



# MAKING WAVES

## Fortnightly E-News Brief of National Maritime Foundation

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### **U.S.-Funded Coast Guard Boat Basin Opens in Batumi**

- Civil Georgia, Tbilisi

A new boat basin for the Georgian coast guard, built with USD 14 million funding from the United States, was opened in Batumi on September 3. The new basin has the capacity to provide docking space for up to 15 vessels at one time.

“The new boat basin will substantially improve the Georgian Coast Guard’s ability to more quickly respond to, and interdict maritime threats in its coastal waters. The boat basin will also allow the Georgian Coast Guard to better maintain its vessels and infrastructure. In addition, the boat basin’s modern capabilities make it a reliable port for neighboring partner country vessels to call on, stop, dock and conduct visits to the Georgian Coast Guard,” the U.S. embassy in Tbilisi said.

Maj. Gen. John Horner, the Deputy Director of the U.S. Defense Threat Reduction Agency (DTRA); U.S. charge d’affaires Nicholas Berliner, as well as PM Irakli Garibashvili; Interior Minister Giorgi Mgebrishvili; head of the State Security Service Vakhtang Gomelauri, and other Georgian officials were present at the opening ceremony in Batumi. The officials also sailed on a P-103 patrol boat, donated to Georgia and refurbished jointly by the U.S. and Georgia.

PM Garibashvili thanked the United States, “Georgia’s major strategic partner and friend”, for funding construction of the new boat basin and said that the government will continue development of the coast guard. “The United States is helping us with training of personnel, infrastructure development, equipment, improvement of communications [systems] and modernization of vessels,” the Georgian PM said.

U.S.-funded maritime fusion center in Supsa and vessel repair facility in Poti were opened in 2014 and 2013, respectively.

“The construction of the Batumi Boat Basin highlights the fruitful security cooperation that the United States and Georgia enjoy. By pursuing vessel modernization and improving port infrastructure, the United States and Georgia are jointly increasing maritime security in the Black Sea region,” the U.S. embassy said.

Source: [Civil.ge](http://Civil.ge), 3 Sep 2015

### **INS Dega to Play Wider Role in Maritime Security**

The naval air station INS Dega falling under the Eastern Naval Command of the Indian Navy is all set play a wider role in providing international maritime security. In the run up to the International Fleet Review to be held in February next year, the naval officials briefed the media on the expansion of the INS Dega.

Regarding expansion at eastern naval command, the Commanding Officer D Bhattacharya said that the Bobbili air field in Vizianagaram district will be developed as an alternative and diversionary airfield to shift some of the aircrafts in case of any emergency.

Commanding officer informed that the INS Dega will be developed by creating necessary infrastructure to station more aircrafts for civil and military operations on the eastern sea board. Addressing the media on the INS Dega in connection with the arrival of the P8I, a multi dimensional aircraft purchased from USA, Captain Bhattacharya said navy had acquired Eight P8I aircrafts at a cost of \$2.3 billion (Rs 14, 720 crores) of which seven aircrafts were received till date.

He said India was the first country in the world to purchase P8I aircrafts from USA. The long range maritime reconnaissance and anti-submarine aircraft provides a long range surveillance of Bay of Bengal and Indian Ocean. All the P8Is will be

stationed in Rajali in Tamil Nadu. He said that the INS Dega is the only naval air station out of nine in the country with Advanced Jet Training Hawk Training Station for training the fighter jet pilots.

Source : [Hans India](#), 4 Sep 2015

### **Coast Guard West Region IG Reviews Maritime Security Preparedness in Karnataka**

- Jaideep Shenoy

Inspector General K Natarajan, commander, Coast Guard Region (West) visited Karnataka on Monday to review Indian Coast Guard operations and infrastructure development. During the visit, he had called on Vajubhai Vala, the governor. This was Natarajan's maiden visit to ICG unit Karnataka after taking over as Commander on July 27. He visited various units and advised the personnel to undertake operations at sea in a professional manner.

Noting that challenges and threats to security are increasing every day and the Coast Guard units need to stand up to the new challenges, Natarajan said post 26/11, Indian Coast Guard has witnessed rapid expansion to enhance surveillance at sea. To boost aerial surveillance off Karnataka coast and to render swift response to search and rescue call at sea, an air enclave is likely to be shortly commissioned at Mangaluru, Natarajan said.

An offshore vessel with integrated helicopter landing deck is also likely to be positioned in the city with the development of berthing facilities. A hover port for the two air cushion vessels is also being developed for safe and smooth operation of the hovercrafts from the shores of Mangaluru. The land has been identified and awaiting necessary environment clearance, Natarajan who discussed this issues with the Governor and other state government, officials, said.

The district headquarters number 3 (Karnataka) functioning from Mangaluru has four fast patrol vessels, two hovercrafts and a remote operating station. The ICG station Karwar functioning under the operational control of DHQ-3 has two interceptor boats and two interceptor crafts at Karwar. In addition, there is a Coast Guard aeronautical overseeing team at Bengaluru. Natarajan thanked the support of the state government towards development of the ICG in Karnataka.

Source: [Times of India](#), 7 Sep 2015

### **China Deploys World's Largest Patrol Boat to Zhoushan Islands**

- Staff Reporter

China has deployed its largest patrol boat, known as Haijing 2901, to the Zhoushan islands off the eastern province of Zhejiang, only 320 kilometers from islands at the center of a territorial dispute with Japan, according to the Tokyo-based Yomiuri Shimbun.

With a displacement of more than 10,000 tones, the Haijing 2901 is currently the largest maritime constabulary vessel in the world, larger even than the Arleigh Burke-class destroyers of the United States Navy. None of the patrol boats of the Japan Coast Guard can compete with this mega cutter in size.

The ship is also armed with 76 mm rapid-fire naval guns, two 30 mm turrets and two anti-aircraft machine guns, the report said. Earlier reports suggested the ship may have a displacement of almost 12,000 tones and be capable of speeds up to 25 knots.

In building a coast guard vessel with a similar capability to a warship, China believes it can engage and intimidate vessels of other countries without precipitating a war or stepping over diplomatic boundaries. This remains to be seen.

A new coast guard base is being built in Wenzhou to allow for the deployment of more maritime patrol vessels to the waters of the disputed islands administered by Japan as the Senkaku but claimed by China as the Diaoyu and Taiwan as the Diaoyutai. Larger maritime patrol vessels can be expected to be deployed in the highly contested South China Sea in the future.

Source : [Want China Times](#), 8 Sep 2015

### **China and the Deep Blue Sea**

- James Borton

What has been less discussed is the project's environmental impact, which borders on catastrophic. China's activities are endangering fish stocks, threatening marine biodiversity, and creating a long-term threat to some of the world's most spectacular sea life.

Thousands of coral reefs, sea grass beds, and other shallow-water ecosystems are rapidly being destroyed and buried as China's leaders rush to stake their claim to the region. The land reclamation project is undermining the ecological connection between the Spratly Islands and the South China Sea, choking off the supply of nutrients upon which these ecosystems depend.

Moreover, China's bellicose stance, together with the undefined ownership of the region and its fish stocks, has led to destructive overfishing, degrading the marine ecosystem and threatening endangered species, including sea turtles, sharks, and giant clams. Since 2010, the fishery reserves in the Spratly Islands and the western part of the South China Sea have been reduced by 16%.

Approximately 300 million people depend on the South China Sea's marine resources for their livelihoods; should China continue on its current course, the risk of massive economic dislocation will grow. But the South China Sea is an important



body of water for the entire world, not only for the countries that border it. It is an essential international maritime transportation route connecting the Indian Ocean to the Pacific Ocean through which roughly 300 vessels, including 200 oil tankers, pass daily.

The international community should condemn China's militarization of the Spratly Islands and urge it to reverse course, thereby minimizing the risk of a conflict that could be even more disastrous for the marine environment. More broadly, all countries responsible for the degradation and destruction of the South China Sea's shallow-water ecosystems must halt activities that threaten the region's biodiversity and economic productivity.

China's claim to the Spratly Islands and a large portion of the South China Sea is based on the so-called nine-dash line, a demarcation extending far south of its territory that has been repeatedly contested since it was first proposed after World War II. And China's recent land reclamation efforts violate several international environmental conventions, most notably the Convention on Biological Diversity (CBD) and the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES).

China's actions in the South China Sea also contravene the 1982 United Nations Convention on the Law of the Sea, which guarantees the right to navigation within its waters. And its militarization of the Spratlys is clearly a violation of the Declaration on the Conduct of Parties in the South China Sea. That declaration requires its signatories (the members of the Association of Southeast Asian Nations and China) to "exercise self-restraint in the conduct of activities that would complicate or escalate disputes and affect peace and stability." This includes "refraining from action of inhabiting on the presently uninhabited islands, reefs, shoals, cays, and other features and to handle their differences in a constructive manner."

Thirteen years after that declaration, ASEAN should redouble its efforts to reach an accord with China over the status of the Spratly Islands and the South China Sea. In addition, the international community should support that effort.

