



**S. RAJARATNAM SCHOOL
OF INTERNATIONAL STUDIES**
A Graduate School of Nanyang Technological University

Broader Horizons



A Monthly Maritime Bulletin and Perspectives of the Maritime Security Programme at the S. Rajaratnam School of International Studies (RSIS)

Our first issue of 2012 sees the re-launch of RSIS' monthly bulletin of maritime news. A key new feature is '*MSP Perspectives*' which provides a focus platform for the Maritime Security Programme (MSP) to share our analysis of headline developments in maritime security.

MSP Editorial Team

Featured *MSP Perspectives*:

**Arctic Shipping Routes:
Prospects and Implications -
p.1**

By Euan Graham



**Simply Seeking Submarines?
- p.2**

By Geoffrey Till

**Asian Baby Boomers:
Nuclear Submarines and
Regional Stability - p.3**

By Ristian Atriandi Supriyanto



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Arctic Shipping Routes:
Prospects and Implications –
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MSP Perspectives

ARCTIC SHIPPING ROUTES: PROSPECTS AND IMPLICATIONS

By Euan Graham
Senior Fellow, Maritime Security Programme

ON 9-10 January, the National University of Singapore's Energy Studies Institute held a conference to discuss '[Energy Security and Geopolitics in the Arctic: Challenges and Opportunities in the 21st Century](#)'. Featured topics included the prospects for shipping routes in the 'High North', the Northwest Passage via Canada and Northern Sea Route (NSR) via Siberia.

The length along the NSR, from Yokohama to Rotterdam, shaves off one-third the normal transit along the Suez Canal, potentially bringing a substantial saving in time and fuel. Russian, German and Norwegian shipping companies have all undertaken commercial transits of the NSR since 2009, mainly involving bulk carriers bound for Northeast Asia with mineral ore cargoes. 2011 set a record of 34 transits along the NSR, while the Northwest Passage has been open for navigation for five successive years. Currently, there is a four-month window from July to October for transit passage along the NSR.

...general cargo vessels and supertankers are unlikely to be displaced from established routes...Hence, the economic impact upon southerly ports, such as Singapore and Hong Kong, is likely to remain marginal.

However, even with the lengthening season, the NSR is far from plain sailing (see [RSIS Commentary No. 121/2011](#)). Limited infrastructure, especially along the Siberian coast, means there are few facilities for ship repair or search and rescue in a highly demanding environment. Ice-breaker escort remains mandatory along Russian portions of the NSR, imposing additional costs and bureaucratic delays on shippers. Although 2050 was suggested at the conference as a 'best-guess' date for dependable ice-free navigation in the Arctic summer, navigational hazards created by the break-up

of the polar ice cap could still entail a continuing requirement for polar-class vessels or ice breakers, and perhaps limitations on speed that eat into the efficiency of the NSR. Moreover, inadequate hydrographic data in the Arctic, a general problem for shipping, poses acute risks for cruise ships that are venturing further north despite their obvious vulnerability. Although the International Maritime Organisation issued guidelines on shipping in ice-covered waters in 2002, no binding Arctic shipping convention is yet in place.

Some speakers underlined the detrimental environmental impact of large-scale shipping movements within the Arctic Circle, while climatologists warned that emissions from shipping and economic development concentrated there could exacerbate 'feedback' warming effects, hastening sea-level rise - the effects of which are likely to be felt disproportionately in equatorial regions.

Against these downsides, the NSR is increasingly viable for relatively small-scale 'point to point' maritime trade (see [RSIS Commentary No. 61/2009](#)), especially vessels servicing mineral ore imports to Northeast Asia. However, general cargo vessels and supertankers are unlikely to be displaced from established routes, including the soon-to-be enlarged Panama Canal. Hence the economic impact upon southerly ports such as Singapore and Hong Kong is likely to remain marginal for the foreseeable future.

SIMPLY SEEKING SUBMARINES?

By Geoffrey Till

Visiting Professor, Maritime Security Programme

IN ITS LAST DEFENCE WHITE PAPER, Australia announced its intention to double the size of its current *Collins* class submarine force from 6 to 12. At the time, there were many who doubted whether sufficient savings would be found within other parts of the country's defence budget to provide the necessary funds (see [RSIS Commentary No. 45/2009](#)). These doubts were reinforced by the continuing technical and operational problems with the *Collins* class submarines and with the difficulty in finding the required number of people to crew them. These issues are common to all the programmes of submarine development currently underway in the Asia-Pacific region, especially for countries like Thailand, Malaysia and Indonesia which are either seeking to develop this demanding capability or trying to regenerate it after long periods of comparative neglect.

