

# OPRF MARINT Monthly Report

## July 2007



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~ Characteristics viewed in the IMB and ReCAAP Reports ~

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.

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## **Retrospect: the First Half of 2007**

**Security:** The International Maritime Bureau (IMB) issued its 2006 report on the piracy attacks on January 22. According to this report, the piracy attacks in 2006 totals 239 cases, falling for the third year in a row, compared to 276 in 2005, and 329 in 2004. However, According to the report of the first half of 2007, the incidents of piracy have drastically increased particularly during the three months from April to June, and it was most significant in Somalia and Nigeria.

On June 14, U.S. President George W. 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. At the 6th conference, the status of piracy off African coast was introduced. In addition, they seriously discussed the communication between the public organizations including government and shipping agents, negotiation companies, and shareholders, under the present situation of increasing demands for ransom. Also, 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.

Regarding the situation over the Malacca Straits, preparation for the works of removing within 2007 the two wrecked ships posing danger to navigation in the Straits is being made under the Marine Department of Peninsular Malaysia. The salvage operations are expected to take six months or more. In Kuala Lumpur, on March 13 and 14 the symposium on the 'Enhancement of Safety of Navigation and Environmental Protection of the Straits of Malacca and Singapore' was held. At the symposium Mr. Yohei Sasakawa, Chairman of the Nippon Foundation, made an address in the opening remarks on the subject titled "The Enhancement of Safety of Navigation and the Environmental Protection of the Malacca and Singapore Straits." Arguing that a contribution of only one cent per ton by a user of the Straits would raise a huge amount of 40 million U.S. dollars a year, Mr. Yohei Sasakawa proposed the establishment of the Fund. The summery of the symposium and the address made by Mr. Sasakawa, Chairman of the Nippon Foundation can be referred to the feature in the OPRF MARINT Monthly Report, April 2007.

The Japanese Upper House passed and approved the basic maritime law and the law on establishing safety areas for maritime structures on April 20. These laws are aimed at establishing a system to secure the safety in surrounding waters and to protect Japan's maritime rights and interests. This law come into force on July 20. (The outline of the law can be referred to the Document in the OPRF MARINT Monthly Report, April 2007.)

**Military:** It was of note that the Indian Navy flotilla comprising three guided missile destroyers, two guided missile corvette and a tanker from Eastern Command (Vishakhapatnam) conducted a two-month cruise around the eastern Asia running March 18 to May 23. During the period, after concluding maneuvers with Singapore's Navy in late March, and proceeding north, it had the joint exercises with navies from China, Japan, New Zealand, the Philippines, the United States and Russia, respectively. As for the naval buildup of the Indian Navy, India will have three aircraft carriers within ten years. The *Admiral Gorshkov* acquired from Russia will be deployed to the fleet within two to three years as *INS Vinkramaditya*. India is also planning to build 42,000 ton carriers, or Air Defense Ships (ADS's). The first ADS ship is expected to enter service in 2012, and the second one in 2017. 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*, making India join a select group of nations operating a LPD.

On May 25, U.S. Defense Department published an Annual Report to Congress on Military Power of the People's Republic of China 2007. The report showed their continued alertness to the Chinese military trend that still lacks transparency, saying, "The expanding military capabilities of China's armed forces are a major factor in changing East Asian military balances. This lack of transparency in China's military affairs will naturally and understandably prompt international responses that hedge against the unknown." During the first half year, several reports were seen over the Chinese development of an aircraft carrier, but no official comments on the construction of an aircraft carrier have been made by the Chinese authorities. The aircraft carrier is regarded to be

an essential platform if the People's Liberation Army (PLA) Navy is to grow into real ocean-going navy with sea lane defense capability over the distance. However, no notable descriptions on the construction of China's aircraft carrier have been observed in the U.S. Defense Department report. Regarding the other military trend, it is of note that China conducted on January 11 an anti-satellite (ASAT) weapon test of destroying its own satellite target with a kinetic kill vehicle launched on board a ballistic missile.

Another significant event during the first half year is the new construction of various types of vessels by the Republic of Korea (ROK) Navy. The first Type214 submarine, the *Sohn Won-Il*, has successfully completed its first trial at sea, and should be commissioned for service by November. Also, on May 25, ROK's first Aegis class destroyer (7,600-ton) was launched. Named *King Sejong*, an Aegis class destroyer took an initial step toward giving Korea the ability to protect sea lanes far from the territorial waters of the country. The Navy plans to deploy a total of three Aegis class ships. Furthermore, the ROK will build its seventh naval base in Jeju.

**Diplomacy and International Relations:** The second East Asia Summit meeting was held on the Philippine island of Cebu on 15 January. Simultaneously, a series of top leaders' meetings including the ASEAN summit and ASEAN plus three, top meeting between Japan and China and another summit meeting between Japan and the Republic of Korea (ROK) were held. Taking into considerations of the increasing demand of energy in Asian region and rising oil prices, the conference adopted the "Ceb Declaration on Energy Security" for the energy security as common concerns for every country.

