



# MAKING WAVES

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### **Editorial Team**

*Captain (Dr.) Gurpreet S Khurana  
Commander Dinesh Yadav  
Ms. Adwita Rai*

### **Address**

*National Maritime Foundation  
Varuna Complex, NH- 8  
Airport Road  
New Delhi-110 010, India*

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

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### **India, Pakistan to take a step forward with talks on coastal security**

Sachin Parashar

As India and Pakistan look to break the logjam in ties, the two countries will hold a dialogue between the Indian Coast Guard and Pakistan Maritime Security Agency (PMSA) this month.

Official sources said a Coast Guard team will visit Pakistan from July 12 to July 14 to attend an international conference on maritime issues in Karachi and also engage PMSA on issues related to coastal security. This will be the first time that an Indian agency will visit Pakistan since the Pathankot airbase attack in January this year.

The comprehensive bilateral dialogue (CBD) between India and Pakistan, as announced by foreign minister Sushma Swaraj in December 2015, has failed to take off in the absence of, as India continues to maintain, any significant action by Islamabad against Pakistan-based Jaish-e-Mohammed terrorists who perpetrated the Pathankot attack. Pakistan continues to insist on initiating CBD with a visit to Islamabad by Indian foreign secretary S Jaishankar, as decided in December last year.

India though has not relented with Swaraj reiterating last month that talks with Pakistan and terror can't go together, even as she insisted that dialogue with the neighbouring country had not been called off. The two countries will now hope that maritime dialogue between the Coast Guard and PMSA will lead to more substantive engagement in the near future, leading up to a likely visit to Islamabad by not just Jaishankar but also PM Narendra Modi in November this year for the Saarc summit.

The Indian Coast Guard and PMSA signed an MoU in 2005, which envisaged cooperation between the two agencies through exchange of information on "Exclusive

Economic Zone violations, apprehended vessels, marine pollution, natural disasters/calamities, combating smuggling, illicit trafficking in narcotic drugs and piracy, and coordination in search and rescue and return sea passage". It also established a communication link between them in the form of a hotline which remains operational.

The MOU was extended earlier this year through diplomatic channels for five more years. According to Indian authorities, director-generals of ICG and PMSA are supposed to meet periodically under the MoU provisions.

While Pakistan foreign secretary Aizaz Ahmed Chaudhary visited India in April this year for an international conference on Afghanistan, a meeting with Jaishankar on the sidelines only saw Pakistan reiterating its commitment to the Kashmir issue and India underscoring the centrality of terrorism in the Indo-Pak dialogue process. Pakistan claims that it proposed a visit by Jaishankar in mid May but India was not in favour of announcing dates for foreign secretary-level dialogue.

Indian officials, however, say that it may not be possible to have a dialogue for working out the modalities of CBD until the time Pakistan shares with India the outcome of the Pathankot visit by its joint investigating team which is probing the airbase attack case. Pakistan has officially not provided any information to India about the outcome but reports in Pakistan media had earlier declared that the team had not found any evidence to link Pakistan nationals with the attack. Chinese Spy Ship Entered Japan Waters: Tokyo

**Source:** [The Times of India](#), 5 July 2016

## **Indonesia Tightens Maritime Security**

AFP

Indonesia will sharply strengthen security around its South China Sea islands where there have been clashes with Chinese vessels, the defense minister said on Wednesday, a day after China's claims in the sea were declared invalid by an international court.

In an interview with Agence France-Presse (AFP), Ryamizard Ryacudu said bolstering defenses around Indonesia's Natuna Islands would involve deploying warships, an F-16 fighter jet, surface-to-air missiles, a radar and drones, as well as constructing new ports and improving an airstrip. The military buildup, which started in recent months, would be completed in "less than a year," he said.

"This will be our eyes and ears," the retired general said. "So that we can really see what is happening in the Natunas and the surrounding area in the South China Sea."

Unlike several of its Southeast Asian neighbors, Indonesia has long maintained it has no maritime disputes with China in the South China Sea and does not contest ownership of any territory.

But Beijing's claims overlap Jakarta's exclusive economic zone—waters where a state has the right to exploit resources—around the Natunas, and there has been an upsurge in clashes between Indonesian patrol and navy boats and Chinese fishing vessels and coast guards.

Indonesia has become increasingly irate over Chinese incursions into its waters and after a clash last month, President Joko Widodo visited the Natunas on a warship with his Cabinet to send a message to Beijing that Jakarta is serious about defending the remote archipelago.

As well as the military hardware, Indonesia will send special Air Force and Marine task forces, as well as an Army battalion, to the Natunas, once barracks and housing have been built, Ryacudu said.

Widodo insisted that Indonesia was not adding to the growing militarization of the South China Sea, and suggested it had a right to defend its borders. “It is our front door, why is it not guarded?” he said.

A UN-backed tribunal in The Hague ruled on Tuesday against China’s expansive claims in the South China Sea, finding in favor of the Philippines, a claimant state in the sea dispute which filed the challenge.

China has responded furiously, warning its rivals on Wednesday against turning the sea into a “cradle of war” and threatening an air defense zone there.

**Source:** [Inquirer.net](http://Inquirer.net) 14 July 2016

### **Challenging China’s Sub-Conventional Dominance**

Vidya Sagar Reddy

A recent RAND report underscored the significance of the strategy by certain states of employing measures short of war to attain strategic objectives, so as to not cross the threshold, or the redline, that trips inter-state war. China is one of the countries cited by the report, and the reasons are quite evident. The employment of this strategy by China is apparent to practitioners and observers of geopolitics in the Indo-Pacific region. The diplomatic and military engagements in this region call attention to the South China Sea, where China’s provocative actions continue to undermine international norms and destabilize peace and security.

Vietnam and the Philippines are the two claimants determined to oppose such actions with the support of other regional security stakeholders. They intend to shore up their military strength, especially in the maritime domain. The Philippines decided to upgrade military ties with the U.S. through an agreement allowing forward basing of American military personnel and equipment. It will receive \$42 million worth of sensors to monitor the developments in West Philippine Sea. Additionally, India emerged as the

lowest bidder to supply the Philippines with two light frigates whose design is based on its Kamorta class anti-submarine warfare corvette.

The recent visit of US. President Obama to Vietnam symbolizes transformation of the countries' relationship to partners and opened the door for the transfer of lethal military equipment. Vietnam is considering the purchase of American F-16 fighters and P-3C Orion maritime patrol aircraft. Its navy is already undergoing modernization with the induction of Russian Kilo class submarines. India, which uses the same class of submarines, helped train Vietnam's submariners. Talks with Vietnam to import India-Russia joint BrahMos supersonic anti-ship cruise missiles seem to be in an advanced stage.

But, this military modernization is concentrated on strengthening the conventional domain of the conflict spectrum, while China accomplishes its objectives by using sub-conventional forces. China's aggressive maritime militia and coast guard are the real executors of local tactical contingencies, while its navy and air force provide reconnaissance support and demonstrate muscle power.

The 2014 HYSY 981 oil rig stand-off, when China's vessels fired water cannons and rammed into Vietnamese boats, serves as a classic example of China's use of sub-conventional forces. Some of these platforms are refitted warships, and the total vessel tonnage has far exceeded the cumulative tonnage of neighboring countries. China has also deployed coast guard cutters weighing more than 10,000 tones, the largest in the world. They cover maritime militia's activities like harassing Vietnamese and other littoral fishermen from exercising their rights or defend China's illegal fishing activities in the exclusive economic zones of other countries. Recently, they have forcefully snatched back a Chinese fishing vessel that had been detained by the Indonesian authorities for transgression.

Such provocative actions to forcefully lay down new rules on the ground need to be challenged, but using conventional air and naval assets will only lead to escalation. It is advisable to learn from China's strategist himself in this context, Sun Tzu, who counsels that it is wise to attack an adversary's strategy first before fighting him on the battlefield.

Therefore, both Vietnam and the Philippines must also concentrate on building up the capacity of respective coast guards and maritime administration departments with relevant assets like offshore patrol vessels (OPV) to secure the islands and exclusive economic zones. Operating independently in these areas inevitably hedges against China's proclamation of South China Sea as its sovereign territory and requiring its consent to operate in.

Vietnam is inducting patrol boats furnished by local industries as well as depending on the pledge from the U.S. to provide 18 patrol boats. The Philippines contracted a Japanese company to build 10 patrol vessels on a low-interest loan offered by Japan's government. It is also set to receive four boats from the U.S.

India should also take a proactive position and join its regional security partners in extending its current efforts in the Indian Ocean to the South China Sea. India has built high level partnership programs to build the capacity of its neighboring Indian Ocean countries to ensure security of their exclusive economic zones. In the process, it delivered some of its OPVs to Sri Lanka. Recently, Mauritius became the first customer of India's first locally built OPV Barracuda. India is now building two more for Sri Lanka. Additionally, Vietnam has contracted an Indian company to build four OPVs using the \$100 million line of credit offered by the Indian government.

The demand for these vessels will only grow as the strategic competition in the South China Sea escalates. India enjoys better political, historical, and security relations with the South East Asian countries, especially Vietnam. The Philippine government has underscored this relationship between India and Vietnam as the foundation for its own relations with India. Taking advantage of this situation not only improves India's strategic depth in the region but also enhances its manufacturing capacity that is at the core of Make in India initiative.

The specific requirements like range, endurance, and armament depend on the customer countries. The more critical question at play is whether the regional security stakeholders are comfortable with the idea of up gunned coast guards along the South China Sea littoral.

The U.S. has forward deployed four of its Littoral Combat Ships (LCS) to Singapore to tackle a variety of threats emanating in the shallow waters. The ships are smaller than a frigate but larger than an OPV in terms of sensor suites, armament, mission sets, and maintenance requirements. War simulations proved that up gunned LCS can cross into blue water domain with ease and complicate an adversary's order of the battle.

Vietnam and the Philippines could specify higher endurance, better hull strength and advanced water cannons for their OPVs to defend proportionally against Chinese vessels. In addition to manufacturing ships, India should also train Vietnamese and Philippine forces on seamlessly integrating intelligence from different assets for maritime defense.

Over time, a level of parity in the sub-conventional domain needs to be achieved and maintained to force China to either shift its strategy or escalate the situation into conventional domain whereupon the escalation dominance will shift to status quo countries.

**Source:** [Center for International Maritime Security](#) July 12, 2016

### **Indonesia urges Malaysia and Philippines to step up maritime security against kidnapping**

Francis Chan

Indonesia has called on neighbors Malaysia and the Philippines to tighten security in waters where there has been a spate of kidnappings by Abu Sayyaf militants in recent months. In the latest case on Saturday (July 9), gunmen snatched three Indonesian crewmen from a vessel in the waters off Malaysia's eastern state of Sabah, in what is the fourth kidnapping at sea involving Indonesians this year.

Foreign Minister Retno Marsudi, speaking on Monday (July 11) after a high-level meeting on the kidnapping, said "such incidents cannot be tolerated". Ms Retno

confirmed that the victims were taken at 10.33 pm local time on Saturday when they were about eight nautical miles from the shore off Felda Sahabat in Tungku, Lahad Datu."The abducted crew members are Indonesians and they have been moved to Tawi-Tawi waters in southern Philippines," she told a press briefing in Jakarta earlier.

The Abu Sayyaf, notorious for kidnapping people at sea and demanding millions of dollars in ransom for their return, first abducted 10 Indonesian sailors on March 29 and another four on April 15. All 14 hostages were released in May, but on June 20, another seven were taken. The latest kidnapping brings the total number of Indonesian crewmen held hostage by the rebel group now to 10.

"We are asking the Philippines and Malaysia governments to step up efforts to maintain the security within their territories on land and within their waters," said Ms Retno. "Specifically for the Philippines, we ask that they take immediate action to release the Indonesian hostages, the safety of the hostages is a priority."

Indonesian Defence Minister Ryamizard Ryacudu will be meeting his counterparts from the Philippines and Malaysia in Kuala Lumpur on Tuesday to discuss the issue, said Ms Retno, adding that there is now "greater urgency than before to immediately implement cooperation" between the three Asean nations to deal with the threat.

She added that Lahad Datu Police had identified the hostages as Mr Lorence Koton, 34; Mr Teo Dorus Kopong, 42; and Mr Emanuel, 46. All three were from East Nusa Tenggara in Indonesia, and possess legal work permits for Malaysia.

"After we received this information, the Foreign Affairs Ministry has coordinated with Indonesian Embassy in Kuala Lumpur, Consulate in Tawau and Embassy as well as Consulate in Davao to monitor the situation," she added.

Indonesian military chief, General Gatot Nurmantyo, who was at the same meeting on Monday, said he has observed that the Abu Sayyaf has a tendency to kidnap Indonesians.

Source: [The Straits Times](#) 11 July 2016

## **Terrorism is the gravest security threat in world today: PM Modi in Mozambique**

Express Web Desk

Prime Minister Narendra Modi on Thursday arrived in Mozambique as part of his four-nation Africa tour. The primary focus of the tour will be on enhancing ties with that continent, particularly in the economic sphere and people-to-people contacts.

The focus will also be on deepening cooperation in areas of hydrocarbons, maritime security, trade and investment, agriculture and food. Addressing a joint statement with President of Mozambique Filipe Nyusi in Maputo, PM Modi said categorically that terrorism is the gravest security threat facing the world today. “President and I have today agreed to strengthen our defence and security relationship. We want our partnership to ensure the safety and security of our people,” said Modi.

Highlighting the need to strengthen food security between the two countries, PM Modi said India and Mozambique complement each other and are also strengthening partnership in food security. “We agreed to put cooperation in agriculture on the fast track. We are also strengthening our partnership in food security,” said Modi.

