

OPRF MARINT Monthly Report

June 2007



CONTENTS

Major Events in June 2007

1. Information Digest

- 1.1 Security
- 1.2 Military
- 1.3 Diplomacy and International Relations
- 1.4 Shipping, Resources, Environment and Miscellaneous

Topic: Malaysian cross-country pipeline construction project — Possible Friction

2. Intelligence Assessment

The 6th Tri-Annual International Maritime Bureau Meeting on Piracy and Maritime Security

This monthly report is edited/ summarized by publisher and staff writers based on published news resources.

Each resource is referenced with bracket below each title and is displayed as link URL on the last page of this report.

Publisher: Masahiro Akiyama

Staff writers:

Kazumine Akimoto, Tsutomu Inuzuka, Takehisa Imaizumi,

Hideshi Ueno, Tetsuo Kotani, Takehisa Tomomori

All rights reserved.

This report, or parts thereof, must not be produced in any form without permission in writing of the publisher.

Major Events in June 2007

Security: Piracy continues off Somalia. On June 1, Danish cargo ship, the *Donica White*, and its five Danish crew-members were seized by Somali hijackers. According to British newspaper, the Guardian dated June 12, reports the Somali pirates use satellite phones and Global Positioning System (GPS) with high speed boats. The large container ships can also be operated by a small number of crew using the same navigational aid equipment as satellite phone and GPSs. This makes it easier for the pirates to overpower the large vessels.

On June 14, U.S. President Bush issued a memorandum on the “Policy for the Repression on Piracy and Other Criminal Acts of Violence at Sea.” Being appended to the National Strategy for the Maritime Security in December 2005 as Annex B, the new Anti-piracy Policy shall be immediately implemented. The President says this policy responds to the emergence of high-risk maritime areas that threaten U.S. interests. It is to coordinate U.S. Government response and to promote international solutions.

On 12-13 June, the 6th Tri-Annual International Maritime Bureau Meeting on Piracy and Maritime Security was held in Malaysian capital of Kuala Lumpur. The outline of the meeting is introduced in Chapter 2 (Analysis) in this report.

Military: The Washington Times published on June 1, 2007 reported that members of Congress will point out that the speech of Admiral Tim Keating, the U.S. Pacific command leader, might be violating congressional limits on military exchange with China. Admiral Keating told reporters during his recent visit to China, “If China makes up its mind to build an aircraft carrier, and request us any assistance, we would be ready to help them to the degrees that we are capable.”

On June 1-2, the 6th Asia Security Summit: The Shangri-La Dialogue 2007 sponsored by the International Institute for Strategic Studies (IISS) was held in Singapore with its gathering of Defense Ministers and defense officials from 22 countries.

On June 2, the US Pacific Fleet launched Pacific Partnership 2007. USS *Peleliu* (LHA 5), a multi-mission amphibious ship, visits the Philippines, Vietnam, Papua New Guinea, the Solomon Islands, and the Marshal Islands on a four-month mission of implementing humanitarian-assistance programs including medical treatment, construction and others.

On June 18, Australia and the United States launched a joint military exercise aimed at improving their ability to act together against threats to Asia-Pacific security. At the meeting of Foreign Ministers and Defense Ministers of Australia and Japan held on June 6, Japan was invited to participate in this exercise as an observer.

On June 20, Prime Minister John Howard said Australian Navy decided to buy three new destroyers and two landing ships whereby it will have the most advanced class of naval fleet in the areas.

On June 23, Admiral Vladimir Masorin, commander of the Russian navy, said the Navy should have nuclear-powered aircraft carriers with a tonnage around 50,000 in the future.

Diplomacy and International relations: On June 6, the first Japan-Australia Joint Foreign and Defense Ministerial Consultation, based on the “Japan-Australia Joint Declaration on Security Cooperation” signed in March 2007, were held in Tokyo.

According to the Antara News on June 30, Indonesia intends to propose establishing the limits of its continental shelf beyond the 200 nautical miles over which it has sovereignty at the United Nations Commission on the Limits of Continental Shelves (CLCS) in 2008.

Shipping, Resources, Environment and Miscellaneous: The Philippine Labor Department is establishing a Maritime Office to improve the quality of Filipino seafarers, and to provide training and other forms of assistance to growing number of seamen.

The Japanese Fishery Agency has started a coral-growing project around Okinotoishima – two uninhabited rocky outcroppings by planting colonies of coral seeding. According to the Agency, they planted six colonies in May, which are growing successfully. During June nine more colonies are going to be carried over to the small islets around Okinotorishima.

On June 21, the South Korean military activated two new battalions to clean up contamination at military facilities including U.S. bases returned to Korea. They will carry out duties of cleaning Korean military bases that will be closed in accordance with the 2020 defense reform plan and U.S. installations that will be returned to Korea.

Malaysia is planning to lay pipelines which covers about 300 kilometers from Kedah State, in the northwest coast, to Kelantan State, in the northeast coast. As for the problems of this plan and influence given by this project, two articles from the Singaporean newspapers are introduced in this report.

1. Information Digest

1.1 Security

June 1 “Somali pirates hijack Danish cargo ship” (lol, June 3, 2007 and others)

On June 3, Andrew Mwangura, director of the Mombasa-based East African Seafarers Assistance Program, told Somali hijackers have seized a Danish cargo ship, the *Donica White*, and its five Danish crew-members. The ship was carrying building materials from Dubai to Kenya's Mombasa port. According to Mwangura, they expect pirates demand a ransom in the next three to four days, which is expected to be high because the crew-members were all Danish nationals this time. Four other ships - an Indian dhow and three fishing vessels from Taiwan and Tanzania - are currently being held by Somali pirates.

According to the information released by the US Navy on June 5, the USS *Carter Hall* followed the *Danica White* (D/M) until its entry to Somali territorial waters, fired warning shots and fired directly against the three pirate boats around the ship. The USS *Carter* is lightly armed with 12.7mm and 25mm guns but carry no helicopters or U.S. Marines. The U.S. Navy ship remains in international waters just outside the territorial waters and monitors the D/M.

The Australian newspaper, the Sydney Morning Herald dated June 4 reports one of crew-members of Taiwanese fishing vessel was killed because its ship-owner refused to pay the ransom. Mwangura says the lives of other crew were threatened. The ship, *Ching Fong Hwa 168* was hijacked in the mid-May with two Taiwanese and 14 Chinese on board.

June 12 “High-tech equipped, ransom – reality of Somali pirates” (The Guardian, June 12, 2007)

The British newspaper, the Guardian dated June 12, reports on the reality of Somali pirates as follows:

- (1) The Somali pirates are becoming better funded and equipped - they now use satellite phones and Global Positioning System (GPS) to track their targets with high speed boats. They are armed with rocket-propelled grenades, AK47s and machine guns. Ironically, large container ships can also be operated by a small number of crew using the same navigational aid equipment as satellite phones and GPS, which makes them easier to overpower.
- (2) According to the Priyantha Perera, Captain of the MV *Rozen* which was hijacked in February 2007, the pirates demanded one million US dollars (USD) as a ransom for twelve crew members. Consequently, after 41 days they were released after a ransom, believed to be around 100,000 USD, was paid. Based on his own experiences, Perera said as follows: “The pirates who took us told me they were no longer interested in small ships. Their main aim is to hijack tankers and big containers. They are aiming for British, American, Japanese and Korean vessels. They know where the money is.”