Chinese President Hu Jintao made his visits

to eight African nations of Cameroon, Liberia, Sudan, Zambia, Namibia, South Africa, Mozambique and Seychelles from January 30 to February 11, which impressed Chinese posture of emphasizing its policy toward Africa. Foreign Minister Li Zhaoxing said his African tour was a great success in promoting friendly and cooperative ties between China and Africa.

On February 16, a bipartisan Japan hands study group co-chaired by Richard L. Armitage and Joseph Nye issued a report titled "The U.S.-Japan Alliance: Getting Asia Right through 2020." The new report considers the prospects for Asia through 2020 and how the United States and Japan can, through their alliance as a driving force, put positive influence on the future of Asia where China and India are rising simultaneously.

U. S. Vice President Dick Cheney visited Japan, Guam, and Australia from February 20 to 23. During this period Vice President Cheney had talks with Japanese Prime Minister Shinzo Abe and Foreign Minister Taro Aso. Moreover, on February 21, he made a speech on board USS *Kitty Hawk* at the U.S. Naval Base in Yokosuka, where he emphasized importance of U. S.-Japan Alliance. Also, in Australia he expressed his expectation for strengthening the trilateral security structure with the United States, Japan, and Australia. Also, on March 13, Japanese Prime Minister Shinzo had talks with visiting Australian Prime Minister John Howard, and two leaders signed "Japan-Australia Joint Declaration on Security Cooperation." It is the first time for Japan to issue such a comprehensive joint declaration in the field of security with a country other than the United States. On April 27, Japanese Prime Minister Shinzo Abe had the Japan-U.S. Summit meeting with President George W. Bush in the United States, where two leaders emphasized an "invaluable" importance of

Japan-U.S. alliance at the joint press conference after the meeting.

The 14th summit meeting of the member countries of the South Asia Association for Regional Cooperation (SAARC) was held from April 2 to 3 in New Delhi, India. In addition to seven countries of the South Asian countries, India, Pakistan, Bangladesh, Sri Lanka, Nepal, Bhutan, and Maldives, a new member of Afghanistan participated in this meeting for the first time. From the outside of the region, China, the European Union, Japan, South Korea, and the United States attend the summit as observers for the first time, which became a motive to deepen international connectivity between South Asia and the major extra-regional countries.

On May 15, U.S. President George W. Bush made an announcement to urge the Senate to act favorably on U.S. accession to the United Nations Convention on the Law of the Sea (UNCLOS) during this session of Congress (by the end of 2007). On May 16, Joseph R. Biden (Democrat), Chairman, Senate Foreign Relations Committee pledged he would work closely with President Bush and Richard G. Lugar, the Committee's Ranking Minority Member, to carry the bill of accession to the treaty "in coming months." Based upon the above statements of the leaders of both Majority Democratic Party and Minority Republican Party at the Senate Foreign Relations Committee over discussions on ratification of the treaty, it is highly that ratification of U.S. accession to UNCLOS be realized within 2007 (1st Session of 110th Congress) before election year.

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. Indonesia

was now preparing to make its Extended Continental Shelf (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. After attending a meeting of parties to the United Nations Convention on the Law of the Seas (UNCLOS) held in New York on June 18-22, the Indonesian Foreign Ministry's director general for legal and international agreements, 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.

**Shipping, Resources, Environment, and Miscellaneous:** Noteworthy event in this corner is the construction of pipelines crossing the Malaysian peninsula. On May 8, Prime Minister Abdullah Ahmad Badaw, who is also the finance minister, agreed to the project of building a pipeline in Malaysia's northern region. The plan is laying pipelines which cover about 300 kilometers from Kedah State, in the northwest coast, to Kelantan State, in the northeast coast. As much as seven billion U.S. dollars will be invested in the ambitious project over eight years. On May 28, Trans-Peninsula, 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 pipeline. 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. Two articles on this project can be referred to in the feature in the OPRF MARINT Monthly Report, May 2007.

On February 6, Singaporean port company, PSA International Pte Ltd (PSAI), through its subsidiary PSA Gwadar Ltd (PSA Gwadar), has signed a 40-year concession agreement with the Gwadar Port Authority to operate a multi-purpose and container terminal located in the western province of Balochistan in Pakistan. The Gwadar port of Pakistan opened on March 20. Pakistani President Pervez Musharraf said at the inauguration ceremony of Gwadar port that the Gwadar port would be a gateway for trade with the Central Asia, expressing "This port would provide to be trade corridor for Central Asian states, China and the Gulf as 60 percent trade of oil and gas is done through this route."

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.

## Major Events in July 2007

**Security:** According to the report on the incidents of piracy and armed robbery during the first half of 2007 issued by Piracy Report Center (PRC) of the International Maritime Bureau (IMB), the incidents of piracy have drastically increased particularly during the three months from April to June, and it was most significant in Somalia and Nigeria. The number of the attacks reported during the three months from April to June is 85 (including the attempted cases) of all cases of 126. This is a remarkable increase, compared with 66 cases in the same period of 2006 and 41 cases in a first quarter of 2007. (As for the report of first half of 2007 and the ReCAAP report, refer to the analysis in this monthly report.)

