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## **IMO Focus on Maritime Security**

Maritime security is a key element of International Maritime Organization (IMO)'s work and, over many years, the Organization has developed a number of measures to help promote and sustain it.

The focus is now on helping countries build their capacity to put these measures into practice, said a press note from IMO. IMO regularly partners with other agencies to do this. As part of a continuing collaboration with the UN Office on Drugs and Crime (UNODC), a national contingency-planning exercise for the government of the Philippines was recently held in Manila (October 18-19). The objective was to help them implement and enforce maritime safety and security legislation, with an emphasis on countering terrorism, piracy and armed robbery against ships. The so-called "table top exercise" was designed to highlight the importance of co-operation among different government departments and agencies. Through a range of evolving scenarios it enabled roles, responsibilities, processes, procedures - and how these may develop - to be determined. Gaps in current policies, plans, processes and procedures were identified, as well as areas where IMO, UNODC and other agencies might be able to help in the future.

The exercise in the Philippines followed a 2014 assessment by the UN Counter Terrorism Committee. Three other countries in South East Asia (Indonesia, Malaysia and Vietnam) will host similar exercises during the coming months.

Source: [www.marinelink.com](http://www.marinelink.com), 18 October 2018

## **Enhancing regional maritime security in Indian Ocean region will be the focus of IONS**

Chiefs of Navies, Heads of Maritime Agencies and representatives of 32 member and observer nations will meet in Kochi next month to discuss enhancing of maritime security and formulate strategies and cooperative mechanisms to enhance regional maritime security in the Indian Ocean Region (IOR). They will be meeting for the two day 10th anniversary celebrations starting Nov 13 for the Indian Ocean Naval Symposium (IONS)

being hosted by the Indian Navy, underlining its status as a net security provider in the region. Re-tracing the ancient maritime trade routes from the Malabar Coast to Persian Gulf that catalyzed the spread of Indian culture to all parts of the world will be undertaken by four Indian Navy sailing vessels which will be expected to embark an international crew and undertake this venture from Kochi to Muscat.

This IONS meet is expected to further deepen maritime partnerships with regional neighbours, and also contribute significantly in enhancing security and stability in the IOR. According to the official spokesperson of the Indian Navy Capt DK Sharma, "All 'Member' and 'Observer' nations have been invited and most have already confirmed their intent to participate in it." Commonly known as IONS, is an extremely significant regional maritime security initiative launched by India in February 2008 under the aegis of the Indian Navy. IONS seeks to increase maritime co-operation among navies of the littoral states of the IOR by providing an open and inclusive forum for discussion of regionally relevant maritime issues. Besides India, other member countries including the UAE, South Africa, Australia, Bangladesh and Iran have held the chairmanship of IONS.

The organization has grown very significantly in the last ten years and today has membership of 32 nations, inclusive of 08 observer-members, grouped in four clusters – South Asian Littorals, West Asian Littorals, East African Littorals, South East Asian and Australian Littorals. These member countries will also be discussing ways to strengthen capabilities and interoperability to ensure speedy response to requirements of Humanitarian Assistance and Disaster Relief (HADR) in the IOR. Defence Minister Nirmala Sitharaman, is expected to be the Chief Guest of the occasion.

Source: [www.financialexpress.com](http://www.financialexpress.com), 16 October 2018

### **Abe wants tighter Japan-France maritime security cooperation**

Japanese Prime Minister Shinzo Abe expressed his country's willingness on Wednesday to strengthen maritime security cooperation with France. "The two countries' cooperation is more important than ever as the international order is being challenged," Abe told a joint press conference with French President Emmanuel Macron in Paris, apparently referring to China's maritime expansion. "We hope to work together for the further prosperity of a free and open Indo-Pacific region," Abe stressed. Macron pointed to the issue of keeping a balance and stability in the Indo-Pacific region, reflecting his country's strong interest in sea lanes including in the South China Sea as it has Pacific territories including New Caledonia and Tahiti.



Abe expressed hope that Japan and France, as flag-bearers of free trade, will cooperate to show leadership by putting the Japan-European Union economic partnership agreement into force at an early date

Source: [www.nippon.com](http://www.nippon.com), 18 October 2018

## **PH Navy now making progress in maritime security**

- Priam Nepomuceno

**MANILA** -- The Philippine Navy (PN) is now making a headway in the maritime security arena. This was disclosed by Navy flag-officer-in-command, Vice Admiral Robert Empedrad, during the welcoming ceremonies for strategic sealift vessel BRP Tarlac (LD-601) and the 300-man contingent aboard at Pier 13, Manila South Harbor, Monday afternoon. "(Monday's) arrival ceremony is but one of the many attestations that we are indeed making headways in our thrust to be globally recognized as a game-player in the maritime security arena," Empedrad said.

BRP Tarlac and the military personnel aboard it made history in the PN for their successful Oct. 1 to 6 port visit to Vladivostok, Russia and Jeju Island, South Korea last Oct. 12 to 16. Also present during the arrival ceremony were Russian Ambassador to the Philippines Igor Khovaev, House Deputy Speaker and Batangas Rep. Raneo Abu and other PN senior leaders. "The successful overseas mission is a manifestation that the Navy is steadily improving and modernizing. This is another big leap in enhancing the organization's core competency to further improve its readiness to engage in multilateral maritime activities and contribute to preserving regional maritime security," PN spokesperson Commander Jonathan Zata said in a statement.

During their visit to Russia, the ship and the contingent aboard her participated in several activities, which enhanced their relationship with their Russian counterparts. Aside from this, the PN personnel also got a chance to tour the Kilo-class diesel-electric submarine "Komsomolskna-Amure 877" and the Russian Marine Firing Range.

Also, Russian Marines conducted a capability demonstration and had their Philippine Marine Corps counterparts ran obstacle courses and pistol firing exercises. Meanwhile, the visit on Jeju Island, South Korea strengthened ties of the PN with its others counterparts, through the conduct of different confidence-building activities in line with the Western Pacific Naval Symposium (WPNS) 2018 hosted by Republic of Korea Navy, he said. The International Fleet Review held at that time marked the 70th

anniversary of the ROK Armed Forces. Empedrad was present in the WPNS 2018 and said that the country will be hosting the same event in 2020.