June 12 “Malaysia, the Philippines, step up joint border patrol” (Bernama, June 12, 2007)

The maritime enforcement agencies of Malaysia and the Philippines will step up cooperation in their common national border sea areas by conducting the Philippine-Malaysia Coordinated Patrol (OPS PHIMAL) starting June 13. According to Rashhid, Director of the Malaysian Maritime Coordination and Enforcement Center, the biennial patrol is entering its 13th session this year. It is launched in Sandakan in Malaysia while closing will be in Zamboanga on June 24.

June 14 “U.S. President Bush issued a memorandum on piracy at sea” (The White House HP, June 14, 2007)

On June 14, U.S. President Bush issued a memorandum on the “Policy for the Repression of Piracy and Other Criminal Acts of Violence at Sea (Piracy Policy).” The Piracy Policy is approved for immediate implementation, and shall be appended to the National Strategy for Maritime Security in December 2005 as Annex B.

According to the President, this policy responds to the emergence of high-risk maritime areas that threaten U.S. interests. It is to coordinate U.S. Government response and to promote international solutions.

Below is an outline of the Annex B: Policy for the Repression of Piracy and Other Criminal Acts of Violence at Sea (Piracy Policy).

1. Purpose

This document establishes United States Government policy and implementation actions to cooperate with other states and international and regional organizations in the repression of piracy and other criminal acts of violence against maritime navigation.

2. Background

Following are the key points:

- (1) Piracy is a universal crime, and all states are obligated to cooperate to the fullest possible extent in the repression of piracy.
- (2) Piracy threatens U.S. national security interests and the freedom and safety of maritime navigation throughout the world, undermines economic security, and contributes to the destabilization of weak or failed state governance.
- (3) The prevention, interdiction, and punishment of those acts occurring in territorial seas are generally the responsibility of the coastal state. Prevention and punishment of acts occurring in international waters likely will require international cooperation and adequate domestic legal systems. The policy set forth below fosters both increased interagency coordination and international cooperation and is consistent with, supports, and builds upon existing maritime security efforts for piracy repression.

3. Policy

Highlighting: (1) The United States will engage states and international and regional organizations to develop greater resources, capacity, and authorities to repress piracy and maximize inclusion of coalition assets in piracy repression operations; and (2) Piracy repression

should include diplomatic, military, intelligence, economic, law enforcement, and judicial actions; the memorandum stresses policies as follows:

- (1) Prevent pirate attacks and other criminal acts of violence against U.S. vessels, persons, and interests;
- (2) Interrupt and terminate acts of piracy consistent with international law and the rights and responsibilities of coastal and flag states;
- (3) Reduce the vulnerability of the maritime domain to such acts and exploitation when U.S. interests are directly affected;
- (4) Ensure that those who commit acts of piracy are held accountable for their actions by facilitating the prosecution of suspected pirates and ensure that persons suspected of committing acts of violence against maritime navigation are similarly held accountable by flag and littoral states and, in appropriate cases, the United States;
- (5) Preserve the freedom of the seas, including high seas freedoms;
- (6) Protect sea lines of communication; and
- (7) Continue to lead and support international efforts to repress piracy and other acts of violence against maritime navigation and urge other states to take decisive action both individually and through international efforts.

4. Implementation

The Assistant to the President for National Security Affairs and the Assistant to the President for Homeland Security and Counterterrorism shall lead an interagency process to accomplish the following tasks:

- (1) Incorporate this policy into the Maritime Operational Threat Response Plan (Protocols), as appropriate;
- (2) Oversee the development of specific guidance and protocols for the prevention of and response by the United States Government to piracy and other acts of violence against the safety of maritime navigation;
- (3) Review existing U.S. laws against or relating to piracy and prepare for consideration such amendments as may be necessary to enhance our ability to prosecute pirates in U.S. courts; and
- (4) Seek international cooperation, consistent with the International Outreach and Coordination Strategy of the National Strategy for Maritime Security, to enhance the ability of other states to repress piracy and other criminal acts of violence against maritime navigation and to support U.S. anti-piracy actions.

The President memorandum:

<http://www.whitehouse.gov/news/releases/2007/06/20070614-3.html>

June 22 “Somali pirates release Indian dhow” (Reuters, June 22, 2007)

According to East African Seafarers Assistance Program Director Andrew Mwangura, Somali pirates have released an Indian a dhow, the *Al Haqeeq*, with its crew on June 22. The dhow with 14 Indian crew members and a cargo of 800 ton were seized in the vicinity of Mogadishu on May 24. A fishing boat from Taiwan, two from Tanzania and a Danish cargo ship are still being held.

June 27 “Indian Navy Chief expresses willingness to help with security in the Malacca strait” (Bernama, June 27, 2007)

Indian Navy Chief Admiral Sureesh Mehta said, despite its serious concern about the security issues in the Straits of Malacca (SOM), India will not get itself involved in the matters, unless New Delhi is requested to help them from the coastal countries. “Although India has not entered into any security arrangement with countries in Southeast Asia to protect the international navigational lane, we're ready to extend cooperation in maintaining security there if there is an official request. We're only 144 kilometers from the SOM. It's certainly of interest to us,” the navy chief told Bernama. According to security analysts, securing the safety in the SOM is a matter of great interest for India since about 40 per cent of its trade passes through the waterway. However, coastal countries such as Malaysia have not recognized the need of foreign involvement, arguing that matters pertaining to the SOM remain a matter of their sovereign rights.

June 29 “North Korean Freighter disappears off Horn Of Africa (AFP, June 30, 2007)

A North Korean-flagged freighter, the MV *Sea Prince*, has gone missing off the Horn of Africa coastline, Andrew Mwangura, a Kenyan maritime official of the Kenyan branch of the Seafarers' Assistance Program, said on June 29. According to Mwangura, the MV *Sea Prince* loaded 2,400 tons of cereals in Djibouti port and was headed to the Somali ports of Berbera and Bosasso on May 11. Since then, it has gone missing. Mwangura said they could not contact with its captain or owners, but passed information on the missing freighter to the US Navy patrolling the Horn of Africa, diplomatic missions in Nairobi and the International Maritime Bureau Piracy Reporting Center.