All countries in the region have the responsibility to monitor and preserve the marine environment and manage its resources. However, the real responsibility lies with China. When it comes to international law, it is up to the world's most powerful countries to lead by example. China must live up to its obligations beginning in the South China Sea.

Source : [Todays Zaman](#), 9 Sep 2015

### **Strategic Culture and South China Sea Disputes – Analysis**

- Lucio Blanco Pitlo III

Elements of strategic culture like geography, history and politics influence the formation of state policies, including the significance given to disputed territorial and maritime spaces. Alastair Iain Johnston in his 1995 article entitled “Thinking about Strategic Culture” (published in the journal, International Security) defined strategic culture as “an ideational milieu which limits behavioral choices.” The Harvard International Relations Professor also said that it “is assimilated with the nation’s or strategic community’s identity and features which finally mold the state’s behavior. Strategic culture is that set of shared beliefs, assumptions, and modes of behavior, derived from common experiences and accepted narratives (both oral and written), that shape collective identity and relationships to other groups, and which determine appropriate ends and means for achieving security objectives.” A general appreciation of Chinese and Philippine strategic culture will help unravel some potential rationale behind the importance attached by the two states to the contested features and waters in the South China Sea (SCS).

As an archipelago and maritime nation, the sea has always been important for the Philippines, and renewed importance assigned to it in recent years is a welcome development. Unfortunately, a growing number of poaching and illegal fishing incidents (which amounts to considerable economic losses), degradation of the marine environment, and rising maritime ambitions from its neighbors has to happen before the country can get back to its senses. The unity of the islands and the seas is integral to the country's identity, survival and future development; maritime defense and security is thus deemed crucial. The Philippines is actively pushing for international acceptance of the concept of archipelagic state in a series of United Nations Convention on the Law of the Sea conferences, becoming one of the five sovereign archipelagic nations along with Indonesia, Papua New Guinea, Fiji and Bahamas.

The Philippines has a deep connection with the sea. In fact, for a long time, the country was known as the "Pearl of the Orient Seas." The country's earliest human remains ("Tabon" Man) were found in caves in Palawan not far from the sea. Key pre-colonial power centers are largely situated in coastal or delta areas, like Sulu, Butuan and Manila. Because of its geographic nature, the sea was the main channel for inter-island connectivity. Livelihood and the economy was also largely tied to the sea and this is still evident to this day. Filipinos built the mighty trans-ocean galleons that connected the Far East with the New World and Europe for 250 years. Since the 1980s, the country is also a primary provider of sailors for global shipping and logistics. Finally, the Philippines is also a major world exporter of fisheries products.

This can help contextualize the relevance assigned to the sea, including the West Philippine Sea (WPS), the body of sea to the west of Luzon and Palawan which includes the waters around and adjacent to Bajo de Masinloc (Scarborough Shoal) and the Kalayaan Island Group (Spartlys). As part of the country's territory, exclusive economic zone, and continental shelf, the site of the country's primary oil and gas resources, a key strategic waterway, and the forefront of maritime defense and national security, securing WPS had become a top national priority agenda

necessitating the employment of all means necessary. This includes homegrown defense capability buildup and/or entering into security alliances with other countries. Manila, Batangas, Cavite and Subic are among the Philippines' bustling ports in its western seaboard. A major oil depot is also situated in Bataan and other important commercial ports and fish ports line up along western Luzon, notably in the provinces of Zambales, Pangasinan and La Union. In addition, in Philippine history, foreign invaders came by sea, hence incursions in the country's maritime domain are considered as serious external security threats that must be addressed.

For China, a traditional continental power, control over its nearby seas was largely seen as essential for its security and prestige, and less for its economic value, although China's economic rise and its growing reliance on maritime trade and commerce is changing this equation. While many of the earliest historical capitals of the Middle Kingdom are located along key rivers, notably Huang He, they are all farther inland. Furthermore, in the past, China's security focus is largely land-based and particularly directed towards the north and west as evidenced by the construction of the Great Wall to prevent the incursions of barbarians, as well as the establishment of defenses to thwart a possible Soviet invasion during the Cold War. Over time, its security focus had migrated south to its coastal areas, which had become the major drivers of its economic development. As a result, maritime security gained greater attention and government spending. The country's most affluent and developed provinces and cities on the coast: Shanghai, Guangdong, Hong Kong and Macau the last three of which face the SCS. The island province of Hainan is also being developed as a tourism hub and also hosts a key naval base.

While early Chinese navigators and traders had plied the SCS, attention given to SCS based on a resource lens (particularly with respect to offshore oil and gas) is more of a product of recent economic opportunism more than being an enduring historical centerpiece. However, considering China's continued economic rise buoyed by seaborne trade and commerce, growing emphasis on the importance of maritime areas will assume greater limelight as the need to protect vital sea lanes demands. Ensuring that the SCS will not fall in the hands of an external power has

long motivated Chinese actions in the disputed Sea. To this end, China may take a tough position over SCS claimants, which it deems susceptible to being used by its rivals or enemies to contain or check China's rise. Foreign powers, which subjugated China, also came by sea, so the desire to deny this passage to invaders is historically ingrained.

Nonetheless, despite the obvious clashes in the SCS positions of the two countries, anchored on the differences in their respective strategic cultures, avenues for collaboration remain open. While the SCS is presently known as a sea of divide, it has long been a sea that forged trade, connections, and people-to-people exchanges not only between the Philippines and China, but also between and among other peoples and countries in the region. And as vast and deep as the SCS is, such openings for cooperation and understanding remain open so long as there is a proper appreciation of the value of their respective strategic cultures and the need to search for confluences that can bridge differences and establish common grounds.

Source : [Eurasia Review](#), 9 Sep 2015

### **Get Ready: China-Japan Tensions Set to Flare over East China Sea**

- Jeffrey Hornung

China has been raising blood pressures for some time over its actions in the South China Sea. From its aggressive advocacy of territorial and jurisdictional claims to its expansive land reclamation activities, there are "serious questions about Chinese intentions," says Admiral Harry Harris, Commander of United States Pacific Command.

However, the attention given to events in the South China Sea may soon shift north, as China and Japan slowly ramp up pressure on each other in the East China Sea. Three recent developments have the potential to escalate tensions between these Asian powers and due to its alliance commitments to Japan, the United States as well.

### *New Coast Guard Vessels and Naval Bases*

Beijing and Tokyo's territorial dispute over the Senkaku Islands (Diaoyu Islands in Chinese) is nothing new. China disputes Japan's claim that, in the closing days of the Sino-Japanese War (1894–95), the islands were *terra nullius* no man's land and Tokyo had the right to incorporate them. Tensions over the islands have grown in recent years, after a Chinese fishing trawler intentionally rammed two Japan Coast Guard vessels in 2010, and Tokyo purchased some of the islands from their private owners in 2012. An outburst of provocative Chinese military and coast guard activity in the skies and waters around the islands followed these events. These activities have since become commonplace. In other words, a tense new normal was established, but it is increasingly stressed by three developments.

The first is China's construction of two massive coast guard vessels. Since the China Coast Guard was established in 2013, it has grown to become a key tool in pursuing China's maritime claims. Toward that end, it commissioned a host of new ships, the most significant being two high-endurance surveillance ships. Each will reportedly have a 10,000-ton displacement closer to 15,000 at full load making these ships the largest coast guard vessels in the world.

Heretofore, the largest surveillance ship was Japan's Shikishima-class, which has a 6,500-ton displacement about 9,000 tons at full load. Importantly, unlike most China Coast Guard ships, which are usually unarmed, China's new ships will be outfitted with firepower (one 76-millimeter cannon, two 30-millimeter guns) and capable of carrying two multi-role helicopters. One ship, the Zhongguo Haijing 2901, is already completed, while the second is in the latter phase of construction.

he second development is that China reportedly plans to build two bases close to the disputed Senkaku Islands. Japan's Yomiuri Shimbun reported that the China Coast Guard is considering construction of a large operating base in China's port city of Wenzhou to enhance surveillance of the islands. The base, about 350 kilometers from the islands, will reportedly be about 500,000 square meters, with a large hangar for airplanes or helicopters, a training facility, and a pier over 1.2 kilometers long, capable of mooring six ships including the Zhongguo Haijing 2901.

News of this project follows reports that China's military is constructing a large base on Nanji Island, only 300 kilometers from the Senkakus. Photographs show wind turbines, several large radar installations, and a heliport with 10 landing pads, most likely to be used by helicopters operating on naval or China Coast Guard ships. Although airstrips are not being constructed, the military already has an airfield in the town of Luqiao, roughly 380 kilometers from the disputed islands.

#### *Resource Extraction Issues*

Third, if big ships and new bases were not enough, just over 180 kilometers northeast of the Senkaku Islands sit oil and gas fields. But it is not the existence of these fields that is the issue; rather, it is efforts to extract resources from them.

Currently, there are 16 Chinese structures engaged in offshore oil and gas activities in the East China Sea. Of these, 12 have been constructed since 2012. In 2008, Beijing and Tokyo agreed they would cooperate on the joint development of East China Sea resources, but Tokyo is now crying foul because it believes the drilling rigs demonstrate China's unilateral activities.