Source: [www.pna.gov.ph](http://www.pna.gov.ph), 23 October 2018

## **US, Vietnam Defense Chiefs Seek Increased Cooperation In Maritime Security – Pentagon**

- Fakhir Rizvi

WASHINGTON (UrduPoint News / Sputnik - 18th October, 2018) US Defense Secretary James Mattis and his Vietnamese counterpart Ngo Xuan Lich discussed the need to boost regional maritime cooperation, including in the South China Sea, according to a readout of the meeting by Defense Department spokeswoman Dana White on Wednesday. "The leaders discussed a broad range of defense issues, to include increasing cooperation in the areas of maritime security, humanitarian assistance and disaster relief, and peacekeeping," the readout stated. During the meeting, Mattis and Lich agreed that a strong bilateral partnership promotes regional and global security, including in the South China Sea - a disputed waterway for global shipping over which China claims sovereignty, the readout explained. Mattis also reaffirmed a US commitment to clean up dioxin contamination from the Vietnam war, the readout said.



### **U.S. Navy plans to purchase 301 ships in the next 30 years: Report**

WASHINGTON, Oct.18 (Xinhua) -- The U.S. Navy plans to purchase 245 combat ships and 56 support ships between now and 2048, according to a report released by the Congressional Budget Office (CBO) on Thursday. The report, an analysis of a Navy budget plan submitted in February this year, showed that the purchase plan would not allow the Navy to reach its targeted 355 fleet size at anytime in the next 30 years, unless the Navy significantly lengthens the service life of current warships.

Should the the U.S. Navy fully implement its previous announcement to extend the service life of its destroyers from 35 years or 40 years to 45 years and the life of seven attack submarines from 33 to 43 years, the Navy may reach its target fleet size in 2034, but not for all individual ship types, according to the analytical report. Based on what the Navy proposed, the CBO estimates that the annual purchase and ship maintenance costs would average 28.9 billion U.S. dollars per year.

The report also revealed that under the Trump administration the U.S. Navy has made bold plans to expand its fleet, seeking to purchase 47 more ships in a 30-year time span, compared with a fiscal year 2017 plan drafted under the Obama administration. The purchase is expected to increase all types of ship except for small surface combatants and ballistic missile submarines. The 2019 plan asked for 16 more attack submarines, 10 more large surface combatant ships, five more large payload submarines and five more amphibious warfare ships, compared with the 2017 plan.

The report also outlined the pace at which the Navy plans to purchase new ships. The Navy hopes to add to its fleet one aircraft carrier every five years, two attack submarines every year, five large surface combatant ships every two years and two small surface combatant ships every year starting in 2022.

Source: [www.xinhuanet.com](http://www.xinhuanet.com), 19 October 2018

## **China, ASEAN begin joint naval drill**

The navies of China and 10 ASEAN countries began their first joint maritime exercise in Zhanjiang, Guangdong province, on Monday. The exercise will include the application of The Code for Unplanned Encounters at Sea, as well as search and rescue operations and communications exercises. Eight ships, three helicopters, five observers and more than 1,200 personnel from China and all ASEAN countries will participate in the exchanges on shore and exercises in waters east of Zhanjiang between Oct 22 and 28. The ASEAN-China Maritime Exercise-2018 is aimed mainly at advancing defense cooperation and maritime security between China and ASEAN, as well as the application of The Code for Unplanned Encounters at Sea, said Zhu Jianda, Chinese commander of the shore-based joint command for the exercise. "It is indeed an important step that we all gather here for the opening ceremony of this milestone for ASEAN and China," said Lew Chuen Hong, Singapore's naval chief.

Last week, at the ASEAN Defense Ministers' Meeting-Plus, the ministers reaffirmed the exercise as an important confidence-building measure, he said. The drill marks the first time ASEAN as a whole has held a military exercise with a single country, and the first time China has held a maritime exercise with ASEAN, said Yuan Yubai, commander of the Southern Theater Command of the People's Liberation Army. It is set to become a dominant platform for deepening mutual understanding and exchanges, to establish a new brand for China-ASEAN security cooperation and set a new milestone for regional security and building a community of common destiny for China and its ASEAN neighbors, he said.

The participating ships include the guided missile destroyer Guangzhou, the guided missile frigate Huangshan and the replenishment ship Junshanhu from China; frigates Stalwart (Singapore), Taksin (Thailand), Tran Hung Dao (Vietnam); patrol ship Daruttagwa (Brunei); and logistics support ship BRP Dagupan City (Philippines). The six countries will take turns commanding the exercise. Observers are from Cambodia, Indonesia, Malaysia and Myanmar. The exercise was proposed by China at an informal meeting of defense ministers from China and ASEAN in 2015. In preparation, a joint tabletop exercise was carried out in Singapore in August. A planning meeting for the exercise was held on Monday, with tug-of-war, basketball matches and exchanges of diving theories.

Source: [www.chinadaily.com.cn](http://www.chinadaily.com.cn), 23 October 2018

## **Navy frigate tested China's nerve in Taiwan Strait transit**

An Australian guided-missile frigate travelled through the Taiwan Strait in a move viewed by the US as evidence its allies are standing with the Trump administration against China's military expansion in the Asia-Pacific. *The Australian* can reveal the Royal Australian Navy vessel transited the Taiwan Strait in late September following a joint exercise with the People's Liberation Army's Navy. The move came after China fiercely opposed the passage of two US warships, the USS Mustin and the USS Benfold, through the same waters in July amid serious tensions between the two superpowers. On Wednesday, China protested after the US docked a navy research ship in Taiwan's southern port city of Kaohsiung. Taiwanese officials said the ship was part of an international oceanic research project, which also involved researchers from Australia and The Philippines, according to a report in *The South China Morning Post*.

Security experts said the movement of HMAS Melbourne through the Taiwan Strait could displease Beijing, which is pushing for greater international recognition of its claim to Taiwan. Euan Graham, director of the International Security Program at the Lowy Institute, said the move by the RAN was likely to be opposed by China. "Sailing through the Taiwan Strait is not a [freedom-of-navigation operation], but neither is it an everyday occurrence. It always attracts negative attention from the PRC, particularly when Beijing is pressuring Taiwan intensely, and in an increasingly tense relationship with the US," Dr Graham told *The Australian*. "Australia's navy has performed the transit in the lowest-key manner in order to minimise Beijing's reaction." US naval ships have been conducting freedom-of-navigation exercises in the South China Sea to challenge Chinese claims and the militarisation of artificial islands. Australia last month condemned China after a Chinese warship nearly collided with a US destroyer conducting a freedom-of-navigation exercise near the disputed Spratly Islands.