For this reason, the news that Australia is contemplating the idea of buying its [next generation of submarines from Japan](#) is particularly interesting since for both countries it would establish a radical departure from normal procedure. The Japanese are likewise intending to expand their submarine fleet from the current

...submarines are seen as a potent force-multiplier against the presence of larger navies, a covert means of surveillance, and perhaps a powerful indication that a country has finally arrived at the stage where it can seriously claim to have a 'balanced fleet' capable of performing a wide range of naval tasks.

16 units to 22 or 24, but are also facing budgetary constraints, because of the country's economic circumstances and the need to recover from the natural disasters of 2011. For years, Japanese defence manufacturers have been chafing against the constitutional restrictions on their capacity to export arms to other countries, pointing out that the ability to do so would in effect allow them to offset research development costs, thereby reducing the final cost of related parts of the Japanese defence programme. Accordingly the relaxation of this prohibition is a very significant step towards the 'normalisation' of Japan's defence identity.

For Australia too it would raise some issues. Australia, like most other countries in the region, is anxious to build up its indigenous defence base so as to be able to acquire new skills through the technology transfer that is part and parcel of most partnership deals with foreign defence manufacturers these days, to widen its employment prospects and ultimately to be able to tap into the lucrative defence market abroad. Hitherto Australia has partnered, in the main, with established European defence consortia of one sort or another, so this would be a major step for them too. Were this aspect of the relationship between Japan and Australia to be seriously considered we can expect a long period in which the difficult and complicated details of this new partnership will need to be worked out and implemented.

The fact that so many countries seem to be willing to take on the many challenges of developing and maintaining a submarine capability raises the obvious issue of why they feel the need to do so since the effort necessarily absorbs money, resources and manpower that could be devoted to other aspects of naval development with perhaps

more immediate appeal, such as [Indonesia's acquisition of fast patrol boats](#). The fact is that submarines are seen as a potent force-multiplier against the presence of larger navies, a covert means of surveillance, and perhaps a powerful indication that a country has finally arrived at the stage where it can seriously claim to have a 'balanced fleet' capable of performing a wide range of naval tasks. But experience suggests that getting the submarines is one thing and the capacity to operate and maintain them is another (see also [RSIS Commentary No. 021/2012](#)).

ASIAN BABY BOOMERS: NUCLEAR SUBMARINES AND REGIONAL STABILITY

By Ristian Atriandi Supriyanto

Research Analyst, Maritime Security Programme

THE DEVELOPMENT of ballistic missile nuclear-powered submarines (SSBN), or “boomers” as the US Navy call it, is reaching an unprecedented development in Asia. While all eyes seem glued on the conventional aspect of Asian naval modernisations, little attention has been paid on their sea-based nuclear deterrence strategy. On 23 January 2011, India received a Russian Akula-II nuclear-powered attack submarine (SSN) “K-152 Nerpa” under a 10-year lease \$1 billion contract signed in 2004, which made [India the sixth nation to join elite nuclear submarine club](#). China, too, is keen on enhancing its undersea deterrence through its *Jin*-class (Type 094) SSBN and *Shang*-class (Type 093) SSN. Understandably, India and China aims to have a secure retaliatory nuclear strike or “second-strike,” capability through their SSBNs, with SSNs as the supporting force. However, given the immense challenges of operating nuclear submarines, let alone building and developing them, questions arise regarding the proficiency of these “baby boomers” and their impact on Asian strategic stability.

India’s advanced technology vessel (ATV) project will see the first boat of its class, INS *Arihant*, receive [the “sea-acceptance trials” \(SATS\) in February 2012](#). The Indian Navy plans to have [three SSBNs and six SSNs](#). Each *Arihant*-class would be armed with twelve 750-km range K-15 “Sagarika” or the under-development four 3,500-km K-4 submarine-launched ballistic missiles (SLBM). Their relatively short range highlights the need of forward launching position, which may prod India to deploy its boomers closer to China in the Western Pacific. Compared to India, China’s undersea deterrence started much earlier and is thus relatively more mature. The *Xia*-class (Type-092) submarine was operational in 1987, but is reported to be too noisy and unreliable for deterrent patrols. Its successor, the *Jin*-class offers a more credible deterrence capability with more advanced acoustic silencing technology. Beijing plans to build six boats with four units are now already under

construction. Each will be armed with 12 *JuLang-2* (JL-2) SLBMs capable of carrying multiple warheads and reaching a range of 2,000-8,000 km.