Modi also shed light on the menace of drug trafficking and said the agreement of both countries on prevention of drug trafficking is a testimony to the shared determination to combat this menace and these networks.

Meanwhile, India and Mozambique have signed three agreements in youth affairs and sports, long-term agreement for purchase of pulses from Mozambique and on drug demand reduction and prevention of illicit trafficking in narcotic drugs, psychotropic substances and precursor chemicals.

India will also be donating essential medicines for the public health system in Mozambique, including medicines for treatment of AIDS, said PM Modi.

Earlier during the day, PM Modi was accorded a warm and colourful ceremonial welcome at the Presidential Office in Mozambique capital Maputo as he started his first engagement of the day here to deepen ties with the African nation.

Later, the Prime Minister will visit the National Assembly, where he will receive a ceremonial welcome and will be introduced to the members, followed by a meeting with President of the National Assembly Veronica Macamo and signing of visitor's book.

Prime Minister Modi will also visit the Maluana Science and Technology Park and the Centre for Innovation and Technological Development (CITD), where he will interact with students.

**Sources:** [The Indian Express](#) 7 July 2016

## **China vows to protect South China Sea sovereignty, Manila upbeat**

Ben Blanchard and Martin Petty

China vowed to take all necessary measures to protect its sovereignty over the South China Sea and said it had the right to set up an air defense zone, after rejecting an international tribunal's ruling denying its claims to the energy-rich waters.

Chinese state media called the Permanent Court of Arbitration in the Hague a "puppet" of external forces after it ruled that China had breached the Philippines' sovereign rights by endangering its ships and fishing and oil projects. Beijing has repeatedly blamed the United States for stirring up trouble in the South China Sea, where its territorial claims overlap in parts with Vietnam, the Philippines, Malaysia, Brunei and Taiwan.

"China will take all necessary measures to protect its territorial sovereignty and maritime rights and interests," the ruling Communist Party's official People's Daily said in a front page commentary on Wednesday.

The case, covering a region that is home to one of the world's busiest trade routes, has been seen as a test of China's rising power and its economic and strategic rivalry with the United States.

Underscoring China's rebuffing of the ruling, state media said that two new airports in the Spratlys, on Mischief Reef and Subi Reef, both received test flights from civilian aircraft on Wednesday.

Beijing called the Philippines' claims of sovereignty in the South China Sea "baseless" and an "act of bad faith". In a government white paper published on Wednesday, China also said its fishing boats had been harassed and attacked by the Philippines around the disputed Spratly Islands.

"On whether China will set up an air defense zone over the South China Sea, what we have to make clear first is that China has the right to... But whether we need one in the South China Sea depends on the level of threats we face," Vice Foreign Minister Liu Zhenmin told reporters in Beijing, adding that China hoped to return to bilateral talks with Manila.

"We hope that other countries don't use this opportunity to threaten China, and hope that other countries can work hard with China, meet us halfway, and maintain the South China Sea's peace and stability and not turn the South China Sea into a source of war."

U.S. officials have previously said they feared China may respond to the ruling by declaring an air defense identification zone in the South China Sea, as it did in the East China Sea in 2013, or by stepping up its building and fortification of artificial islands.

China's Liu also took aim at the judges on the tribunal, saying that as not one of them was Asian they could not possibly understand the issue and it was unfair of them to try.

The Philippines reacted cautiously to the ruling late on Tuesday, calling for "restraint and sobriety", but the mood at President Rodrigo Duterte's cabinet meeting on Wednesday was "upbeat", presidential spokesperson Ernesto Abella said.

Philippine Defence Secretary Delfin Lorenzana said he had spoken to U.S. counterpart Ash Carter ahead of the ruling who told him China had assured the United States it would exercise restraint, and the U.S. made the same assurance. Carter had sought and been given the same assurance from the Philippines, Lorenzana added.

"The ruling can serve as a foundation on which we can start the process of negotiations which hopefully will eventually lead to the peaceful settlement of the maritime dispute in the South China Sea," Charles Jose, a spokesman for the Philippines' Department of Foreign Affairs, said.

One of the lawyers who argued the Philippines' case said how and when the country would enforce the tribunal's ruling was complicated.

"There's no timeline for this game. It might have an extended period of gestation," said Florin Ternal Hilbay, a former solicitor general. "I would assume our diplomats have read the decision and understand the complexities and consequences of enforcing the decision."

Global intelligence firm Stratfor said fishermen from China or the Philippines were the greatest potential disruptors in the region, beyond the easy control of law enforcement.

"The greatest struggle for both countries will be to rein them in, preferably before they get to sea, lest they disrupt the delicate peace," Stratfor said in a note.

In moves likely to antagonize Beijing, the coastguards of Japan and the Philippines took part in simulated rescue and medical response exercises off Manila Bay on Wednesday, part of what the two countries have called efforts to improve maritime security and combat crime and piracy.

Japan and China are involved in a separate territorial dispute in the East China Sea and Beijing has warned Tokyo against meddling in the South China Sea dispute.

Beijing's ambassador to the United States earlier blamed the rise in tension in the region on the United States' "pivot" toward Asia in the past few years. Cui Tiankai said the arbitration case "will probably open the door of abusing arbitration procedures.

"It will certainly undermine and weaken the motivation of states to engage in negotiations and consultations for solving their disputes," Cui said at a forum of the Center for Strategic and International Studies (CSIS) in Washington. "It will certainly intensify conflict and even confrontation."

South Korea on Wednesday announced the planned location of a U.S. THAAD anti-missile defense unit against North Korea's missile and nuclear threats, a system that has angered China and prompted a North Korean warning of retaliation.

President Barack Obama's top Asia policy adviser, Daniel Kritenbrink, said the United States had no interest in stirring tensions in the South China Sea as a pretext for involvement in the region.

"We have an enduring interest in seeing territorial and maritime disputes in the Asia Pacific, including in the South China Sea, resolved peacefully, without coercion and in a manner that is consistent with international law," Kritenbrink said at the same forum.

Taiwan President Tsai Ing-wen boarded a navy frigate in southern Taiwan ahead of its departure for the South China Sea early on Wednesday, a regular patrol pushed forward due to the Hague decision, which Taipei rejected.

"This patrol mission is to show the determination of the Taiwan people to defend our national interest," Tsai said from the warship.

China considers self-ruled Taiwan a breakaway province to be united with the mainland eventually, and by force if necessary.

Source: [Thomson Reuters Foundation](#), 13 July 2016

## **India, Kenya sign 7 pacts; to deepen security ties**

PTI

Seeking to bolster their ties, India and Kenya today decided to deepen and expand cooperation in a wide range of areas as they signed seven pacts, including in the field of defence and security and avoidance of double taxation.

Prime Minister Narendra Modi, after his talks with Kenyan President Uhuru Kenyatta here, also announced extension of concessional Line of Credit (LoC) of USD 44.95 million to the African nation to help it in development of small and medium enterprises and textiles.

India will also build a cancer hospital in Kenya to provide quality and affordable healthcare. “The multifaceted development partnership is a key pillar of our bilateral relationship,” Modi said at a joint media interaction with Kenyatta after the talks. He said Kenyatta and he had “agreed that terrorism and radicalisation is a common challenge for our two countries, the region and the whole world. We have agreed to deepen our security partnership including in fields of cyber security, combating drugs & narcotics and human trafficking.”

The MoU on Defence Cooperation signed will entail staff exchanges, expertise sharing, training, cooperation in hydrography and equipment supply. Modi said the two countries have shared common interest in the security, including in maritime security, since they are connected by the Indian Ocean. “Closer cooperation in field of maritime security occupies an important place in our defence and security engagement,” he said.

The Prime Minister said India stands ready to share its development experiences and expertise to assist in Kenya’s development objectives. Announcing that India has will fully finance a cancer hospital in Kenya, he said it will not only benefit the Kenyan society with quality and affordable healthcare but also help India become a regional medical hub.

Kenyatta expressed gratitude to India for the LoC – USD 29.95 million for upgrading of a textile factory and USD 15 million for SMEs – and building the cancer hospital.

He said he would personally follow up on the implementation of the decisions taken, which he said would go a long way in deepening the bilateral partnership and boosting prosperity.

Besides MoUs in defence and security, revised pact on avoidance of double taxation and two LOCs, the other agreements were in the fields of visa, housing and measuring standards.

Describing Kenya as a “valued friend and trusted partner” of India, Modi said the bonds between the two countries are long-standing and rich, with the two sharing a common legacy of struggle against colonialism. “Our historical people-to-people ties provide a strong basis to our wide-ranging partnership, which extends from agriculture and health to developmental assistance; from trade and commerce to investment; from closer contacts between our peoples to capacity building; and from regular political consultations to defence and security cooperation,” he said. “And, today, President and I reviewed all aspects and full range of our relationship,” the Prime Minister added.

Reiterating that India is one of the brightest spots in the world economy, he said Kenya is a land of strong opportunities. “India is Kenya’s largest trading partner, and the second largest investor here. But, there is potential to achieve much more,” said Modi, on the second and final day of his Kenya visit, that marks the end of his four-nation African tour.

He said he and Kenyatta agreed the economies of the two countries can benefit more “if we nurture greater intensity of commercial links; take steps towards a more diversified trade basket; and expand our investment ties further.”

This, he said, would also enable greater regional economic prosperity. “In this, while governments would play their part, it is the businesses of the two countries that have a key role and responsibility to drive our commercial partnership,” he added.

The Prime Minister said India and Kenya are two developing countries and also two innovation societies. “And, the important part is that whether it is the process, products or technologies, our innovations are relevant not just to our societies. They also help improve the lives of people in other developing countries,” he said.

He said the success of M-Pesa, a mobile phone-based money transfer, financing and microfinancing service, is one such classic innovation that has empowered millions the world over.

“The multifaceted development partnership is a key pillar of our bilateral relationship. Our development priorities are more or less aligned. As true and trusted partner, India is ready to share its development experiences and expertise, and concessional credit and capacities to assist in Kenya’s development objectives,” Modi said.

“We look forward to early implementation of the Indian lines of credit for projects in agricultural mechanization, textiles and the development of the small and medium sector,” the Prime Minister said.

“We are also encouraged by the progress in the power transmission project under an Indian line of credit of 60 million dollars,” he said. Kenya’s highly successful geothermal sector, and energy efficiency projects such as LED based smart street lighting, are a couple of new areas where the two countries can build their engagement, Modi said.

Noting that health care is President Uhuru’s key priority, he said India, with strengths especially in pharmaceuticals, can join hands with his priorities to shape an affordable and efficient healthcare system in Kenya.

In this regard, he said the prestigious Kenyatta National Hospital will soon have the state of the art made in India cancer therapy machine — Bhabhatron. “We are also donating essential medicines and medical equipment for Kenya’s public health system, including for the treatment AIDS,” said Modi who also donated some field ambulances to Kenya today. He said India is also ready to partner with Kenya in the fields of education, vocational education and skill development.

Modi also announced that Festival of India will be held in Kenya later this year to showcase the vibrant Indian culture, which is already a part of Kenya's rich society.

Kenyatta added that his country is keen to have cooperation in the field of sports, with India having expertise in cricket and Kenya in athletics. He told Modi that Kenya is his "second home" as he emphasised that people-to-people contacts are the bedrock of the bilateral ties.

**Source:** [The Hindu](#), 11 July 2016

### **ReCAAP: 2016 Half Year Results Show Decline in Ship Hijackings for Oil Cargo Theft**

The latest half year report from the ReCAAP Information Sharing Centre (ReCAPP), which covers incidents of piracy and armed robbery in Asian waters during January to June, shows that only 2 hijackings of ships for the purpose of oil cargo theft have occurred so far in 2016, compared to 10 in 2015.

The period is also noted to have marked the end of an 8 month run in which no hijackings of ships were reported for the purpose of oil cargo theft. As Ship & Bunker previously reported, one of those two incidents was thwarted by the Indonesian Navy, which arrested nine suspects, and recovered the MV Hai Soon 12 after it had been hijacked off Borneo while carrying an estimated 50,000 gallons of oil.

Overall, ReCAPP says the first half of 2016 saw a 65 percent year on year decrease in the number of piracy and armed robbery incidents - the lowest number of overall incidents in a 5 year period. "Overall, ReCAPP says the first half of 2016 saw a 65 percent year on year decrease in the number of piracy and armed robbery incidents

The Straits of Malacca and Singapore (SOMS) saw the largest decrease in the number of incidents, with only 1 incident during January to June 2016, compared to 55 incidents

during the same period of 2015. Despite the improvement, ReCAPP reiterates that there is "no room for complacency," as recent incidents of abduction of crew are concerning.

ReCAPP says authorities will be stepping up surveillance, conducting patrols, and working to initiate more timely operational responses.

Further, the organisation urges the shipping industry "to report all incidents immediately to coastal/flag State and ReCAAP Focal Points, exercise enhanced vigilance, and adopt best practices as recommended in the Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia."

In June, Ship & Bunker reported that ReCAPP's year-to-date the number of incidents at the time had fallen to a four year low.

Sources: [Ship & Bunker](#), 11 July 2016



### **Turkmenistan's maritime forces continue expansion with Turkish help**

Mrityunjoy Mazumdar

Turkmenistan has launched a locally built fast attack craft, *Galjan* (pennant SG 123), for the Turkmen maritime border guard service (Serhet Gullugy). The launch, which took place in late May, was attended by Turkmenistan's president Gurbanguly Berdimuhamedov.

Turkmen official media statements said that the launch took place at a "ship repair facility of the Khazar Maritime Unit of Border Troops", presumably the main Serhet Gullugy base and shipyard near Ufra (east of Turkmenbashi).