1.2 Military

June 1 “U.S. Pacific Commander’s remark may violate Congressional limits on US–China Military Exchanges” (The Washington Times, June 1, 2007)

The Washington Times published on June 1, 2007 reported that members of Congress will point out that the speech of Admiral Tim Keating, the U. S. Pacific Command leader, might be violating congressional limits on military exchanges with China. Admiral Keating told reporters during his visit to China last month, “If China makes up its mind to build an aircraft carrier, and requests us any assistance, we would be ready to help them to the degrees that we are capable.” According to the report, the first of the 12 restrictions outlined in a 2000 defense authorization law bars all military exchanges with China that might enhance “force projection operations”—of which aircraft carrier battle groups are the foremost. A Pacific Command spokesman said Adm. Keating is aware of the congressional restrictions. On the other hand, officials who are concerned with China's arms buildup were sharply critical of Adm. Keating’s remark, noting recent Chinese spy-activities of stealing highly sensitive technology related to an advanced aircraft carrier

catapult system. Critics say the comments are a sign that the U.S.-China military exchange program is spinning out of control under General Peter Pace, chairman of the Joint Chiefs of Staff, and Admiral Mike Mullen, the chief of naval operations. During his recent tour of the United States hosted by Adm. Mullen, Chinese Admiral Wu Shengli visited a U.S. aircraft carrier—a move that critics say may have been the starting point for the Chinese interest in U.S. help with developing a carrier. (As for Keating's comments, refer to OPRF MARINT Monthly Report May 2007.)

June 1 “Russia announces plan for joint military exercise with China” (RIA Novosti, June 1, 2007)

On June 1, Russian Army General Alexei Maslov said Russia will conduct a joint counterterrorism exercises with China and countries of the Shanghai Cooperation Organization (SCO) in August. According to Maslov, this is main event of six international counterterrorism exercises planned for the year 2007. The exercise will be held in the Russian Urals. It will involve 500 vehicles from Russia and China, about 2,000 Russian and 1,600 Chinese personnel. Also, a company (around 100 men) from Tajikistan, and smaller units from other members, including Kazakhstan, Kyrgyzstan and Uzbekistan will participate. While China has yet to decide how its troops would be transited through Kazakhstan, he has already suggested an alternate route directly across the Sino-Russian border.

June 1-3 “The 6th Asia Security Summit held” (IISS HP, June 1, 2007 and other sources)

The 6th Asia Security Summit: The Shangri-La Dialogue 2007 sponsored by the International Institute for Strategic Studies (IISS) was held in Singapore on May 1 – 3 with its gathering of ministers and senior security officials from 22 countries. Defense Ministers of the United States, India, Japan, Republic of Korea, Australia, Singapore, Indonesia, New Zealand, and Germany. made their addresses, and with participation of Lieutenant General Zhang Qinsheng, Deputy Chief of Staff of the People's Liberation Army, the dialog helped to improve US-Chinese military understanding. Together with this, bilateral meetings between the respective countries were held. For full coverage of the Shangri-La Dialogue, see the URL below;

<http://www.iiss.org/conferences/the-shangri-la-dialogue>

At his address on June 1, U. S Defense Secretary Robert Gates mentioned on the trend of China's military power as follows: “The United States shares common interests with China on issues like terrorism, counter proliferation, and energy security. But we are concerned about the opaqueness of Beijing's military spending and modernization programs issues described in the annual report on the Chinese armed forces recently released by the U.S. government. But as General Pete Pace, our Chairman of the Joint Chiefs of Staff, pointed out, there is some difference between capacity and intent. And I believe there is reason to be optimistic about the U.S.-China relationship. We have increased military-to-military contacts between all levels of our

militaries.”(As for the US Department of Defense Report on Chinese military power, refer to analysis in the OPRF MARINT Monthly Report, May 2007.)

Remarks as Delivered by Secretary of Defense Robert M. Gates;

<http://www.defenselink.mil/utility/printitem.aspx?print=http://www.defenselink.mil/speeches/speech.aspx?speechid=1159>

On the other hand, Zhang said at a lecture on June 2 that China's increased military spending was justified, adding that the increase was to cover higher salaries and pensions, new uniforms, new military schools, and logistics. Also, he said the issue of a hotline between the Chinese military and the U.S. Defense Department would be settled when he visited the United States in September. (Reuter, June 2, 2007)

June 2 “US Pacific Fleet starts Pacific Partnership 2007” (U.S. Pacific Fleet Public Affairs News Release, June 2, 2007)

The US Pacific Fleet officially launched Pacific Partnership 2007 on June 2. The USS *Peleliu* (LHA 5), a multi-mission amphibious ship, departed Pearl Harbor on a four-month mission for the Philippines, Vietnam, Papua New Guinea, the Solomon Islands, and the Marshall Islands to implement humanitarian-assistance programs including medical treatment, construction and others. In a brief pier-side ceremony prior to the ship’s departure, U.S. Pacific Fleet Commander Admiral Robert Willard praised all involved with the mission, saying “The United States is a Pacific nation, and as such, we share many interests, values and beliefs with our Pacific neighbors. As mariners, we have a tradition of rendering assistance to those in distress on the sea, and Pacific Partnership is a logical extension of these ideals.”

June 5 “Indian Navy heightens patrol in the areas around Sri Lanka” (newindpress, June 5, 2007)

The Indian Navy (IN) intensified “Operation Tasha” to ensure peace in the maritime territories of India adjoining Sri Lanka against the backdrop of growing military strike of the naval wing of the Liberation Tiger of Tamil Eelam (LTTE). The IN deployed two more *Khukri* class missile corvettes of the Eastern Naval Command (ENC), in the Palk Strait to assist the Sri Lankan Navy in its fight against the LTTE. Though Operation Tasha, the IN had been overlooking “low intensity conflicts (LIC)” in the region for the last 12 years. The current initiatives are seen as a counter-move to the possible intervention by Pakistan in the affairs of the island nation. The ENC expects to work in closer coordination with the Lankan Northern Areas Command to deter the LTTE. According to IN’s official sources, the Navy is wary of LTTE strikes on ships sailing through the Indian Ocean.

June 5 “Australian Navy frigate heads for patrol in the Persian Gulf” (ABC News Online, June 5, 2007)

On June 5, the Royal Australian Navy frigate, HMAS *Anzac*, has left the Garden Island Naval

Base, south of Perth, for the northern Persian Gulf. This is *Anzac's* third deployment to the Gulf since 2001. The ship under the command of Captain Middleton will take over duties from HMAS *Toowoomba* as part of the reconstruction in Iraq under Operation Catalyst.

June 5 “Features of New Class of USMC Aircraft Carriers” (Strategy Page, June 5, 2007)

The United States is building a new class of Marine amphibious assault ships -- the LHA-6. It will be strengthened with more fixed-wing VSTOL aircraft and tilt-rotors than the previous types with more helicopters in mind. This major shift in the air group reflects an extensive reorganization and enhancement of air power in a Marine Expeditionary Unit (MEU). The LHA-6 has more capability than a small 50,000-ton catapult-less carrier. The ship will have no water level well deck for landing craft. The U.S. plans to eventually have eight Wasp-class LHDs and at least four of the LHA-6 class vessels, which is a very potent carrier fleet in its own right.

June 5 “U.S., Russia, to hold joint navy exercises in the Sea of Japan in Sept” (AP, June 5, 2007)

According to report by Russia's Interfax news agency, Russia and the U.S. will hold joint naval anti-terrorism exercises in the Sea of Japan in September. Confirming this report, U.S. consul general in the Far Eastern city of Vladivostok says a Russian delegation is in Hawaii working out the program for the exercises. The drills, called Pacific Eagle, will be the two countries' biggest joint exercise since 1998.