**Military:** The US nuclear powered aircraft carrier USS *Nimitz* (CVN 68) entered Chennai (Madras), India on July 1, and she stayed there until 5. The visit of the *Nimitz* was opposed by the Indian Left groups including the communist party. As for the background of the *Nimitz* visit, we have introduced in the commentary 1 in this report.

Republic of Korea (ROK) Navy's lead unit of 14,000-ton class amphibious landing and transport vessel (LPH) named "The *Dokdo*" (Korean name for Japanese territory Takeshima) was commissioned at Chinhae naval base on July 3, after completing one-year trial. The ROK Navy is planning to three LPH's by 2011. As for the background of South Korean naval expansion, we have introduced in the commentary 2 in this report.

On July 5, a nuclear researcher at the Federation of American Scientists, Hans M. Christensen, made public a picture of China's new nuclear ballistic missile submarine on Google Earth, which is believed to reveal the new Jin-class SSBN(Type 094).

India has activated its monitoring post established in Madagascar. The station is the first facilities India has built on the foreign soil that will keep an eye on ship movements in the Indian Ocean. Being complete with radars and surveillance gear to intercept maritime communication, a key monitoring station in northern Madagascar was made operational in early July as part of Indian Navy's strategy to protect the country's sea lanes of communication.

On July 27, Kanwa, a Hong Kong defense news agency, said purchases by China of Russian aircraft carrier components suggested that Beijing was planning to build one or two aircraft carriers, possibly by 2015. The agency cited a senior source in Russian Navy, saying that Russia and China have an agreement to purchase four deck landing systems capable of handling heavy-based fighters such as the Su-33 Flanker.

**Diplomacy and International relations:** On July 10, Australian Defense Minister Brenda Nelson said that Australia doesn't view China as a threat and its defense cooperation agreement with Japan signed in March 2007 shouldn't be as an effort to "contain" China. Nelson expressed his view in a speech at the National Defense University in Beijing during his tour in China.

Vietnamese and Chinese government officials met in Beijing from July 21-23 to discuss border

and territorial issues. The negotiators agreed to tackle all sea-related issues in order to avoid any negative impacts on the two countries' relationship, bearing in mind the stability in the South China Sea.

**Shipping, Resources, Environment and Miscellaneous:** On July 5, China's Ministry of Communications' Water Transport Department told China plans to not only make its ocean-going fleet the third largest in the world by 2010, but also encourage foreigners to invest in China's shipping industry in order to improve maritime security and better protect national interest.

Russia's Sakhalin Energy Investment Company (SEIC) commenced drilling of first wells from the Lunskeye-A (LUN-A) platform located in Lunskeye gas and condensate field some 15 kilometers offshore North-Eastern Sakhalin. This platform will be the first gas producing offshore platform in Russia.

In India and Sri Lanka, the battle for the ports is under way. The Sri Lanka Ports Authority (SLPA), which administers and operates the Port of Colombo, is implementing two ambitious projects to retain the port's number one status in the subcontinent. With these projects, Sri Lanka is expecting to retain Colombo's position as the "Gateway to South Asia." On the other hand, India is implementing 276 projects in all its 12 major ports by 2011-12.



# 1. Information Digest

## 1.1 Security

### July 12 “Pirate Attack Cases in 2q show Signs of Increasing” (AP, July 12, 2007)

According to a report on the pirate attack cases in the second quarter in 2007 issued by the International Maritime Bureau (IMB) on June 12, pirate attacks have increased sharply, particularly in the past three months from April to June, and especially in Somalia and Nigeria. There were 85 attacks cases reported (including those attempted) in the April-June quarter, up from 66 in the same period in 2006 and compared to only 41 in the previous quarter in 2007. IMB director Pottengal Mukundan said, “Despite a sustained decrease in acts of piracy over the past three years, the statistics for the second quarter of this year suggest that we may be seeing a reversal of this trend.” In particular, regarding Somalia and Nigeria, he warned these countries remain very dangerous, high-risk areas with large numbers of violent kidnappings and hostage takings. Also, according to the IMB report, 24 attacks were reported in the waters around Indonesian archipelagoes in the first half of 2007. Although this was an improvement from 33 in the same period in 2006, the areas remained the world’s hotspots with the highest number of piracy attacks. (The report in the second quarter in 2007 and ReCAAP report are discussed in the analysis in this report)

### July 12 “JMSDF rescues Ship in distress off Oman” (The Age, July 12, 2007)

According to the US Navy 5th Fleet, the Japanese Maritime Self-Defense Force (MSDF) *Suzunami* and the Pakistani *Tippu Sultan* helped rescue sailors from the South Korean cargo Ship Orchin Sun, after the vessel sank approximately 150 kilometers east of Oman on July 2. The *Suzunami* dispatched a helicopter to aid in rescue operations. The Japanese and Pakistani naval ships are part of task force that patrols regional waters of the US Navy 5th Fleet.

### July 17 “Australia, Indonesia, start Joint Maritime Surveillance and Search & Rescue Exercises” (Department of Defense, Australia, News lease, July 17, 2007)

On July 17, Australia and Indonesia conducted an opening ceremony of the Joint Exercise, the Exercise Albatros Ausindo 07, at RAAF Base Darwin. Involving sorties covering maritime surveillance and search and rescue, the Exercise Albatros Ausindo 07 will run until July 20. Being conducted eight times since its inception, this exercise is part of efforts in developing cooperative maritime surveillance procedures between the two countries.