The official press release also noted that during the launch ceremony the head of state inspected several naval and border guard patrol vessels, including *Merdana*, *Mergen* (pennant SG 116), *Arkadag* (SG 111), *Edermen* (SG 828), and *Gaýduwsy*. It said that these vessels had "been placed at the service of maritime border guards at different times". *Mergen* and *Arkadag* are Turkish-origin 55 m Tuzla-class patrol vessels operating with the Serhet Gullugy. *Edermen* is a Russian-built Project 1241.8 Tarantul V missile vessel belonging to the navy.

*Galjan* is one of a series of six fast attack craft being built indigenously using material packages and technical assistance supplied by Turkey's Dearsan. Talking to *IHS Jane's* at the 2015 IDEF show in Turkey, Dearsan said that deliveries began in July 2015 and were expected to last through 2017. Video imagery from a March 2016 joint exercise showed two 33 m craft participating. Google Earth satellite imagery from 26 May 2016 shows four 33 m craft including *Galjan*.

The 33.05 m craft have a beam of 7.1 m, a 1.4 m draught, and a range of 350 n miles. Powered by MTU engines and waterjets, the craft can travel at speeds of up to 43 kt.

Source: [IHS Jane's 360](#), 1 July 2016

## **Russia and China's Naval Forces: Next Generation Destroyers**

Brian Kalman

The beginning of the year 2016 has seen major operational developments in naval power design, born of differing strategic considerations and philosophies of naval power projection. The United States Navy is doubling down on the concept of the nuclear powered aircraft carrier, as well as stealth technology, to form the backbone of its new fleet additions. The resurgent nations, China and Russia, have designed a number of new surface vessels which leverage next generation radar and missile technology. Chief amongst these are next generation guided missile destroyers that will provide both nations with very potent and flexible surface warfare platforms.

The USS Zumwalt DDG 1000, first in class of a projected three vessels, was handed over to the U.S. Navy to begin sea trials on March 20th. Envisioned as the supreme stealth destroyer in the 1990's, the U.S. Navy originally planned to build 32 such vessels. Now the US Navy will receive only three. With a total program cost of \$22.5 billion USD to date, each vessel will cost in excess of \$4 billion USD to field. The latest, and most powerful conventional aircraft carrier ever built and put to sea, the USS Gerald R. Ford CVN-78, is also undergoing sea trials and is scheduled for a mid-summer commissioning date. The CVN-78 displaces 90,000 tons, accommodates over 75 aircraft, and employs a number of new technologies, but comes with a price tag of over \$13 billion USD.

The Russian and Chinese naval planners and designers have decided on a totally different philosophy for their next generation surface warfare vessels. While they see a limited role for the aircraft carrier in the 21st century, both nations have decidedly

refuted its preeminence. Russia has decided to maintain and modernize its sole active carrier, the Admiral Kuznetsov, and have planned a new class of conventional aircraft carrier; however, they have focused the majority of their efforts and funding in procuring a new class of guided missile destroyer of large displacement. The Lider (Leader) Class DDG has a design displacement of between 17,000 and 18,000 tons, putting it well in the displacement category of a Cruiser. The Lider will be a powerful ASW, AAW platform that will also be equipped to launch a variety of anti-ship guided cruise missiles and land attack guided cruise missiles.

The Chinese People's Liberation Army Navy (PLAN) has been undergoing an expansion of unprecedented proportions over the past decade. In addition to the Liaoning aircraft carrier, China has added modern corvettes, frigates and destroyers to its two principle fleets. China has commissioned 3 Type 052D DDGs, and has a further six vessels in various stages of construction. The Type 052D is an advanced guided missile destroyer that gives China a parity of capability with their most capable, potential adversaries in the region, Japan and the United States. A total of twelve vessels of this class are planned. China has moved a step further by developing the Type 055 Class DDG, which like the Russian Lider Class, has the displacement tonnage of a Cruiser, at between 10,000 and 14,000 tons. This large vessel will provide the PLAN with a powerful ASW/AAW platform that can act as a key component of a future Carrier Battle Group (CBG), or in conjunction with other surface vessels in providing anti-access/area denial (A2/AD) capability in Chinese territorial waters and beyond. The Type 055 will be a powerful tool in further developing China's blue water capability as a whole, allowing the PLAN to project power, maintain a formidable naval presence, and respond to crisis over much larger distances.

#### Current Geopolitical Realities and Historic Defense Posture

When considering the viability of both large DDG designs, the current geopolitical realities and challenges facing both Russia and China must be understood. Russia is facing a renewed threat from an increasingly belligerent NATO alliance, led by the United States, which threatens its sovereignty and interests in the Baltic, Mediterranean, Balkans, Caucasus, and the recently reunited Crimea. In order to

provide a viable defense of the nation and its allies, Russia must maintain and strengthen its A2/AD capabilities in the maritime realm adjacent to these threatened regions. Similarly, the ever increasing brinkmanship in the South China Sea, between China and the United States, brings into clear focus the challenges to China's interests in the region. China faces further challenges in its dispute with Japan in the East China Sea over the sovereignty of the Senkaku (Daioyu) Islands.

With a few exceptions, the long histories of both Russia and China reveal a mostly defensive military posture. This stands in strong contrast to centuries of the belligerent pursuit of conquest and colonization by the western powers. The Great Wall is a vast physical manifestation of China's defensive mindset. Throughout its long history, traditional China was assailed from without by many enemies; by warlike kingdoms from Manchuria in the north, nomadic hordes along its western borders, and later from western powers all along its eastern and southern maritime borders, and still later from the brutal invasion of Imperial Japan. The overwhelming majority of China's more than 5,000 years of recorded history exhibits a China that has concentrated its military resources on maintaining a strong defensive posture, and focusing its energies inward on developing its own culture and society.

Similarly, Russia's long history tells a similar tale. Besieged by Viking raiders along its many navigable rivers, assailed by nomadic hordes of Mongols and Huns from the east and southeast, Islamic invasions through the Balkans and Caucasus, the expansionist ambitions of Swedish kings, the attentions of Napoleon Bonaparte and other western powers invading through its western borders and the Crimea, and finally the depraved machinations of Nazi Germany in the 20th century, paint a vivid picture of a Russia constantly defending itself. Offensive operations during the Crimean War, during the many wars fought against the Ottoman Turks, and even the prosecution of the Afghan War, were fought with an overarching aim of providing for the defense of Russian territory. Russia has never engaged in far reaching colonial endeavors or military missions of conquest far from its borders, unlike the most powerful members of the NATO alliance.

Once again, both nations are challenged by viable military threats from a singular foreign power. The United States, which has been engaged in constant offensive military operations and invasions thousands of miles away from its borders for the past fifteen years, has become increasingly belligerent toward both Russia and China over the course of the past two years. In the case of China, the U.S. has sided with rival claimants to territories that China claims in both the South and East China Seas, has provided military aid and assistance to these nations, and has taken the unilateral action of sailing warships and military aircraft within the internationally recognized twelve mile limit of sovereignty of these disputed territories. The U.S. is presently engaging two Carrier Strike Groups (CSGs) in massive military training operations in the Philippine Sea, adjacent to the main areas of dispute. The Obama administration has seen fit to establish a much more robust defensive treaty with the Philippines, the Enhanced Defense Cooperation Agreement, to conduct large scale, joint military drills with the Philippine Armed Forces in April of this year, and to lift the long established ban on the trade of weapons to Vietnam just this May. These are all very clear signs that the United States intends to contain China and to limit its ability to pursue its national interests within its own back yard, to dispute China's access to vital resources in the South China Sea, and to deny China's ability to expand and improve its defensive capabilities in the maritime realm adjacent to its borders.

Similarly, the United States has leveraged its dominant position in NATO and its economic control of Europe through international financial organizations such as the World Bank, WTO and the IMF, and to push for the continued expansion of NATO and the further military encirclement of Russia. Not only has Russia witnessed the largest concentration of foreign military forces along its Western European, Baltic and Balkan borders since Operation Barbarossa of 1941, but it has had its centuries old position of security and trade in Ukraine and the Crimea militarily challenged through a U.S. backed and financed coup, and the resultant proxy war in what was arguably the birthplace of Russian culture. Furthermore, the destabilization and destruction of the Syrian state at the hands of U.S. and NATO backed terrorists and largely foreign insurgents, is a second proxy war that threatens to remove Russia's long term ally in a strategically important region. Syria harbors Russia's only Mediterranean naval base at

Tartus, key to supporting a Russian Naval presence in both the Mediterranean and the Bosphorus, as well as the southern land approaches to the Caucasus republics of the Russian Federation. Further destabilization of this southern border to radical Islamic forces will further enflame Islamic terrorism within Russia's southern republics and create a powerful enemy in the region, allied with Turkey and Islamic extremists throughout the Caucasus.

It becomes clear that both China and Russia must invest in naval warfare platforms that will allow them to field a strong naval deterrent along their maritime borders, to achieve a strong anti-access/area denial (A2/AD) capability in key maritime regions adjacent to their maritime borders, and to provide them with enhanced power projection capabilities at increasing ranges. Both the Lider Class and Type 055 Class DDGs will increase Russia's and China's chances of meeting these strategic challenges, and will be force multipliers in ensuring success in any future conflicts. Both vessel designs will not only influence any future naval warfare scenarios, but also provide enhanced seaborne regional anti-ballistic missile defense and air defense capability, as well as offensive strike capability via land attack cruise missiles.

#### Next Generation Naval Developments

Both Russia and China have gone through different, yet similar, evaluations of the most effective and efficient application of modern technological advancements in naval warfare platforms, and how best to utilize these platforms to develop a war-winning strategy and corresponding naval tactical doctrine. The advent of increasingly powerful and accurate missiles, capable of higher speeds, greater effective range, and intelligent, semi-autonomous guidance with the aid of satellite navigation and information processing, has led both nations to develop a similar naval warfare philosophy. Both Russia and China have accepted the limited role of the aircraft carrier in the current high-tech naval warfare environment. Both have embraced the dominant and deciding role of modern missile technology, coupled with advanced radars and battle management systems.

Russia has been at the cutting edge of missile technology and hopes to field the first operational hypersonic missile, the 3K22 Zircon, by 2018. This will coincide with the

completion of the modernization of the guided missile battlecruiser Admiral Nakhimov, which will most likely be equipped with the new missiles, as well as long range Kalibr cruise missiles. Both Orlan (NATO designation Kirov) Class battlecruisers, the Admiral Nakhimov and the Pyotr Velikiy (Peter the Great) will be modernized fully and reequipped with far more capable radars, battle management systems and the most capable missiles in Russia's arsenal. The Peter the Great is scheduled to complete modernization in the year 2025, corresponding with the projected date of delivery of the last of twelve new Lider Class DDGs.

China has invested heavily in developing its arsenal of cruise and ballistic missiles in recent decades. In an effort to provide greater flexibility and power projection capabilities to its newest surface warfare vessels, the Type 052D Class DDGs are equipped with a VLS that can fire any of the PLAN's guided missiles, including anti-aircraft, anti-ship, anti-ship cruise, and land attack cruise missiles. It is assumed that the Type 055 Class DDGs will retain the same level of flexibility in VLS design. China is in the process of developing a hypersonic missile, yet is far behind Russia in this effort. They have developed a quite capable anti-ship cruise missile, the YJ-18, which presents a significant threat to the most modern of surface vessels due to its range of 290 nautical miles, inertial guidance system, and high terminal stage attack speed of Mach 3. The Type 055 will most likely be equipped with a more modern variant of the YJ-18, along with newer anti-aircraft and anti-ship missiles by the time of completion of the first vessel. Analysts believe that construction has already begun on the first of at least two Type 055 vessels.

#### The Russian Navy Lider (Leader) Class DDG

Russia has publicly announced its plans to modernize a number of key naval assets on numerous occasions over the past two years. The Russian Ministry of Defense has requested design proposals from Russian shipbuilders for a number of vessels based on very specific design criteria. Alongside both nuclear and non-nuclear powered submarines, a new conventional aircraft carrier, and helicopter carriers to replace the

failed Mistral acquisition, a powerful surface combatant to replace older Soviet designs was seen as essential in advancing Russian naval capabilities.

The Project 23560E Shykvall Lider (Leader) Class destroyer is perhaps a modern reinterpretation of the Soviet era Kirov Class battlecruiser, with a number of key changes. The Kirov Class battlecruisers were envisioned as massive missile-armed heavy combatants that would be able, with AAW/ASW support from accompanying destroyers and frigates, to deliver a devastating and decisive blow to a U.S. Carrier Strike Group in the event of hostilities. They maintain an increased relevance in their modernized and refitted form; however, the new Lider Class is a notable improvement on the original concept in a number of regards.

The Lider is smaller than the Kirov, at a design displacement of between 17,000 and 18,000 tons compared to the 28,000 ton displacement of the older vessel. The Lider is smaller, yet gains the advantages of greater speed, manoeuvrability, a smaller radar signature (incorporating a modern stealthy, superstructure and integrated mast design), more efficient nuclear/hybrid electric or gas turbine drive main propulsion, and a large complement of modern offensive and defensive missile systems. The Lider is designed to accommodate a VLS system of approximately 200 missiles of various types, including long range Kalibr anti-ship and land attack cruise missiles, a navalized version of the S-500 long range anti-aircraft missile system, and the Zircon hypersonic anti-ship missile currently in development. The vessel will be equipped with Pantsir-M short range anti-aircraft missiles and Palash close-in defense weapons, as well as at least 16 anti-submarine guided missiles and the Paket-NK anti-torpedo system. The Lider Class is equipped with a flight deck and hangar space to accommodate two helicopters for support and ASW duties. The vessel has a strikingly high and angular radar and sensory mast which makes use of modern stealth concepts to reduce the radar signature of the destroyer.