June 6 “Iran adding attack boats in Persian Gulf” (Bloomberg, June 6, 2007)

According to Robert Althage, spokesman for the U.S. Office of Naval Intelligence, Iran is increasing its fleet of small attack boats capable of challenging warships and disrupting oil traffic in the Strait of Hormuz. Iran's Revolutionary Guard Corps (RGC) already has more than 1,000 of the speedboats armed with anti-ship cruise missiles. As for the threat against U. S. Navy ships and commercial oil tankers from these small boats, the RGC separates over 100 small boats into coordinated groups of 20 to 30, adopting swarming tactics of attacking simultaneously from multiple axes, says Althage. The U.S. has two carrier groups in the Persian Gulf. The commander of these forces, Vice Admiral Kevin Cosgriff, said the attack boats have “a significant military capability.” His fear is that Iran's central leadership might not have enough control over this Revolutionary Guard force to ensure against unauthorized attacks. However, Cosgriff, said the U.S. Navy has devised various tactics and other ways of coping with the swarming tactics of the small attack boats.

These boats also are used to lay mines. The U.S. estimates Iran has 5,000 sea mines. Cosgriff and other U.S. naval officers say they can defend against this threat. Still, attacks on tankers and a few sunken ships could disrupt traffic through the chokepoint of the world's most important oil transit route. Cosgriff said the U.S. now has four minesweepers deployed to the Gulf and the British Navy has two. The coalition routinely practices minesweeping.

June 13 “South Korea launches new type submarine” (AFP, June 13, 2007)

On June 13, South Korean Navy’s 1,800-ton class new type of submarine, the second of its size in the fleet, was launched at a Hyundai Heavy Industries shipyard. Being diesel-electric and equipped with the Air Independent Propulsion system, the submarine was developed in partnership with Germany’s Howaldtswerke-Deutsche Werf. The second unit is named *Jeongji*, which will be commissioned late next year. The third 1,800-ton submarine is to be launched in 2008. The South Korean Navy aims to develop nine 3,000-ton submarines from 2010 to 2021 with its own technology.

Note: Jeongli was a Korean military officer of the Goryeo Dynasty (918-1392) who won victories against the Japanese pirates in the latter half of 1300s.

June 14 “India to promote military ties with Indonesia” (newkerela, June 15, 2007)

Interviewing at a press conference on June 14 during his visit to Indonesia, Indian Defense Secretary Shekhar Dutt said Indian delegation inspected Indonesian aircraft and shipbuilding industries, and found high possibility of co-development and co-production of military equipment between the two countries. According to Major General Dardi Susanto, director general of strategic defense at the Indonesian defense ministry, his country could greatly benefit from India’s expertise in the production of radars, electronic equipment and artillery weapons. Indonesia has allocated one billion US dollars for purchasing military weaponry over the next five years. Uday Bhaskar, former deputy director of defense think tank Institute of Defence Studies and Analyses (IDSA), felt India should seize the opportunity. “If India is to become a credible military power, New Delhi should start exporting hardware, even if it begins from low-end weapons and equipment,” he maintained.

Promotion of military relations between the two countries is said to be considering joint or coordinated patrols of the Malacca Straits. K. Santhanam, former head of IDSA, regards strengthening of relations with Indonesia as a major success for India’s political-military diplomacy. “India is walking on the two legs of political and military diplomacy. This kind of engagement is part of the natural process of dialogue to improve our relations with our neighbors,” said Santhanam. Indonesia is India’s closest littoral neighbor. From the southernmost tip of India’s Andaman and Nicobar Islands in the Bay of Bengal, Indonesia is just 80 nautical miles away. India has recently established a tri-services command in the Islands’ capital Port Blair.

June 18 “Australia, U.S., commence Joint Military Exercise” (AFP, June 18, 2007)

On June 18, Australia and the United States launched a joint military exercise aimed at improving their ability to act together against threats to Asia-Pacific security. In this war game, “Operation Talisman Saber 2007”, a total of 30 ships and 125 aircraft, backed by more than 20,000 U.S. troops and 12,000 Australians, are participating. The exercise is conducted on the northeast coast until July 2. Calling uncertainty and unpredictability remained a threat to economic prosperity in the Asia-Pacific region, Vice Admiral Doug Crowder, commander of the

U.S. Navy's 7th Fleet, stressed it is very important that both militaries train together their capabilities for carrying out the types of missions to ensure the regional security and stability. Australia's Major General Richard Wilson said the operation was the country's largest military training exercise, involving a landing exercised by the amphibious forces from bases at Rockhampton and Townsville in Queensland State.

Additionally, at the meeting of Foreign Ministers and Defense Ministers of Australia and Japan held on June 6, Japan was invited to participate in this exercise as an observer.

June 20 “Australia bolsters naval forces” (The Straits Times, Singapore, June 21, 2007)

The Australian navy is moving to become one of the most advanced and powerful fleets in the region after deciding to buy three new destroyers and two landing ships at a cost of 11 billion Australian dollars (14.3 billion US dollars). According to an announcement of Prime Minister John Howard on June 20, the two Spanish-designed, 27,000 ton amphibious landing ships will be able to land over 1,000 personnel along with their vehicles, the new M1 Abrams tanks, artillery and supplies, and use integrated helicopters and water craft, whereby Australia will enhance its naval presence in the Asia-Pacific region. Also, the Spanish-designed 6,000-ton destroyers, F-100 air warfare destroyers, are due to enter service from 2013, which will revolutionize Australia's defense capability. The 6,000-tonne warships will have advanced US radar and could one day be equipped to carry SM-3 missiles which have anti-ballistic missile capability. Spain will construct the hulls of the two landing vessels and parts of the destroyers. The Spanish-designed *Navantia* class destroyers were chosen ahead of a United States rival on grounds of cost, design and delivery.

June 22 “Indian Navy’s Landing Ship commissioned” (The Times of India, June 23, 2007)

On June 22, an old U.S. Navy's Landing Platform Dock (LPD), the USS *Trenton*, was commissioned into the Indian Navy as INS *Jalashwa* at Norfolk in Virginia. With 16,900 tons, it is Indian Navy's second largest combat platform after the aircraft carrier *Viraat*. With the commissioning of *Jalashwa*, India joins a select group of nations operating a LPD, giving it enhanced capability to move troops and equipment to greater distances in furtherance of its maritime interests.

June 23 “Russia will build nuclear-powered aircraft carriers” (Interfax, June 23, 2007)

Admiral Valdimir Masorin, the commander of the Russian Navy, believes the Navy should have nuclear-powered aircraft carriers in future. On June 23, Masorin said, “The overall design of the future aircraft carrier is being worked out, with the cooperation of the scientific community and industry. It's certain that it will be a nuclear-powered aircraft carrier with a tonnage of around 50,000 tons. Our plans are that the carrier will have around 30 aircraft: planes and

helicopters. We will not build the behemoths like the U.S. Navy's aircraft carriers." Also, he said that the only carrier currently in the Russian Navy, *Admiral of the Soviet Navy Nikolai Kuznetsov*, will serve at the minimum up to 2015.