*The Australian* understands a senior US official discussed the transit of the Australian warship at a recent event, suggesting it highlighted the fact that the US and its allies were stepping up activities to respond to China's assertiveness. The Defence Department declined to say how many times the RAN had sailed through the strait in the past two years. In 2001, under former prime minister John Howard, a flotilla of three Australian navy ships travelling through the Taiwan Strait were challenged by a Chinese warship. The events occurred in the middle of heightened US-China tensions sparked by the collision of a Chinese fighter jet and an American spy plane over the South China Sea.

The Defence Department said the HMAS Melbourne conducted a “passage exercise” on September 28 with the PLA-navy ship Xianning after a port visit to Zhanjiang in Southern China.

Following the exercise, the HMAS Melbourne proceeded through the Taiwan Strait.

“On completion of the passage exercise Melbourne proceeded to her next port in the Republic of Korea, via the Taiwan Strait, to attend the International Fleet Review,” the department said. “Melbourne’s transit of the Taiwan Strait through international waters was routine.” The department confirmed the frigate was involved in attempting to police UN sanctions against North Korea after Japanese Foreign Minister Taro Kono said there had been cases of ship-to-ship transfers in waters off China. “While in transit to the Republic of Korea, Melbourne, with 230 personnel embarked, contributed for a short time to maritime surveillance of UN Security Council resolutions on North Korea.” Former senior naval officer James Goldrick said China would have no grounds to oppose the transit but Beijing was increasingly pushing back at US and Australian naval activities in waters off China. Defence declined to reveal whether the transit solicited any response from China or whether the passage was in concert with any other navy.

Source: [www.theaustralian.com.au](http://www.theaustralian.com.au), 19 October 2018

### **Japan makes inaugural deployment of coastguard vessel to Australia**

Kosuke Takahashi

The Japan Coast Guard (JCG) will for the first time deploy a vessel to Australia, as part of efforts to strengthen counter-piracy measures in Southeast Asia. The vessel, the 3,300-tonne Souya-class patrol ship *Echigo* (PLH 08), will be deployed for a month starting from 30 October, according to the Japanese foreign ministry. The ship will be embarked with one Sikorsky S-76D helicopter. Besides being involved in activities with the Australian Border Force, *Echigo* will also take part in maritime security exercises with the Philippine Coast Guard (PCG). “Through these efforts, we aim to further promote free, open, and safe seas based on the rule of law in the Indo-Pacific region,” the ministry added.

Source: [www.janes.com](http://www.janes.com), 28 October 2018

## **M-class frigates to receive IFF upgrade**

- Richard Scott

The Netherlands' Defence Material Organisation (DMO) has contracted Thales for the supply of new Mode 5/S identification friend-or-foe (IFF) systems for retrofit to the six M-class frigates serving in the navies of Belgium, the Netherlands, and Portugal. As well as the supply of the IFF systems, the contract also provides for the adaptation of the LWO8 D-band long-range air search radar, and the delivery of a user interface for stand-alone control.

The Royal Netherlands Navy, the Belgian Maritime Component, and the Portuguese Navy each operate two M-class frigates (Belgium and Portugal having acquired their ships secondhand from the Netherlands). The DMO contract also includes an option for three more IFF systems for the Vasco Da Gama-class MEKO 200PN frigates of the Portuguese Navy.

Source: [www.janes.com](http://www.janes.com), 23 October 2018

## **Euro naval 2018: CNIM unveils new LCX multimission landing craft for amphibious operations**

- Kate Tringham

French engineering group CNIM launched a new multimission landing craft, called the LCX, at the Euronaval exhibition in Paris during 23–26 October. The LCX has been designed for use by naval forces specialising in reconnaissance and the preparation and execution of maritime and amphibious operations from a landing helicopter dock (LHD). The vessel features a 360° wheelhouse and built-in command post, and has accommodation for anti-submarine and mine warfare troop detachments conducting or joining reconnaissance, identification, and threat neutralisation operations.

At the same time, it can also participate in logistics operations carried out by force projection vessels. In this mode, it can also offload nautical amphibious resources as it approaches the coastline. According to the company, the dockable landing craft represents an evolutionary approach to the use of projection and command craft in the French and US navies. “This is a new type of ship, which can perform special missions,

but is also a landing craft,” Matthias Bayart, CNIM vice-president for defence, sea, and space, told *Jane’s* .

Source: [www.janes.com](http://www.janes.com), 26 October 2018



### **India signs port partner pact with Myanmar**

New Delhi has stepped-up constructive engagement with friendly neighbours in the backdrop of expanding Chinese economic influence in the region. On Monday, foreign secretary Vijay Gokhale visited eastern neighbour Myanmar to ink a pact for appointment of a “private port operator” for Sittwe Port in that country, which is part of the crucial Indo-Myanmar Kaladan Multi Model Transit Transport Project. The Rohingya issue is also understood to have been discussed during the visit.

The project would also “contribute to job creation and development in the whole region, particularly in the Rakhine and Chin states of Myanmar.” Rakhine state has been affected by sectarian violence in Myanmar, which has seen many Rohingya Muslims flee from there to Bangladesh. “The foreign secretary called on the state counsellor, HE Daw Aung San Suu Kyi. All matters relating to bilateral cooperation as well as matters pertaining to international and regional matters of common interest, including developments in Rakhine state were discussed,” New Delhi said.

The Kaladan project “will provide an alternate access route to the north-eastern region of India” and is also envisaged to “promote economic, commercial, and strategic links between India and Myanmar. “The project was jointly identified by India and Myanmar “to create a multi-modal mode of transport for shipment of cargo from the eastern ports of India to Myanmar”.

Source: [www.asianage.com](http://www.asianage.com), 23 October 2018

### **India, Iran, Afghanistan hold first trilateral on Chabahar port project**

NEW DELHI: India, Afghanistan and Iran Tuesday held their first trilateral meeting on Chabahar port project during which they reviewed its implementation. The meeting assumes significance as the strategically-located port on the energy-rich Iran's southern coast was coming under the ambit of US sanctions on Tehran. "Detailed discussions were held between the three sides on full operationalisation of the trilateral Agreement for international transit and transport through Chabahar

port," the Ministry of External Affairs (MEA) said. In May 2016, India, Iran and Afghanistan had signed a pact which entailed establishment of a transit and transport corridor among the three countries using Chabahar Port as one of the regional hubs. "All sides shared the view that full operationalisation of trilateral Chabahar initiative will promote connectivity and economic development of Afghanistan and the region," the MEA said in a statement. It said the meeting decided to constitute a follow-up committee that would hold its first meeting within two months in Chabahar port.