Twelve Lider Class vessels have been ordered to be delivered between 2020 and 2025. The requirement for nuclear/hybrid electric drive may only be for a portion of the total number of vessels, with the remainder being of more conventional gas-turbine propulsion arrangement. Nuclear propulsion would greatly increase the underway

endurance of the vessel, limited only by crew and weapons replenishment needs. Considering training and maintenance requirements, perhaps a third of the planned vessels will be completed as nuclear powered, long-endurance vessels to bolster the Northern and Pacific Fleets. The inclusion of at least one newly designed aircraft carrier in the procurement plans of the Russian Navy greatly changes the envisioned deployment and use of the Lider DDGs. The large DDGs may become the chief AAW/ASW platform for future CSGs, but long term Soviet-Russian naval doctrine exhibits a notable refuting of aircraft carrier importance in naval strategy, and thus any new carriers would most likely be used in a campaign or theatre specific role, and not a carrier-centric restructuring of Russian naval doctrine.

#### The Chinese PLAN Type 055 Class DDG

China has been modernizing and expanding its Navy at a rate that far outpaces the rest of the world. China has invested a great deal of its wealth, as the second largest economy in the world, and the world's largest manufacturer and exporter, into modernizing and expanding its military capabilities. China estimates an increase in defense spending for fiscal year 2016 of between 7% and 8 %, putting the total amount at approximately \$980 billion yuan (\$150 billion USD). The PLAN has received a large portion of the annual defense budget of China, traditionally amounting to an estimated 25-30% of total expenditures in recent years.

The most modern and capable surface combatant in the Chinese Navy is the Type 052D guided missile destroyer, which the PLAN is building at a rapid rate. The vessel supplements Type 052 destroyers of earlier, less capable variants. It must be noted that the PLAN is also commissioning modern vessels of just about every other designation at the same time, including an aircraft carrier, frigates, corvettes, LPDs, LSTs, tankers and logistics support vessels. Either as an acknowledgement of the need for a larger vessel to serve as a fleet command ship, a powerful AAW/ASW platform to round-out future CBGs, a very capable A2/AD vessel, or all of the above, Chinese naval planners have decided to build a vessel similar to their Russian counterparts. Similar in design, capabilities, and dimensions to the Lider Class, the PLAN Type 055 DDG is an impressive vessel on paper. If Chinese naval architects and engineers can continue their

impressive list of achievements in recent years, the Type 055 should live up to its intended role.

It is widely thought in military intelligence and analysis circles, that the first Type 055 is currently under construction. A superstructure mock-up was constructed last year in order to test the effectiveness of the superstructure and integrated mast design. An updated Type 346 phased array radar, with at least four arrays mounted on the forward superstructure, in addition to X-band radar and other ECM equipment, and communications and sensory gear yet to be determined, are most likely housed in the integrated mast. As the program is shrouded in secrecy, we must assume that the vessel will incorporate similar, yet more advanced systems than the Type 052D.

As far as weapons systems, the *Type 055* will incorporate a similar VLS system as the *Type 052D*, which utilizes rectangular cells that are quad-packed (4 missiles per cell) and can accommodate any missiles currently in use in the PLAN, and predictably, new missiles of greater capability. Such a VLS design allows for the missile arsenal on the vessel to be tailored to the intended mission, and not limited to specific missiles, as is the case with the U.S. Mk.41 VLS. The *Type 055* will be armed with one VLS forward of the bridge, and one aft, which will accommodate either 48 or 64 cells each. Although at first glance this number compares to a U.S. Navy *Arleigh Burke* Class and JMSDF *Atago* Class DDG, both mounted with 96 cell VLS systems, the *Type 055* will have the flexibility of mounting far more offensive missiles. In theory, a *Type 055* could be equipped with 384 to 504 anti-ship cruise missiles to attack an opposing fleet, or the same number of land attack cruise missiles to bombard a land target while covering and supporting an amphibious assault. Although a more balanced load of offensive and defensive missiles of all types is most prudent and most likely, the *Type 055* will possess the inherent flexibility to be armed to best exploit any strategic situation, and to best achieve specific missions.

In all respects, the United States Navy is the preeminent naval power in the world. It has far more combatant vessels than any other nation. It employs the largest number of modern, advanced and combat-capable surface warfare vessels of any other navy. The U.S. Navy also operates more aircraft carriers than all other navies of the world

combined, and these aircraft carriers are many magnitudes more powerful than those of any other nation. The U.S. navy will be commissioning a new generation of nuclear aircraft carrier (CVN) this summer, the USS Gerald R. Ford Class. With a complement of over 75 aircraft, advanced radar, communication and sensory capabilities, electromagnetic catapults and defensive weapons systems, the CVN is an awesome vessel. However, as the range and capability of modern anti-ship missiles has grown over the past two decades, there is a glaring question being asked. Have conventional aircraft carriers been eclipsed as the most powerful weapon of naval warfare? As increasingly hard to intercept and accurate missiles have been fielded in large numbers, capable of sinking a large vessel with a single hit, have far exceeded the effective range of carrier strike aircraft, is the large CVN a viable fulcrum by which to plan a naval strategy around?

Both China and Russia have fielded extremely capable anti-ship missiles in recent years, both shore based and aboard warships. The latest of these missile-equipping surface warfare vessels, such as the Russian Kalibr #M-54T and Chinese YJ-18, can strike at ranges between 330 and 400 nautical miles, at a speed of approximately Mach 3.0 at their terminal phase, and have warheads of between 300Kg. and 500Kg. depending on the variant. Both nations field land-based cruise missiles that can target and destroy vessels off-shore at ranges in excess of 1,350 nautical miles. The Chinese DF-21D and DF-26 anti-ship ballistic missiles (ASBM) can target a carrier out to range of between 1,700 to 2,500 nautical miles. The ubiquitous F-18 Super Hornet, the U.S. Navy's only strike fighter, has an effective strike range without aerial refueling, of 600 to 700 nautical miles, depending on payload. Its future replacement, the F-35 JSF, fails to improve this range limitation. The obvious inability of carrier based aircraft to both protect CSGs from long range ASBMs, and be able to strike enemy targets before the CSG becomes vulnerable to attack itself are obvious. Either the U.S. Navy needs to rethink their reliance on carriers, come up with creative ways to employ strike aircraft with aerial tankers, or design and employ a long-range, carrier-borne strike aircraft. Advanced electronic counter measures that would be effective against a supersonic or hypersonic ASBM are not an option due to the supersonic, and even hypersonic speeds involved.

Have long range ASMs, employed by both surface vessels and submarines, coupled with long range ASBMs rendered the conventional aircraft carrier forces of the U.S. Navy obsolete? The obvious answer is yes, if the Carrier Strike Group is used against an adversary such as Russia or China, that can bring such high-tech missile weapons to bear. The United States has not employed its expensive CSGs against a capable adversary, over the past two decades of major advancement in missile technology. They can't, and they won't. The \$13 billion USD Gerald R. Ford CVN is a major technological marvel and an extremely capable warship; however, its aircraft complement lacks the range to be of any use in projecting power against a real adversary with a robust A2/AD capability. The proposed replacement for the F-18 Super Hornet, the F-35 Joint Strike Fighter, achieves no range advantage over its predecessor.

#### The Matter of Economics

An extremely important factor often overlooked in strategic military planning, is the matter of economics and national monetary policy. By late 2011, the United States federal government's debt exceeded the Gross Domestic Product (GDP) of the nation. Standing at 102% as of 2015, the national debt continues to climb, regardless of record tax revenues. Only the coupling of the USD to petroleum and its status as the global reserve currency has allowed for such a massive debt to GDP ratio to grow and exist for so long without correction. The United States has been leveraging these factors, and impoverishing future generations to maintain a military that is larger and more costly than its top ten nearest counterparts combined. The United States is spending increasing amounts of money, and getting less in return. Misguided, or more accurately, a self-destructively and derelict monetary policy only fuels the problem, as an inflated USD money supply and unlimited spending by the federal government drives up the cost of national defense.

Is the U.S. Navy misguided in its adherence to the belief in the dominance of the aircraft carrier in modern naval warfare in the twenty-first century? A simple economic exercise may provide the answer. In an extremely insightful, concise and accurate analysis titled "What Cost a Carrier?", written in March of 2013 for the Center for a New American Security, CAPT. Henry J. Hendrix, USN (Ph.D.) lays out a cost-benefit analysis of the

conventional CSG. He takes a look at how a CSG compares to other possible combinations of naval surface warfare vessels, submarines and modern ASBM forces and asks the all-important question, “Has the time of the aircraft carrier as the preeminent tool of U.S. power projection and naval presence finally come to an end?”

Captain Hendrix estimates that the total cost per day to operate a CSG (in 2013) was \$6.5 million USD. This includes the total life cycle cost of operating the carrier air wing, the accompanying surface vessels and SSN in the CSG, and the associated total crew. He also determines the life-cycle cost of each F-18 strike aircraft at a conservative \$120 million. Considering that each aircraft, over the course of its life-cycle it will only drop 16 weapons total, assuming 1,000 total strike capable aircraft in inventory, the cost per bomb/missile employed works out to be \$7.5 million USD per unit. Considering that a Tomahawk LACM costs only \$2 million USD, is this a truly cost effective employment of naval power?

In contrasting the CSG with the Chinese strategy of utilizing land based ASBMs in saturation attacks against CSGs, Capt. Hendrix quite easily comes to the conclusion that The Chinese are getting far more bang for their buck. At an estimated unit cost of \$11 million USD per DF-21D SBM, China can afford to build 1,227 of these missiles for the cost of just one Gerald R. Ford Class CVN, at a cost of \$13.5 billion USD each. If the Chinese saturated a targeted CSG with a large number of these “carrier-killers”, attacking from multiple approach vectors and at varying speeds (reaching supersonic speeds of Mach 5 to Mach 8), a mission-kill is highly probable. The missile strike need not sink the carrier out-right, merely cause enough damage to render it inoperable for performing its intended mission for an extended period of time.

## Conclusion

Faced by an increasingly hostile and belligerent United States, both China and Russia have invested heavily in developing strategies and technologies to defeat U.S. naval power. The United States operates ten Carrier Strike Groups, with an additional carrier in reserve status. The U.S. has trusted in, and expertly utilized the Carrier Strike Group to dominate the maritime domain and to project power across the globe since the aircraft carrier proved its pre-eminence during the Second World War.

Almost seventy-five years have passed since the Imperial Japanese attack on Pearl Harbor that showcased the power projection capabilities of fleets based around aircraft carriers. The United States perfected the use of carriers in the intervening decades, and used them effectively as both a political and military tool. However, just like the seas that these massive weapons of war sail upon, warfare is constantly in a state of change. New technologies have yielded alternative ways of fighting naval engagements, and both Russia and China have made use of these technologies to build an alternative naval warfare strategy meant to counter and defeat the carrier-centric U.S. Navy.

Both nations have invested heavily in developing long range, guided anti-ship missiles and anti-ship ballistic missiles. Their national defense strategies dictate the use of both land based and ship based missile systems to attack U.S. carrier strike groups, first to achieve a mission-kill against the carrier and then to attack the supporting vessels in the strike group with superior firepower. Where U.S. warships are designed to protect an aircraft carrier as their primary mission, and are outfitted with a heavier complement of AAW/ASW weapons, Russian and Chinese surface vessels are designed with greater offensive firepower, to target and destroy enemy warships. Once an aircraft carrier and its air wing are rendered useless, the flexibility and firepower of Russian and Chinese fleets will prove decisive.

The Russian Lider Class and the Chinese Type 055 Class represent the next generation of embracing this alternative strategy, one that rebukes the superiority of the aircraft carrier in 21st century naval warfare. Both ships are larger than traditional guided missile destroyers, despite their DDG designation. They pack far more offensive weaponry than a traditional destroyer, and their VLS design allows them a greater degree of flexibility. They can be mission tailored, and can take advantage of the full arsenal of modern missiles produced by their respective nations. Both are far more cost-effective than an aircraft carrier. In a purely defensive role, when used in conjunction with land-based anti-ship guided missiles and anti-ship ballistic missiles, as well as land-based air superiority fighters and strike aircraft fitted with anti-ship missiles, they

will prove even more potent. Such a combination of national defense capability is a viable deterrent to foreign aggression.

The United States has obviously chosen to wager its naval supremacy on larger and more advanced aircraft carriers. It must now decide on how best to counter the Russian and Chinese superiority achieved in stand-off, over the horizon missile strike capability. The obvious answer is to develop a carrier air wing that can protect the CSG at increased range, and strike first. The U.S. has dumped over \$1.3 trillion USD into an aircraft that will replace the F-18 super hornet. This aircraft, the F-35 JSF, has failed to exceed the capabilities of the legacy aircraft, and does not possess the needed range to change the range-gap that the CSG now faces. The U.S. Navy needs a new aircraft. In the meantime, the U.S. Navy may have to come up with ingenious stop-gaps that will extend the range of its fleet air arm. One such expedient measure is the adaptation of aircraft not originally designed for the function, to be modified and pressed into service as carrier-based aerial refueling tankers. The U.S. Navy is experimenting with a number of aircraft to see if this is both feasible and practicable.

The United States just unveiled a new ABM system based in Romania, ostensibly part of a NATO anti-missile shield aimed at protecting the alliance from unidentified 'Rogue States'. The United States is following up with a second such ABM base in Poland. In addition, the U.S. has notified China that it is planning to base Terminal High Altitude Aerial Defense (THAAD) ABM systems in South Korea. The reason given by the White House is the threat that a nuclear armed North Korea poses to the allied nations of South Korea and Japan. Reading between the lines, both Russia and China must see that ABM systems placed right on their borders may be used to shoot down any long range anti-ship cruise missiles or ballistic missiles targeting an aircraft carrier strike group.