Beijing disagrees. Although they have differing exclusive economic zone claims, these structures remain on Beijing's side of the median line proposed by Japan, meaning that China's activities remain within the undisputed waters of its EEZ. Japan's concern is that China is tapping into resources under Tokyo's EEZ, because these structures are close to the median line.

To draw attention to this concern, the Japanese government released aerial photos of these projects and a detailed map of their locations, calling on China to reconsider these activities. In response, China bemoaned Japan's actions as not being constructive to the management of East China Sea issues, particularly since the structures have been there for two years.

### *Dilemma for Washington*

These three developments have the potential to change bilateral dynamics. The new ships improve the China Coast Guard's maritime strength, thereby enabling China to perform "rights protection" operations far from shore and drive away smaller ships. What is more, the armaments signal that the China Coast Guard is willing to engage other ships aggressively. In turn, this places the Japan Coast Guard in a predicament. If confronted by the 2901, will a Japan Coast Guard ship accept its movements and turn away, or stand firm and risk escalation? The former sets a potentially negative precedent for Japan; the latter risks a conflict that could draw in the United States due to its alliance commitment to Japan.

Similarly, the new bases strengthen China's ability to conduct surveillance over the disputed Senkakus on a continuous basis. Of particular importance is the fact that both bases are closer to the islands than US and Japanese forces stationed on Okinawa, which is 400 kilometers further north. Beijing is positioning itself to be able to test Japan's administrative control through its military and coast guard. If Japan attempts to match China's greater presence, the risks of accidental collision or conflict increase. If Japan continues operations at current levels, it risks the appearance of ceding ground to China. Or worse. Japan's position to demonstrate administrative control over the islands is jeopardized.

Finally, Chinese oil and gas structures in the East China Sea open up a new front in the maritime dispute that has largely focused on ownership of the islands. While it is unlikely China will stop its activities on its side of the Japanese proposed median line, relations could plummet if Japan responds by moving in resource extraction equipment on its side. In turn, these moves could force both countries to deploy



their militaries or coast guards to protect their equipment, thereby expanding the maritime/aerial cat-and-mouse games so prevalent around the Senkakus further north. Just as destabilizing would be if China starts to actively ignore the median line and attempts to enforce its EEZ claim extending to the Okinawa Trough, based on the natural extension of its continental shelf. Similar to the South China Sea, the East China Sea would effectively become a Chinese lake, something Japan would never accept.

This all bodes poorly for regional security. What is worse, it leaves the United States in a bind. If any one of these scenarios came to pass, Washington would be left with a very difficult problem. Is it willing to use military assets to protect a handful of uninhabited islands and risk large-scale war with China? Or is it willing to sacrifice its alliance with Japan and, thereby, call into question its commitments worldwide in order to avoid conflict with China?

There are no easy answers. But the problem highlights a critical point. While the world remains transfixed on events in the South China Sea, developments in the East China Sea demand attention sooner rather than later. Unfortunately, the new normal may already be a thing of the past.

Source : [Nippon.com](http://Nippon.com), 10 Sep 2015

### **Nigeria, Togo Mobilize African Leaders against Insecurity, Others**

- Mohammed Abubakar, Abuja

For about two hours yesterday ( 10 Sep 2015 ) in Abuja, President Muhammadu Buhari and his Togolese counterpart, Faure Gnassingbe, held a closed door meeting during which they resolved to mobilize other leaders in the Gulf of Guinea for joint action against piracy, maritime insecurity, illicit trafficking and water pollution.

The leaders are to converge in Lome, the capital of Togo, in November this year to find lasting solutions to the problems. At a joint media briefing after the meeting, the two leaders stressed the need for African leaders, especially those within the insurgency-prone areas like Nigeria, Cameroun and Chad, to team up against insecurity and other common challenges.

For instance, piracy alone costs the Gulf of Guinea \$7 billion a year, that is what we lose for not combating it and we also know that without cooperation, you cannot combat piracy. But the first stage is to come together and talk. "If all the African countries are on the same page, it would be easy to tackle the security challenges. We have to keep holding summits because individual countries cannot combat piracy effectively without cooperation.

If you try to fight them in Togo, they would go to the next country, then you don't have the mechanism to go into the other countries. "That is why I have come here to inform the President that Togo is hosting summit on maritime security and development in November. That summit will deal with issues of piracy and we know that one of the problems of Nigeria is the theft of oil through the sea. The summit will also deal with illicit-trafficking on the sea, like drug trafficking and human trafficking. There is also the issue of polluting our waters.

Toxic things are poured into the water, killing the eco system in our African seas." The Togolese leader also expressed solidarity with his host and Nigeria over the scourge of Boko Haram, and lauded the Nigerian security forces as they battle terrorism in West Africa. "What you are doing here to fight terrorism in Nigeria is to promote security on the African continent.

Security is a big issue within our sub-region, we saw what happened in Mali and all the recent conflicts in our region. In the last 10 to 20 years, we have been dealing with security issues. We pray that God will help Nigeria overcome. "Another important issue is that of migration, because some of our African brothers and sisters travel to Europe through the high sea and many of them die in the sea.

We cannot sit and do nothing about it. “We have to ensure that those who want to travel out go there in a good condition. That is why we are extending invitation to President Buhari for Nigeria to be at the summit to contribute to its success.”

Buhari expressed appreciation to his guest, most especially his concern about regional security, Nigerian security and the issues of Boko Haram, oil theft, illegal fishing and the dumping of toxins in the waters as well as oil pollution. He said: “His concern about regional security made it imperative for him to organise a summit on maritime security and development in November, to examine some of these issues. “As for Nigeria, we are grateful for the sympathy and the goodwill expressed, touching on the performance of our armed forces and law enforcement agencies, since this administration came into being.

It is not easy trying to fight on so many fronts; the North East, the South-South and then trying to provide infrastructure in our country. “Since the cooperation of the regional countries, comprising Cameroun, Chad, Niger and Benin Republic, we have identified our problems and achieved positive results in terms of isolation of Boko Haram and giving peace a chance.”

Buhari noted that on bilateral cooperation, “the two countries are trying to see how we can work closer together to achieve sustainable development in the countries and on the continent. “The most important thing is that we have identified our problems. The first thing is security, we must secure our region, otherwise sustainable development will be impossible. You have just heard him say how much is lost to piracy and Nigeria cannot afford to lose that. “So there is need for cooperation among the African countries.

We will continue to discuss and do our best to resolve regional issues. The most important thing is that we must pay attention to agriculture and manufacturing so that everybody can be employed and then we will have much less problems.”

Source : [Guardian News](#), 11 Sep 2015



### **PLA's Latest East China Sea Drills Aimed at Japan, US: Duwei**

- Staff Reporter

Live-fire air and naval drills carried out by the People's Liberation Army in the East China Sea last week were aimed at both Japan and the United States, says Duwei News, a US-based Chinese political outlet.

The China Maritime Safety Administration announced on Aug. 24 that certain parts of the East China Sea would be off limits to unauthorized vessels between 6am and midnight from Aug. 25-31 as the People's Liberation Army would be conducting live-fire military exercises. Then on Aug. 27, China's official Xinhua news agency reported that the PLA mobilized more than a hundred vessels, dozens of aircraft and launched nearly 100 missiles during the exercise, which included wave after wave of attack and defense drills.

The primary aim of the drills was reportedly to test the new combat capabilities of the PLA's East Sea Fleet in complex maritime conditions, including the testing of reconnaissance and early warning systems, command and control systems, and electronic warfare and underwater defense capabilities. The PLA already carried out drills in the East China, South China and Yellow seas in June and July, and to have its three major fleets the East, North and South Sea fleets all activated again less than a month later is raising eyebrows, particularly given that the country is about to host a high-profile military parade on Sept. 3 to celebrate the 70th anniversary of Victory over Japan Day.

According to Duwei, there are two main purposes for carrying out a major military exercise in the East China Sea at this sensitive time. The first is Japan, which is embroiled in a bitter territorial dispute with China over the Diaoyutai islands in the

East China Sea. Beijing also considers that Tokyo has yet to demonstrate insufficient remorse for atrocities committed against the Chinese people during World War II.

Beijing has repeatedly stated that the Sept. 3 parade and related commemorative activities are not aimed at Japan and even extended an invite to Prime Minister Shinzo Abe. Abe turned down the invite, however, citing his parliamentary schedule as the reason, which Duowei believes annoyed China as this means Abe is focused on speeding up the passage of controversial security reform bills. The proposed changes, which will lift Japan's postwar ban on collective self defense the right to go to war for an ally even if Japan is not under direct threat are said to be targeted at China.

When Ban Ki-moon, secretary-general of the United Nations, announced that he would be attending the Sept. 3 parade, Japanese government spokesperson Yoshihide Suga called on the UN to be "neutral," adding that Tokyo encourages "member countries to look to the future and not to unnecessarily focus on particular events in the past."