### July 17 “Panama-flagged freighter disappears off Somalia” (Independent Online, July 17, 2007)

A Panama-flagged cargo vessel, the MV *Infinity Marine 1*, has gone missing some 37 nautical miles off the northeastern village of Ras Hafun in Somalia's pirate-infested waters on June 26

and its whereabouts remain unknown. This was revealed by Andrew Mwangura of the Kenyan branch of the Seafarers' Assistance Program on July 17. Four vessels -- one from Taiwan, another from Denmark and two from South Korea -- are already currently in the hands of pirates off the coast of war-torn Somalia. In June, a North Korean vessel, MV *Sea Prince*, also went missing in the Horn of Africa waters.

### **July 30 “IMO requests UN to take measures to keep security off Somalia” (The East African, July 30, 2007)**

The International Maritime Organization (IMO) wants the UN Security Council to undertake urgent measures to restore security in the Somali waters. Following the appeal by IMO secretary general Efthimios Mitropoulos and UN secretary general Ban Ki-moon, the Security Council is expected to pressure the Transitional Federal Government of Somalia to either crack down on the menace itself or seek international assistance. UN action would include consenting to naval ships operating in the Indian Ocean to enter the country's territorial waters when engaging in pursuit of pirates or suspected pirates and armed robbers endangering the safety of life at sea, in particular, in order to secure the safety of crews on board ships carrying World Food Program humanitarian aid to Somalia or leaving Somali ports after having discharged their cargo.

## **1.2 Military**

### **July 1 “US aircraft carrier enters Chennai port” (Zee News, July 3, 2007 and other sources)**

On July 1, the U.S. nuclear powered warship USS *Nimitz* entered Chennai Port. The *Nimitz* will stay there until July 5. Indian Defense Minister A. K. Antony said that the visit of the warship was part of efforts to expand bilateral defense cooperation. The Chennai Port Trust has made arrangements to face any eventuality including a nuclear radiation. Also, the Department of Atomic Energy has sent a consignment of medicines as a contingency measure.

The visit of the *Nimitz* to India has been opposed by the Indian Left groups including the communist party and media. On July 2, the communist party criticized the government promoting defense cooperation with the United States which will make India its military allies. On June 30, Rear Admiral John Terence Blake, Commander of the *Nimitz* Strike Group, told the media “We can neither confirm nor deny the presence of weapons on board the ship,” in keeping with the U.S. Navy guidelines. Here, Communist Party Political Bureau blamed the Indian government and the U.S. Embassy for U.S. Admiral's message as misleading the Indian people. (New Kerala, July 2, 2007)

David Mulford, the U.S. Ambassador to India, said, “India is a democratic country, everyone has a right to express an opinion. I am not surprised at the protests.” The ambassador stressed that the *Nimitz* visit is part of a long developing process of deepening relationship between the

two countries. (Indo-Asian News service, July 2, 2007)

The USS *Nimitz* is headed back to the Gulf on July 5. (India-Denfese.com, July 5, 2007)  
(As for the background of the *Nimitz*' visit, we have introduced in the commentary 1 in this report.)

### **July 3 “ROK commissions biggest Landing Ship in Asia” (The Korea Herald, July 4 and The Chosun Ilbo, July 4, 2007)**

Completing one-year trial, the Republic of Korea (ROK) Navy has commissioned the lead unit of 14,000 ton class amphibious landing and transport vessel (LPH) named “The *Dokdo*” (Korean name for Japanese territory Takeshima) on July 3. The *Dokdo* has been under construction by Hanjin Heavy Industries & Construction Co., at a cost of about 500 billion won (520 million US dollars). The *Dokdo* will commence operations from the first half 2008. According to the South Korean Navy, the *Dokdo* LPH, with helicopters on board, will become a key element of the Korean mobile task fleet to be established in 2010. When she is commissioned, the amphibious operational capability of South Korea will remarkably be enhanced. The *Dokdo* is used not only for amphibious landing operations for the marine but for international humanitarian support activities. The ROK Navy is planning to have three LPH's by 2011.

The *Dokdo* is 199-meter-long, 31-meter-wide with a maximum speed of 43 kilometers per hour. The ship is equipped with two Goalkeeper close-in weapon systems, a 12 kilometer-range RAM anti-missile launcher and the latest radar system, and carries 300 crew members, plus 700 troops, seven helicopters, six tanks, three artillery guns, two hovercraft, and other vehicles.

### **July 5 “US researcher issues satellite images of China's new ballistic missile sub” (Strategic Security Blog, July 5, 2007)**

On July 5, a U.S. researcher working for the Nuclear Information Project at the Federation of American Scientists (FAS), Hans M. Kristensen, made public a picture of China's new nuclear ballistic missile submarine on Google Earth, which is believed to reveal the new Jin-class SSBN (Type 094) at the Xiaopingdao base near Dalian. The photo was captured in the second half of 2006.