Technological innovation and human ingenuity are constantly changing the nature of warfare. Opposing forces will continue to try and gain an advantage over one another. This timeless fencing match will continue as it has for centuries. The next generation guided missile cruisers designed by both Russia and China have provided them with a distinct advantage. It is now up to the United States to answer this challenge. It appears that the U.S. has doubled down on the aircraft carrier, and while reaping huge economic

gains for the defense establishment, has left the nation, its sailors and airmen, at a distinct disadvantage.

Source: [Global Research](#), 6 July 2016

## **US launches quiet diplomacy to ease South China Sea tensions**

Reuters

The United States is using quiet diplomacy to persuade the Philippines, Indonesia, Vietnam and other Asian nations not to move aggressively to capitalize on an international court ruling that denied China's claims to the South China Sea, several US administration officials said on Wednesday.

"What we want is to quiet things down so these issues can be addressed rationally instead of emotionally," said one official, who spoke on the condition of anonymity to describe private diplomatic messages.

Some were sent through US embassies abroad and foreign missions in Washington, while others were conveyed directly to top officials by Defense Secretary Ash Carter, Secretary of State John Kerry and other senior officials, the sources said.

"This is a blanket call for quiet, not some attempt to rally the region against China, which would play into a false narrative that the US is leading a coalition to contain China," the official added.

The effort to calm the waters following the court ruling in The Hague on Tuesday suffered a setback when Taiwan dispatched a warship to the area, with President Tsai Ing-wen telling sailors that their mission was to defend Taiwan's maritime territory.

The court ruled that while China has no historic rights to the area within its self-declared nine-dash line, Taiwan has no right to Itu Aba, also called Taiping, the largest island in the Spratlys. Taipei administers Itu Aba but the tribunal called it a "rock", according to the legal definition.

The US officials said they hoped the US diplomatic initiative would be more successful in Indonesia, which wants to send hundreds of fishermen to the Natuna Islands to assert its sovereignty over nearby areas of the South China Sea to which China says it also has claims, and in the Philippines, whose fishermen have been harassed by Chinese coast guard and naval vessels.

However, if that effort fails, and competition escalates into confrontation, US air and naval forces are prepared to uphold freedom of maritime and air navigation in the disputed area, a defense official said on Wednesday.

Democrat Ben Cardin of Maryland, a senior member of the Senate Foreign Relations Committee, said confrontation is less likely if the Philippines, Indonesia, Vietnam and other countries work with the United States rather than on their own.

"I don't think China wants a confrontation with the United States," he told reporters. "They don't mind a confrontation with a Vietnamese fishing boat, but they don't want a confrontation with the United States."

The court ruling is expected to dominate a meeting at the end of July in Laos of the 10-member Association of Southeast Asian Nations (ASEAN), which includes the Philippines, Malaysia, Indonesia, Myanmar, Vietnam and Thailand.

Sino-American relations suffered two fresh blows on Wednesday as a congressional committee found China's government likely hacked computers at the US Federal Deposit Insurance Corporation and the United States challenged China's export duties on nine metals and minerals that are important to the aerospace, auto, electronics and chemical industries.

**Source:** [The Times of India](#), 14 July 16

### **Malabar exercise focused on Indo-Asia Pacific region: US official**

IANS

With Japan now a permanent member of the annual Malabar exercise that also involves India and US, an American official coined a new term when he said on Tuesday that it

was focused on the "Indo-Asia Pacific region" and was an opportunity for the three navies to work together to increase their interoperability.

"It is an opportunity with a focus on the Indo-Asia Pacific region and maritime nature of all three countries. It is really an opportunity for the three countries to work together for cooperation and security in the region," the official told reporters here via teleconferencing from the nuclear-powered supercarrier USS Ronald Reagan that is currently operating in the South China Sea, said this year's exercise involved longer and broader planning processes. The focus of this year's exercise, held in two phases between June 10 and 17, was on basic submarine warfare with the participation of more assets.

"We focused mostly on basic inter-submarine warfare, trying to increase complexity with the number of assets that were participating from aircraft to ships to personnel," he said. The interaction with the US official came on a day an international tribunal ruled against China's claims to rights in South China Sea, backing a case brought by the Philippines.

China's expansive claims over South China Sea have been contested by several countries including the Philippines, Brunei, Vietnam, Malaysia and Taiwan. The US official, however, skipped a question about Chinese interest in interoperability between the three navies during the Malabar exercise.

"That question is better asked to the Chinese side. We were focused on our ability to operate together," he said. To a follow-on question about how far the Chinese ships were during the drill, he said: "We were focused on how we were operating together as a unit."

A Chinese navy reconnaissance ship had entered Japanese territorial waters while tailing two Indian naval ships participating in the exercise. The Dongdiao-class intelligence vessel was spotted by a Japanese P-3C patrol aircraft to the west of Kuchinoerabu Island.

India was represented during the exercise by stealth frigates INS Satpura and INS Sahyadri, corvette INS Kirch and tanker INS Shakti along with the vessels from the US Navy and the Japanese Maritime Self Defense Force (JMSDF).

The harbor phase of the exercise was held from June 10 to 13 off the Japanese city of Sasebo and the sea phase in the Pacific Ocean from June 14 to 17. The Indian and US navies have annually conducted annual Malabar exercise since 1992. Japan had taken part in last year's exercise in the Bay of Bengal.

External Affairs Minister Sushma Swaraj had said last month that Japan was now a permanent member of Malabar exercise.

**Source:** [The New Kerala](#) 12 July 2016

### **Russian Spy Ship Spotted Near U.S. Navy Drill In Hawaii**

Damien Sharkov

A Russian spy ship has been spotted lurking near U.S. military exercises in Hawaii, the U.S. navy has confirmed.

The U.S. navy is currently leading exercises in Hawaiian waters, called Rim of the Pacific, or RIMPAC, however, reports emerged earlier this week that a Russian Navy vessel was approaching the exercises. Pacific Fleet spokesman Lieutenant Clint Ramsden confirmed these reports, saying that a Russian Navy Balzam-class auxiliary general intelligence ship had recently arrived in the international waters near the exercise. "Obviously, we are aware that it is there, and we've taken all precautions necessary to protect our critical information," Ramsden told U.S. naval news site USNI. "Its presence has not affected the conduct of the exercise."

The RIMPAC exercises involve 25 different national militaries and will continue through August. The total strength of the exercise is 45 ships, 200 aircraft and more than 25,000 personnel, while specific tasks will include mine clearance, submarine hunting and amphibious assault ashore.

According to Ramsden, the Russian navy took part in the biannual exercise in 2012, however, they had not sent a spy ship to the drill since 2004. The country was invited to the last RIMPAC drill in 2014 but declined.

Relations between Russia and the U.S. have deteriorated since 2014 over Russia's annexation of Crimea and U.S. allies have cooled on military cooperation with Moscow since.

Source: [Newsweek](#), 8 July 2016

## **Indonesia's Defence White Paper 2015: A Boost for 'Global Maritime Fulcrum'?**

Premesha Saha

The latest version of Indonesia's Defence White Paper (DWP) was released in end April 2016. By that time, the Indonesian President Jokowi had completed over a year in office. The DWP says that given Indonesia's geo-strategic location, it must have a proper defence strategy. The need for Indonesia to bolster its maritime security to support the 'Global Maritime Fulcrum' (GMF) vision by 'managing its natural resources, border region and defence capabilities' also finds mention in the DWP.

The White Paper recognises the GMF and the attainment of the Minimum Essential Forces (MEF) target as official government policies. In this context, the essay aims to analyse the DWP and its relevance for the GMF vision.

### **National Defence Policy**

The evolving strategic dynamics of the 'Asia Pacific' region and the presence of traditional as well as non-traditional security threats in this region are the driving factors behind Indonesia's defence strategy drawn up in the DWP. Besides, Indonesia still has some unresolved border disputes. Seeing the complex web of threats that can impact Indonesia's state sovereignty, territorial integrity and safety, the threats has been classified into hybrid threats, military threats and non-military threats.

Indonesia's national defence policy indicates a continuation of past trends. National defence is based on a 'Total Defence System'. This means that the citizens will be equally responsible for national security along with the defence forces. Further, it lays out the country's defence policy combining military and non-military elements. For dealing with military threats, the Tentara Nasional Indonesia (TNI) will be the main component, supported by a Reserve Component and Component Support. The nonmilitary threats will be handled by Ministries outside the defence establishment based on the type and nature of the threat, supported by other elements of national power like the TNI and local governments. Finally, the TNI will continue to deal with the hybrid threat, assisted by a Reserve Component and a Support Component along with other non-defence ministries and institutions.

The key to national defence lies in building a strong defence force with deterrent capability. As an archipelagic and maritime country, Indonesia should have a bargaining position in maintaining its sovereignty, territorial integrity and safety. Given the sensitive situation around the Natuna islands, the development of defence forces in these areas is necessary.

Indonesia's national defence policy is also aimed at maintaining its territorial sovereignty, securing its marine resources, upholding its identity as an archipelagic country, and showcasing Indonesia as a maritime power. 'The attainment of the MEF targets through the induction of drones and satellite technology' has been outlined as a means to shape the GMF. Additionally 'defence industrial development' has also been pointed out as a tool for the attainment of the GMF vision. The national defence policy will be implemented based on the Long Term Development Plan 2005-2025 (RPJP Nasional).

#### Context of the GMF

The GMF is an all-encompassing national vision which includes country's defence upgradation, maritime security, economic development, food security and revival of the maritime identity. Surprisingly, the DWP does not lay down a clear strategy for the realisation of the maritime security component of the GMF. The induction of drones and satellite technology stated in the DWP will not be adequate to give shape to the GMF. 3

The second phase of the MEF has already commenced, but the DWP does not indicate the plan to progress it further.

According to Indonesian scholars, the English version of 2015 DWP fails to capture the true essence of Jokowi's GMF vision. As pointed out by Ristian Supriyanto, the Indonesian version merely mentions the terms 'Poros Maritim Dunia'(GMF) and 'maritime' more than 17 and 24 times respectively, but draws no connection with Indonesia's strategy for achieving maritime security.

The DWP states that Indonesia's defence expenditure will not exceed one per cent of its GDP in the next ten years. It stresses that Indonesia's defence modernisation is unlikely to lead to an arms race, and aims to achieve the goal of establishing Indonesia as a maritime power as outlined in the GMF. However, there is a distinction between being a merely 'maritime nation' and 'maritime power'.

The DWP offers little in the way of strategizing as to how this transition is to be made. The DWP acknowledges that the strategic policies of China, the US and the instability in the South China Sea will increasingly dominate Indonesia's strategic environment. However, it provides only a sketchy description as to how Indonesia's defence policy is crafted in response to that environment. Despite the GMF's central notion of Indonesia as an 'Indo-Pacific' power, the DWP still retains the old 'AsiaPacific' geographical construct. The DWP covers very comprehensively the wide spectrum of threats confronting the archipelagic nation. However, the continued reliance on 'Total Defence System' may be appropriate for internal security, but has limited applicability in achieving security in the global commons.

Another very important aspect which has been omitted in the DWP is the role of various maritime agencies in realizing the GMF vision. There has been abundant mention of the role of ministries and institutions in dealing with non-military and hybrid threats. But the DWP does not indicate how the newly modified Maritime Security Agency (Bakamla) fits into the organisational hierarchy. There is an implied 4 overlap between the functions of TNI-AL, BAKAMLA, and the Ministry of Maritime Affairs, with no clear mechanism for coordination outlined among the three.

Even though some aspects of the GMF like diplomacy and naval development have been addressed, the DWP gives no indication as to how Indonesia will secure its sea borne economic activity. The DWP has very little to offer in the context of the GMF. It is a clear example of the disjunct that exists between the aspirations of the national policy makers and in the strategy laid out by the defence strategists.

**Source:** [National Maritime Foundation](#) 15 July 2016



### **China commits to promote shipping industry marking Maritime Day**

Crienglish

The Chinese transport authority has made a commitment to further improve maritime navigation service. Vice Minister He Jianzhong spoke on the Maritime Day of China.

“We will further provide sound facilities and navigation information to guarantee safe navigation, especially for the international shipping routes in the South China Sea. We will also enhance our cooperation on maritime rescue in this region, to better respond to emergencies and fulfill our responsibilities of rescuing the ships in need.”

In recent years, China has been working actively with neighboring countries on safety navigation.

According to data reported by China Maritime Safety Administration, China has rescued over 3,300 Chinese and other nationals in the South China Sea since 2013.

Maritime Day in China falls every July 11.

This year’s theme is “building a safe and efficient navigation route for the development of the maritime Silk Road.”

**Source:** [Hellenic Shipping News](#), 12 July 2016

### **South China Sea Ruling Increases Uncertainty for Shipping, Trade**

Sara Schonhardt and Saurabh Chaturvedi

A ruling by an international tribunal against China’s claims over most of the South China Sea has created fresh uncertainty for shipping and international trade, industry associations and analysts say. Shipping companies have long worried that escalating tensions in the South China Sea could affect global commerce. But Tuesday’s ruling

could embolden smaller Asian countries to be more assertive regarding their rights in these waters, increasing run-ins with China and leading to possible disruptions of freedom of navigation.