Furthermore, on Aug. 27 Japan also launched its second Izumo-class helicopter destroyer, the timing of which has been viewed upon as yet another stern warning to China. The second purpose of the maritime drills, according to Duowei, is to add bargaining chips to President Xi Jinping's pile when he visits the United States later this month.

The US had been putting pressure on China's island-building and construction of military facilities in the South China Sea, where Beijing is engaged in several territorial disputes with neighboring countries. Washington is said to have even tried to entice countries like Vietnam and the Philippines to gang up on China, or so Duowei put it.

Numerous high-ranking US government officials have also criticized China for its aggressive conduct in the East China Sea and supported moves to increase US

military presence and surveillance in the region to ensure freedom of navigation. With US National Security Advisor Susan Rice set to visit Beijing this week, holding naval drills in the East China Sea at this time sends a message that China is determined to protect its interests in both the East and South China Seas regardless of US meddling, Duowei said, offering more leverage to Xi when he meets President Obama at the end of the month.

Source : [Want China Times](#), 2 Sep 2015

### **Australia Hopes to Join India-US-Japan Naval Drills**

- Reuters

Australia wants to join India, the United States and Japan in joint naval exercises in the Indian Ocean, widening participation in multilateral drills as China's influence in the region grows. Australian Defense Minister Kevin Andrews said expanding the exercises to include more countries would help avoid military mistakes in a region where China and India are increasingly competing.

"Exercising together is one way to avoid some kind of miscalculation happening," he told reporters on the second day of a visit to New Delhi. "India shares our interest in the wider free passage of international trade." India and the United States hold the so-called Malabar exercises in the Indian Ocean every year. This year, Japan will take part, the first time since 2007 the exercises have included a third country - and a sign of closer military ties between allies worried about Chinese activity in the region.

China's increasing assertiveness in the South China Sea has angered neighbors there as well as Japan and the United States, two of the major maritime powers in Asia. China also shocked India last year with two Chinese submarine visits to Sri Lanka, India's island-nation neighbor to the south.

Andrews said on Wednesday Australia was concerned about escalating strategic rivalry in the South China Sea, saying it put Asia at the risk of a military blunder.

His visit to New Delhi comes as India and Australia prepare to hold their first bilateral naval maneuvers next month, where they will showcase their anti-submarine warfare capability. Andrews said defense ties with India would deepen. "Gradually we will expand the range of exercises. We are looking at air force to air force and army to army exercises over the next year or two," he said.

India last hosted a multilateral exercise in 2007 when it invited Japan, Australia and Singapore to join drills with the United States in the Bay of Bengal, prompting disquiet in Beijing. India's Defense Minister Manohar Parrikar also expressed interest in Australia's "Bushmaster" armored infantry vehicle, Andrews said, although talks on any sales were at an early stage.

Source : [Voice of America](#), 3 Sep 2015

### **Chinese Navy Vessels Spotted off Alaska**

- Brain Carroll

"More broadly, these observers view China's naval capabilities as a key element of an emerging broader Chinese military challenge to the longstanding status of the United States as the leading military power in the Western Pacific". "They already had one of these icebreakers using these that in fact territory, and then they will have not been that will far out of the way a workout, and they have already begun their own return back transportation", he advised Reuters enduring an audio interview.

China's Defense Ministry said yesterday that Chinese naval ships were carrying out routine exercises in the Bering Sea. The ships' deployment to the Bering Sea took place while President Barack Obama was visiting Alaska on a three-day tour to

highlight the issue of climate change. US military officials, however, said the craft were operating legally in global waters, and their activities were “not threatening”. Some argued that the ship’s presence in the region represented a declaration of interest in the resource-rich Arctic region. The operation came as China has been increasingly flexing its military muscle, especially given tensions between Beijing and its neighbors over disputed islands in the East and South China Seas.

According to Chinese press reports, the PLAN sent Type 051C Luzhou-class guided missile destroyer *Shenyang* (115), Russian-built Sovremenny-class guided destroyer Taizhou (138), Type 54A Jiangkai II frigates Linyi (547) and *Hengyang* (568), Type 071 amphibious warship Changbaishan, Type 072A tank landing ship (LST) Yunwushan (997) and Type 903 fleet oiler Taihu to the exercise. It is the first time Chinese warships have visited the area. Beijing has increased military spending and is working on an aircraft carrier.

Source : [Celeb Cafe](#), 4 Sep 2015

### **Mock Drill Creates Panic**

- Express News Service

An anti-terror mock drill conducted by the Indian Navy, together with the Central Industrial Security Force, Coastal Police and Cochin Port Trust, turned into a horrid affair on Saturday as it put the lives of around 60 ferry passengers at risk. It is learnt that the S-33 ferry operated by the Kerala State Water Transport Department (SWTD) was rocked by the huge waves created by the Navy’s three speedboats, which were on a ‘mission’ to intercept another boat supposed to be carrying ‘terrorists’.

The panicked passengers of the ferry reportedly cried out to the Navy officials, asking them to halt the boats. “The incident occurred around 10:45 am near the Tanker berth. Our boat was coming from Fort Kochi to Ernakulam Jetty. The



distressed passengers complained to us after getting down from the boat. We in turn reported the matter to our higher officials. Complaints will be registered with the Naval officials and the police,” said a State Water Transport Department official.

Meanwhile, a Navy spokesperson told ‘Express’ that the incident was overplayed. He said the drill was temporarily halted after passengers of the boat were panicked by the waves created by the Naval boats. “The mock drill was initiated by the Cochin Port Trust, with participation of officials of the Port, Coastal Police and the Central Industrial Security Force. The three naval boats were on their way to intercept M V Coral, which was supposed to have ‘terrorists’ onboard. We had taken all precautions to prevent any untoward incident during the drill. Three layers of security were deployed, with an inner layer of Navy and CISF personnel and an outer layer of Coastal Police.

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

### **PLA Warships Spotted Near India's Andaman Islands**

- Staff Reporter

The Indian Navy has decided to deploy more vessels near the Andaman islands in the Bay of Bengal after spotting Chinese warships conducting reconnaissance activities in the region, according to the Duowei News, a US-based outlet operated by overseas Chinese.

The only tri-service theater command of the Indian armed forces, based in Port Blair of the Andaman and Nicobar islands and known as the Andaman and Nicobar Command, would very likely to become the primary target of the People's Liberation Army if China and India went to war. The attention of the Indian military is currently on the defense of its mountainous northern border with China, leaving the Andaman islands vulnerable to a potential Chinese attack.

Even if the Indian ground forces could withstand a Chinese attack on its northern border for seven to eight days, it can only defend the Andaman and Nicobar Command with landing or patrol ships, a source said. A source from the Andaman and Nicobar Command said that Chinese warships have been spotted in the region twice already. Without the proper missiles to defend against incoming enemy aircraft and warship, the source said that it would be very hard for Indian forces to defend the island.

New Delhi plans to deploy more warships and perhaps even aircraft to the region, said the report. Vice Admiral Pradeep Kumar Chatterjee, the commander-in-chief of the Andaman and Nicobar Command, said the Indian military's defense of the Andaman islands will become unbreakable over the next five years. New ports are being constructed and the Indian Air Force is likely to be deployed to the region as well to protect India's backyard.

Source: [Want China Times](#), 7 Sep 2015

### **Australian Navy HMAS Melbourne Arrives for Encore Performance**

HMAS Melbourne is replacing HMAS Newcastle in the Middle East Region as the Australian warship assigned to Operation MANITOU, Australia's contribution to the US-led Combined Maritime Forces (CMF). CMF undertakes patrols to both combat piracy and to intercept the trafficking of drugs that helps fund international terrorism.

CMF also encourages regional cooperation to create a safer maritime environment. HMAS Melbourne will conduct maritime security operations under the authority of CMF's Combined Task Force (CTF) 150 in the Indian Ocean and Arabian Gulf. HMAS Melbourne is seen during her passage to the Middle East Region replacing HMAS Newcastle for Australia's contribution to the US-led Combined Maritime Forces (CMF).

Assigned to CMF's Combined Task Force (CTF)150, Melbourne will conduct a five month rotation that will see her sail over 32,000 nautical miles to ensure the maritime security for approximately 2.5 million square miles of international waters.

HMAS Melbourne's Commanding Officer, Commander Bill Waters CSC, Royal Australian Navy (RAN), said that Melbourne's mission is to provide an enduring and commanding presence within the region, ensuring the safe and uninterrupted flow of world trade and intercepting narcotics smugglers whose drugs help fund global terrorism. "Melbourne has a distinguished legacy of successful deployments in this region," he said.

"We have been working hard to ensure we are individually and collectively prepared, and I'm proud of how my ship's company has met each challenge along the way." "We are very much looking forward to doing what we have trained for. "Of course none of this would be possible without the support and sacrifice of our family and friends. "Without their unconditional support, we couldn't achieve all we have nor succeed in what we are about to embark." This is HMAS Melbourne's eighth deployment to the Middle East, having most recently been to the region in 2014, and is the 61st rotation by a Royal Australian Navy ship since the first Gulf War in 2001. HMAS Melbourne replaces HMAS Newcastle in this the 25th year of Royal Australian Navy operations in the Middle East.

