingly support more jobs, enterprise and research.

"The UCC Beaufort building is a vessel of scientific discovery for our seas. Its worldclass facilities will attract world-class researchers and new entrepreneurial endeavours in the maritime and energy sectors. "The spirit of collaboration between academia, private enterprise and the Irish Naval Service in Irish maritime research is a model for public-private partnerships not only in Ireland, but globally."

Benefit of society

UCC president Dr Michael Murphy said excellence in science and in its exploitation for the benefit of society requires excellent infrastructure. "For decades, UCC has been a global leader in marine energy research. The Beaufort building now provides the world-class infrastructure necessary to exploit that science to deliver technologies for society.

"With its wonderful design and state-of-the-art equipment, the building will host academic and industry researchers working in partnership to grow our marine economy."

Led by Prof Conchúr Ó Brádaigh, director of MaREI, the centre will cater for 135 researchers, industry partners and support staff, dedicated to solving the challenges related to marine renewable energy.

The multidisciplinary centre has already secured €30 million in funding through Science Foundation Ireland (SFI) and contracts with industry partners comprising multinationals and SMEs.

The MaREI centre will form a critical piece in the Ireland Maritime Energy Research

Cluster (IMERC) environment, which includes the National Maritime College of

Ireland, Cork Institute of Technology and the Irish Defence Forces.

IMFRC

Having recently announced more than 90 new jobs as a result of foreign direct

investment, IMERC has been very successful in attracting international companies

in the area of ocean energy and maritime research as well as driving indigenous

entrepreneurship in the maritime sector.

The wave tanks in the Beaufort building are capable of producing waves up to 1.2m

high, which are equivalent to the 30m-plus waves experienced in extreme

conditions off the west coast of Ireland and in the Atlantic, and will be used

extensively by the National Ocean Test Facility.

The ambitious development was led by UCC Capital Projects Officer Niall McAuliffe

and employed more than 200 people on site. The Beaufort building is open to the

public this weekend as part of the national maritime festival, SeaFest, taking place

in Cork Harbour.

Source: Irish Times, 11 Jul 2015

India the Global Strategic, Political & Economic Player: US

PTI

CHENNAI: US today described India "as the global strategic, political and economic

player," and assured to continue to be supportive of its global aspirations, including

New Delhi's bid for UNSC membership in a reformed security council.

US Ambassador to India Richard Verma recalled a series of developments last

week, including "the significant and welcome announcement" of resumption of Indo-

Pak talks on key security and economic issues, Prime Minister Narendra Modi securing 'important commercial and energy deals' during his five-nation Central Asian tour and ISRO launching five British satellites.

"This is the new normal – India as the global strategic, political and economic player. We welcome that role and will continue to be supportive of India's global aspirations. We will continue to support India's bid for UNSC membership in a reformed security council," he said.

In his remarks to students at IIT-Madras, Verma said the US wanted India to play a 'leadership' role in Paris at the climate talks and "we have welcomed and saluted their role in humanitarian response – from Yemen to Nepal to the Maldives. Incidentally, his country had 'turned' to India to help evacuate its citizens from the strife-torn Yemen recently, he said, adding, India was not just a regional power, but a global one.

Strategic and economic cooperation were among the areas of focus, he said. A major naval exercise, 'Malabar', will include the Japanese Navy this year and will continue to build a common operating platform for conducting advanced humanitarian and disaster response missions, as well as military operations, he said.

Similarly, 'Yudh Abhyas', involving the two armies, will be held in Washington in September, which he said will bring them closer together to forge common understandings on battlefield tactics and strategy."

Air Forces of India and the US will 'rejoin our signature' Red Flag exercise in the US in 2016, he added. "The United States and India look forward to a day very soon when, for the first time, we establish secure phone lines between our respective National Security Advisors, as well as between the President and Prime Minister, further opening key channels of communication on sensitive issues," he said.

Verma said bilateral trade had crossed USD 103 bn, with Indian companies

increasingly opening and investing in the US, while US FDI in India "is on the

rebound" even as Indian states were competing to attracting American investments.