China has rejected the verdict, accusing the tribunal that delivered it of bias. Eric Shimp, a policy adviser at U.S. law firm Alston & Bird and a former U.S. trade representative to the Association of Southeast Asian Nations, said the potential for conflict increases if governments interpret the ruling as a legal basis to expand fishing operations or oil-and-gas exploration in waters where China has asserted control.

“If there is a government-backed increase in commerce without a concurrent conversation with the Chinese, that is something that ramps up the potential for conflict,” he said.

Any disruption to ship-borne trade in the South China Sea could have a wide-ranging impact on global commerce, including energy supplies. “It is vital that merchant ships are allowed to go about their lawful business on the world’s oceans without diversion or delay,” said Esben Poulsson, president of the Singapore Shipping Association, one of the biggest shipping associations in the Asia-Pacific, representing close to 500 companies. The group will continue to monitor the situation closely, he said.

China has offered harsh rhetoric rejecting the ruling but also said it is committed to negotiations with the Philippines, which brought a case to the Permanent Court of Arbitration in The Hague to counter a steady military buildup by China in waters that Manila also claims. Vietnam, Malaysia, Taiwan and Brunei also have territorial claims in the South China Sea. A third of the world’s liquefied natural gas passes through the Straits of Malacca and into the South China Sea, much of it bound for Japan and South Korea.

Tensions in the South China Sea have grown in recent years as China has built artificial islands on reefs and atolls it occupies, triggering alarm from smaller neighbors and prompting the U.S. to send warships through the area to assert freedom of navigation. Beijing has accused Washington of using the smaller claimants to thwart Chinese claims of sovereignty.

Circumnavigating the sea to avoid conflict would drive up shipping costs, and the industry has expressed concern that insurance companies could respond to the

uncertainty by raising rates. “Given the current challenging state of the shipping/maritime industry globally, any increase in insurance will exacerbate an already difficult time for shipping companies,” said Teresa Lloyd, chief executive officer at Maritime Industry Australia Ltd., which represents Australia’s shipping, ports and maritime service sectors.

A disruption to the many ships carrying Australian export cargo through the sea could have an even greater impact on the country’s resource sector, she said. In the wake of the ruling, several firms that cover the maritime insurance sector said they didn’t have immediate plans to raise rates. “We have taken notice of the decision reached by an international tribunal, but we see no direct impact for us at the moment,” said Michael Hauer, head of marine in Asia for Munich Re, a reinsurer for the logistic and shipping industry.

#### ENLARGE

China has used its extensive fishing fleet to push south into waters controlled by Indonesia, Malaysia and the Philippines. Jakarta stepped up security in March after a run-in with the Chinese coast guard over a Chinese fishing vessel and announced plans to build up its economic and military presence around the Natuna Islands, pressing against the edge of a “nine-dash line” China uses to demarcate its claims in the South China Sea.

The international tribunal ruled that China’s claims of historic rights over some 90% of the resource-rich waters aren’t recognized under international law. It also said its occupation of several islets in the Spratly Island chain doesn’t entitle Beijing to claim an exclusive economic zone around them. A long-term escalation in tensions “is actually a lose-lose outcome for Asia overall,” said Rob Subbaraman, a chief economist for Asia ex-Japan at Nomura. “Because the region is so integrated...it would be negative for all countries that are linked to this very tight web of trade and investment.”

Companies have learned to live with uncertainty in the South China Sea. The Philippines brought the case in 2013 and so far shipping and insurance firms haven't built the uncertainty into their rates, said Amarjit Singh, a senior analyst for the Asia-Pacific at IHS Markit in London. “It’s difficult to see how the situation could descend such that the

Chinese feel the need to do something that could impede shipping or trade flows,” he said.

**Source:** [The Wall Street Journal](#), 14 July 2016

## **Oil and shipping markets on edge after South China Sea ruling**

Henning Gloystein and Keith Wallis

Global oil and shipping markets reacted nervously on Tuesday after an international arbitration court ruled against Beijing's claims across large swathes of the South China Sea, fuelling geopolitical tensions in the vital waterway. A tribunal in The Hague, Netherlands, found China had breached the sovereign rights of the Philippines and had no legal basis to its historic claims in the South China Sea, a major shipping lane between Europe, the Middle East and Africa.

The ruling will be seen as a victory by other regional claimants such the Philippines and Vietnam, but with China rejecting the ruling and saying its military would defend its sovereign rights, nerves were on edge. Although shippers and oil traders said they did not expect an immediate impact on shipping as a result of the ruling, oil prices jumped following the findings. Brent crude futures were up over \$1, or more than 2 percent, to \$47.60 per barrel at 1110 GMT.

"It is vital that merchant ships are allowed to go about their lawful business on the world's oceans without diversion or delay. We will of course be monitoring for any interference in the coming weeks," said Peter Hinchliffe, Secretary General of the International Chamber of Shipping in London.

The deep waters of the South China Basin between the Spratly and also-disputed Paracel Islands are the most direct shipping lane between northeast Asia's industrial hubs of China, Japan and South Korea and Europe and the Middle East.

The geography of the region offers few economically viable alternative routes for large oil tankers or dry-bulk ships and container ships. Esben Poulsson, president of the Singapore Shipping Association, said any actions that restricted the right of innocent passage and freedom of safe navigation for merchant shipping would potentially drive up shipping costs, resulting in a detrimental impact on maritime trade.

Reuters shipping data shows that, counting just Very Large Crude Carrier (VLCC) super-tankers, some 25 VLCCs are passing between the disputed Spratly and Paracel islands at any time, with enough capacity to carry the equivalent of about 11 days' worth of Japanese demand.

Some industry participants were more relaxed, however. "It's just pure politics," Ralph Leszczynski, head of research at ship broker Banchero Costa said.

"China will simply ignore it, and it will not change in any way the reality on the ground. All there is at stake is access to offshore oil and gas deposits and perhaps fishing grounds," he said.

Insurers said costs were unlikely to rise in the short term. "We don't currently foresee any increase in insurance costs as a result of the ruling and would be surprised to see operators being penalized by the insurance market for trading in this area," said Andrew Brooker, founding partner, at Hong Kong marine insurance broker's Latitude Brokers.

Neil Roberts, manager of marine underwriting at the Lloyd's Market Association, said the South China Sea is not listed by the LMA's joint war committee which highlights insurance hotspots.

"Unless it is there would be no prospect of premiums rising," Roberts told Reuters. "The shallow waters and numerous reefs in the Spratly island region means that commercial shipping is unlikely to be sailing within the territorial waters of any of the islands."

**Source:** [The Reuters](#), 12 July 2016

## **How Modi can help Africa achieve a blue economy**

Abhijit Singh

Prime Minister Narendra Modi embarked on a four-nation tour to Africa on July 6, and New Delhi's nautical stakes in the African subcontinent have never seemed more stark. In the past few years, it has become clear that for India to be a successful security provider in the Indian Ocean region, the naval effort in securing littorals must be complemented by a suitable geo-economic strategy.

What is needed is a comprehensive initiative – a broad security-developmental project that extends from the South Asian littorals to the east coast of Africa – which accords human security concerns as much priority as trade. Such an approach would mark a clear shift from the traditional focus on naval operations in the African commons - aimed at trade convoy protection - to a more holistic model, which includes security, infrastructure creation, industrial capacity building and marine development.

It would also dispel the unfair assumption in Africa that India's maritime efforts remain confined to the anti-piracy effort in the Gulf of Aden. While New Delhi has stepped up its developmental efforts in Africa significantly in recent years, there is a continuing impression that Indian naval ship deployment off Somalia, Mauritius and Seychelles defines the scope of New Delhi's nautical interests in the region. Many in Africa feel India's regional security policy remains focused on securing energy and resource shipment flows.

That said, a change is gradually beginning to occur. Following Modi's visit to smaller island states in the Indian Ocean region in March 2015, there has been renewed emphasis on maritime development and "blue economies".

During his interactions in Seychelles, Mauritius and Sri Lanka, the Indian prime minister underscored the need to harness the economic potential of the maritime commons. Modi's advocacy of maritime development served to expedite an agreement

to develop island infrastructure in Mauritius (at Agalega) and Seychelles (at Assumption).

These projects, maritime experts point out, have the potential to revive African domestic growth through the development of infrastructure, sea-air transportation, fisheries, marine sciences, renewable energy and hydrography. It is noteworthy that the accent on Africa's maritime capacities aligns well with "Sagarmala", the prime minister's mega-modernisation project, which involves coastal area development, port infrastructure building, connectivity and sea-based industrial capacities.

As India strives to be a defence and logistical partner for Africa's eastern states, Modi's domestic prioritisation of maritime development signals a positive intent, which African governments are likely to read favorably. Meanwhile, Africa's own efforts to improve its maritime economy and develop a harmonising vision for the subcontinent have been significant.

In 2013, the Africa Union announced an Integrated Maritime Strategy 2050 and "plan of action", outlining a blueprint to address the continent's maritime challenges for sustainable development and competitiveness. The strategy, meant to systematically address Africa's maritime vulnerabilities, marked a declaratory shift away from a period of self-imposed sea blindness.

More significantly, it sought to integrate individual maritime strategies of Africa's other security communities and develop a unique vision of comprehensive maritime development. In this context, the example of South Africa is instructive. In October 2014, Pretoria proposed Operation Phakisa, a maritime project aimed specifically at unlocking and developing the ocean economy. Pitched as a national movement aimed at the promotion of growth and jobs in the country's ocean economy, "Phakisa" has four priority sectors as new growth areas in the ocean's economy:

- (a) Marine transport and manufacturing activities such as coastal shipping, transshipment, boat building, repair and refurbishment.

- (b) Offshore oil and gas exploration
- (c) Aquaculture
- (d) Marine protection services and ocean governance.

Importantly, these sectors also represent areas that India has been looking to partner its regional states with in the Indian Ocean Region (IOR). India's own developmental experience, in fact, could go a long way in providing valuable inputs to South Africa, especially since Phakisa is based on a model that brings together teams from government, labour, business and academia. For New Delhi, partnering Pretoria in realising its National Development Plan 2030 through a sustained engagement with diverse stakeholders, would certainly be a positive gesture. This still does not address the principle challenge Africa faces in rejuvenating the maritime economy: the absence of a legal framework in managing the commons. There is an increased awareness among African nations that their major maritime dysfunction stems from a lack of effective governance in the maritime littorals.

It is the illegal capture of resources – overfishing in the African EEZs, rampant exploitation of the seas, drug and arms trafficking and the widespread pollution of coastal waters - that has thwarted African efforts to build an effective maritime governance system. Africa needs not only maritime administration frameworks and the local capacity to enforce regulations, but also a model for sustainable blue economy development that does not result in the destruction of its natural maritime habitat.

Building a workable developmental model, however, will not be easy. A key challenge is the maritime sector's continuing inability to create jobs and a sustainable rate of production. The new blue economy may open up new avenues in areas of environment, energy, defence and food production. But it still hasn't adequately explored sea-land complementarities in creating a sustainable balance.

Last year, the Blue Economy Strategic Thought Forum India, debated many ocean economy concepts, proposing ways in which blue economy could influence human activities. The Indian Ocean Rim Association's (IORA) first Ministerial Blue Economy

Conference also sought to enhance cooperation on sustainable development projects in the Indian Ocean region. The conference in Mauritius identified four priority issues: Fisheries and aquaculture; renewable ocean energy; seaports and shipping; and seabed exploration and minerals for development.

These are all areas in which India could develop an effective partnership with Africa. Since China already has a strong presence in Africa, New Delhi could even combine efforts with Beijing in strengthening networking, exchange of experiences and best practices for the development of the blue economy in the African littorals. Many of these goals correspond with the UN-led Sustainable Development Goals (SDGs) for blue economy, especially for the conservation and sustainable use of the oceans, seas and marine resources for development.

As it embarks on its new initiatives, New Delhi will be aware that "blue economy" is science, technology and finance-intensive, and many African states are constrained by capability and resources in achieving desired goals. There is a need for international and regional financial institutions such as the IMF, ADB and AIIB to develop an exclusive fund for blue energy projects. Besides, transforming Africa's maritime sector will require India to contribute in the creation of a coherent maritime system. Beyond infrastructure creation, New Delhi will need to offer aid in the strengthening of legal frameworks and institutions.

India has the systems, personnel, experience and know-how to help Africa evolve rules and norms that can equitably manage maritime resources. Indian agencies, however, must assist African states in creating the material capacity to deal with governance challenges in critical commons – especially the Gulf of Aden and Gulf of Guinea, where a working law enforcement system is yet to be effectively implemented.

As Modi discusses maritime development with his hosts, he will be aware of Africa's need for assistance in the achievement of Agenda 2063, the Africa Union's guiding document spelling out a comprehensive vision of "development goals" and "international aspirations". In volunteering aid, New Delhi will appreciate Africa's need

for a composite strategy – one that achieves both tactical security and sustainable "blue" development.

Source: [Daily O](#), 9 July 2016

### **HHI to create Smart Ship Ecosystem with partners**

Hyundai Heavy Industries (HHI) has signed a memorandum of understanding (MOU) with SK Shipping, Intel, Microsoft, the Ulsan Center for Creative Economy & Innovation (UCCEI), and the Daejeon Center for Creative Economy & Innovation (DCCEI) for the development of an Eco System for 'Smart Ships'.

The signing partners of the MOU will collaborate to help domestic, small and medium-sized information and communications technology (ICT) companies to develop '17 Ship Service Software', which will meet the needs of shipowners for safe ship operation and improved crew well-being.

The Ship Service Software, which is being planned for development, will be applied to smart ships by 2019.

"We see that customised and value-added software will play a role in reviving the industry."

It is designed to enable ballast tank inspection, remote medical treatment services for crews, virtual reality training, automatic voyage information reporting, and key equipment maintenance.