Source : [Coastweek.com](http://Coastweek.com), 10 Sep 2015

### **Chinese Naval Ship Sets Out for Indonesian Independence Ceremony**

- Gu Liping

A missile frigate with the Chinese People's Liberation Army (PLA) Navy, set off on Thursday morning to attend an international fleet review commemorating the 70th anniversary of Indonesian independence. The frigate, "Yuncheng", will arrive in Bitung Port in Manado, Indonesia on Sept. 14.

This is the third time that the Navy have attended Indonesia's independence celebrations, said commanding officer Zhai Baoran, Senior Colonel of the PLA navy. A Chinese naval fleet visited Indonesia for its 50th anniversary of independence in 1995. In 2009, the missile destroyer "Guangzhou" took part in the international fleet review at the 64th independence anniversary, Zhai said.

Yuncheng has been deployed in escort missions in the Gulf of Aden in 2011 and 2014, and has so far visited eight foreign countries including Britain, Thailand and Mozambique.

Source: [ECNC](#), 10 Sep 2015

### **Indian Warships in Saudi Arabia on Bilateral Visit**

- Express News Service

Indian warships INS Delhi and INS Trishul on Thursday ( 10 Sep 15 ) entered Al-Jubail Port in Saudi Arabia as part of a month-long deployment in the Gulf to enhance bilateral ties and engage in naval exercises with friendly regional navies.

Indian Naval ships Deepak, Delhi, Tabar and Trishul, from its Western Command, have been deployed in the region. Of the four ships, INS Delhi and INS Trishul will stay in Al-Jubail until September 13, during which the warships will have professional interactions to enhance co-operation and understand the nuances of naval operations including disaster management and combating maritime threats of terrorism and piracy.

Apart from professional interactions, sports and social engagements are also planned, which are aimed at enhancing co-operation and understanding between the Navies, an official statement here said. The Indian Navy has multi-dimensional capability comprising aircraft carriers, modern ships, submarines, aircraft and

marine commandos. It has close and friendly ties with all navies in the Gulf and has been regularly conducting exercises with many of them.

The Indian Navy also provides training and hydrographic support to several navies in the region. The involvement of Indian Naval ships in combating piracy off the coast of Somalia since October 2008 has further strengthened bilateral ties and interaction with navies in the region, the statement said.

Indians are the largest expatriate community in Saudi Arabia with over 2.88 million Indian nationals working and contributing towards development of 'The Land of Two Holy Mosques'. The current visit seeks to underscore India's peaceful presence and solidarity with friendly countries in the Gulf and strengthen the existing bonds of friendship between India and Saudi Arabia, the statement added.

Source: [Indian Express](#), 11 Sep 2015

### **Ausindex: A Sign of Growing India-Australia Defence Ties – Analysis**

- Rajeswari Pillai Rajagopalan

The Indian Navy and Australian Royal Navy are set to hold their first bilateral naval exercise (AUSINDEX) this month off the Visakhapatnam Port in the Bay of Bengal. This is a sign of growing security and defense cooperation between India and Australia. The exercise will focus on anti-submarine warfare and will feature coordinated anti-submarine military exercises. Reports indicate the participation of Lockheed Martin's P-3 anti-submarine reconnaissance aircraft, a Collins-class submarine, a tanker and frigates from the Australian side whereas India will deploy a range of assets including Boeing's P-8 long-range anti-submarine aircraft and a locally-manufactured corvette.

There are several different issues that complement the foreign policy thinking in New Delhi and Canberra. While China is clearly becoming a factor in the growing

India-Australia defense ties, it will be erroneous to suggest that Beijing is the sole factor. The two also share some common vision about regional and global security, and their commitment to democracy, rule of law and human rights, have also been pertinent factors.

Recognizing this increasing synergy across political and strategic spheres, India and Australia signed in November 2014 the security cooperation framework agreement. Regular bilateral maritime exercises, along with periodic defense chiefs consultations are some of the security-related activities envisaged in this new framework agreement. Also the geographical location of both India and Australia makes the Indian Ocean a critical component of their security outlook. Maritime security and protection of sea lanes of communication (SLOCs) also add to the basket of issues that bring the two together.

The rise of China and its aggressive posturing has been a matter of concern to both India and Australia. The uncertainty as China grows stronger in the military arena has been highlighted in Australian defense white papers and official statements. The growing presence of China in the Indian Ocean has clearly served as a wake-up call for India and Australia. Sending two submarines on port visits to Sri Lanka's commercial port in Colombo last year has made the Indian fears more real.

The PLA Navy also frequents other ports in the Indian Ocean littoral including the Karachi port. Even as China does not have a permanent naval base in any foreign soil, it has raised its stake and influence in Indian Ocean by becoming pro-active in non-conventional maritime functions such as anti-piracy and SLOC protection patrols. All of this suggests a new strategic competition brewing and increasing power tussle between China and other powers including India, US, Japan, and Australia. The relative decline of the US, which gained particular traction under the Obama Administration, has added fuel to the emerging security dynamics in the region.

India-Australia bilateral relations have been picking up for close to a decade now. In 2009, the two countries elevated their relationship to a strategic partnership,

following which the defense ties have been growing with periodic consultations across a range of broad security and strategic issues. The bilateral dialogue and conversations have included nuclear non-proliferation and energy security, both in coal and civil nuclear, but is likely to expand to include solar and wind. While the congruence of interests and ideas is indeed growing there are still hitches in the relationship, which both sides should take care to address.

India-Australia relations should not be approached through a strict bilateral perspective. Australia must be situated in the larger Asian strategic context and the role of Canberra in stabilizing the Indo-Pacific must not be lost. The fact that India and Australia have similar perspectives on regional security is a big push factor. This common understanding and vision on Asian stability should become the foremost consideration in the expanding bilateral security relations. The joint naval exercises are a right step in that direction. India and Australia need to nurture multiple regional platforms such as Indian Ocean Naval Symposium (IONS) to take forward the dialogue on Indian Ocean and maritime security.

Source: [Eurasia Review](#), 13 Sep 2015

### **Nigerian Navy, Air Force Join Forces against Oil Theft**

The Nigerian Air Force and the Navy have therefore resumed Joint Maritime Operations for surveillance and patrol of the Gulf of Guinea to combat crude oil theft and other illegalities.

One of such operations was in the sea areas from Brass River entrance to Bonny River where the Navy and Air Force demonstrated their joint forces for an enduring opened sea lane of communications for effective economic activities. The mission is to establish communication link with the Air Force on the high sea to nab vessels carrying out illegal activities.

The Commanding Officer NNS pathfinder says this sort of operation will be a regular occurrence, as the fight against crude oil theft continues in the country, many hope that this alliance between the Navy and other security agencies will yield positive results

Source: [Channels TV](#), 14 Sep 2015

### **Indian Navy Ships on Goodwill Visit**

Indian naval ships INS Delhi and INS Trishul reached Doha in Qatar yesterday on a goodwill visit to further strengthen bilateral ties and cooperation with the Gulf nation. During the visit, officials will share best practices and experiences with Qatari officials. The visiting ships form part of the Indian Navy's Western Fleet and are based at Mumbai.

Four ships of the Indian Navy INS Deepak, INS Delhi, INS Tabar and INS Trishul are on a month-long deployment to the Gulf to enhance bilateral ties and engage in naval exercises with friendly regional navies. All four ships are from the Indian Navy's Mumbai-based Western Fleet.

"The visit of INS Delhi and INS Trishul would further strengthen the deep-rooted bonds of friendship between India and Qatar, and defence cooperation between the two countries," said Sanjiv Arora, Indian ambassador to Qatar in a press conference yesterday.

The ambassador added that growing naval cooperation between India and Qatar is further demonstrated by the increased high level visits in addition to training of naval officers and port visits by naval ships. India and Qatar are also members of the Indian Ocean Naval Symposium (IONS), a voluntary and cooperative initiative among 35 countries of the Indian Ocean Region, which has served as a highly useful forum for sharing of information and cooperation on maritime issues, he said.



INS Delhi and INS Trishul reached Qatar after spending four days at the Al-Jubail port in Saudi Arabia and will sail off on September 17 from Qatar.

Source: [The Peninsula](#), 15 Sep 2015



### Goan 'Shippies' to Bring Bigger Pay Home

- TNN

Thousands of Goa-based seafarers, currently working aboard merchant navy cargo ships will stand to benefit immensely following the decision of the central government to exempt seafarers serving on Indian flag ships involved in overseas voyages from paying income tax.

While the national union of seafarers of India (NUSI) has expressed its gratitude to the central government for meeting its demand, the Goa seafarers association has also welcomed the decision. "The coastal travel of the voyage of foreign-going cargo vessels would also be taken into account henceforth for calculating the NRI status of the seafarers working aboard those ships. Our demand stands accepted finally. In addition, it's a huge boost for thousands of Goa-based seafarers as they will be exempt from paying their income tax if have sailed for over 182 days in a financial year. Hence, their annual income is likely to increase by around 30%. It will certainly boost the local economy of Goa," said Abdulgani Serang, general secretary and treasurer, NUSI.