It said the committee would discuss and aim to finalise protocol to harmonise transit, roads, customs and consular matters for making the route attractive and decrease logistic costs. The Indian delegation at the trilateral meeting was led by TS Tirumurti, Secretary (Economic Relations). The Afghan and Iran delegations were led by respective deputy ministers of Transport. "It was decided to hold the next meeting of the coordination council in the first half of 2019 in India," the MEA said. The Chabahar port is being considered a gateway to golden opportunities for trade by India, Iran and Afghanistan with central Asian countries. The port is being considered crucial for trade among the three countries in the wake of Pakistan denying transit access to India. With the US bringing the ports in Iran under the sanctions regime against the Gulf nation, New Delhi has conveyed to Washington the importance of the Chabahar project, saying it can be a major link for trade with war-ravaged Afghanistan.

Source: [economictimes.indiatimes.com](http://economictimes.indiatimes.com), 23 October 2018

### **Bangladesh yet to decide on using Indian sea ports**

Close on the heels of India calling upon Bangladesh to use its Kolkata and Haldia ports for transshipment purposes – which would make coastal shipping more cost effective and time saving, and create an opportunity for Bangladeshi garment exporters to reach European and American markets faster by avoiding congestion at the Chittagong Port – recent media reports claims that Bangladesh is non-committal yet, about using the Indian ports. The move reportedly is following the increasing capacities of Bangladesh's Chittagong and Mongla ports. Chittagong Port Authority (CPA) is reportedly constructing several terminals to enhance its capacity where the Bay Terminal alone will have 13 jetties, which will improve cargo-handling capability significantly. Also to be taken into account is the fast progressing construction of Patenga Container Terminal (PCT), with a 250,000-TEU annual capacity. On the other hand, projects are underway to enhance the Mongla Port's capacity, including Pangaon Inland Container Terminal (PICT), while construction of the country's third

seaport at Payra is about to start, with the dredging of its main channel. “We shall take opinions of business community, port authorities and other stakeholders. If the stakeholders recommend this, we will discuss on this proposal,” underlined Shipping Secretary Abdus Samad while speaking to the media on whether to use the Indian ports. As per experts, majority of Bangladeshi garment factories are concentrated in and around Dhaka and goods are transported by road to Chittagong port from where it is shipped via Colombo or Singapore to Europe and USA.

However, the alleged 10-12 days waiting period at Chittagong makes logistics costly and time consuming. While on the other hand if the exporters can send their products from Pangaon to Haldia to be loaded in Colombo or Singapore-bound ships, the whole process will reportedly be completed in three to four day

Source: [www.hellenicshippingnews.com](http://www.hellenicshippingnews.com), 24 October 2018

### **India Plans Trade Deal Talks to Boost Exports to China**

- Shruti Srivastava

India is devising a plan to boost shipments of around 200 products to China and narrow the deficit with its biggest trading partner, a person with knowledge of the matter said. The plan includes seeking duty waiver on a raft of products under the Asia Pacific Trade Agreement, the person said, asking not to be identified as the talks are still on. New Delhi wants China to scrap levies on items including uncombed single cotton apart from castor oil, menthol, granite, diamonds and glass envelopes for picture tubes when negotiations for expansion come up in April 2019.

An analysis by Prime Minister Narendra Modi’s administration shows that Southeast Asian nations, Australia, and South Korea among others have competitive advantage over India due to free trade agreements with China. In marine products, especially frozen shrimps and prawns, India loses its competitive advantage due to tariffs while shipments from the Association of Southeast Asian Nations are allowed duty free.

APTA, established in 1975, seeks to create a liberal trading regime between Bangladesh, India, Laos, Korea and Sri Lanka and China. Apart from seeking tariff concessions, the ongoing U.S. and China trade conflict also presents an opportunity to cut down the \$56-billion trade gap it runs with China, the person said.

## *Export Competitiveness*

India's Commerce ministry spokeswoman didn't immediately respond to two phone calls to her mobile phone. China's Ministry of Commerce didn't immediately respond to a fax, seeking comments. But trade experts feel that it is not tariff concession alone that will help India, which lags many of its southeast Asian peers in competitiveness. Also, India shouldn't lose focus on other trade pacts that are being negotiated including the Regional Comprehensive Economic Partnership in its bid to boost exports to China. "While APTA may be a good idea to pursue, RCEP is a complete package as it would give access to Japan, Australia and other markets too apart from China," Amitendu Palit, a senior research fellow at the Institute of South Asian Studies, National University of Singapore, said by phone. "Difference in competitiveness level and non-tariff barriers imposed by China is a major problem for India." India has dragged its feet as RCEP doesn't provide for free movement of skilled workers, a key concern for New Delhi given its large pool of tech workers, even as it opens its market to a clutch of nations known for their manufacturing prowess. It is facing pressure from member nations -- including Japan, China, Australia, New Zealand and South Korea -- to conclude talks by end of 2019.

Source: [www.bloomberg.com](http://www.bloomberg.com), 24 October 2018

### **India wants Iranian Chabahar Port exempted from US sanctions**

The southern Iranian port of Chabahar underscores some of the dilemmas US policy makers face in implementing sanctions against Tehran, according to a report by Wall Street Journal. WSJ report reads that India wants Chabahar port activities exempted from sanctions. High-level Iranian, Indian and Afghan officials also have been shuttling among their respective capitals in recent months to find ways to carry on the work even if no exemptions are granted. That may include making payments through a mechanism European countries are trying to devise to continue doing business with Iran despite US sanctions.

Iran, India and Afghanistan signed an agreement in May 2016 to facilitate and simplify the shipment of goods to and from Afghanistan through the port. India has sent seven shipments containing 110,000 metric tons of wheat, 2,000 tons of edible seeds such as lentils, as well as spare parts for large vehicles needed for reconstruction and mining work in Afghanistan. The Chabahar port offers landlocked Afghanistan an alternative route to and from the sea, one India and Iran have been eager to develop. Indeed, roads

have been constructed from the port north through Iran to the Afghan border and into Afghanistan to connect with roads built there in recent years with international assistance.