Although it remains a mystery about how India and China would deploy their nuclear submarines, they would clearly conduct deterrent patrols, possibly in the Western Pacific and Indian Ocean, respectively. Asia’s complex underwater topography, busy maritime traffic, and unresolved maritime disputes, could immensely complicate SSBN operations. With more Asian states also

acquiring conventional submarines, or declaring their intention to do so, the likelihood of submarine incidents would increase. Without a clear regulatory mechanism of submarine incident in Asian waters, particularly in the vital sea lanes and maritime choke-points, the consequences could be catastrophic. A nuclear submarine incident could likely involve a radiation leak that is extremely dangerous for the marine environment, especially in the highly sensitive Southeast Asian equatorial waters. But the highest risk would still be misperceptions and miscalculations by both sides when one of their submarines is lost or damaged and

accused the other of causing the incident.

It is therefore very critical for regional states and institutions to calibrate a specific framework to address this issue, especially while Asian boomers are still at their infancy. Solutions include the establishment of a water-space management regime, which places zonal restrictions of submarine operations (see [RSIS Commentary No. 12/2007](#)), and a collective submarine emergency response capacity-building (see [RSIS Commentary No. 021/2012](#)). But due to geopolitical sensitivities and the lack of transparency, such measures are difficult to be firmly and consistently implemented in Asia. Therefore, Asians surely need to think and do more in finding out better alternatives.

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Naval Development & Policy

US&CHINA | 4 JANUARY | WALL STREET JOURNAL

China Takes Aim at U.S. Naval Might

The USS Gerald R. Ford was supposed to help secure another half century of American naval supremacy. The hulking aircraft carrier taking shape in a dry dock in Newport News, Va., is designed to carry a crew of 4,660 and a formidable arsenal of aircraft and weapons. But an unforeseen problem cropped up between blueprint and expected delivery in 2015: China is building a new class of ballistic missiles designed to arc through the stratosphere and explode onto the deck of a U.S. carrier, killing sailors and crippling its flight deck.

[Full Report](#)

INDONESIA | 5 JANUARY | THE JAKARTA POST

Navy to procure 24 fast boats to patrol shallow waters

The Indonesian Navy plans to acquire 24 guided-missile fast boats to be deployed in shallow waters in the western part of the country, a top Navy officer said on Wednesday. Assistant for planning to the Navy chief of staff, Rear Adm. Sumartono, said the Navy had confirmed the order for the 24 patrol boats. "When we will buy them depends on the Defense Ministry's financial ability," he told reporters. "They will be deployed in the western part of Indonesia and in North Sulawesi." Sumartono was speaking at the sidelines of a visit by Deputy Defense Minister Sjafrie Sjamsoeddin to privately-owned shipyard PT Palindo Marine's facilities in Tanjung Uncang, Batam, in Riau Islands.

[Full Report](#)

[See RSIS Commentary](#)

MALAYSIA | 14 JANUARY | NEW STRAIT TIMES

Survey ship badly damaged in 4-hour blaze

PASIR GUDANG: THE Royal Malaysian Navy (RMN) ship KD Mutiara is believed to have suffered more than 80

per cent damage due to the ferocity of a fire that broke out on the vessel on Thursday night. A total of 60 firemen and 12 fire engines took about four hours to contain the blaze at the Malaysian Marine Heavy Engineering (MMHE) shipyard here after it broke out at 7.30pm that day. By 3.30am yesterday, the fire was fully extinguished. There were no casualties.

[Full Report](#)

SINGAPORE-THAILAND | 11 JANUARY | CHANNEL NEWSASIA

Thai navy chief in S'pore for introductory visit

SINGAPORE: The Commander-in-Chief of the Royal Thai Navy (RTN) Admiral (ADM) Surasak Runroengrom called on Singapore's Defence Minister Dr Ng Eng Hen at the Ministry of Defence on Wednesday afternoon. He is in Singapore for a three-day introductory visit from January 10-12. Admiral Surasak also called on Chief of Defence Force Lieutenant-General Neo Kian Hong and Chief of Navy Rear-Admiral Ng Chee Peng earlier on Wednesday. As part of his programme, Admiral Surasak also visited Changi Naval Base.

[Full Report](#)

GLOBAL | 10 JANUARY | THE JAKARTA POST

US making sure no countries dominate South China Sea

The United States will remain engaged in bringing stability, security and confidence to the ASEAN region in a commitment to promote global interest in the prosperity of the region, said a former US secretary of defense. "It's a small world spinning faster and faster every day. No matter it's Democrats or Republicans (controlling US congress), at the end of day, we will realize that we can't survive without the stability and prosperity of this region.