NUSI's office located in Chinchinim in Goa will guide local seafarers who wish to seek more clarifications on the income tax exemption. The members of NUSI include thousands of Indian seafarers working in various capacities aboard merchant navy vessels across the globe. Goa contributes a sizable strength to the membership of NUSI. The latest move is expected to benefit around 40,000 seafarers across India, including around 15,000 Goan seamen, sources said.

Indian crew serving on foreign vessels involved in overseas trade from an Indian port to a foreign port, however, are not required to pay tax. The Indian national ship owners' association (INSA) had been making repeated demands to the government

to resolve this 'anomaly', providing the same concession to its seafarers manning Indian ships in the interests of providing a 'level playing field'.

In order to attract and retain crew on Indian vessels, owners have been forced to hike wages as much as 30% to match what the seafarers get in terms of equivalent net take-home pay as on foreign vessels. "These seamen will now be able to save at least 30 percent of their salaries per month. Retired seamen who do not stand to benefit from this exemption have already filed for rebate with their previous employers," Vaz said. The latest move is expected to benefit around 15,000 Goan seamen, sources said. NUSI's office located in Chinchinim will guide local seafarers who wish to seek more clarifications on the income tax exemption.

Source : [Times of India](#), 4 Sep 2015

### **Pakistan, India Have Big Plans to Expand Trade Corridors**

- Greg Knowler

Freight forwarders from Pakistan and India are pushing for the expansion of trade corridors through Iran and Afghanistan as the South Asia regional powers capitalise on the momentum generated by China's One Belt, One Road strategy. Pakistan already in April signed a \$46 billion deal with China for a network of road, rail and pipelines along the China Pakistan Economic Corridor that will connect Xinjiang to Pakistani ports, an extension of the inland Silk Road part of Beijing's expanding trade network.

Babar Badat of the Pakistan Freight Forwarders' Association said Karachi was connected to the markets of Western China, but there needed to be far more regional assimilation. "For most countries in the European Union and ASEAN, regional trade consists of 45-55 percent of GDP, but because of the lack of connectivity in our region, Pakistan is at 4 or 5 percent of GDP," he told FIATA delegates.

“The potential to connect in the region is huge and that is what a lot of our governments are doing and the logistics industry is trying to play its role.” The China-Pakistan Economic Corridor will have three routes. The western route will rely on transit traffic from the port of Gwadar to Karachi and inland, the central route will run north from Karachi and meet up with the current route in the centre of the country.

However, Pakistan faces a hurdle in its efforts to connect the Indian Ocean ports to CIS, Russian and Northern Europe markets Afghanistan. Sadat said the country is a key section of the trade corridor with two border crossings from Pakistan through which hundreds of trucks made daily crossings. The corridor is expected to be fully functional in three years and Badat called it a game changer for the region.

India’s freight forwarding community is working on its own “game changer.” Amit Kamat of the Freight Forwarders Association of India, said the trade route he was working on began in the Iranian port of Bandar Abbas. “That trade route has existed for a long time. We were asked by the Indian government to do a study and identify the bottlenecks along the route from Bandar Abbas to St. Petersburg in Russia,” Kamat told delegates.

“After sending pilot shipments of containers through this route we found the transit to be 40 percent shorter and 30 percent cheaper than the route via the Suez Canal and through the Baltic ports.”

Kamat said the governments of India, Iran and Russia were very interested in expanding the trade corridor and were holding talks to facilitate the trade. A forwarder asked whether the sanctions would prohibit the payment of goods in US dollars he said payments were currently made in Dubai and Kamat said the United Nations sanctions would soon be lifted and that would remove any issues involving outward remittances.

There were few borders along this route, but for shipments through Iran to work, Kamat said the country needed to improve its rail connections between the port of Bandar Abbas and not depend so heavily on Kazakhstan and Russian rolling stock. Following the presentation, a forwarder from Bangladesh said his government was also looking into its own trade corridor and had a pilot project planned for January 2016. This prompted the question of whether the trade corridors in the region were competing with each other rather than facilitating the flow of goods.

Sadat conceded that every country had to do what was in its best interests. “What we have done and what India has done is to work our way through to Central Asia that is landlocked. Yes, there are different corridors, but with regional trade making such a small contribution to the economies of countries in South Asia, the potential for growth is high.

He insisted Pakistan remained the most viable option and the shortest route, and said the only big question mark was Afghanistan. The main route through the war-torn country is a 270-mile stretch of road that has little security for truckers of freight. “If we can tame the 270-mile route from Turkham (Pakistan) to Termez (Uzbekistan), that will be very good,” he said.

Source: [Joc.com](http://Joc.com), 10 Sep 2015

### **Port Security Requires Early Planning**

- Jake Frith

According to BMT Group’s Business Development Director Dr. Mark Yong, port security has too often lagged behind the demands of ever more vulnerable facilities with new technology often being deployed as an after-market add-on, rather than a homogenous part of the port’s day to day working. With new ports being developed on green or brown-field sites across the globe though, it is now possible to design-in security from the planning stage Dr. Yong argues.

When considering port security during the master planning stage, Dr Yong argues that ports need to factor in the necessary and sufficient security level to satisfy evolving international regulations and standards, while efficiently supporting the complexity of the real port environment. This includes facilitation of efficient and, where required, real-time exchange of security related information within the supply chain and between ports, port stakeholders (agents, shippers etc) and authorities.

There needs to be a cost-benefit analysis to identify the main security gaps and measures to maintain or augment the efficient and secure operation of the ports, combining creative and analytical techniques. Selection of the most appropriate IT infrastructure can help improve data security, as well as making critical information available in real time. Peer-to-peer communication and decision support can be helped by incorporating semantic technologies and using standard, open architecture software wherever possible, which in turn will make upgrades and integration with new systems more manageable. The importance of keeping the port's network secure while making it accessible to all the port security stakeholders cannot be overstated.

In planning for movement of cargo through ports, emergency scenarios should be taken into account, especially emergency evacuation involving large numbers of people from passenger vessels in case of terrorist activity or fire for example. (the IMO MSC 1033 evacuation analysis protocol specifies an assembly time and congestion criteria for safe evacuation). How this will affect cargo operations within the port area i.e. the need to redirect port traffic, should be considered.

New technology can be a key enabler in improving port security, but the additional time and physical space required for scanning and inspection must be built into the port's logistical flow. The positioning and number of Optical Character Recognition (OCR) systems and other surveillance technologies, transshipment security systems, as well as the interface with truck and rail transportation must reflect the volume cargo and ideal flow through the facility, to prevent bottlenecks or abortive movements. Assets should manage security while making the best use of data

which can benefit other parts of the ports operations, such as logging throughput, logjams and vessel traffic movements. This will help minimize delays and add to commercial understanding of port throughput and efficiency.

While there is no magic spell to deploying a port security system that is both rigorous and flexible enough not to disrupt the rapid through-put of cargo, intuitive and innovative port planning can help improve the intrinsic security of a facility. With port security climbing higher up both corporate and government agendas, Dr. Yong concludes: “cans developers risk not addressing these issues at the planning stage?”

Source: [Maritime Journal](#), 10 Sep 2015

### **India's Rising Star in International Shipping**

- Abhijit Kar Gupta

In the 1970s, my father launched his original liner shipping venture, Himalaya Shipping. His overactive entrepreneurial instinct had propelled him to leave the Birla family empire quite early in his career and set off on his own, albeit for turbulent waters. Through the seventies, Himalaya Shipping, started with a mere Rs. 10 lakhs (\$20,000) in equity, enjoyed steady growth up to Rs. 13-14 crores (\$3.5 million) in profitable revenue, until shareholder disputes tore the company apart in 1980, wiping out his decade-long effort.

By 2008, many aspects of the shipping world had changed, but in India logistics and transportation remained a clear bottleneck. But a bottleneck that I believed could be relieved with a second iteration of Himalaya Shipping. The naming of this company was purely nostalgic; the idea of ships by the names of Nanda Devi, Kedarnath, Gauri Shankar, and Sri Kailash had captured my imagination since I was a little girl. Always fascinated by faraway places, exotic destinations like Bander-Abbas, Basra, Baghdad, and Athens, which came into focus through my father's postcards, I could

see these ships sailing in and out of ports in Europe and Asia, as austere and regal as the peaks they were named after. The time had come for Himalaya Shipping to reincarnate.

With the domestic market booming and the international market clamoring for certain Indian products like iron ore, India's exports and imports were up across the board. In both raw materials and finished goods, the volume of cargo had surged throughout the 2000 decade. India's thermal coal imports alone were to rise to nearly 53 million tons by 2012 up from 40 million tons in 2009. Of this, about 34 million tons were forecasted to be consumed by the power sector, 7 million by cement, and 12 million by miscellaneous industrial buyers. The cement sector in India had been expanding rapidly due to India's construction boom. Cement production was forecasted to rise to 251 million tons by 2012, and the coal required in this production process, to a large extent, had to be imported. Furthermore, coking coal imports by steel plants was to rise to 20 million tons by 2014, up from 14 million tons in 2009.