The port has long been seen as a potential way around Pakistan, a sworn enemy of India that believes holding sway over Afghanistan is critical to its own security. “We have shared our concerns with the U.S.,” one Indian official who has been involved in the issue told WSJ. “If India is to play a better role in economic empowerment of Afghanistan, Chabahar will be an important element.” WSJ also quoted another expert as saying “India has no other way of getting into Central Asia.”

Source: [en.mehrnews.com](http://en.mehrnews.com), 29 October 2018

### **India's first inland waterways shipment to start with PepsiCo on Tuesday**

-Rajat Arora

NEW DELHI: In a first, the Inland Waterways Authority of India (IWAI) will transport container cargo belonging to the food and beverage giant PepsiCo (India) from Kolkata to Varanasi on river Ganga (National Waterway-1). “It will be country’s first container movement on Inland Vessel post-independence scheduled on Tuesday,” the shipping ministry said in a statement. The food and Beverage giant will move 16 containers from Kolkata to Varanasi. Secretary (Shipping) Gopal Krishna along with Chairman, IWAI Pravir Pandey and other senior Government officials will flag off the vessel carrying the consignment in the presence of PepsiCo representatives. The vessel MV RN Tagore will reach Varanasi in 9-10 days. “Container cargo transport comes with several inherent advantages. Even as it reduces the handling cost, allows easier modal shift, reduces pilferages and damage, it also enables cargo owners to reduce their carbon footprints,” the statement added. MV RN Tagore will make its return journey with fertilizers belonging to IFFCO that will be procured from its Phulpur plant near Allahabad. The government is developing NW-1 (River Ganga) under JMVP from Haldia to Varanasi (1390 Km) with the technical and financial assistance of the World Bank at an estimated cost of Rs 5369 crore.

Source: [economictimes.indiatimes.com](http://economictimes.indiatimes.com), 29 October 2018



## MARINE ENVIRONMENT



### **Plastic straws and cotton buds could be banned from next year in bid to tackle ocean pollution**

- Lizzy Buchan

A ban on use of plastic straws, drink stirrers and cotton buds could be in place by the end of next year, as part of government plans to curb the escalating problem of plastic clogging up Britain's waterways. Michael Gove, the environment secretary, has vowed to "turn the tide on plastic pollution" by stamping out the use of 4.7 billion plastic straws, 316 million plastic stirrers and 1.8 billion plastic-stemmed cotton buds in England each year, many of which end up in rivers and seas. The ban was trailed earlier this year, but it drew criticism from some disability rights campaigners, as straws are vital to help people with conditions such as Parkinson's disease or muscular dystrophy to consume food and drink safely. The government will now consult on allowing straws to be sold in pharmacies and letting restaurants and pubs stock straws for customers who ask for them. The distribution and sale would become illegal at some point between October next year and October 2020.

It comes after a flurry of announcements of a ban on microbeads, petrol and diesel cars being outlawed by 2040 and a bottle deposit scheme, as Mr. Gove seeks to burnish his party's green credentials. He said: "Our precious oceans and the wildlife within need urgent protection from the devastation throw-away plastic items can cause. "In England we are taking world-leading action with our ban on microbeads, and thanks to the public's support have taken over 15 billion plastic bags out of circulation with our 5p charge. "I commend retailers, bars and restaurants that have already committed to removing plastic straws and stirrers. But we recognize we need to do more. [More](#)

### **Philippines plastic pollution: why so much waste ends up in oceans**

- Alexandra Vila

Masses of plastic trash swirling in waterways, garbage clogging drainage canals and huge stinking dump sites are among the most visible manifestations of the waste crisis in the Philippines. A 2015 report on plastic pollution by the Ocean Conservancy charity and the McKinsey Centre for Business and Environment ranked the Philippines as the

third-largest source of discarded plastic that ends up in the ocean, behind two other Asian nations: China and Indonesia. The Philippines generates 2.7 million tonnes of plastic waste annually and 20 per cent – or half a million tonnes – of that leaks into the oceans, the report stated. According to Froilan Grate, executive director of the Philippines branch of the Global Alliance for Incinerator Alternatives, an absence of garbage collection services in secondary cities and many of the country's smaller islands is largely to blame for the overwhelming amount of marine plastic coming from the country. [More](#)

### **Turning trash to treasure**

- Joanna DelBuono

It's a five-garbage-bag clean-up. Thanks to Artichoke Dance Company, artist Sina Basila, and very caring volunteers for joining together to preserve our shorelines. The beach clean-up and "Trashion Creation" beautified Manhattan Beach on Sept. 29. Trash was collected and catalogued and used to create wearable designs, which artist Basila will take a snap of and use in her project, Refashioned Garbage. Talk about one woman's trash is another's *haute couture!* According to the National Oceanic and Atmospheric Administration, 80 percent of marine pollution – also known as ocean pollution – comes from land. Last year, 66,830 pounds of debris – the majority of which is plastic – were removed along 233 miles of shoreline in New York State.

Since 2010, Artichoke Dance Company has coordinated annual beach clean ups, providing a way to contribute to environmental action and raise awareness about water pollution and plastic use. "Our aim is to provide alternative and creative methods to think about environmental problems and illustrate that every action counts, whether it's a large or small scale," says Lynn Neuman, artistic director at Artichoke.

*Sheepshead Bay*

*Save the date*

Welcome back, Classes of '72 and '73 – alumni of Sheepshead Bay High School are all invited to a reunion celebration. Be there or be square! Ruby's Bar & Grill (1213



Reiglemann Boardwalk in Coney Island) on Sept. 28, 2019, 5 pm to 11 pm. Call Bobby Bank at (908) 672-9999 for additional info.

### *Bay Ridge*

#### *Roll out the slate*

Standing O is sending Os to the new slate of officers elected to serve the County Committee of the Kings County Conservative Party. Without further fanfare, they are, Frances Vella-Marrone, chairperson; David Ryan, vice chairperson; Nanci Roden, executive secretary; and Ross Brady, treasurer. “I want to thank former Chairman Jerry Kassar for his years of service and dedication to the Kings County Conservative Party and I look forward to his continued guidance and support. I also want to congratulate all of the newly elected officers of the Kings County Conservative Party. Together we will work to elect quality candidates to public office and speak out on important issues,” said the newly elected chairperson. “I wish to congratulate Fran and her newly elected officers and wish them a productive term. I very much enjoyed the many years I served as chairman; the people I met and the candidates we endorsed, some who went on to to be outstanding elected officials. I plan to remain active in the Brooklyn Party and as a vice chairman of the State Party,” outgoing chairman Kassar said. Standing O wishes the new elected slate good luck.