[Full Report](#)

INDONESIA | 16 JANUARY | THE JAKARTA POST

RI ready to modernize its weaponry

Indonesia will start modernizing its military hardware after a decade of internal reform riding on the back of an improving economy, Defense Minister Purnomo Yusgiantoro told reporters Monday. "The Indonesian Military has been involved in internal reforms, such as disengagement from political and business activities," he told a press conference after a leadership meeting at the ministry. "All this time, the TNI has refrained from procuring major weapons systems."

[Full Report](#)
[See RSIS Commentary](#)

GLOBAL | 11 JANUARY | THE WASHINGTON POST

US navy won't take its eye off the ball in Mideast as it boosts presence in Asia

WASHINGTON — The United States will not be "taking its eye off the ball" in the Middle East as it looks to strengthen its military presence in the Asia-Pacific, the head of the Navy said Tuesday. Chief of Naval Operations Adm. Jonathan Greenert said that he does not foresee a shift in naval forces from the Middle East. He said the vast majority of the United States' 100 deployed ships currently operate in the West Pacific and the Persian Gulf. "If you ask me what keeps me

awake at night, it's the Strait of Hormuz and business going on in the Arabian Gulf," Greenert told a seminar organized by the Center for a New American Security, a Washington think tank.

[Full Report](#)

US-CHINA | 11 JANUARY | THE WASHINGTON TIMES

Navy readies for Chinese power grab on shipping; U.S. boosts forces in Western Pacific

The Navy's top officer detailed Tuesday the strategy for making sure the South China Sea and Western Pacific remain open to international shipping, saying an emerging China might try to "limit access in the region." The remarks by Adm. Jonathan Greenert, chief of naval operations, represented a frank assessment of China's potential power grabs as it continues a military buildup that includes more ships and anti-ship weapons. Adm. Greenert spoke a week after President Obama presented his military strategy, which states that the armed forces will put renewed focus on Asia and the Middle East. The Obama strategy mentions China as a "regional power" that can affect U.S. security "in a variety of ways." Appearing at the Center for a New American Security think tank, Adm. Greenert was more specific.

[Full Report](#)
[See RSIS Commentary](#)

AUSTRALIA-JAPAN | 14 JANUARY | THE AUSTRALIAN FINANCIAL REVIEW

Japanese subs on Navy menu

Australia could turn to Japan for its next generation of submarines after Tokyo moved to end a 45-year-old ban on military exports to boost its ailing economy. The Weekend Financial Review has learned that the Gillard government has made informal inquiries about the availability of Japan's Soryu class submarine since its government relaxed a ban on export sales late last month to try to open up markets to its defence contractors and squeeze more out of its defence budget. Defence experts urged the federal government to take advantage of the strong Australian dollar to buy military hardware off the shelf, which could be up

to 30 per cent cheaper than building subs at Adelaide-shipbuilder ASC.

Full Report Available Upon Request

PHILIPPINE | 15 JANUARY | THE PHILIPPINE STAR

AFP modernization fund reaches P16.8 B under Aquino

MANILA, Philippines - In the last 17 months, the Department of National Defense has received P16.852 billion for the modernization of the Armed Forces. This amount is almost half of the P33.596 billion provided by the Ramos, Estrada and Arroyo administrations for the 15-year modernization program of the military from 1995 to 2010. "The modernization of the Armed Forces of the Philippines (AFP) made a leap during the first 17 months of the Aquino administration," said Defense Secretary Voltaire Gazmin. He said that during President Aquino's first 17 months in office, 18 defense and military projects worth P4.34 billion were completed. One of the notable acquisitions is the BRP Gregorio del Pilar, an all-weather high endurance cutter that was commissioned last Dec. 14.

[Full Report](#)

VIETNAM | 17 JANUARY | THE JAKARTA POST

Vietnam launches first locally made warship

State media say Vietnam has launched its first domestically made warship equipped with artillery and missile systems. Online newspaper *VnExpress* says the ship took a military-run company two years to build. It was delivered to the navy on Monday. It did not describe the ship's size, but said it has modern artillery and missile systems and an operation range of 2,500 nautical miles (4,600 kilometers).

[Full Report](#)

US-PACIFIC | 20 JANUARY | DEFENCE TALK

Admiral Details Challenges, Opportunities of Pacific Fleet

As America's focus shifts to the Asia-Pacific region, the U.S. Pacific Fleet is well-placed to protect national interests and connect with regional nations, Pacific Fleet's commander, Adm. Patrick Walsh, said. Adm. Cecil Haney will replace Walsh as the commander of the world's largest fleet tomorrow during a ceremony at Pearl Harbor. President Barack Obama's military strategy announced earlier this month says that America's focus will shift more toward the Asia-Pacific region in keeping with the U.S. position as a leading Pacific nation.