"We are in intensive consultations over a bilateral investment treaty; we have

similarly intense discussions on food security at the WTO, and we have established

robust dialogue and information sharing mechanisms on finance and tax," he said,

adding, India had signed a bilateral agreement with the US to share information to

deter and detect tax evasion and money laundering.

Insisting on discussions to iron out differences over issues, Verma recalled that

talks had helped in "our long standing dispute on liability in the civil nuclear

arrangement through the US/India contact group," while also negotiating a way

forward on India's food security concerns at WTO.

Source: Indian Express, 13 Jul 2015

Russia, Middle East will Define NATO's Emerging Maritime Century

Magnus Nordenman

NATO may be best known for its protracted counterinsurgency campaign in

Afghanistan, or for its current efforts to shore up defenses in Eastern Europe with air

and ground exercises. But moving forward NATO must also consider its role in the

global maritime domain, as it is central to the twin security challenges of an

increasingly aggressive Russia and a crumbling Middle East order that the Alliance

faces right now.

Looking beyond the current challenges in and around Europe, NATO must also start

preparing for a 21st century that promises to not only be globalized, but maritime in

nature.

At the recent Sea Sense 2015 conference in London, hosted by NATO's Allied Maritime Command, senior Alliance leaders warned that allied navies would be increasingly challenged by a newly aggressive and assertive Russia at sea.

They could not be more right. Russia has tested NATO, its members, and partners below, on, and above the surface in both the Baltic Sea and the Black Sea with stunning regularity. A few examples of this should suffice: Earlier this summer U.S. Naval Forces Europe released a video of a Russian jet closely buzzing the guided missile destroyer USS *Ross* (DDG-71) while operating in the Black Sea.

The Swedes, Finns and British have searched for suspected Russian submarines close to their coasts. Russian warships also have sought to interrupt the laying of subsurface cables between Lithuania and Sweden.

All of this activity has become part of a new normal in the maritime spaces around Europe, and it is very much part of Russia's new aggressive posture against NATO and the U.S. presence in Europe. Put differently, the Baltic Sea and the Black Sea have become central friction zones between NATO and the United States on the one hand, and Putin and Moscow on the other. And much suggests that friction and contest at sea may spread further.

Russia recently signed a port-access agreement with Cyprus (thereby bolstering Russia's access to the Mediterranean), and Russia's northern fleet, with which a significant portion of the Russian nuclear deterrent resides, is increasingly active in the high North.

That Russia is expressing its aggressiveness and shows force at sea has a certain logic. The maritime environment has a dynamism and fluidity to it that is just not there on dry land. Crossing a NATO member's land border with ground power is an obvious red line and could quickly spiral out of control and lead to NATO launching a collective response. That is something that even Putin is not prepared to face at the moment. At sea (and in the air), however, Russia can continue to push and prod

to test NATO and national reactions, and perhaps even sow doubt in the minds of publics and policymakers about the credibility of NATO's defense commitments.

Another maritime challenge looms large to NATO's south. The ongoing civil war in Syria, and the turbulence around the Mediterranean's southern rim have spawned an enormous flow of refugees across the Mediterranean. And while the response is not primarily a NATO mission, European warships and even submarines are being pressed into service to monitor the sea, intercept refugees, and suppress the smugglers.

In order to effectively respond to these maritime challenges NATO must begin the process of resetting its strategic mindset, which understandably became deeply ground- and counterinsurgency- centric over the course of a decade of operations in Afghanistan. NATO also released its own Alliance Maritime Strategy in 2011. It is a short and to-the-point document that effectively and clearly lays out the maritime environment and NATO's roles and interests in that domain. It is also clearly linked to NATO's overarching Strategic Concept.