June 27 "Russia to export up to 40 new diesel submarines by 2015"(RIA Novosti, June 27, 2007)

According to the state-run arms exporter, Rosoboronexport, analysis of the demand on foreign markets shows that 30 to 40 fourth generation Russian submarines could be sold by 2015. Russia is developing state-of-the-art Project 636 and Project 677 diesel submarines, and has a potential to meet the demand of the market. The Project 636 *Kilo*-class submarine is thought to be one of the most silent submarine classes in the world. It has been specifically designed for anti-ship and anti-submarine operations in relatively shallow waters. The *Kilo*-class submarines have been exported to India, China and Iran. The Project-677 or *Luda*-class diesel submarine, whose export version is known as the *Amur 1650*, features a new anti-sonar coating for its hull, an extended cruising range, and advanced anti-ship and anti-submarine weaponry. Both submarines are equipped with highly-acclaimed Club-S integrated missile systems (includes the anti-ship missile and the land-attack versions). The missile can be launched from a depth of 35 to 40 meters (130 feet). Indonesia made it clear in 2006 that it was planning to acquire four *Kilo*-class and two *Amur 1650* (a smaller version of *Luda*-class) submarines. Also, Venezuela is said to have recently approached Russia with a request to build five Project 636 and four Project 677 submarines.

June 28 "South Korean Navy launches new high-speed patrol boat" (JoongAng Daily, June 29, 2000)

On June 28, South Korean Navy launched an advanced high-speed patrol boat, equipped with guided missiles. It is the 440-ton vessel, which can sail at a maximum speed of 74 knots (137 kilometers, or 85 miles) per hour. It is also loaded with 76-mm (3-inch) and 40-mm guns as well as the latest radar systems. The ship is the first of the Navy's PKX high-speed naval boats that will replace its aging *Chamsuri* model patrol boats. The vessel will be deployed in the first half year of 2008 near the maritime border with North Korea.

1.3 Diplomacy and International Relations

June 6 "Japan, Australia held Joint Foreign and Defense Ministerial Consultations" (Foreign Ministry HP, June 6, 2007)

On June 6, Japanese Minister for Foreign Affairs Taro Aso and Japanese Minister of Defense Fumio Kyuma met Australian Minister for Foreign Affairs Alexander Downer and Australian Minister for Defense Brendan Nelson in Tokyo to discuss global and regional security and the

state of relations between Japan and Australia. The meeting constituted the inaugural Japan-Australia Joint Foreign and Defense Ministerial Consultations based on the “Japan-Australia Joint Declaration on Security Cooperation” signed in March 2007. According to the joint statement issued after the meetings, two nations committed to the expansion of bilateral defense cooperation including through unit-to-unit exchanges through aircraft visits, including P-3C and U-4, and ships, as well as enhancement of defense personnel exchanges. Japan welcomed Australia's invitation to observe the forthcoming Australia-United States Talisman Sabre exercise in June. (As for information on the Japan-Australia Joint Declaration on Security Cooperation, refer to analysis in OPRF MARINT Monthly Report, March 2007.)

Joint Statement:

<http://www.mofa.go.jp/region/asia-paci/australia/joint0706.html>

June 30 “Indonesia proposes extending 200-mile continental shelf” (Antara News, June 30, 2007)

Indonesia intends to propose establishing the limits of its continental shelf beyond the 200 nautical miles over which it has sovereignty at the United Nations Commission on the Limits of Continental Shelves (CLCS) in 2008. The Indonesian Foreign Ministry's director general for legal and international agreements, Eddy Pratomo, attended a meeting of parties to the United Nations Convention on the Law of the Seas (UNCLOS) held in New York on June 18-22. During the conference, Eddy Pratomo said as follows: If the claim is submitted on time and recognized, Indonesia will gain control over all the natural resource potentials contained in 350-nautical-mile wide strips of sea along the coastlines of some of its main islands. However, he said, there was concern the target of submitting the claim in 2008 could not be met because of financial and technical constraints. Although the CLCS had actually set 2009 as the deadline for submission of claims, we may or may not be able to meet it because formulating the claim is costly, Eddy said.

Under the UNCLOS (Article 76) a coastal state may make a claim to a continental shelf extending beyond the 200 nautical miles over which it has sovereignty (Extended Continental Shelf, ECS). In order for a coastal state to exercise its sovereign rights over an ECS, a submission containing the outer limits of its continental shelf should be deposited with the CLCS through General Assembly of the United Nations. Indonesia is one of 60 coastal states that had the potential to make such a claim. Preliminary studies had also suggested that Indonesia may be able to forward such a claim on several locations. Indonesia was now preparing to make its ECS submission before or on May 13, 2009 at the latest. There were two areas on which Indonesia intended to make ECS claims, namely waters lying west of Sumatra and north of Papua where Indonesia does not share any borders with other countries.

So far, countries that had made ECS claims included Russia (2001), Brazil (2003), Australia (2004), Ireland (2005), New Zealand (2006), Norway (2006) and France (2007). France had even filed a common claim with Ireland, Spain and Britain. Comments: ANNEX II : “Commission on the limits of the continental shelf” requests for submission in Article 4 as follows:

A coastal state that intends to establish the outer limits of its continental shelf beyond 200

nautical miles shall submit particulars of such limits to the Commission along with supporting scientific and technical data.

1.4 Shipping, Resources, Environment, and Miscellaneous

June 5 “China succeeds in excavation of hydrate samples in SCS” (China Daily, June 6, 2007)

According to an announcement of China Geological Survey (CGS) on June 5, China successfully collected hydrate samples from the northern part of the South China Sea in May. Hydrate is regarded with high interest as a potential natural energy source. China is the fourth country after the United States, Japan and India to make such a success in excavating this sample. The CGS said the samples were collected from two different stations in the Shenhu (Magic Fox) continental slope on May 1 and May 15. Initial estimates indicate the potential volume of gas hydrates around continental slopes in the area equals 100 million tons of oil. (Note: Accurate locations are unknown.)

June 13 “Russian First DPM discusses Russia’s Maritime Power” (Itar-Tass, June 13, 2007)

On June 13, Russia held a conference called “Russia’s Maritime Activity: Key Problems of Development.” It was sponsored by the Russian Maritime Board. At the maritime conference First Deputy Prime Minister Sergei Ivanov pointed out his views on the prospect of Russia becoming a maritime power, which is outlined as follows:

- (1) Russia has always been and will be a great sea power. We have everything necessary for it -- a historical experience, a geographic location, a growing economy and, which is no less important, a political will.
- (2) The volume of cargo turnover at Russian ports has already exceeded the USSR’s, despite the fact that Russia lost its Baltic states and Ukraine. However, the lack of an effective system of handling cargo flows through Russian ports annually causes a multi-billion-rouble damage to the state,
- (3) Russia must develop its merchant marine. We have almost no merchant marine of our own left, and just one-third of vessels built at Russian shipyards sail under Russian flag at present.

More than 200 experts participated in the forum to discuss the strategy of the country’s maritime activities until 2020.