The new class, known as the Jin-class or Type 094, is expected to replace the Xia-class (Type 092) of a single boat built in the early 1980s. The U.S. Office of Naval Intelligence (ONI) estimates that China might build five Jin-class SSBNs. (Refer to OPRF MARINT Monthly Report, March 2007.)

Kristensen makes a comparison between Jin-class and Xia-class by placing side by side an image of what is believed to be the Xia-class (Type 092) SSBN in dry dock at the Jianggezhuang Submarine Base approximately 14 miles east of Qingdao and another one of Jin-class SSBN. An analysis shows the Jin-class appears to be approximately 35 feet (10 meters) longer than the Xia-class SSBN, primarily due to an extended mid-section of approximately 115 feet (35 meters) that houses the missile launch tubes and part of the reactor compartment. The extended missile compartment of the Jin-class seems intended to accommodate the Julang-2 sea-launched ballistic

missile, which is larger than the Julang-1 deployed on the Xia-class. Although the ONI estimates Jin-class will have 12 missiles launch tubes, other non-governmental sources frequently claim the submarine will have 16 tubes. (Refer to OPRF MARINT Monthly Report, March 2007.)

The picture of China's new submarine on Google Earth is available on Internet at:

<http://maps.google.com/maps?f=q&hl=en&geocode=&q=Xiaopingdao&sll=38.818269,121.492057&sspn=0.003218,0.005021&ie=UTF8&ll=38.817605,121.494096&spn=0.003218,0.005021&t=k&z=18&om=1>

### **【Related Story】**

#### **“Taiwan Defense Ministry confirms China’s Development of Jin class SSBN (Type 094)” (Central News Agency, July 26, 2007)**

The Ministry of National Defense (MND) of Taiwan confirmed on July 26 that China has developed second generation strategic nuclear submarine, Jin class SSBN (Type 094). The MND estimates Type 094 could carry 16 ballistic missiles. According to the DND, the 094 model is equivalent to the U.S. Ohio-class in terms of mobility, flexibility, survivability and combat capability.

#### **July 7 “India gets submarine missile power” (CNN-IBN, July 7, 2007)**

Announcing that it has developed and tested a submarine-based cruise missile Sagarika successfully, India has declared itself capable of launching a nuclear missile from a submarine. With the induction of Sagarika, India has completed the triad of India's nuclear weapons delivery systems. Sagarika is said to have a range of 1,000 kilometers. India has a no first use doctrine and so it means that the deterrence capability has to be very effective as well as reliable. The introduction of Sagarika would provide the military with its most reliable second strike capability.

#### **July 7 “US flattop Enterprise departs for Anti-terrorist war” (Navy News Stand, July 7, 2007)**

On July 7, the nuclear-powered aircraft carrier USS *Enterprise* (CVN 65) departed Naval Station Norfolk for a regularly scheduled deployment in support of the global war on terrorism. This is the *Enterprise's* second deployment within the past 14 months. The Big E will continue operations until November 18.

On July 10, the Headquarters of U.S. Navy 5th Fleet said the USS *Enterprise* will enter its 5th Fleet area of operations, which includes waters close to Iran, and will operate as a third aircraft, joining two other aircraft carriers already in the area. (The International Herald Tribune, July 10, 2007)

According to a spokesman of the U.S. Defense Department on July 12, two other carriers, USS *Nimitz* and USS *John C. Stennis*, will leave from the U.S. Navy 5th Fleet operational areas within the next two weeks, which would leave one aircraft carrier in the areas by August. However, the U.S. Defense Department stressed this change in carrier presence does not mean any degradation of the US commitment or a change of the regional security policy. (World

Tribune, July 16, 2007)

### **July 9 “China, Australia, New Zealand to hold maritime drill in Sept” (Xinhua, July 9, 2007)**

China, Australia and New Zealand will hold their first-ever joint maritime drill in September near Australia. The news came out of Australian Defense Minister Brendan Nelson who had the talks with Chinese counterpart Cao Gangchuan during his visit to China on July 9. Nelson said Chinese vessels would visit Australia in September and hold a search-and-rescue exercise with Australia and New Zealand. China has conducted bilateral search-and-rescue drills with countries including Britain, France, Pakistan, India, Australia, Thailand and the United States since 2003.

### **July 9 “Russia to build new nuclear submarine base in Kamchatka” (Russian Daily Online, July 9, 2007)**

Russia is to build a new nuclear submarine base in the Kamchatka Peninsula, the Russian Navy’s Commander-in-Chief Admiral Vladimir Masorin told in Petropavlovsk-Kamchatsky on July 9. The new base for the submarine forces of the Pacific Fleet will be constructed in the town of Vilyuchinsk, south of Petropavlovsk-Kamchatsky in the next two or three years. The base is designed for new strategic submarines, *Borei*-class. In addition, a new base for surface ships is to be built in Avachinskaya bay of Petropavlovsk-Kamchatsky. There are currently 19 Russian submarines and other vessels on duty in the world ocean, the Russian Navy’s commander-in-chief said.