[Full Report](#)

INDIA-RUSSIA | 23 JANUARY | DEFENSE NEWS

India Sails Russian-Built Nuke Sub Home

NEW DELHI — Indian navy personnel will take command of the country's first nuclear-powered submarine in two decades on Monday after collecting the vessel near the Russian port of Vladivostok, an official said. Moscow offered the Russian-built Chakra II to the Indian navy on a 10-year lease, a move that has angered India's archrival and nuclear-armed neighbor Pakistan.

[Full Report](#)

INDIA | 24 JANUARY | THE TIMES OF INDIA

India becomes 6th nation to join elite nuclear submarine club

NEW DELHI: India's long hunt for a nuclear submarine is finally over. But it will take the country another 10-12 months to get an operational nuclear weapon triad - the capability to fire nukes from land, air and sea. India on Monday became the world's sixth country after the US, Russia, France, the UK and China to operate nuclear-powered submarines when the Russian Akula-II class submarine 'K-152 Nerpa' was commissioned into Indian Navy as INS Chakra on a 10-year lease under a secretive almost \$1-billion contract inked in 2004.

[Full Report](#)

New Floating Base Ships Coming for U.S. Navy

Decades after the idea was broached for a floating, mobile base to support operating forces in the Persian Gulf, the concept has suddenly shifted into high gear, and a sense of urgency is driving both new U.S. ship construction and conversion of an existing vessel. A new Afloat Forward Staging Base (AFSB) is mentioned almost in passing within [the Pentagon budget briefing document made public Jan. 26](#). Development funding will be provided, the document said, for a new AFSB “that can be dedicated to support missions in areas where ground-based access is not available, such as countermine operations.”

[Full Report](#)

Philippines Agrees to Larger U.S. Troop Presence

MANILA, Philippines — The Philippines on Jan. 27 announced plans to allow a greater U.S. military presence on its territory, in a move analysts said was directly aimed at trying to contain a rising China. Foreign Secretary Albert del Rosario said the Philippines was looking for more joint military exercises with its former colonial ruler, as well as having a greater number of U.S. troops rotating through the country. “It is to our definite advantage to be exploring how to maximize our treaty alliance with the United States in ways that would be mutually acceptable and beneficial,” del Rosario said in a statement.

[Full Report](#)



Maritime Safety and Security

GLOBAL | 8 JANUARY | ZAMBOTIMES

IMO says pirate attacks worldwide down

MANILA, Jan. 8 (PNA) - The Philippines' estimated 400,000 strong seafarers abroad now have much reason to rejoice as piracy attacks worldwide are beginning to go down thanks to the efforts of the International Maritime Organization (IMO) and its naval partners. "Recent statistics show that the number of ships and seafarers held captive by Somali pirates have reduced from a peak of 33 and 733 in February 2011 to 13 and 265 respectively at the beginning of December 2011. The number of reported attacks has also declined from a high of 45 per month in January 2011 to 14 for the month of November 2011; and the proportion of successful attacks has been cut from 20 per cent in January 2011 to just seven per cent in November 2011," the maritime body said.

[Full Report](#)

GULF OF ADEN | 9 JANUARY | XINHUA

NATO neutralizes 2 pirate mother ships off coast of Oman, Somalia

NAIROBI, Jan. 9 (Xinhua) – NATO's counter piracy taskforce said on Monday it has successfully neutralized two ocean going dhows that had been pirated over the past three days off the coast of Somalia and Oman. NATO'S Counter Piracy Task Force 508 said the two ocean going dhows were subsequently being used as mother ships from which Somali pirates were intending to launch attacks on merchant shipping in the sea lanes off Somalia and the southern Arabian coasts.

[Full Report](#)

INDONESIA | 7 JANUARY | THE JAKARTA POST

Maritime security board hedges on people smuggling

The Indonesia Maritime Security Coordinating Board (Bakorkamla) has said it would not take part in handling the rampant people trafficking and gun-running Indonesian waters, saying claiming it lacks authority. "[Smuggling] problems are the responsibility

of the National Police, because they happen on land, while our authority is over the sea," Coordinating Political, Legal, and Security Affairs Minister, also board coordinator, Djoko Suyanto said. However, Djoko previously said that Bakorkamla was not only responsible for maritime security, but was also, together with other agencies, responsible for preventing criminal activities at sea.