June 15 “Philippine Labor Department to establish Marine Bureau” (Shiptalk, June 15, 2007)

In a bid to further improve the quality of Filipino seafarers, the labor department is putting up a Maritime Office to provide training and other forms of assistance to the growing number of

seamen. According to Labor Secretary Arturo Brion, the Maritime Office will be directly under his supervision, but it will have a full-time maritime officer as its head. He will be in charge of providing assistance to Filipino seafarers, including training. The Maritime Office will be a point of contacts between the Labor Department and maritime business circles. In the Philippines, the training facilities of the Danish Maersk Lines, one of world's largest marine companies, has recently been launched in Ozamis City (Mindanao Island) in collaboration with the Northwestern Mindanao Institute of Technology (NMIT). The facility is providing the seamen with special training on the culinary arts, particularly Danish cooking in view of the fact that Danish chefs are getting older and set to retire in the near future.

June 18 “Japan implements coral-growing project in the Pacific Ocean islets” (The Japan Times, June 19, 2007)

The Japanese Fishery Agency has started a coral-growing project around Okinotorishima — two uninhabited rocky outcroppings by planting colonies of coral seeding. According to the Agency, they planted six colonies in May, which are growing successfully. During June, nine more colonies are going to be carried over to the small islets around Okinotorishima. According to Marine biologists, they hope to eventually plant thousands of colonies around the islets. The coral project is aimed at preventing the shore from sinking below water and fortifying the islets, as well as promoting economic activities by keeping their status under the UNCLOS. The islets have been used as Japan's southernmost territory and a southern basic point of 200-mile radius (about 370 kilometers from its shores) exclusive economic zone (EEZ), whereby Japan has claimed a 400,000-sq.-km EEZ, which is larger than Japanese territory.

Okinotorishima

Higashi Kojima

Kita Kojima

Source: Japan Coast Guard Report 2005

June 19 “Shanghai gets busiest port title in handling shipping containers” (China’s Business Newspaper, June 19, 2007)

Chief executive of PSA International for Southeast Asia and Singapore, one of the world’s largest port operation companies, says that, reflecting China’s economic growth, Shanghai is set to overtake Singapore as the world’s busiest port in the year 2008. In the first three months of 2007, Shanghai Port processed 5.9 million 20-foot equivalent units (TEU’s) while Hong Kong handled about 5.5 million TEU’s during the same period. Overtaking Hong Kong, Shanghai became the world’s second-largest container port in the first quarter as containers handled rose 28.1 percent from a year earlier. PSA Singapore Terminals PSA handled 10.79 million containers in the first five months, up 14.42 percent over last year, he said. PSA International handled a record container volume of 51.29 million TEUs in 2006, 18.6 percent more than in 2005. Of a total, Singapore terminals, PSA’s key terminals, handled 23.98 million TEUs last year.

June 21 “South Korea establishes environmental cleanup units” (The Korea Herald, June 22, 2007)

On June 21, the military activated two new battalions to clean up contamination at military facilities including U.S. bases returned to Korea. According to the Defense Ministry, the environment purification units were established as part of a response to rising social calls on environmental rehabilitation of military facilities. They will carry out duties of cleaning Korean military bases that will be closed in accordance with the 2020 defense reform plan and U.S. installations that will be returned to Korea. The two battalions will be established under each the engineer command of the 1st and 3rd armies. Each battalion, comprised of 262 engineering and supporting soldiers, will operate two environmental purification companies.

The 66 U.S. military bases and installations will be returned to Korea by 2011. In 2007, although 23 military bases were handed over to Korea, most of them are seriously contaminated. While U.S. Forces Korea claimed it delivered the bases back after its own decontamination measures, three U.S. military bases recently returned to Korea were found to be seriously polluted. The Korean government has not released any details of the pollution, but some environmental experts estimate that cleaning up the soil and underground water at all 66 bases and installations could cost 400 billion won (430 million US dollars).

June 25 “Korea finds gas hydrate in the Sea of Japan” (The Korea Herald, June 25, 2007)

On June 24, the South Korean government announced they found pieces of gas hydrate in the Sea of Japan and successfully separated gas from them. According to an official of the Department of Industry and Energy, the South Korean oil drilling ship Tamhae 2 (2,000 tons) has recently found a pool of gas hydrate on the sea-bottom in the South Korean exclusive economic zone (EEZ) 100 kilometers south of Ulleung Island and 135 kilometers northeast of the industrial city of Pohang. The deposit is estimated at 600 million tons, which can meet South Korea's natural gas needs for roughly 30 years, they said. It was South Korea's first discovery of a gas hydrate pool in its waters since it launched the project in 2005. South Korea is the fifth country that has reported finding such deep-sea gas pools, following the United States, Japan, India and China.

Topic

Malaysian cross-country pipeline construction project: possible friction

Malaysia is planning to lay pipelines which covers about 300 kilometers from Kedah State, in the northwest coast, to Kelantan State, in the northeast coast. On May 28, Trans-Peninsula Petroleum (TPP), the major entrepreneur, signed an agreement with the Malaysian company Ranhill Engineers and Constructors and with the Indonesian company PT Tripatra for the design and construction of the pipelines. On June 28, Rahim Kamil Sulaiman, head in charge of construction program at TPP, said at the press interview that work is scheduled to begin in 2008 and finish in 2014. Kedah's chief minister, Mahdzir Khalid told two refineries would be built in Kedah by 2010 with a combined refining capacity of 450,000 barrels a day. (International Herald Tribune, May 28, 2007 ; reported in OPRF MARINT Monthly Report, May 2007)

This plan is regarded to be one of routes bypassing the Malacca Straits. Upon completion, it is expected to influence as a matter of course the oil transport route from the Middle East to East Asia. The direction of this plan including the trend of involvement of the countries concerned in direct investment and the influences on the oil transport route upon completion is regarded with attention. Below is introduction of two articles in the recent Singaporean newspapers.

1. Challenge of the pipeline project

An expert in energy security of the Institute of South-east Asian Studies, Michael Richardson, wrote for the Singaporean newspaper, The Strait Times dated June 4, an article entitled "Malaysia's oil Pipeline challenge", in which he outlined the subject of this plan as follows:

According to researcher Richardson, first of all, the biggest and unknown subject is whether the major oil companies in Asia can save significantly the time and expense with this plan. If they could, the venture would attract gross economic support or, if not, the project would end in failure. This project will save a distance of 1,130 kilometers, and one day in navigation time. At present, an oil import dealer in East Asia pays 66,500 US dollars per day to a huge tanker that transports oil from Persian Gulf with navigation of twenty days. Therefore, Richardson regards there are no benefits to be commercially compatible with the present situation.

On the other hand, oil import dealers in China, Japan, the Republic of Korea and East Asia expect an alternative route for the security of oil transport under the situation where the Malacca and Singapore Straits become unable to navigate for some reasons. So, if East Asian countries and oil import dealers invest in this project, at least energy security will become one of its motives, he points out. At most, according to Richardson, such a situation is unlikely to happen, and even if it occurs, it seems to be unlikely that closure of navigation will continue for a long period.

As for the impact that this plan will give Singapore, Richardson regards the pipelines will not be so great, but, if refineries are built, it will give influence on superiority of Singapore as a hub for oil refinery and trade. Additionally, superiority of Singapore for oil refineries has already been challenged by new refineries in India, Asia, and other areas, and competition will become more intensified.