### **July 10 “Signs of work noted on Chinese Aircraft Carrier *Varyag*?” (Strategy Page, July 10, 2007)**

Former Soviet Aircraft Carrier, the *Varyag*, has been tied up in a Chinese port of Dailan since 2002. While the ship is under guard, it can be seen from a nearby highway. Looking from that vantage point, local military and naval fans have confirmed that some kind of work is being done on the ship. According to them, the only visible signs of this work are a new paint job (in the gray shade used by the Chinese navy) and ongoing work on the superstructure (particularly the tall island on the flight deck). Many workers can be seen on the ship, and material is seen going into (new stuff) and out of (old stuff) the ship. The new contracts are believed to be for more equipment for the *Varyag*, in addition to the non-custom stuff already going into the ship. (As for the *Variag*, refer to a special article in OPRF MARINT Monthly Report, January 2006.)

### **【Related Story】**

### **“China may buy aircraft carrier’s deck landing systems” (RIA Novosti, July 27, 2007)**

On July 27, Kanwa, a Hong Kong defense news agency, said purchases by China of Russian aircraft carrier components suggested that Beijing was planning to build one or two aircraft

carriers, possibly by 2015. The agency cited a senior source in the Russian Navy, saying that Russia and China have an agreement to purchase four deck landing systems capable of handling heavy deck-based fighters such as the Su-33 Flanker. According to Kanwa expert Andrei Chang, one landing system will be studied and copied, and another will be installed on the *Varyag*, a Soviet-made carrier. Two other deck landing systems are regarded to be installed on two new carriers, although China unconvincingly denies it is going to build them. Chang said the recent purchase of a T10K, an earlier version of the Su-33, from Ukraine, demonstrates that China also plans to build its own deck-based long-range fighter. Official confirmation of the carrier project was likely to be made after the 2008 Olympic Games in Beijing. "Until then we will probably not hear anything official on this issue; moreover, Chinese docks are unable to handle such large projects at the moment," he said. According to Chang, the project could be announced in 2009-2012 and completed in 2013-2017.

At the Air Show China 2006 held in Zhuhai since late October 2006, a Russian delegate clarified his intention of helping China with building an aircraft carrier if they asked for assistance. (Refer to OPRF MARINT Monthly Report, November 2006.)

#### **July 11 "India, Australia sign accord for military ties" (Press Trust of India, July 17, 2007)**

India and Australia inked an accord to promote maritime cooperation and military exchanges on July 11, following the meeting between Indian Defense Minister A. K. Antony and Australian counterpart Brendan Nelson who was visiting India. This agreement helps both countries promote maritime cooperation for security in the Asia Pacific region and hold joint naval exercises. The accord also provides for enhancing military exchanges between the two countries, especially in training their armed forces.

#### **July 11 "Russia to complete new naval base in Novorossiisk on Black Sea"(RIA Novosti, July 11, 2007)**

On July 11, Russian Navy Commander Admiral Vladimir Masorin said construction of a new base for the Russian Black Sea Fleet in the port of Novorossiisk will be completed by 2012. This base construction was commenced in 2003, as Ukraine demanded the base in Sevastopol be withdrawn by 2017. According to Admiral Masorin, Russia will finish the construction of breakwaters and piers in five years, as a result of which the base will be able to accommodate up to 100 ships of the Black Sea Fleet. The construction of other base infrastructure will continue beyond 2012, the admiral said.

#### **July 17 "India to deploy military forces in Central Asia region" (Press Trust India, July 11, 2007)**

India is quietly preparing to deploy at least one squadron of Mi-17 helicopters at the Ayni airbase in Tajikistan. This will be its first real military deployment to foreign soil and give New Delhi 'strategic reach' in energy-rich Central Asia. The first plan is regarded to deploy Mi-17

helicopters, as well as some Kiran trainer aircraft to train Tajik pilots, at the airbase before the end of this year. This is just the prelude to a larger strategic deployment in the region which is becoming more important for India's growing demand of energy. The eventual aim of India is to station even MiG-29 fighter jets at the airbase.

Officially, the Indian Defense Ministry and Indian Air Force strongly deny the move to establish an Indian military base at Ayni. However, with the help of engineers from Army and Border Roads Organization, India has extended and repaired the runway at the airbase, around 15 km from Tajik capital Dushanbe. It has also constructed three aircraft hangars and an air-control tower. This was done under a three-way agreement among India, Tajikistan and Russia. The Ayni airbase, lying largely unused since the mid-1980s, has now become fully ready for operations after four years since 2002. India, on its part, wants "military presence" in the area to check "any anti-India activity" in the terrorist-infected Pakistan-Afghanistan region. (As for the Ayni airbase, refer to OPRF MARINT Monthly Report, April 2006.)

### **July 18 "India activates first monitoring facilities in Madagascar" (The Indian Express, July 17, 2007)**

India has activated its monitoring post established in Madagascar. The station is the first facilities India has built on the foreign soil that will keep an eye on ship movements in the Indian Ocean. A key monitoring station in northern Madagascar, complete with radars and surveillance gear to intercept maritime communication, was quietly made operational in early July as part of Indian Navy's strategy to protect the country's sea lanes of communication. This monitoring station, which has been under construction since 2006, will link up similar facilities in Kochi, Mumbai to gather information on foreign navies operating in the region.