As part of the MOU, HHI and SK Shipping will offer technological mentoring services and smart ship platforms for the software to be developed and UCCEI and DCCEI will conduct briefing sessions on technology demand for shipbuilders and shipping liners to encourage them to participate with ICT companies.

Hyundai Heavy Industries official noted: “The Korean shipbuilding industry has developed on the back of the advanced manufacturing technology but now is the time for us to shift our focus to differentiated ship service technologies.

“We see that customised and value-added software will play a role in reviving the industry.”

Recently, HHI and Accenture had unveiled OceanLink, a version of smart ship, for the shipbuilding, shipping and onshore-logistics sectors. Ocean Link, with a network of sensors and analytics software enables ship-owners to monitor status and condition of ships in real time and have a wide range of ship operation information including weather, location and onboard equipment and cargo status data at their disposal.

Source: [Ship technology.com](http://Ship technology.com), 11 July 2016

### **HSH Bad Bank May Take Decade to Wind Down Faulty Shipping Loans**

HSH Nordbank AG’s state owners say the wind-down of 5 billion euros (\$5.5 billion) of troubled shipping loans, taken over as part of a deal to restructure the Hamburg lender, could take at least a decade as an abundance of distressed assets weighs on sale prices.

The bad bank created by the German states of Schleswig-Holstein and Hamburg will publish terms on the loans, granted during the pre-crisis shipping boom, in the third or fourth quarter of 2016, Philipp Nimmermann, deputy finance minister of the state of Schleswig-Holstein, said in an interview. It plans to increase the number of employees overseeing the process to as many as 50 by the end of the year from about 10 now, he said.

Overcapacity in the shipping industry is exacerbating the slump that drove HSH to tap state aid in the aftermath of the crisis, sparking an almost three-year review by the European Union that ended with the bank’s owners agreeing to set up the bad bank and sell a restructured HSH by 2018. With no end to the downturn in container and bulk shipping in sight, the EU has set the price for the loan package on 256 vessels at 2.4 billion euros, about half the book value on the bank’s accounts.

### Entry Price

“We don’t know how the market will develop,” said Nimmermann, who previously worked as chief economist at BHF Bank AG in Frankfurt. “I don’t see why we should sell below our entry price of 2.4 billion euros.”

The EU has also ordered HSH to sell an additional 3.2 billion euros in soured loans to the shipping, real estate and aviation industries directly on the market by mid-2017 as part of the move to shift 8.2 billion euros of distressed assets off its balance sheet.

Under the stewardship of new co-head Ulrike Helfer, a former DVB Bank shipping banker who joined on Monday, the bad bank will rely on HSH’s industry expertise to manage the loans until it selects an investment bank to advise on the sales, said Nimmermann, declining to provide a timeline. The special entity has all the credit-restructuring tools of a professional bank, allowing for prolongation and deferral of payments if discounts demanded by the market are deemed too high, Nimmermann said.

### Assume Ownership

“If the market for shipping loans declines, we’ll take this into account and if it’s more efficient for us to keep a loan running by way of restructuring it, then that’s what we’ll do,” he said. In the case of insolvencies, the states may even assume ownership of vessels for a transition period, he said.

German lenders hold about one-quarter of global shipping loans, measuring about 400 billion euros. Under pressure to unwind legacy assets that went sour after the financial crisis, banks including Norddeutsche Landesbank and Commerzbank AG are also endeavoring to shrink their loan books, increasing the supply pool.

Further complicating shipping-loan sales is the trend by distressed-asset investors to turn their attention to other crisis-hit markets in the hunt for yield, according to Michail Zekyrgias, managing director of Global Credit & Special Situations at Bank of America Merrill Lynch.

“It’s not only shipping that is at a certain point in the cycle, but the whole commodities sector, oil and gas, the offshore sector, the entire U.S. high-yield market,” Zekyrgias said. “There are fewer players to buy those shipping loans now than was the case two or three years ago.”

Source: [Hellenic Shipping News](#), 12 July 2016

### **Modi eyes blue economy, maritime security during Africa tour**

Prime Minister Narendra Modi will be making an effort to strengthen India's ties with the blue economy and consolidate maritime security, as he embarks on a four-nation tour of the African continent from July 7-11. He will be visiting Mozambique, Kenya, Tanzania and South Africa.

"It is important to remember the maritime dimension with all these countries. These are all members of the Indian Ocean Region. So, it is important for the blue economy and maritime security," Amar Sinha, Secretary (Economic Relations), Ministry of External Affairs (MEA), said on Monday.

Elaborating on the agenda, Sinha said Modi's visit to Mozambique will be critical keeping in mind the fact that India has investments worth \$8 billion there, especially in coal and steel. Some of the Indian conglomerates present in Mozambique are SAIL, Essar and Tata Power among others.

Both governments might also sign a memorandum of understanding under which India will purchase pulses from Mozambique, as also a MoU on civil aviation cooperation.

On July 8, Modi will head to South Africa to hold a meeting with President Jacob Zuma. The country assumes critical importance for India as both work together on various multilateral fora – BRICS, IBSA, G20 and BASIC.

In Tanzania, Modi will seek to enhance mutual cooperation and understanding on major issues, including solar alliance. He will then conclude his visit with a two-day trip to Kenya.

India might announce another line of credit during this visit. Modi will also be lobbying for India's membership at the UN Security Council with all these four countries.

**Source:** [The Hindu](#), 4 July 2016



**New UN-backed survey reveals ‘alarming’ damage to high seas and marine ecosystems**

Peter Prokosch

More than half of the world’s fragile coral reefs are under threat and most of our major fish stocks are now overexploited, according to the latest global assessments on the state of world’s high seas and large marine ecosystems launched today by United Nations Educational, Scientific and Cultural Organization (UNESCO)’s Intergovernmental Oceanographic Commission.

The new study identified the increasing cumulative impacts of climate change and human activities on these systems for the deterioration of their health and decline of resource productivity. “Sixty percent of the world’s coral reefs are currently threatened by local activities; 50 per cent of all fish stock in large marine ecosystems are overexploited; 64 of the world’s 66 large marine ecosystems have experienced ocean warming in the last decades,” are among the among the alarming statistics from the assessment and detailed in a statement from UNESCO.

The findings were released today at the Headquarters of the Organization of American States (OAS) in Washington D.C., in the framework of the Transboundary Waters Assessment Programme (TWAP), a project financed by the Global Environment Facility (GEF). The Programme undertook global assessments of the world’s transboundary water systems, including the open ocean and large marine ecosystems, in order to support national decision makers and international organizations set priorities for policy interventions and develop a framework for future periodic assessments.

The statement also noted that the Intergovernmental Oceanographic Commission and the UN Environmental Programme (UNEP) released a suite of products from the TWAP

data, including a full global assessment report and a more targeted version in summary form for policy makers.

“The findings from the open ocean and [large marine ecosystems] assessments present projections for disastrous escalation by 2030 and 2050 of the cumulative impacts of local and global hazards – from tourism to climate change – on marine ecosystems,” UNESCO said.

“The assessments nevertheless identify the important potential benefits of globally and regionally integrated governance to address these issues and should help strengthen countries’ capacities to conserve and sustainably use the oceans, seas and marine resources.”

Highlighting the contributions of large marine ecosystems to socio-economic development and to human well-being, UNESCO said those ecosystems alone contribute an estimated \$28 trillion annually to the global economy through services and benefits provided by nature, including fish for food and trade, tourism and recreation, coastal protection from flooding and erosion, and the less tangible benefits from cultural, spiritual, and aesthetic connections to nature.

“Maintaining the health and resource productivity of these transboundary water systems should help countries achieve global objectives to reduce poverty and hunger, and promote sustainable economic growth,” added the statement.

Source: [UN News Centre](#), 14 July 2016

### **South China Sea verdict: What it means and what could happen next**

Bhaswar Kumar

The Permanent Court of Arbitration (PCA) in The Hague ruled on Tuesday that China has no historical title over the waters of the South China Sea (SCS) and that it has breached the sovereign rights of the Philippines with its actions.

Beijing has, in keeping with its continued stance on the matter, rejected the verdict and reiterated its claimed rights in the SCS.

While experts have agreed that there exists no mechanism to enforce the verdict, it is seen as a repudiation of China's claim of historical rights over the various features in the SCS. What does the verdict say?

According to the official release by the PCA, the tribunal has concluded that there is "no legal basis for China to claim historical rights to resources within the sea areas falling within the 'nine-dash line'".

Further, the tribunal has concluded that none of the Spratly Islands is capable of generating extended maritime zones and that the Spratly Islands cannot generate maritime zones collectively as a unit. Having found that none of the features claimed by China are capable of generating an exclusive economic zone (EEZ), the tribunal has declared – without delimiting a boundary – that "certain sea areas are within the exclusive economic zone of the Philippines, because those areas are not overlapped by any possible entitlement of China".

The verdict goes on to find China at fault on various other points, including causing environmental damage.

What is China's stand on this?

Responding to the tribunal's award, the Ministry of Foreign Affairs of the People's Republic of China said that it "solemnly declares that the award is null and void and has no binding force. China neither accepts nor recognises it". On what actions China might take after this verdict, senior fellow at the Brookings Center for East Asia Policy Studies Joseph Chinyong Liow says that it is still too early to say definitively. However, he adds that the concern is that the Chinese will dig their heels in further. "I fear this might well

be so, especially given how comprehensively the ruling went against Beijing," warns Liow.

A white paper issued by China's State Council Information Office on Wednesday also points towards a China which is set upon its present course of maintaining its hold in the SCS. The paper, titled 'China Adheres to the Position of Settling Through Negotiation the Relevant Disputes Between China and the Philippines in the South China Sea', says that the Nanhai Zhudao (the South China Sea Islands) have historically belonged to China. The paper adds that the current dispute began when in the 1970s the Philippines started to "invade and illegally occupy" some islands and reefs of China's Nansha Qundao (the Nansha Islands) — internationally known as the Spratly Islands.

Stung by the verdict, China might very well decide to take action. "Reputational concerns are unlikely to trump core national interests. In recent days, Chinese political elite repeatedly emphasised sovereign jurisdiction over the South China Sea as a non-negotiable issue. Aggressive tactics by China could come in many forms — setting up an ADIZ (Air Defense Identification Zone) in the South China Sea, accelerating the reclamation of Scarborough shoal, or even an attempt to deploy military forces in waters close to its occupied and reclaimed islands," says Abhijit Singh, who served as a commander in the Indian Navy and writes on maritime issues and littoral security.

Further, China's Defence Ministry has announced that a new guided missile destroyer was formally commissioned at a naval base in the southern island province of Hainan, which has responsibility for the SCS.

How was the case fought?

China, in February 2013, had officially refused to participate in the arbitration process and stated that the tribunal did not have jurisdiction over the case. A position paper on the SCS, issued by the Government of the People's Republic of China in December of 2014, reiterated that it will neither accept nor participate in the arbitration initiated by the Philippines and that the tribunal had no jurisdiction in the matter.

The position paper argued on four points: First, that the case dealt with territorial sovereignty over several maritime features in the SCS and that was beyond the scope of the UNCLOS (United Nations Convention on the Law of the Sea); second, that Philippines had agreed to settle the dispute through negotiations and that it had breached its obligation under international law by unilaterally initiating the arbitration; third, that even if the subject-matter of the arbitration was concerned with the interpretation of the UNCLOS, it would still be dealing with maritime delimitation between the two countries and that China had excluded disputes concerning maritime delimitation from compulsory arbitration and other compulsory dispute settlement procedures through its 2006 declaration in accordance with the conventions of the UNCLOS; Lastly, that the tribunal had no jurisdiction over the matter as a consequence and that China's rejection of and non-participation in the arbitration stood on "solid ground in international law".

"Philippines was smart in invoking the provisions of the UNCLOS that allow for compulsory arbitration, but forbid the settling of territorial disputes," explains Singh, who was actively associated in the formulation and articulation of naval doctrines and operational concepts during his tenure with the Flag Officer Doctrines and Concepts.

Philippines' contentions can be broadly divided into three parts, Singh explains. First, the Philippines questioned the legal validity of China's "nine-dashed line" in staking claims in the SCS.

The second submission dealt with clarifying the legal status of the maritime features in the SCS. Under the law, an 'island' generates territorial waters and an entire EEZ. "The Philippines legal team had contended that feature in the SCS were not islands but rocks, atolls, shoals, and low water elevations, which at best generate an entitlement of territorial waters," Singh says. He adds that the Philippines urged the tribunal to "reiterate the lawful position that land added to submerged and above-water line features cannot alter their basic legal status".

Finally, Singh says, Manila questioned Beijing's "historic rights" – including fishing rights – beyond the limits of its entitlements under the Convention. Philippines claimed

that China had violated the convention by its hazardous practices of harvesting of endangered species and destruction of coral reefs, including areas within the Philippines' EEZ, irreversibly damaging the regional marine environment.

What will the US do now?

The US has repeatedly called upon all parties concerned, especially China, to accept the verdict and reiterated its support for freedom of navigation in the waters of the SCS.

"The US will continue to reinforce the importance of international law, and that it is in China's interest to abide by the ruling. It will also have an eye on any increase in Chinese assertiveness in the area. FONOPS (freedom of navigation operations) will continue, but hopefully not too soon after the ruling, and hopefully too without too much unnecessary attention and visibility," Liow says.

Where does India stand and what should it do?

In June this year, a joint statement, issued after Prime Minister Narendra Modi met with US President Barack Obama, made mention of the SCS dispute. This was in line with a previous joint statement, issued during Prime Minister Modi's 2014 trip to the US. The Indo-US joint statement had said: "The leaders expressed concern about rising tensions over maritime territorial disputes, and affirmed the importance of safeguarding maritime security and ensuring freedom of navigation and over flight throughout the region, especially in the South China Sea."