As a conclusion, Richardson says, because the Malacca Strait remains the main artery for energy transport, many countries concerned and business circles will continue to pay attention to this pipeline project with great interest from the standpoint of energy transport.

2. Possible friction

Vijay Sakhuja, another guest-researcher in the Institute of South-east Asian Studies, contributes to the Singapore newspaper, the Business Times Singapore dated June 5, an article entitled "Malaysian pipeline could cause friction," in which he points out the impacts given by the project as follows:

Sakhuja says by this project Malaysia will become a strategic hub of the transport of maritime energy for transporting both crude oil and refineries, and, by saving about three days for navigation period, the Malacca Strait will be able to become a detour route. Based upon this, he points out expected impacts briefly as below:

- (1) First, from a geopolitical perspective, providing financial supports, Iran is an important stakeholder in the project. In an event of a US embargo on Iranian exports or an attempt by the US to intercept any Iranian shipments in the Malacca Strait, this project offers a route for Tehran's uninterrupted sale and supply of oil to its clients in East Asia.
- (2) For China, this program will strengthen its security of energy transport route. Furthermore, this plan, together with pipelines under development in Burma, will be beneficial to transporting oil and refineries from Malaysia to Yunana Province, China.
- (3) Researcher Sakhuja says it would be interesting to observe how Japan would react to this initiative. For Japan that has high dependency on Iranian oil and the Straits of

Hormuz as a route for its transport, Malaysian plan will become a cordon for its heavy crude and refined oil transshipments. Japan's reliance on Persian Gulf oil and security of sea lanes around the Malacca Strait are vital as well as weak points for the energy strategy of Japan.

- (4) At present, Singapore functions as strategic hub for transporting various cargoes including oil and natural gas. For this country, this plan is a serious challenge to its dominant position in the marine transport in Asia. Malaysian official in charge of this plan says this plan has not been developed to compete with Singapore.

2. Intelligence Assessment

The 6th Tri-Annual International Maritime Bureau Meeting on Piracy and Maritime Security

The 6th Tri-Annual International Maritime Bureau Meeting on Piracy and Maritime Security was held in Malaysian capital of Kuala Lumpur for two days on 12-13 June, 2007. This is the international conference to be opened by the International Chamber of Commerce, International Maritime Bureau (IMB) every three years. The tri-annual meeting has been held with an aim to introduce the actual status of piracy and arms robbery (hereafter described as piracy) which threaten the safety of maritime navigations, as well as to discuss international measures of combating these acts.

Participants in the conference were about 200 members including persons who are directly responsible in the duties, academics, professionals in maritime affairs, and officials in the legal execution offices from 37 countries and organizations such as the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships (ReCAAP) and others.

The countries that participated in this international convention are listed as follows: Angola, Argentina, Australia, Bangladesh, Cambodia, Canada, China (PRC), Denmark, France, Germany, Ghana, India, Indonesia, Iran, Japan, Kenya, Malaysia, Netherlands, New Zealand, Nigeria, Norway, Oman, Pakistan, Philippines, Russia, Korea (ROK), Singapore, Saudi Arabia, South Africa, Sweden, Thailand, UEA, Ukraine, United Kingdom, USA, Vietnam, and Yemen.

1. Keynote Address

In the conference, Mohd. Johari bin Baharum, Deputy Minister Ministry of Internal Security, Malaysia, made an opening address, in which he stressed the following points:

- (1) Today, against the piracy, maritime terrorism and others, the littoral countries led by Malaysia are tackling them as their domestic and international problems and effectiveness of their efforts is increasing. The numbers of piracy attacks in the maritime waters including the Malacca straits are showing the trend of decreasing.
- (2) The roles played against piracy and armed robbery by the International Maritime Bureau (IMB) is remarkable. In the Tri-Annual International Maritime Bureau Meeting, the status of maritime crimes and direction for tackling these problems have been clarified.
- (3) Although the piracy cases are decreasing as a trend, the measures have yet to be perfect, and there are still many areas to be improved including information collection, and cooperation of maritime law-enforcement agencies in each country.

2. Present Status of Piracy in Africa

At present, one of the areas, where the acts of piracy are most frequently noted, is off the Horn of Africa and Somali coast. The piracy problems in this area were a major issue in this conference.

Andrew Mwangura, Program Coordinator of East African Seafarers Assistance Program (located in Mombassa in Kenya), explained about its outline as follows:

- (1) Although act of piracy off the African coast started rising in early in the 16th century, pirates were lightly armed and activities were simple. Today they are operating further into the sea as far as 210 miles with mother ships and some of them are even armed with missiles.
- (2) Today, six maritime armed groups are operating in the East Africa. They are the Kismayu group or commonly known as National Volunteer Coast Guards, Merka group, Punt land group, Alula group, the Somali Marine or Somali Coast Guards. Apart from this, another group operates in Tanzanian waters. They are pirates. Moreover, there are some groups which operate in mid-western Nigeria. They all are mainly politically motivated, which stems from several factors including poverty, the collapse of government control, and resentment towards foreign oil companies.

According to Coordinator Mwangura, the actual status of damage cannot be said to be completely grasped, and much remain to be seen. As measures against this rising piracy, four eastern coastal countries of Kenya, Tanzania, Mozambique, and Somalia, issued a communiqué on joint task force against piracy. However, according to Coordinator Mwangura, no effective measures have been taken so far. In April 2007 five West African Nations conducted joint military exercises in the Gulf of Guinea, and the US commenced to install a radar system on the coast of the Gulf of Guinea.

As part of international countermeasures, CTF-150 based in Djibuti is coordinating with the Bahrain based US Navy in conducting anti-piracy activities as part of counter terrorism operations. The International Maritime Organization (IMO) has embarked on a solution. With the local and international reactions, the piracy incidents are decreasing even though they are not perfect for lack of armed forces, low morale and so forth. Referring to the incidents, in which ships operating under the World Food Program were attacked by the pirates several times, Coordinator Mwangura pointed out this proves a shortage of food in Africa, and piracy is deeply rooted in Africa.

As a model case of the measures against the piracy, Cyrus Mody, Senior Analyst of the IMB, explained about a process from an initiation to solution over the incident in which Panama Flag LPG Carrier was hijacked 100 miles off Somalia in March 2005. It says:

- (1) Receiving distress signal by international emergency frequency while proceeding on her passage with a cargo of Butane, the LPG Carrier approached the distress location only to be hijacked. It was false signal.
- (2) The incident was reported to the US Navy's Coordination Office, and the U.S. navy warship was dispatched to the location. The 15 pirates were heavily armed, and, on seeing the U.S. navy warship approaching, they got into a panic, and began to flee. The U.S. warship could make a coercive embarking, but for fear of the lives of hostages and a danger of secondary calamities caused by gas, it stopped short of embarking the pirates' boat.
- (3) As demanded by the pirates, the warship stayed away over the horizon, and the negotiation on ransoms began.

- (4) As for negotiation, professional negotiation company was in charge of it, but difficulties continued over the place of delivery, methods, and amount of money. It took 14 days until the ransoms were paid and hostages were set free.