[Full Report](#)

SINGAPORE | 17 JANUARY | THE STRAIT TIMES

Fewer illegals nabbed trying to enter Singapore by sea

FEWER illegal immigrants have been caught trying to sneak into Singapore by sea following the arrest of several human-smuggling kingpins. Fifty-four people were picked up at the Republic's sea borders last year, a fall from 72 in 2010 and 85 in 2009. Police Coast Guard commander Teo Kian Teck said the drop was due to efforts to crack down on people-smuggling syndicates. 'The numbers (of illegal immigrants) have fallen because of the deterrent effect generated from the several arrests in the last three years,' the senior

assistant commissioner told a press conference in Loyang yesterday.

[Full Report](#)

CHINA-S. KOREA | 7 JANUARY | CHOSUN ILBO

Korea, China to Hold Regular Talks on Illegal Fishing

President Lee Myung-bak and his Chinese counterpart Hu Jintao will agree next week to set up a bilateral body that will discuss how to stop illegal Chinese fishing in Korean waters. The two meet in Beijing on Monday. The consultative body, to be headed by assistant foreign ministers, will consist of coast guard officers, fisheries officials and others and meet twice a year to discuss ways of preventing armadas of Chinese trawlers from illegally fishing in South Korean waters. The issue has created bad blood between the two countries after Chinese fishermen attacked Korean coast guards who tried to stop them.

[Full Report](#)

[See RSIS Commentary](#)

CHINA-S. KOREA | 10 JANUARY 2012 | AGENCE FRANCE PRESSE

S. Korea charges Chinese skipper with murder: report

South Korean prosecutors on Tuesday charged the captain of a Chinese fishing boat with murdering a coastguard during a raid on the vessel for illegal fishing, a report said. The 42 year-old skipper is accused of fatally stabbing one coastguard with a knife and seriously wounding another on December 12 after officers boarded his boat in the Yellow Sea, Yonhap news agency reported. Prosecutors in the west coast port of Incheon also charged nine of his crew members with obstructing the raid, the agency quoted officials as saying.

[Full Report](#)

INDONESIA-PHILIPPINES | 12 JANUARY | ZAMBOTIMES

Philippines: 45 Filipino fishermen to be repatriated from Indonesia

Forty-five Filipino fishermen caught for illegal fishing will be repatriated to the Philippines from Indonesia this January, the Department of Foreign Affairs (DFA) said on Monday. In a statement, the DFA said the issue was taken up during a meeting between Philippine Consul General Jose Burgos and North Sulawesi Governor Dr. Sinyo Harry Sarundajang last January 4. Arrangements are ongoing for R.D. Fishing Co., a Philippine company, to accommodate the fishermen in their returning vessel to General Santos City, the DFA said.

[Full Report](#)

INDONESIA-TAIWAN | 5 JANUARY | TAIPEI TIMES

Indonesia detains Taiwanese boat in fishing dispute

A Taiwanese fishing boat was detained by Indonesian authorities on Tuesday for allegedly fishing in disputed waters claimed by both Indonesia and Palau, Ministry of Foreign Affairs spokesman James Chang (章計平) said yesterday. Taiwanese skipper Yang Chia-ching (楊嘉慶), two Filipino and five Indonesian crew members are safe and sound after the Ching Fu Fa 6, a 50 tonne tuna boat, was towed toward a port in the province of West Papua for investigation, Chang said.

[Full Report](#)

[See RSIS Commentary](#)

INDONESIA-AUSTRALIA | 11 JANUARY | ABC News

Fishermen jailed for people smuggling

A Brisbane judge has jailed an Indonesian fisherman for three years for trying to smuggle 20 asylum seekers into Australia. Hasim, 29, pleaded guilty in the District Court to one count of aggravated people smuggling. Prosecutor Josh Hanna told the court Hasim was at the helm of an unseaworthy wooden shark boat with 20 Afghan passengers onboard when it was intercepted

by the Navy near Scott Reef, off the north-west coast of Western Australia in 2010.

[Full Report](#)

S.KOREA-CHINA | 21 JANUARY | THE KOREA TIMES

Korea to double fines against Chinese illegal fishing

The government will submit a bill next month for a law revision that would double fines against illegal fishing, in its latest effort to counteract Chinese fishing boats poaching in South Korean waters in the Yellow Sea, an official said Saturday. South Korea has vowed to take tougher measures against illegal fishing by Chinese vessels in the Yellow Sea after a coastguard officer was stabbed to death last month by a Chinese skipper.