Source: [www.brooklyndaily.com](http://www.brooklyndaily.com), 18 October 2018

### **Thousands of ships could dump pollutants at sea to avoid dirty fuel ban**

- Sandra Laville

Thousands of ships are set to install “emissions cheat” systems that pump pollutants into the ocean to beat new international rules banning dirty fuel. The global shipping fleet is rushing to meet a 2020 deadline imposed by the International Maritime Organization (IMO) to reduce air pollution by forcing vessels to use cleaner fuel with a lower sulphur content of 0.5%, compared with 3.5% as currently used. The move comes after growing concerns about the health impacts of shipping emissions. A report in Nature this year said 400,000 premature deaths a year are caused by emissions from dirty shipping fuel, which also account for 14 million childhood asthma cases per year. But the move to cleaner fuel could see harmful pollutants increasingly



dumped at sea. According to industry analysis seen by the Guardian, between 2,300 and 4,500 ships are likely to install an exhaust gas cleaning system known as a scrubber to meet the regulations on low-sulphur fuel instead of buying the more expensive clean fuel. The scrubbers allow ship owners to continue buying cheaper high-Sulphur fuel, which is washed onboard in the scrubber. In the case of the most used system, known as open loop, the waste water is discharged into the ocean. [More](#)

### **Rectangular Iceberg goes viral**

A scientist with NASA's Operation IceBridge survey program recently spotted a rectangular iceberg floating off the Antarctic Peninsula's Larsen C ice shelf. Its shape likely indicates that it recently calved, according to NASA, and the ocean has not yet had much time to wear away its corners. The photo quickly took flight on social media. "I thought it was pretty interesting; I often see icebergs with relatively straight edges, but I've not really seen one before with two corners at such right angles like this one had," said senior support scientist Jeremy Harbeck, who photographed the bergs. "I was actually more interested in capturing the A68 iceberg that we were about to fly over, but I thought this rectangular iceberg was visually interesting and fairly photogenic, so on a lark, I just took a couple photos." A68 is the massive, Delaware-sized sheet of ice that broke off of Larsen C in July 2017. Harbeck's find is an unusually square example of a tabular iceberg, according to NASA. Tabular icebergs originate from ice shelves, which are broad, flat and regular in shape, and often produce bergs in geometric shapes. A somewhat less square tabular iceberg, with the vast expanse of A68 visible in the distance.

Source: [www.maritime-executive.com](http://www.maritime-executive.com), 23 October 2018

### **Greenpeace: Most salt brands found to contain microplastics**

Over 90 percent of sampled salt brands globally were found to contain microplastics, with the highest number coming from salt sourced in Asia, according to a new study co-designed by Kim Seung-Kyu, Professor at Incheon University and Greenpeace East Asia. The study, which has been published in *Environmental Science & Technology*, a peer-reviewed scientific journal, analyzed 39 various salt brands globally, showing that plastic contamination in sea salt was highest, followed by lake salt, then rock salt - an

indicator of the levels of plastic pollution in the areas where the salt was sourced. Only three of the salt brands studied did not contain any microplastic particles in the replicated samples. In one Indonesian sea salt sample, researchers found the highest quantities of microplastics. The country is considered to be the second worst plastic emitter into the world's oceans. Assuming intake of 10 grams per day of salt, the average adult consumer could ingest approximately 2,000 microplastics each year through salt alone, the study suggests. Even after discounting the highly contaminated Indonesian salt sample from this study, the average adult could still be consuming many hundreds of microplastics each year. "The findings suggest that human ingestion of microplastics via marine products is strongly related to plastic emissions in a given region," said Kim. "In order to limit our exposure to microplastics, preventative measures are required, such as controlling the environmental discharge of mismanaged plastics and more importantly, reducing plastic waste." Earlier this month, Greenpeace and the Break Free From Plastic coalition released a report naming Coca-Cola, PepsiCo and Nestlé as among the most frequent companies whose packaging relies on the single-use plastics.

Source: [maritime-executive.com](http://maritime-executive.com), 20 October 2018



### **RPT - Analysis: Military deal with Japan Offers India access to West Pacific to counter China**

- Sumaira FH

MOSCOW (Urdu Point News / Sputnik - 25th October, 2018) A proposed military agreement between India and Japan, which allows navies of both nations to share their military bases for logistics support purposes, could offer the Indian Navy a unique opportunity to boost its presence in the West Pacific to deter China's growing influence in the region, experts told Sputnik.

Indian Prime Minister Narendra Modi and Japanese Prime Minister Shinzo Abe are expected to hold the 13th India-Japan summit in Tokyo on October 28 and 29. The leaders could discuss the proposal on an agreement that would lay the framework to allow the armed forces of both nations to provide logistic supplies and services on the principle of reciprocity, Indian press reported. According to media reports, the agreement would allow armed forces of India and Japan to help each other with logistic supports, including food, water, billet, transport (airlift, if necessary), petroleum, oils, lubricants, clothing, communications, medical services, base support, storage, use of facilities, training services, spare parts, repair and maintenance and airport and seaport services.

Military analysts suggested that the new deal with Japan would allow India to increase its naval presence in the West Pacific regions, as part of the deterrence strategy against China's growing influence. "The agreement's advantage for India is that it would offer greater access to logistic supplies in the eastern Indo-Pacific region. The ASEAN countries have always been saying India is not doing enough in terms of having its naval presence in the east of the Malacca Strait. If the Indian Navy uses it [the agreement] constructively, it could enhance its presence in the West Pacific under the new concept of mission-based deployment. India can really capitalize upon that. But if it chooses not to do so, the fingers will be pointing more toward India. I'm sure the Indian Navy is gearing up more units in order to be deployed. It's a good

opportunity for us," Gurpreet S Khurana, an Indian Navy Captain and Executive Director of the National Maritime Foundation in New Delhi, India, told Sputnik.

The expert stressed that the proposed deal between India and Japan fits both nations' shared goal of seeking strategic deterrence against China's growing military ambitions in the region. "The proposed India-Japan logistic exchange agreement is a seminal development of a high strategic import for both countries. It is an effort to give effect to the contemporary 'Indo-Pacific' concept articulated by Japan's Prime Minister Shinzo Abe in the Indian Parliament in August 2007. Preceding this, in 2006, Indian and Japanese analysts had discussed China's increasing politico-military assertiveness in the Indian Ocean, which led to the Indo-Pacific construct to moderate China's behavior. The proposed India-Japan agreement is, therefore, closely related to strategic deterrence against China," he said.