While the station will also monitor piracy and terrorist activities, its primary aim is to counter the growing Chinese influence in the Indian Ocean Region. The station is India's first in southern Indian Ocean that is gaining importance due to increasing oil traffic across the Cape of Good Hope and the Mozambique Channel route preferred by super tankers. The U.S. already has a permanent military base with aerial assets and monitoring facilities in Diego Garcia, 1,400 nautical miles north-east of the Madagascar facility. India is looking at developing another monitoring facility at an atoll it has leased from Mauritius in the near future. While no official announcement is available, sources say some progress has recently been made on the project. "With berthing rights in Oman and monitoring stations in Madagascar, Mauritius, Cochin and Mumbai, the navy will effectively make ready for protecting sea lanes right from Mozambique and the Cape of Good Hope to the Gulf of Oman," an official said. The Indian navy has already made its presence felt along the African coast with regular warships deployments to monitor piracy and terrorist movements. India also inked an agreement with Mozambique in 2006 to mount periodical maritime patrolling off its vast coast. In 2003, the Indian navy provided seaward protection for the African Union summit at Mozambique. (Regarding the rivalry between India and China in the Indian Ocean, refer to OPRF MARINT Monthly Report, May 2007.)

**July 18 “ROK Navy to move its OPS Command to Busan” (Yonhap, July 18, 2007)**

On July 18, the Republic of Korea (ROK) Navy announced a plan to move its operational command from Jinhae to Busan by the end of 2007. The waters around Jinhae are said to be too shallow to accommodate brand-new huge vessels.

**July 19 “Three Nuclear submarines in Guam” (KUAM, July 26, 2007)**

The U.S. Navy’s Los Angeles Class attack submarine (SSN), the USS *Buffalo*, arrived at Guam on July 19. On July 27, her new commanding officer will be arriving. The deployment of USS *Buffalo* is an integral part of the Navy’s forward presence. Joining two sister ships, the USS *City of Corpus Christi* and the USS *Houston*, the *Buffalo* has become the third SSN homeported at Apra Harbor.

**July 24 “Chinese Naval Ships Leave For European Cruise” (Xinhua, July 24, 2007)**

On July 24, two Chinese naval vessels left Sanya, Hainan, for an 87-day tour that will take them to Russia, Britain, Spain and France. The guided missile destroyer *Guangzhou* (5,850 tons) and the supply ship *Weishanhu* (23,000 tons) are under the command of Major General Su Zhiqian, deputy commander of the South China Sea Fleet of the Chinese Navy. While cruising more than 23,000 nautical miles, the two ships will visit Russia’s Saint Petersburg, Britain’s Portsmouth, Spain’s Cadiz, and France’s Toulon in succession. More than 500 soldiers and officers are on board the vessels. They will join activities for the Year of China in Saint Petersburg and hold joint rescue exercises with the British, Spanish and French navies.

**July 31 “Indian Navy to host Multi-nation joint Sea Exercises – its outline and Aim” (Zeenews.com, July 31, 2007)**

The Indian Navy will host multi-national joint naval exercises to be held midway between the country’s east coast and its island territories in the Andaman Islands which control the passage to and from the Malacca Straits on September 4 to 9. Rear Admiral Pradeep Chauhan, Assistant Chief of the Naval Staff (foreign cooperation) briefed newsmen on the outline of the exercise on July 31 as follows.

- (1) In addition to India, the countries participating in the exercises are the US, Australia, Singapore and Japan. While India has held similar exercises with U.S. and Japan off the Japanese coast last winter, this is the first time that the Australian Navy would be taking part in such maneuvers. (As for the trilateral joint naval exercises among Japan, US and India, refer to OPRF MARINT Monthly, April 2007.)
- (2) Regarding the participating units, besides two aircraft carriers of USS *Nimitz* and USS *Kitty Hawk*, Americans are fielding two missile cruisers, five guided missile destroyers and two tankers, one SSN, and fixed-aircraft and helicopters. Also one frigate from Australia, one stealth frigate from Singapore and two destroyers from Japan – *Oonami* and *Udachi* will participate in the exercises respectively. Indian navy would be fielding its lone carrier INS *Viraat*, two Russian acquired missile destroyers, indigenous frigates and guided missile



corvettes, a tanker, and aircraft. This will be biggest concentration of fighting sea machines in the Bay of Bengal, since the 1971 Indo-Pak conflict. (Zeenews.com, July 31)

As for the aim of this exercises, explaining the exercises are only an enlarged version of an annual drills regularly held with the U.S. Navy, the “Malabar” series, Rear Admiral Pradeep Chauhan emphasized, “There are no movement to form a framework of security targeting any specific country. This exercise has no definite intention, and it has only a formula that one ship from another country is put into the U.S. fleet and some others wanted to join. It is in no way intended that the five countries will react to a specific country with joint force.” So saying, he has denied a view that five countries are trying for a formation of a new regional security framework. (The Hindu, August 1)