[Full Report](#)

S.KOREA-CHINA | 30 JANUARY | THE CHOSUNILBO

3 Chinese Fishermen Jailed for Assaulting Maritime Police

Three Chinese fishermen who assaulted maritime police while fishing illegally off the coast of Jeju Island on Nov. 19 last year have been sentenced to prison. Five maritime police suffered broken bones when they tried to arrest the fishermen, who wielded metal pipes as they surrounded authorities with their fishing boats. A Jeju district court on Sunday sentenced the 43-year-old captain of a trawler identified as Wang and another captain to one year and two months each in jail for obstructing justice and causing bodily harm.

[Full Report](#)

S.KOREA-CHINA | 21 JANUARY | KBS WORLD

Stern Measures on Illegal Fishing by Chinese Boats

The government is considering doubling fines slapped on Chinese boats found to be illegally fishing in Korean waters. They will also seize any catch and fishing gear from such vessels in a bid to eradicate unlawful fishing by the Chinese. In a revised bill that will be submitted to the National Assembly, the Ministry for Food, Agriculture, Forestry and Fisheries sought to raise fines imposed on Chinese boats illegally fishing in Korean waters to 200-million won from the current 100-million won.

[Full Report](#)

Shipping, Ports, and the Maritime Economy

JAPAN | 5 JANUARY | WALL STREET JOURNAL

Japan Braces for Possibility of Curbing Iran Oil Imports

Japan is bracing for the possibility of curbing its imports of Iranian oil, in the face of increasingly intense pressure to join sanctions proposed by the U.S. and Europe. A Japanese government official said Thursday the country will likely have to reduce oil imports from Iran substantially, though it hopes to avoid an embargo that would completely cut off its fourth-biggest supplier of oil. Meanwhile, an executive of Japan's petroleum association said that refiners are already looking for alternative sources to replace some of the nearly 10% of crude imports that the country now buys from Iran. "We may utilize oil inventories from Saudi Arabia or Abu Dhabi," Yasushi Kimura, vice president of the Petroleum Association of Japan, told reporters at an annual New Year's reception in Tokyo.

[Full Report](#)

CAMBODIA | 9 JANUARY | PHNOM PENH POST

Launch set for new Kandal port

An extension of Phnom Penh Autonomous Port under construction in nearby Kandal province is nearly finished and expected to come online in July, according to a PPAP official. Construction on the planned container lot, located in Kandal province's Kien Svay district, began in early 2010. PPAP general director Hi Bavy said yesterday the project is now 85 per cent complete and will begin operations on July 1. "The construction of the port is to expand our capacity to stock goods, which will make the circulation of products easy and fast," he said, adding that it would help to reduce congestion at the original port, which is located near the Cambodian-Japanese Friendship Bridge.

INDONESIA | 17 JANUARY | JAKARTA POST

IT system to ease congestion at Tanjung Priok

State-owned port operator Pelindo II will install a new information technology system at Tanjung Priok port in North Jakarta, the country's main shipment gateway, in the middle of this year to help ease congestion, a senior official said in Jakarta on Monday. Pelindo II president director Richard Joost Lino said that his company would use the IT system to monitor vessel traffic online. "With this system, we can ease vessel congestion as well as decrease the number of vessel collisions.

[Full Report](#)

INDONESIA | 9 JANUARY | JAKARTA POST

[Full Report](#) Ministry to get involved in Kalibaru project

The Transportation Ministry has said that they will provide Rp 3 trillion (US\$330 million) in assistance for work on a bridge and dredging project at North Jakarta's Kalibaru seaport. "We have recently proposed Rp 3 trillion to the Finance Ministry to construct

Kalibaru's bridge and work on the dredging project," the Ministry's sea transportation director general Leon Muhammad said on Friday.

[Full Report](#)

INDONESIA | 17 JANUARY | JAKARTA POST

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State-owned port operator Pelindo II will install a new information technology system at Tanjung Priok port in North Jakarta, the country's main shipment gateway, in the middle of this year to help ease congestion, a senior official said in Jakarta on Monday. Pelindo II president director Richard Joost Lino said that his company would use the IT system to monitor vessel traffic online. "With this system, we can ease vessel congestion as well as decrease the number of vessel collisions. The system will make the work flow at Tanjung Priok port more effective and efficient," Lino said. Pelindo II has allocated Rp 105 billion (US\$11.55 million) to build the IT system, he said.