Other political analysts noted that the proposed agreement could have the effect of pushing India closer toward the US-Japan military alliance network. "Yet having access to a base alone does not necessarily equate to an ability to counter China. What this does however is to further cement India into US-Japan alliance network where India actually helps Japan out in terms of her ability to refuel and resupply when taking far flung operations offshore, and also maintain a certain presence in the Indian Ocean," Dr. Victor Teo, an assistant professor at the Department of Japanese Studies at the University of Hong Kong, told Sputnik.

#### *No Freedom of Navigation Mission*

Despite the Indian warships' presence in the West Pacific carries the purpose of strategic deterrence against China, India is unlikely to conduct Freedom of Navigation Operations, similar to the missions of US naval warships, to avoid escalating regional military tensions, Captain Khurana from the Indian Navy suggested. "The agreement is very symbolic. The Indian Navy would like to show its commitment to countries in the region, especially the ASEAN countries. But it would not conduct Freedom of Navigation missions, because that is something that would be escalating [the tension]. The US navy has already been undertaking such missions. India would probably enhance its presence with ports visits or missions to help resolve the region's piracy related problems," he said.

In recent years, US warships have conducted regular Freedom of Navigation missions in close proximity to disputed islands in the South China Sea, after the United

States accused China of escalating tensions in the region by building military installations on those islands.

At the same time, Professor Teo from the University of Hong Kong foresees increased presence of Japanese navy in the Indian Ocean. "It [the proposed agreement] marks the forthcoming of a more entrenched Japanese presence in the Indian Ocean region - a move welcome by India as she has expressed concerns about China. Personally I think having the bases will be a further step for Japan to increase other related activities such as joint naval operations such as search and rescue or patrols. In particular, the Nicobar Islands where the bases are supposed to be shared is near to China and Myanmar, and it would also provide for further electronic intelligence enhancement for the Japanese navy. In terms of logistic support and future operation support, the bases make an ideal staging base. So I suppose it is only logical that once the base agreement is signed, we can expect to see Japanese naval presence in the region more often," he said.

Captain Gurpreet S Khurana from the Indian Navy pointed out that the proposed agreement between India and Japan should not be interpreted as both countries seeking to build military alliance with each other. "It is not very accurate to say both nations plan to 'share naval bases.' That's because a naval base has plenty of high-end military facilities, and the current proposal is limited to providing merely replenishment of low-end stores and some essential services on a reciprocal basis. Therefore, the phrase 'share naval bases' may lead to an incorrect perception among the polity in India and Japan that the two countries are building a kind of military-alliance, which is certainly not so. With the political opposition parties looking out for 'ammunition' against Prime Minister Modi, this will be a delightful piece of 'news', but will be very misleading," he said.

Nevertheless, Professor Teo expects further military cooperation between India and Japan in the future. "I do expect to see as military cooperation long as politicians of the same shade (like-minded like Abe and Modi come and stay in power) are leading the two countries. There actually isn't one country around China that is not concern with China's growing military presence. Therefore we can expect an increase in military cooperation and alignment, particularly between India and Japan - not only because of the China factor, but also because of the fact that these two countries do not actually have conflicting interest," he said.

The expert noted that India may try to avoid moving too close to Japan or the United States, because of its reliance on arms sales from Russia. "Even though India and Japan might have these political partnerships and strategic rhetoric, India would actually be a lot more circumspect when dealing with China on a one-on-one basis. Beyond that, India still buy arms from Russia - and the Russian factor (particularly with her arms sales) will prevent India from cozying up too much to Japan and the United States," he said. The expert added that it still remained to be seen to what extent India will be willing to openly challenge China just to make a political alliance with Japan.

Source: [www.urdupoint.com](http://www.urdupoint.com), 25 October 2018

### **How will ASEAN balance a tug of power between China and US-led 'Quad' in the Indo-Pacific?**

Southeast Asia is on the cusp of the Indian and Pacific Oceans. That makes the Association of South East Asian Nations (ASEAN) an intrinsic part of a discourse on the "Indo-Pacific" geopolitical concept. Introduced by Japan, India, Australia and the United States (US), it partly serves to "contain" China in the region. How will ASEAN and its members balance strategic alignments and economic interests with the other heavyweight powers in the region? This tightrope is bound to be a defining feature of ASEAN's foreign policy in the years ahead.

#### *'Free and Open Indo-Pacific'*

The Indo-Pacific region can be considered a maritime zone bordered by the Indian and Pacific Oceans, and including all states within the spectrum. In 2017, the US adopted the "Free and Open Indo-Pacific" (FOIP) concept in the US National Security Strategy. This concept emphasizes principles of freedom of navigation, rule of law and sovereignty for countries in the region. Japan, India, Australia and the US make up the "Quad", the strategic grouping that the FOIP espouses. The Quad is not explicitly projected as an alliance against Chinese influence over the region. But it appears to at least partly serve that purpose. In fact, Japanese Foreign Minister Taro Kono stated in 2017 that the Quad seeks to "contain" China.

### *China's response*

China has looked down on the Indo-Pacific concept. The Chinese foreign minister has stated that the idea would “dissipate like foam”. Yet China has made significant overtures in the eastern Indian Ocean, due to the economic value of the sea lines of communication (routes used for trade and defence) passing through it. China has increased its naval expeditions in the eastern Indian Ocean and has “encircled” the Indian coastline by investing in the construction of several ports in South and Southeast Asian countries such as Bangladesh, Sri Lanka, Malaysia and Myanmar.

In the Western Pacific, China's claims to the South China Sea and construction and deployment of missiles on disputed islands have also troubled ASEAN for some time now.

Source: [theconversation.com](http://theconversation.com), 26 October 2018

### **View: No one will win a tug of war in the Indian Ocean**

- Mihir Sharma

Most people in the island nation of Sri Lanka and its Asian neighbors were stunned last week when President Maithripala Sirisena dismissed Prime Minister Ranil Wickremesinghe --and replaced him with Mahinda Rajapaksa, the populist strongman who had ruled Sri Lanka for a decade before the scrappy alliance between Sirisena and Wickremesinghe forced him out of power in 2015. It was a shock not just because the move was almost certainly unconstitutional -- in Sri Lanka, a prime minister can only be dismissed if he or she loses a vote in Parliament -- but also because there was no indication that Rajapaksa was willing to serve under the former lieutenant who had plotted his ouster.