Unfortunately, to date it largely has been drowned out by the series of crises that have struck Europe's neighborhood, and continued defense-spending austerity. NATO must now get serious about its own maritime strategy, and review, update, and elevate it. Finally, NATO and its members should once again focus on high-end war fighting in the maritime domain. NATO navies have been far from idle over the last 20 years, but much of the maritime efforts has been focused on the lower end of the conflict spectrum, such as counter-piracy, counterterrorism at sea, humanitarian shipping escort, and capacity building. With an aggressive Russia increasingly active in European seas, and a competitive and contested global maritime domain, surface, sub-surface, anti-submarine, and mine warfare are once again extremely relevant for defense and deterrence in Europe. NATO is at heart a maritime alliance. The name of the alliance itself makes this clear. It is time for NATO to reclaim that spirit and heritage.

Source : <u>USNI</u>, 13 Jul 2015

Greenpeace Rejects Queensland Barrier Reef Coal Ship Claim by Miners

- Tony Moore

Greenpeace rejects claims by Queensland's resource sector that it did not tell the truth on how coal would be shipped through the Great Barrier Reef in a 2012 document.

Michael Roche, chief executive of Queensland's Resource Council, has told a parliamentary hearing in Brisbane on Tuesday that the high-profile anti-coal conservation group used inaccurate figures. The House of Representatives Standing Committee on the Environment is in Brisbane investigating the ability of conservation and environment groups to claim tax-deductibility status on donations.

All registered conservation groups collect about \$150 million each year between them, according to the federal environment department, according to information tabled on Tuesday morning.

Mr Roche told the committee Greenpeace's *Boom Goes the Reef* document said that by 2020 Queensland "will be exporting around one billion tons of coal in more than 10,000 coal ships". Mr Roche said figures predicted exports would reach only one quarter of those estimates.

"The expected continuation of that long-term trend growth would see Queensland coal exports at around 280 million tons by 2020," he said.

"That is somewhat shy of Greenpeace's predicted one billion tones." Greenpeace's Boom Goes the Reef report said coal would be carried by 10,000 vessels.

Mr Roche said the Australian Maritime Safety Authority forecast that by 2020 there would be "just under 2500 coal ships" in the Great Barrier Reef, "or seven ships a day".

Greenpeace's Pacific Reef campaigner Shani Tager said the 2012 figures came from company information lodged in 2012 when submissions were made to Queensland's planned port expansions. "At Abbott Point at the time there were plans on the table for five terminal expansions, including one that was huge," Ms Tager said.

"It was for 180 million tones, which at the time was the same as basically Queensland's export at the moment," she said. "Three years ago we were looking at a vastly different scenario, which has been scaled back, partly due to the success of our campaign."

Queensland Resources Council and Queensland LNP senator Matthew Canavan gave submissions to the committee this morning. Conservation groups, the Gold Coast and Hinterland Environment Council, Queensland's Trust for Nature, the Wildlife Preservation Society and Queensland's Conservation Council will provide submissions on Tuesday.

The Queensland Resources Council has for several months waged a major campaign against what it describes as a "misinformation" campaign being provided by some conservation groups. The QRC wants tighter disclosure of where the donations are used.

"In our submission we call for greater transparency of where the funds go and from whom, including a disclosure mechanism similar to that for political donations," Mr Roche said.

Mr Roche said taxpayers were supporting "this outrageous misrepresentation of the facts by Greenpeace and others" by making tax-deductible donations to conservation groups. He gave examples where several large mining companies - BHP Billiton and Rio Tinto - had worked with CSIRO and the Great Barrier Reef Foundation to fund research into turtle rookeries and an ocean chemistry monitoring laboratory on one of Rio Tinto's bauxite ships.

Ms Tager said it was appropriate that organizations like Greenpeace were able to claim tax-deductibility status on donations.

"We think that we have a long history of standing up to protect the environment and we think that tax deductibility is a key part of that," she said.

The Gold Coast and Hinterland Environment Council, the Queensland Trust for Nature, Wildlife Preservation Society and the Queensland Conservation Council were also set to provide submissions on Tuesday. Registered environmental organizations collected more than \$1.6 billion in donations between 1992-93 and 2013-14 – about \$150 million each year - according to the Federal Environment department.

Source: Brisbane Times, 14 Jul 2015