[Full Report](#)

GLOBAL | 9 JANUARY | MANILA BULLETIN

Maersk reports biggest fleet expansion

A.P. Moeller-Maersk A/S, owner of the world's biggest container shipping company, increased capacity by a record last year as it added more of the world's largest vessels that haul boxes to reduce unit costs. Maersk added ships that can carry 392,000 20-foot containers to its fleet last year, equivalent to an 18 percent increase, helping to raise its market share to 16 percent from 14.5 percent at the start of 2011, according to Alphaliner. Mediterranean Shipping Co., the world's second-biggest container line, grew its fleet by 14 percent, the Paris-based marine data provider said in its weekly newsletter.

[Full Report](#)
[See RSIS Commentary](#)

REGIONAL | 12 JANUARY | CHANNEL NEWS ASIA

Advancing cruise tourism in ASEAN

ASEAN's Tourism Ministers have agreed on closer collaboration to advance cruise tourism in the region at their recent meeting in Manado, Indonesia. To this end, ASEAN will look at a series of workshops, co-organised with the industry, to share best practices and strengthen collaboration in port infrastructure development, development of regional itineraries and joint marketing. Details were released by Singapore's Trade and Industry Ministry. Minister in the Prime Minister's Office and Second Minister for Trade and Industry, S Iswaran, who attended the meeting, said: "This is a positive development for ASEAN tourism as we work towards a strong regional cruise tourism industry."

[Full Report](#)

GLOBAL | 8 JANUARY | XINHUA

Russia opens Arctic seaway for Asia-bound Norwegian gas tanker

Russia has decided to give green light to a Norwegian gas tanker to pass the Northeast Passage in the Arctic Ocean to Japan, the Norwegian Ship-owners Association said on Saturday. The "Ribera del Duero Knutsen" LNG tanker, which belongs to the Knutsen OAS Shipping company in Norway, has obtained permission from the Russian government to sail the shortcut through the Arctic Ocean to Asia, according to the association. The sea route cuts the time a gas tanker takes to sail to Asia substantially, which in turn reduces costs and removes the threat from Somali pirates operating in the Indian Ocean off the eastern African coast.

[Full Report](#)
[See RSIS Commentary](#)

SINGAPORE | 6 JANUARY | STRAITS TIMES

Crash leads to minor oil spill off Singapore

A Singapore container ship collided with a Malta-registered ship on Wednesday night, causing about 5 tonnes of marine fuel to spill into the sea 10km off southern Singapore. The Maritime and Port Authority of Singapore (MPA) received a report on the incident on Wednesday night. The accident - involving Singapore-registered vessel Kota Tenaga and Malta-registered ship SEEB - occurred 2.7km south of Pulau Sebarok, which lies just south-west of Sentosa. The crew members did not sustain any injuries, said the MPA in a statement yesterday.

Full Report Available Upon Request

INDONESIA | 28 JANUARY | JAKARTA POST

After cruise ship wreck, a call to protect Bali's sailors

A labor union wants the government to crack down on international syndicates that prey on would-be Indonesian sailors." Bali has for a long time been a paradise -- not only for millions of foreign tourists, but also for human traffickers. This has turned into a new form of slavery, which involves foreign agencies and their local partners," Indonesian Seafarers Union (KPI) chairman Hanafi Rustandi said on Friday. Hanafi made his remarks at a ceremony to give new seamanship papers to 63 Balinese sailors working on the ill-fated cruise ship Costa Concordia when it capsized near Giglio Island in Italy on Jan. 13.

[Full Report](#)

KOREA-CHINA | 10 JANUARY | THE KOREA TIMES

Korea overtakes China as world's top shipbuilder in 2011

Korea regained its status as the world's leading shipbuilding nation in 2011 by beating its archrival China and securing deals for large, value-added vessels, data showed Tuesday. According to London-based market researcher Clarkson Research Services, Korean shipbuilders won a combined 13.55 million compensated gross tons (CGTs) in new orders last year, while Chinese shipbuilders clinched a total of 9.2 million CGTs. Last year, Korea accounted for 48.2 percent of a total of 28.11 million CGTs worth of deals

globally placed, compared with a 31.2 percent share a year earlier, according to the data.

[Full Report](#)

GLOBAL | 26 JANUARY | THE LLOYD'S LIST

'Stupid ship owners' must stop ordering 'stupid ships'

A LACK of lending capacity this year could be good for the shipping industry in the long run as it will stop "stupid" owners ordering more newbuildings that would add to the huge overcapacity already crippling chartering markets. "We need to get rid of stupid shipowners ordering ships we don't need. We need to raise the barrier to entry," Ship Finance International chief financial officer Eirik Eide told the Marine Money London Ship Finance Forum today .

Full Report Available Upon Request

[See RSIS Commentary](#)