Explaining what India and the US can do on the matter, Liow says: "I think it is important for both parties to emphasise the need for stability and the importance of international law, but not in a way that singles out China. India should also, on its own accord, enhance cooperation with Southeast Asian states."

On the topic, Singh adds: "New Delhi will need to take a considered stand on the matter by clarifying its interests in the SCS without criticising China. While it is important to reiterate maritime principles, New Delhi must not betray anxiety over China's growing maritime influence in Asia."

However, India's statements seemed to veer a bit off-course in April this year, when the joint communiqué of the 14th meeting of the foreign ministers of Russia, India and China said: "All related disputes should be addressed through negotiations and agreements between the parties concerned. In this regard the Ministers called for full respect of all provisions of UNCLOS, as well as the Declaration on the Conduct of Parties in the South China Sea (DOC) and the Guidelines for the implementation of the DOC."

China has long held that the disputes in the SCS must be settled within the framework of the DOC and has said that the Philippines was in violation of the same when it approached the tribunal.

However, Liow does not see this as a case of strategic dissonance between the US and India. "I don't think there really is a difference in position between the US and India. I believe the US also believes that the dispute is best solved by dialogue among the claimant states. The thing is that this should not foreclose the possibility of mediation, or for other channels such as multilateralism," Liow says.

**Source:** [The Business Standard](#) 13 July 2016

## **Arctic melting reached a record high in June**

Rakesh Agrawal

It's not just India that had a very hot summer with temperature crossed 50 degree Celsius in many parts of the country, but even the frozen continent as melting in the Arctic reached an all-time high in June where ice disappeared at a rate of 29,000 square miles a day in June. The Arctic sea ice in June 2016 was just 4.09 million square miles on an average that was 100,000 square miles lower than the earlier low.

In fact, the ice in the Arctic has been dipping into new lows since the beginning of 2016 and except March, it was low every month this year, reaching to its lowest last month

and last month was no different, when it disappeared at an average rate of 29,000 square miles (74,000 square km) a day.

The US-based National Snow and Ice Data Center monitored the extent of the Arctic ice, using the Moderate Resolution Imaging Spectroradiometer (MODIS) instruments on the Nasa Aqua and Terra satellites, providing multiple views each day of the Arctic, and in summer the entire region is sunlit. 'The slow ice loss during early June was a result of a significant change in the atmospheric circulation,' the report said.

It compared the two images; first taken on June 9, left, and June 28. They, show the seasonal progression in surface melting and darkening of the sea ice. It establishes the fact that the ice in the Arctic is melting at an alarming rate, has been dipping into new lows almost every month this year, and last month was no different. It also meant that Atmospheric CO<sub>2</sub> Reaches New High, causing more climate change.

Heat has gripped even the United States where the temperature crossed 95 °F (34 °C) and Phoenix and Las Vegas were as consistently getting remarkably hot weather. Clearly, humankind must learn to live with the Sahara type of climate, even in the ice zone and if we don't take any corrective measures today, tomorrow we cannot go to a cooler climate as no such place would be left on our earth!

Source: [The American Bazar](#), 10 July 2016

### **Permanent secretariat of Framework Convention for Caspian Marine Environment to be set up**

APA

The sixth meeting of the Conference of the Parties to the Framework Convention for the Protection of the Marine Environment of the Caspian Sea is planned to be held in Baku, said Azerbaijani Foreign Minister Elmar Mammadyarov.

He said that establishing a permanent secretariat of the Framework Convention will be one of the main goals of the conference.

The foreign minister added that the Azerbaijani side has prepared a draft agreement on establishing the secretariat in Baku and has submitted it to all the Caspian countries.

Source: [Apa](#), 13 July 2016

## **Building India's Maritime Resurgence through Citizen Engagement**

Kapil Narula

A strong push has been given to the maritime agenda in India since the swearing in of Prime Minister Modi. This is evident from the range of initiatives taken by the Indian government such as Maritime India Summit-2016, announcement of 'Sagarmala' project, the push for the 'Blue Economy' agenda, outreach efforts such as Project 'Mausam' and the conduct of International Fleet Review 2016, to name a few. While the intent of the government is evident, a maritime resurgence in India requires the acceptance of the philosophy of being a maritime nation and an involvement by the citizens of India.

Maritime awareness amongst the people of the country plays a key role in building a maritime nation and the maritime thought needs to permeate to the citizens. Building such a maritime culture requires a much larger impetus and effort from the institutions of the country and it is this area in which India needs to improve. Historically India had a maritime outlook and even today 90 per cent of India's international trade in terms of volume and 77 per cent in terms of value is moved by sea. However, it appears that as a nation, the maritime thought is somewhat restricted to the coastal areas and the people of the heartland have a predominantly continental mindset. The oceans are still seen as being far away, both literally and figuratively from the centre of governance and the seat of power which is concentrated in New Delhi. It is therefore no surprise that the maritime flavour appears in spurts in the policies and initiatives of the Indian government.

World Ocean Day (WOD) celebrated every year on June 08, provides us with an occasion to raise global awareness of the intrinsic value of the oceans and to educate the

public on the role and importance of the oceans for life on earth. It is an opportunity to get involved in protecting the oceans by raising consciousness of how human lives depend on the oceans. The theme for WOD, 2015-16 is 'Healthy Oceans, Healthy Planet', which highlights the need to maintain healthy oceans as they are essential for food security, biodiversity, as regulators of climate and are a critical part of the biosphere. Activities such as beach cleanups, educational programs, photography contests, film and seafood festivals are organized the world over to engage the public through personal and community action. This year's theme finds resonance with the freshly minted Sustainable Development Goal 14 by the United Nations on the oceans viz. "Conserve and sustainably use the oceans, seas and marine resources for sustainable development".

However, there appears to be a lack of enthusiasm among the civil society and specialised agencies in organising events to engage the citizens of the country. In effect there has been no major event to celebrate the WOD and an opportunity for spreading awareness on the importance of oceans for life on earth may have been missed. In contrast this day was celebrated in countries such as Australia, US, Europe, Southeast Asia and Latin America in support with various aquariums, civil society, the UNESCO and various national governments. The role of social media was also valuable and the event found a significant mention on Twitter, Instagram and online media. Various celebrities including the White House joined in spreading the message of ocean conservation via the visual media such as CNN and the National Geographic. Such dynamism was sadly missing in the Indian context.

The month of June is also important for the maritime community as June 25 is celebrated as the 'Day of the Seafarer'. The campaign theme adopted by the International Maritime Organization (IMO) this year is, "At Sea For All" to highlight the important role of the seafarers in the world economy. In the words of IMO Secretary General Kitack Lim: "this year, we are once again asking people everywhere to show their appreciation for the seafarers that quietly, mostly unnoticed, keep the wheels of the world in motion". The theme for the 'Day of the Seafarer' this year is aligned with the 2016 World Maritime Day theme, "Shipping: Indispensable to the World" and

emphasizes that seafarers serve at sea for providing goods and commodities to all of us – and, consequently, they are also indispensable to the world.

The worldwide population of seafarers in 2015 was estimated to be around 774,000 officers and 873,000 ratings. The total number of seafarers has increased by 34 per cent between 2005 and 2010 and further by 24 per cent from 2010 to 2015, due to the growth of the international shipping fleet and the demand for seafarers is anticipated to further grow over the next 10 years. China, Philippines, Indonesia, Russian Federation, Ukraine and India are the largest suppliers of seafarers who serve on the world merchant fleet of 68,723 ships. India has a registered strength of 62,673 seafarers and contributes significantly to the officer cadre after China and the Philippines. Despite an improvement in recruitment and reductions in officer wastage rates over the past five years, BIMCO manpower report on the global supply and demand of seafarers - 2015 predicts that the deficit in the officer cadre is likely to increase from the current 2.1 per cent to 18.3 per cent by 2025.

This outlook hints that in order to overcome the shortage that there should be a focus on the supply of qualified and competent seafarers in the future which cannot happen without concerted efforts and measures to address key manpower issues. India which has the benefit of favourable demography would do well by generating awareness on maritime issues for the millions of trained English speaking young men and women entering the workforce every year. This also needs to be followed up with sound training with hands on experience for these trainees so as to enhance their employment opportunities on merchant ships. Human capital is also a critical component of the 'Skill 4 India' mission which will benefit the 'Make in India' drive for production of ships and defence equipment in the country.

The Indian Maritime University (IMU), which was established as a Central University in November 2008, is a small step for providing trained human resource for the maritime sector. Apart from providing quality education and training in various maritime areas such as Nautical Science, Marine and Ocean Engineering, Naval Architecture and Ship Repair, Maritime and Port Management, and short courses there is an endeavour to promote world class research in its associated institutions. Maritime training is also

supported by the private sector and there are around 125 training institutes in India which impart sea training.

Universities, specialized institutions and nodal agencies which cut across themes such as engineering, economics, fisheries, environment, trade and ocean governance will enhance the maritime resurgence in India. Collaboration between leading thinktanks, NGOs and planning departments in the ministries with these institutes will also enhance the employability of the workforce. This future generation of seafarers will later become maritime ambassadors and will become catalysts to promote maritime thought and awareness in the country. Apart from this engaging citizen in maritime events is an activity in which the Indian government needs to invest significantly so as to revitalize the maritime resurgence in the country.

Source: [National Maritime Foundation](#), 13 July 2016

### **India and Maldives: A Triumph for Maritime Diplomacy**

Prakash Gopal

The Indian Navy deployed an Advanced Light Helicopter (ALH) Mk –III aircraft together with aircrew and a support team to Maldives on 27th April, to assist the Maldives National Defence Force (MNDF) in “coastal surveillance and reconnaissance”. This came close on the heels of the visit of the Maldivian President Abdullah Yameen to India earlier in the month. At the end of that visit, President Yameen had declared India to be the “most important friend of Maldives” and had committed to pursuing an “Indiafirst” foreign policy. These events assume significance especially in the context of recent turbulence in bilateral engagement between Indian and Maldives.

Maldives’ tryst with democracy, which began in 2008, has been marked by agonistic politics that has caused unrest within, and apprehensions outside the island country. President Nasheed’s resignation in 2012, followed by the elections of 2013, have

somewhat dented the fledgling democratic processes. The subsequent arrest of former President Nasheed under charges of terrorism and his trial which resulted in a 13-year jail sentence, underscored the fragility of government institutions within the country. The cancellation of the USD 500 million Male Airport project in 2012, awarded to the Indian infrastructure company GMR, prompted the Indian Government to suspend its aid to Maldives.

In such an environment, for India, a historical friend of Maldives, political and diplomatic engagement became difficult with the island country. This was evident in the last-minute cancellation of Prime Minister Modi's planned visit to Male in March 2015. Significantly, Maldives is the only SAARC country that PM Modi has not visited yet. President Yameen on the other hand has visited India thrice since assuming office; the first time in January 2014, followed by the swearing in ceremony of Prime Minister Narendra Modi in May 2014 and now in April 2016. Notwithstanding this, it may be some time before diplomatic relations with Maldives pick up momentum, considering the current situation in the island country.

What has been a triumph of sorts, is the sustained naval engagement between the Indian Navy and the MNDF even during these trouble times. The first ALH that was transferred to the MNDF in 2010 which is based at Gan and operated by a crew from the Indian Coast Guard, continues to carry out Search and Rescue (SAR), medical evacuation and surveillance missions. The Indian Government's commitment to provide relief to Maldives during the water crisis of December 2014 was spearheaded by the Indian Navy, which deployed two ships to Male with potable water carried from India. These ships remained in Male, generating water through their onboard reverse osmosis plants until the water treatment plant at Male became operational. The Indian Naval Fleet's pride, the aircraft carrier INS Vikramaditya, together with the destroyer INS Mysore and tanker INS Deepak visited Male earlier in February this year. Though the high profile ship visits had raised hopes of a coinciding visit by PM Modi, which was not to be. Indian Naval and Coast Guard ships and aircraft continue to provide surveillance support to the MNDF in their Exclusive Economic Zone (EEZ) and personnel from the MNDF continue to train at Indian Naval training establishments. The transfer now, of

the latest variant of the ALH helicopter is yet another significant event in the continuing naval engagement between India and Maldives.

While it would be tempting to look at India's engagement with Maldives and other regional states purely through the prism of preventing a pro-China proclivity in these countries, India's relations with them predate the arrival of the Chinese and their navy in these waters. Geography cannot simply be wished away, as can't India's obligations as a regional power and a net security provider in the region. India's historical, cultural and demographic ties with these countries place a greater burden of responsibility than the demands of realpolitik and aspirational power play. The fact of course, that vacuums in this space will be promptly filled by an eager Chinese machinery with an abundance of cash must be factored in, especially when ratcheting down diplomatic or military ties with regional states.

In a period where diplomatic ties between India and Maldives continue to be stressed due to the political environment in Maldives, it would be vital for India to sustain its robust naval engagement, driven primarily by the shared security needs of the two countries and the region as a whole. The NSA-level India-Sri Lanka- Maldives trilateral group on maritime cooperation could play a key role in achieving the desired levels of trust and mutual support in the maritime domain. The agreement on defence cooperation that was signed during President Yameen's recent visit promises to further institutionalize maritime cooperation between the two countries. While it may not necessarily bring about an immediate thaw in the frostiness that has set in since 2012 between India and Maldives, it will at least ensure that the maritime forces of these countries continue to execute their diplomatic charter for the greater good of the region.

Source: [National Maritime Foundation](#), 8 July 2016