Coal both thermal and coking was a clear opportunity for a major shipping venture. Other exciting opportunities included bulk iron ore and tea exports, jute, food products, and other commodity shipments, as well as electronics and engineering goods and machinery. This was no small-scale opportunity before us.

In international shipping, there was another vulnerability that drew our attention. Danish shipping conglomerate Maersk had acquired an enormous amount of market power in the global container shipping sector by acquiring several major shipping companies, including Sea-Land in 1999 and the P&O Nedlloyd Container Line in 2005. The latter merger established Maersk as the undeniable world leader in container shipping, although it was unable to hold its 18% market share post-merger due to integration problems mainly because of internal management deadlocks across the various acquired divisions. By 2007, Maersk's market share of international shipping had dropped to about 14%. So, while the company still retained maximum market clout, its vulnerability was undeniable.



In 2010, we decided to take on Maersk with a three-pronged strategy spanning a container division, a bulk shipping division, and a barge division. And so, some 40 years after my father's maiden voyage, with his help, I launched Himalaya Shipping anew. Our first step: we searched among my father's protégés, now spread throughout the Indian shipping industry, and found Sabyasachi Hazra, then chairman of the Shipping Corporation of India, and lured him to become our CEO.

It turned out that financing for a team with such depth of experience was relatively easy. For the container division, we built a fleet of six 6000 TEU post-Panamax vessels over a six-year period. These vessels a combination of chartered vessels and our own ships were initiated into a global, round-the-world container service consortium featuring COSCO Shipping from China, Mitsui OSK and NYK Line from Japan, Evergreen Shipping from Taiwan, Hyundai from Korea, APL from the US, and our very own Himalaya Shipping.

The 25 consortium ships were deployed for round-the-world operations starting from New York and ending in New York, covering three clockwise and three counterclockwise routes. These routes covered Felixstowe, Rotterdam, Marseille, Port Said, Jeddah in the Red Sea, Jebel Ali, Navseva, Singapore, Hong Kong, Shanghai, Tokyo, Osaka, Seattle, Los Angeles, Houston, and New Orleans before returning to New York.

Six ships named Everest, Kanchenjunga, Annapurna, Nanda Devi, Trishul, and Makalu traversed the seas under the blue and yellow Himalaya Shipping flag. Joint consortium marketing through a global network of agents enabled us to establish stable freight rates and consistent service logistics, which allowed us to effectively compete with Maersk, which was still floundering under operational challenges. From Shanghai to Marseille, the consortium agents capitalized on the confusion facing Maersk customers.

By 2012, our container business shipped its way to \$36 million in annual revenue. By 2013, \$72 million. And 2020, \$216 million Each barge generated \$1 million per year in revenue and cost \$0.7 million to operate. Over time, our barge division grew

from \$10 million a year to \$50 million a year as we captured market share and came to dominate the National Waterways No-1 and No-2 routes.

Each ship carried about one million tons of cargo per year and generated about \$30 million with \$21 million in finance and operating cost. The Panamax traffic grew from four million tons in 2015 with four ships (Dhaulagiri, Kedarnath, Sumeru, and Bhagirathi) and revenue of \$120 million, to eight million tons in 2020 with eight ships and revenue of \$240 million.

On January 3, 2019, my father's eightieth birthday, Himalaya Shipping threw a party at the Kolkata port to celebrate what was quickly becoming one of the most impressive success stories in international shipping. Surrounded by ships, cranes, and containers, the team paid tribute to the very sources of their achievements. The entire port and all the ships were lit with candles and lanterns.

At the party, we received news that the Lhotse was shipwrecked off the Sydney harbor. It reminded me of 1980, when as a 10-year-old I watched my father cope with the news of the shipwreck of the Kedarnath. We were vacationing in Darjeeling, and immediately rushed back to Kolkata, our private life second in line to my father's business life. But on this occasion, Sabyasachi Hazra was in charge. Besides, I had also developed enough business knowledge to know that the Lhotse was adequately insured to protect against precisely this sort of calamity. The party proceeded uninterrupted as the operations team promptly arranged for a smooth transfer of cargo, and our legal department took care of the insurance filings.

By 2020, we added a much-needed velocity to the Indian supply chain, previously choking at every point from soil to sea. Our container division brings in \$216 million in annual revenue, the feeder service \$257 million, barges \$50 million, and bulk \$420 million. Numbers that announce a rising star in international shipping and a threat for Maersk in many markets.

Source: [LinkedIn](#), 11 Sep 2015

## **Shipping Weathers Storm**

- Sam Shields

Maritime Cyprus, the biennial pilgrimage of the global shipping industry to the island, kicks off next week in Limassol amid signs that some sectors are showing the first signs of improvement after a long spell in the doldrums.

Add to that fresh impetus for the promotion of shipping in Cyprus from the Ministry of Transport, Communications and Works and the unprecedented progress of reunification talks and the mood of the conference might be more positive than the state of global markets would seem to justify. “Coming from abroad to Cyprus the mood will be on a high level we think that in 2016 shipping will become better,” Captain Eberhard Koch, Chairman, CEO & Partner of family-owned shipping company Osterreichischer Lloyd told the Cyprus Weekly.

Koch said that, while world shipping markets are still very stressed because of an overcapacity of available tonnage, some segments are starting to improve. These include those for bigger containers capable of carrying between 4,500 and 6,000 TEU and smaller ones for up to 1,000 TEU. Thomas Kazakos, Director General of the Cyprus Shipping Chamber said freight rates boomed from 2000, before the financial crisis of 2008 triggered one of the shipping industry’s worst ever down cycles.

“After 2008 we saw a sheer drop of up to 80%,” he said. “So shipping has recovered to a certain extent, but not to the levels of the fantastic years,” he added. The Baltic Exchange’s main sea freight index, which tracks rates for ships carrying dry bulk commodities and is seen by investors as an indicator of global industrial activity, hit an all-time low earlier this year. Currency and stock market turmoil in China, the destination for well over half the world’s ship-borne iron ore and 25% of its coal, is also rattling sentiment.

### *Cyprus Stands Out*

Cyprus looks like a bright spot in all this gloom. The country's fleet of over 1,000 vessels with 21 million in gross tonnage is Europe's third and the world's tenth largest. The industry accounts for around 6% of Cyprus GDP, mostly in the form of foreign direct investment. Minister of Transport, Communications and Works Marios Demetriades, who took up the post in March 2014, is in the final stages of putting together a study on how Cyprus shipping can expand.

He has also established various working groups with industry representatives to explore ways to promote Cyprus and tempt more shipping companies to the island. "We have a lot to offer and we have to promote ourselves," said Koch. Kazakos said the conference is a good platform for the promotion of Cyprus as a shipping hub. "We have the infrastructure to attract more investment and with political support shipping can only improve in terms of quality and figures," he said, adding that the timing of the conference because participants will be able to gather in one venue to thrash out their views on developments in China, Russia and the Middle East.

### *New Oil Storage Terminal*

This is also the first time the conference will have convened since the opening of the private VTT Vasiliko Limited (VTTV) oil storage terminal just outside Limassol, which already houses most of Cyprus' strategic fuel stocks and hopes to become a hub for the movement of oil products. VTTV's General Manager and Managing Director George Papanastasiou said the terminal has already boosted shipping in the Eastern Mediterranean region by about 300 ships per year and that the figure is increasing steadily.

"If the shipping restrictions imposed by Turkey on Cyprus are lifted, the number of ships in VTTV will increase geometrically," he added. Turkey banned Cypriot ships from its ports in 1987 over the EU's refusal to recognize the administration in the

north, but the ongoing dispute is hobbling Turkey's bid to join the EU, which buys a significant proportion of its exports.

Various attempts have been made over the years to lift the Turkish ban on Cyprus-flagged ships as part of packages of what are called "confidence-building measures". On the Turkish Cypriot side these packages have included the handover by the Turkish army of the ghost town of Varosha to Greek Cypriots, and on the Greek Cypriot side allowing the unrecognized northern port of Famagusta to trade directly with EU countries.

Up until now a deal has proven elusive, but the latest talks are gaining momentum and President Nicos Anastasiades and Turkish Cypriot leader Mustafa Akinci are set for a high-level meeting meet with UN Secretary General Ban Ki-moon in New York later this month. "There is a big opportunity for shipping if our president can negotiate reunification, in my opinion it will lead to a big boom," Koch said.

Source: [In-Cyprus](#), 13 Sep 2015

### **Shipping Industry a Catalyst for Economic Growth: Cyprus President**

- David Glass

The shipping sector is the only business in Cyprus whose size goes far beyond the size of Cyprus as a country and is acknowledged as a catalyst towards the steady recovery of the Cyprus economy, the country's President, Nicos Anastasiades, told the opening session of the Maritime Cyprus 2015 event in Limassol, 14 – 15 September.