For Sri Lankans, the integrity of their constitution -- and a hard-won balance between the powers of the presidency and those of Parliament -- is at stake. The rest of Asia is watching not only because a return of the militaristic religious and ethnic nationalism associated with Rajapaksa could destabilize the country, but also because this looks like yet another twist in the Indian Ocean's greatest story at the moment: the attempt by China to gain influence over a sea that India has traditional. Rajapaksa's decade in power had been marked by a growing closeness to Beijing. China sold him the arms he

needed to bring a bloody end to the Tamil Tiger rebellion in Sri Lanka's north and east -- an operation that gave his administration a reputation for unusual callousness when it came to human rights. Rajapaksa in turn granted the Chinese unprecedented concessions, infrastructure contracts and military cooperation.

New Delhi largely seemed to ignore this till the presence of a Chinese submarine in Colombo's port in 2014 spurred it into action. It was widely believed in both India and Sri Lanka that New Delhi had a role to play in creating the unlikely alliance between Sirisena and Wickremesinghe that led to Rajapaksa's defeat. That work seems to have come undone, putting Beijing once again in the driver's seat in Colombo.

Some of these tensions were visible, bubbling just under the surface, in the events leading up to Sirisena's presidential coup. The reason for the prime minister's dismissal was a supposed assassination plot against Sirisena -- one which, according to reports, the president blamed on India's security services. An Indian named M. Thomas, who had been arrested in September, claimed knowledge of a plot to kill the president and one of Rajapaksa's brothers. The Wickremesinghe government had been dismissive of this claim; Sirisena seized on it as a good reason for making a clean break.

Source: [economictimes.indiatimes.com](http://economictimes.indiatimes.com), 30 October 2018

## **Why the Indo-Pacific Is a Critical Region for US Engagement**

- Anthony B. Kim

Vice President Mike Pence has unambiguously stated that the U.S. "will continue to assert American interests across the Indo-Pacific." In a powerful speech on China at the Hudson Institute in Washington on Oct. 4, Pence made a concrete case for America's proactive engagement in the region. As a leading Pacific nation, the United States recognizes the strategic importance of the Indo-Pacific. Over the past decades, the U.S. and its allies in the region have made the strategic choice to defend the principles of a free-market, rules-based order. Now, as Pence pointed out, that choice must be reinforced with stronger commitment and concrete action. The Indo-Pacific is a critical region calling for America's renewed leadership.



In crafting a coherent and comprehensive road map that will advance America's strategic interest of building "a network of states dedicated to free markets" in the Indo-Pacific, the U.S. cannot give countries in the region the political will that they need to transform their economies according to free-market principles. Yet, by getting involved at critical levels, the U.S. can ensure that its guidance and concerns are taken into account. The U.S. can also engage at the technical level in a way that enables countries to advance their economic development.

Fundamentally, America's economic strength and competitive advantage in the Indo-Pacific is best exercised through the private-sector engagement that is the catalyst for real economic transformation. America is an economic superpower in the Indo-Pacific region. To maintain that position, the U.S. must encourage the free flow of capital, goods, services, and ideas around the region. Those are areas where the administration's current trade policies are less than optimal. More forward-looking policies that reinforce economic dynamism and innovation (throughout the region and at home in the U.S., as well) are needed to create the expanded network of free markets that can ensure the region's prosperity and provide a solid foundation for peaceful cooperation.

In the end, if the U.S. is to be a credible leading force in the Indo-Pacific, America has to prove itself a positive and indispensable partner, particularly through greater economic and commercial engagement. An enduring economic freedom partnership with the Indo-Pacific would be a good place to start.

Source: [www.heritage.org](http://www.heritage.org), 22 October 2018

### **China vows to defend Taiwan, South China Sea 'at any price'**

China vowed it will never give up an inch of its territory - whether it's the self-ruled island of Taiwan it claims as its own or in the disputed waters of the South China Sea. China's Defence Minister Wei Fenghe made the remarks on Thursday at the opening of the Xiangshan Forum in Beijing, which China styles as its answer to the annual Dialogue security forum in the wealthy city-state of Singapore. "If someone tries to separate Taiwan from China, the Chinese armed forces will take action at any price," Wei warned. China's military ties with the United States are important and sensitive, he said, adding Taiwan is a "core" interest and Beijing opposes displays of strength by "outside forces" in the South China Sea. Beijing has been infuriated by recent US sanctions on its military, one of a growing number of flashpoints in ties with

Washington that include a bitter trade war, Washington's backing of Taiwan, and the US' military posture in the South China Sea. [More](#)

## **Chinese navy expands HADR footprint with medical mission in Caribbean**

- Ridzwan Rahmat

The People's Liberation Army Navy (PLAN) has expanded its operational humanitarian assistance and disaster relief (HADR) footprint in the Caribbean region by conducting a first-ever port of call in Antigua and Barbuda.

This milestone was achieved when the 14,200-tonne Type 920 (Anwei)-class hospital ship *Daishandao* ('Peace Ark', 866) arrived at the country's capital of St John's on 22 October with a delegation of more than 250 PLA personnel, including 120 medical staff across 18 clinical departments. The port call is being conducted as part of 'Harmonious Mission' 2018, a multicounty medical exercise that has been conducted by the PLA since 2010. During its eight-day stay in Antigua and Barbuda, *Daishandao* and its crew will provide medical services and carry out minor surgery on the ship, as well as dispatch medical teams to disability centres on the island of Barbuda via a medevac helicopter.

*Daishandao* was commissioned by the PLAN in December 2008, and has an overall length of 178 m, an overall beam of 24 m, and a hull draught of 6.8 m. Powered by two diesel engines driving two shafts, the ship can attain a top speed of 20 kt and cover a standard range of 10,000 n miles at 14 kt. The vessel is equipped with eight operating theatres and more than 300 hospital beds. It also features a flight deck and hangar, and can embark the Chengdu Aircraft Industry Group (CAIG) Z-8JH medevac helicopter. This aircraft can carry up to 39 seated passengers or up to 15 casualties and a medical attendant when flown in ambulance configuration.

Source: [www.janes.com](http://www.janes.com), 24 October 2018