3. Perception of Threat of Piracy as viewed in Shipping World

The Nautilus Federation UK conducted a survey to British and Dutch maritime professionals with questions on their perception of threat to the piracy in the shipping world. The results are as follows:

- (1) How much do you see the threat of piracy against their ship?

Answers: Greatly 32%, More or less 41%, A little 27%.

- (2) How much do you see the threat of maritime terrorism against their ship?

Answers: Greatly 27%, More or less 61%, A little 11 %

- (3) Which is higher threat, piracy or maritime terrorism?

Answers: Piracy 47%, Maritime Terrorism 53%

- (4) As a maritime professional, how much are you shocked by the piracy incidents at sea?

Answers: Greatly 11%, More or less 49%, A little 39%

- (5) How useful do you consider the government/industry guidelines on preventing attacks to be?

Answers: Effective 21%, Incomplete 53%, Ineffective 26%

- (6) Do you consider the International Ship and Port Facility Security (ISPS) Code has improved security on ships and harbors?

Answer: Effective 59%

- (7) Do you consider the ISPS Code has had negative effects on you departing operations?

Answer: Yes 50%

- (8) Which measures do you consider to be most effective in improving security and reducing the risk of attack?

Answers: More crew on board 62%, Escort by navy 32%, Personnel in arms on board 29%

It seems that there is a gap to some extent in the consciousness between the public organizations and the seafarers for the measures against the piracy. The percentage of numbers of ships which were attacked by the pirates is small in all navigational vessels, and it cannot be necessarily said that threat perceptions and alertness of the seafarers are high. Although the guidelines for anti-piracy measures by the public organizations and ISPS Code are evaluated to be effective to some extent, there are also many opinions that wish for an increase of the crew members and escorts by the navy. Looking from the situation where patrolling activities by the multi-national navies with U.S. navy as its pillar are enhancing some deterring effectiveness as the anti-piracy measures off Somalia, as well as the lessons from the hijacking incident of the LPG Carrier off Somalia, the coordination between the shipping companies and the navy is expected to become important in future.

4. Counter-measures against Hostage Incidents: Need for Communication between the Stakeholders and Public Organizations

In case hostage incident occurs, communication between the stakeholders and governmental and police organizations is extremely important. D/SUPT Suzanne Williams, Head of Hostage Negotiation Unit, Met Police, London, pointed out on this matter as follows:

- (1) By grasping clearly the demand and objective of the offenders, it is necessary to negotiate by taking a common process for finding a solution to the problems.
- (2) In this case, we should be aware that the final goal is the liberation of the hostage in safety, and recovery of the ransom and arrest of offenders are secondary.
- (3) The stakeholders possibly include a host government in which the crime was committed, government of the flagging ship, ship owner, private military company, negotiation company, insurance company, contractor, family and others. In any cases, communication between the investor who pays the ransom and government organizations will decide the success or failure of negotiations.

Even if ransom is demanded, true aim of the offenders may happen to be political demands, protest, disputes, and so forth. Head Williams emphasized that, in this case, we should not regard everything is settled by the liberation of the hostages, after which we are obliged to take greater response, and the government should continue negotiations by foreseeing this matter. Here, again, close communication of wills between the private stakeholders and the government is required. As the measures similar to this, Head Williams said we should establish beforehand the command structure for communication between the corporations and the government. It is desirable that the related government departments and corporations can participate in this organization, and liaison officers in charge of communication between the related organizations and corporations be assigned, she said.

Conclusion

Previously, the meeting to be held every three years had the main objective of providing the status of damages by piracy collected by the Piracy Report Center of the IMB. However, as the sessions increase, it not only reports the status but also makes efforts to discuss timely topics and to publish the proposals. The content of the meeting is getting substantial. Taking up the apprehensive connection between the piracy and maritime terrorism as one of the themes, the 5th conference held in 2004 introduced various information and prospects in this area. At the 6th conference this year the status of piracy off African coast was introduced although opinions are divided whether or not it belongs to maritime terrorism. Under the present circumstances where demands on ransom are increasing, the meeting seriously discussed communication between the public organizations including government and shipping agents, negotiation companies, and shareholders was seriously discussed. Representing the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) which started in November 2007, Executive Director Yoshiaki Ito participated in the conference for the first time. Ito introduced how the ReCAAP, as an international organization, is tackling the problems of

piracy as well as the coordination between the maritime law enforcement agencies of each country led by the IMB. Through the discussion at this conference, it is expected that new international and cross-sectional tackling toward the stabilization of maritime orders be proposed to be realized.

At present, the multinational maritime patrol joint task force with the U.S. navy as its center is operating off the eastern coast of Africa to the Arabian Sea. Backed by the contributions of these activities, some U.S. naval officers and staff in charge of the operations also attended the current conference. Evaluation on the joint task force from the African coastal nations and shipping companies is high. It was noted in every part throughout the conference, and it was felt to be also recognized by the South East Asian countries. As a symbol of the age when international and cross-sectional tackling is required for the security at sea, the activities of the joint task force will increase its importance more than ever in future. Additionally, at the current conference officials from the navies, coastal guards, defense departments and maritime security coordinators from Bangladesh, Cambodia, Thailand, China, France, Indonesia, Malaysia, Holland, Oman, Singapore, Korea, UAE, UK, USA, and Vietnam participated. This seems to be symbolizing that international and cross-sectional communication is essential for protecting and maintaining the maritime security.

Links

ABC News	http://www.abc.net.au/news/
AFP	http://www.afp.com/home/
Antara News	http://www.antara.co.id/en/
AP	http://www.ap.org/
Bernamea	http://www.bernama.com/
Bloomberg	http://www.bloomberg.com/
China's Business Newspaper	http://www.thestandard.com.hk/
China Daily	http://www.chinadaily.com.cn/english/home/index.html
IISS	http://www.iiss.org/
Iol	http://www.iol.co.za/
Interfax	http://www.interfax.com/
Itar-Tass	http://www.itar-tass.com/eng/
JoongAng Daily	http://joongangdaily.joins.com/
newindpress	http://www.newindpress.com/
newkerala.com	http://www.newkerala.com/
RIA Novosti	http://en.rian.ru/
Reuters	http://today.reuters.com/news/default.aspx/
Shiptalk	http://www.shiptalk.com/
Strategy Page	http://www.strategypage.com/
The Guardian	http://www.ngrguardiannews.com/
The Japan Times	http://www.japantimes.co.jp/
The Korea Herald	http://www.koreaherald.co.kr/index.asp
The Ministry of Foreign Affairs of Japan	http://www.mofa.go.jp/index.html
The Straits Times, Singapore	http://straitstimes.asiaone.com/
The Times of India	http://timesofindia.indiatimes.com/
The Washington Times	http://www.washtimes.com/
The White House HP	http://www.whitehouse.gov/
U.S. Pacific Fleet	http://www.cpf.navy.mil/

Ocean Policy Research Foundation

3F, Kaiyo Senpaku Bldg., 15-16 Toranomom 1-Chome, Minato-ku, Tokyo 105-0001, Japan
TEL.81-3-3502-1828 FAX.81-3-3502-2033

The "Ship & Ocean Foundation" is operating under the name of "Ocean Policy Research Foundation"