"Shipping and its sustainable growth is thus one of the main concerns and priorities of the Cyprus government," said the President. He declared there is "a need to focus on the future of the Cyprus shipping sector in order to safeguard its steady

and substantial growth". He declared: "Our economy will return to one of growth and shipping will play a leading role"

Anastasiades announced a study on the future of Cyprus shipping, commissioned by the Minister of Transport Communications and Works, Marios Demetriades, and completed in July, sets new targeted goals and actions aiming at rendering the Department of Merchant Shipping more responsive to the challenges that our evolving shipping industry faces. "Restructuring and upgrading of the Department of Merchant Shipping will be reviewed in close cooperation with the private sector," he said.

With the launch of the new maritime strategy, Anastasiades believes shipping will "contribute significantly", to the economy. Transport, Communications, and Works Minister Marios Demetriades told the 700 delegates that the role of shipping is invaluable to Cyprus "a good place to do business and the shipping industry is a vital catalyst for economic growth".

The Minister said the impact of the financial crisis on Cyprus' shipping industry is "manageable" and the overall shipping infrastructure remains intact. "The wealth of knowledge and expertise in our industry will navigate the industry to calm waters," said Demetriades.

Demetriades said the current privatization of Limassol port will help the regret of the maritime cluster and that Cyprus is already seeing increased interest in the East Mediterranean offshore market.

"Now, more than ever, Cyprus needs a flexible, modern, and even more efficient maritime administration to deal with the rapid changes in shipping. We need to become more aggressive in the way we pursue business and upgrade our maritime administration. This is one of our main goals and we have already started working towards that."

Source: [Sea Trade](#), 15 Sep 2015



### **Scientists Say 90 Percent of All Seabirds Have Ingested Plastic**

- Michael Brown

As many as nine out of 10 of the world's seabirds likely have pieces of plastic in their guts, a new study estimates. previously, scientists figured about 29 percent of seabirds had swallowed plastic, based on older studies. an Australian team of scientists who have studied birds and marine debris for decades used computer models to update those figures, calculating that far more seabirds are affected, according to a new study published Monday in the journal proceedings of the national academy of sciences.

"It's pretty astronomical," said study co-author denies hardest, senior research scientist at the Australian federal science agency. she said the problem with plastics in the ocean is increasing as the world makes more of the stuff. "in the next 11 years we will make as much plastic as has been made since industrial plastic production began in the 1950s."

She combined computer simulations of locations of the garbage and the birds, as well as their eating habits, to see where the worst problems are. hardesty's work found that the biggest problem strangely isn't where there's the most garbage, such as the infamous garbage patch in the central north pacific ocean. instead it's where there's the greatest number of different species, especially in the southern hemisphere near Australia and new Zealand.

Areas around north America and Europe are better off, she said. by reducing plastic pellets, Europe is even seeing fewer of those plastic bits in one key bird, the northern fulmar, she said. some species of albatross and shearwaters seem to be the most prone to eating plastic pieces. birds mistake plastic bits for fish eggs, so "they think they're getting a proper meal but they're really getting a plastic meal,"

hardest said. usually it's incredibly tiny pieces of plastic, but hardesty has seen far bigger things, such as an entire glow stick and three balloons in a single short-tailed shearwater bird. "i have seen everything from cigarette lighters ... to bottle caps to model cars. i've found toys," hardest said. and it's only likely to get worse. by 2050, 99 percent of seabirds will have plastic in them, heredity's computer model forecast. that prediction "seems astonishingly high, but probably not unrealistic," said American university environmental scientist kiho kim, who wasn't part of the study but praised it.

Source: [The Budapest Report](#), 1 Sep 2015

### **Chief Of Naval Staff (Nigeria) Assures Safe Maritime Environment**

- Agency Report

The Chief of Naval Staff (CNS), Vice Adm. Ibok-Ete Ibas, on Monday in Abuja expressed the service's determination to ensure secure maritime environment for national prosperity. Ibas gave the assurance at the formal presentation of his Strategic Directive 2015-1 aimed at enhancing the operational capacity of the Nigerian Navy in the country.

According him, the strategic directive was set out to guide the attainment of the Nigerian navy goals in areas considered critical to effectiveness of its operations. He noted that the attainment of the strategic directive key priorities would require high professional standard, discipline, exemplary leadership, integrity, selflessness and maintenance of good morale.

"All concerned are to note the need for flexibility, adaptability and prioritization in dealing with the challenges of evolving security environment," he said. He highlighted key priorities to be achieved by the Nigerian Navy in short, medium and long terms.



Ebas said the priority areas include ensuring credible presence at sea to create a secure maritime environment for national prosperity. He said the service would continue to promote its manpower development to achieve optimal professional capability of personnel.

The chief of naval staff expressed commitment to exploring partnership with relevant stakeholders and institutions locally as well as internationally. “In order to fully realize the strategic end state of the outline objectives, the Nigerian Navy shall deepen collaboration with maritime stakeholders, other agencies and even international partners.” I urge all concern to ensure effective dissemination and practical commitment to accomplishment of the identified objectives in this strategic directive, “he said.

He noted that dwindling oil prices could affect cash flow to the Federal Government as indicated by President Muhammadu Buhari, recently. Ibas, therefore, advised commanders to ensure judicious and efficient application of allocated resources in line with extant regulations.

Source : [Leadership](#), 7 Sep 2015

### **Shipping not Covered in UN Climate Deal?**

- Aiswarya Lakshmi

Shipping has a carbon footprint the size of Germany and growing. Unchecked, it could account for up to 14% of global emissions by 2050, says a report from RTCC (Responding to Climate Change).

UK and US envoys admit to industry the International Maritime Organization could be overruled on emissions goals. The shipping industry is not covered by national climate pledges that form the backbone of a UN climate deal due for sign-off in Paris this December.

And the International Maritime Organization in May dismissed calls to set a greenhouse gas emissions target for the sector.

But shipping regulators are wary of having climate goals imposed by a Paris deal, they revealed at a conference in London on Tuesday. “IMO actually hasn’t done a bad job,” insisted UK maritime envoy Katy Ware. “We can’t have other people setting targets for shipping; we are the experts.”

Source : [Marine Link](#), 10 Sep 2015

### **Trash-Clogged Oceans Have Alarm Bells Ringing**

- Takefumi Kawaguchi

The oceans are awash in garbage, and it is taking a toll on the environment. Even places considered natural paradises -- World Heritage sites and areas where sea turtles lay their eggs are becoming clogged with fishing nets, bottles, cans and other forms of trash.

Of particular concern are micro plastics, the detritus created when plastic is broken down into tiny pieces by ultraviolet rays. The true scale of the problem is not fully known, but many experts have pointed out the toxicity of such waste for marine life forms, the potential deleterious effects on ecosystems and the health hazard this poses to humans.

Marine trash can be broadly classified into two categories: natural products such as plants, and man-made items such as plastic. The issue was discussed at a summit of Group of Seven leaders in June, and the international community is becoming cognizant of the urgent need to develop measures to elucidate the true nature of the problem and reduce the volume of garbage in the world's waters.

### *Always More*

Junk of all forms can be found drifting off Japan's shores, including plastic bags and bottles, furniture, tires and hypodermic needles. It seems that as fast as people pull the waste out of the water, more appears. In addition, the cycle of destruction goes on, with seals and sea turtles becoming enmeshed in old fishing nets and fish and birds gobbling up pieces of trash.

Japan's Environment Ministry conducted a study of marine trash that drifted ashore in seven areas of the country every year for five years through fiscal 2014. The study focused on Kamisu, Ibaraki Prefecture; Hakui, Ishikawa Prefecture; Awaji, Hyogo Prefecture; Shimonoseki, Yamaguchi Prefecture; Tsushima, Nagasaki Prefecture; Minami-Satsuma, Kagoshima Prefecture; and Ishigaki, Okinawa Prefecture.

Over the five-year span, some 48.1 tons of junk washed up on those shores. Much of it was plastic, which accounted for 47.3% of the total by weight. When broken down by number of items, plastic accounted for even more, at 60-90%.

Polyethylene terephthalate bottles were the most common type of plastic trash. Most of those that washed up on the Japanese shores facing the Sea of Japan and the East China Sea drifted over from South Korea and China, while on the coastlines facing the Pacific Ocean, the bulk of the bottles came from Japan. Along the coasts of Shimonoseki and Tsushima, more than 50% of the bottles were from South Korea, while at Ishigaki over 80% were of Chinese origin. In contrast, virtually all the PET bottles that drifted ashore at Awaji, along with more than 80% of those at Kamisu and 70% of those at Minami-Satsuma, originated from Japan.

### *Need for International Cooperation*

Departing Japan in late November, Tokyo University of Marine Science and Technology's training vessel, the Umitaka Maru, will traverse the Antarctic Ocean twice over a three-year period, collecting trash in nets typically used to gather

plankton. Researchers will then examine the distribution of micro plastics, where they originated and what pollutants are clinging to them. The aim is to understand the scale of the problem as it becomes more of a shared international matter.

Measures to combat marine pollution will not be effective without cooperation across borders. The problem is, there are currently no international frameworks for studying micro plastics, nor are there international laws or systems to regulate marine trash. These matters need to be addressed if the seas are to find relief.

Source: [Nikkei Asian Review](#), 14 Sep 2015