## 🎨 Commentary 🎨

### 1. Background of the USS *Nimitz*' Port-call to India

India is a nuclear state, which has an experience of having leased a nuclear-powered attack submarine from Russia to operate it. Moreover, the call by USS *Nimitz* is not the first by such a ship to an Indian port. Several days before the *Nimitz*' visit, Indian newspaper "The Hindu" dated June 28 reports as follows: (1) Indian Navy leased a Russia-built nuclear submarine from 1988 to 1991 to operate it as INS *Chakra*. (2) Additionally, nuclear-powered ships and submarines from France (four times), United Kingdom (once) and United States (five times) have visited Indian ports. (The Hindu, June 28, 2007)

Therefore, it is estimated that the anxieties that, with the port call of the U.S. carrier operating in the Persian Gulf to India, New Delhi may give an impression of supporting U.S. policies to Iraq and Iran; India is becoming a close ally of the U.S.; and/or the United States may have an intention of using India to contain China and Russia, may underlie the protests which were observed over the visit of the USS *Nimitz* to India.

Indian journalist, Siddharth Varadarajan, expresses his interesting opinion on the very judicious and farsighted U.S. policy noted behind the USS *Nimitz*' port-visit to India in his article entitled "Between the *Nimitz* and the deep sea" which he has contributed to the Indian newspaper "The Hindu" dated July 5, as follows:

Alluding to closer military ties between India and the United States since 1990s excepting a temporary disruption caused by the Indian

nuclear test in 1998, Varadarajan points out that the real aim of the *Nimitz*' port call is to make Indian people familiar with a long range plan the U.S. Department of Defense has been implementing for the last ten years. The purpose of this plan is to make India participate in some way in the U.S.-led "structure of cooperative vigilance" in the wider Asian region eventually by securing the right for access to the Indian base-facilities and by enhancing interoperability with the Indian military.

The distinguished Indian diplomat and convener of the National Security Council Advisory Board, M. K. Rasgotra, asserts in his recent work "The New Asian Power Dynamic" as follows: "Although people of the world say the 21st century is an 'Asian Century' by looking at an ascendant China and a rising India, it would more likely be an 'American Century in Asia.'" Supporting Rasgotra's remark as relevant, Varadarajan points out his opinion reflects the fact that the Indian people neither think strategically about the future development of Asia nor envision the structures of solving their own economic and political problems in the region without relying on the destabilizing intervention or the 'leadership' of an outside power.

Additionally, Varadarajan says the U.S. knows this Indian weakness, which is the reason why Washington is approaching New Delhi with a deal of helping India become a major power in exchange for India doing all it can do to ensure the 'American century in Asia' becomes a reality. The July 2005 nuclear deal was partly motivated by this aim and the generous cooperation of the U.S. in the military areas is also implemented by the same motive.

According to Varadarajan, the United States is anxious for concluding an Access and Cross-Serving Agreement (ACSA) with India so

that the U.S. forces may utilize the Indian base facilities frequently. However, the India-side is hesitating about turning its ports like Goa and Cochin into “permanent ports of call” for the U.S. Naval vessels deployed in the Persian Gulf. The U.S. is also said to wish for a participation of Russia-made *Sindhugosh (Kilo)* class submarines in the U.S.-India Joint exercises. As Iran has also *Kilo* class submarines, the U.S. is regarding with high interest the participation of these submarines in the exercises, which India has so far refused at Russian urging.

However, Varadarajan points out that the U.S. has two objectives in the military fields, citing India already knows that, the more deeply the U.S. involvement with India becomes, the more difficult it would become for India to decline this request. First is to make it certain that the Indian military power will not interfere with the interests of U.S. hegemony independently or in cooperation with other Asian great powers. Second is to let India take over the responsibilities of low-end task of hegemony-power including patrol activities, human assistance, Peace Keeping Operations (PKO) and other works for stabilization.

## 2. Background of expansion of ROK's Naval Force

In recent years, ROK is making strenuous efforts for increasing naval powers. This has been symbolized by its constructions of not only the largest amphibious ship in Asia but also 7,600 ton class “Aegis ship”, 1,800 ton class new type of submarines, and new type of high speed boats, domestic plan of building 3,000 ton class submarines, as well as new naval base in Jeju island. (These have been reported in this reports on every occasion.) Additionally, ROK has world-wide ship-building capabilities which enable it to

build warships indigenously.

What is behind the background of the recent expansion of Korean naval force? Richard Halloran, a journalist living in Honolulu, contributed an article entitled “S. Korea takes pride in navy buildup” to a local newspaper, “The Honolulu Adviser” dated July 1. He says, “South Korean navy has begun to remake itself from a coastal patrol force intended to foil North Korea into a blue water fleet able to project power onto the high seas, which has implications rippling out from Seoul to Singapore.” Halloran points out on its backgrounds which are outlined as follows:

- (1) In the background of an expansion of ROK Navy are many reasons. At the launch of Aegis destroyer on May 25, President Roh Moo-hyun showed a posture of emphasizing national pride. Hoping Korea will be reunified one day soon, he said, “South and North Korea will not keep picking quarrels with each other forever. We have to equip the nation with the capability to defend ourselves. The Aegis destroyer could be the best symbol of that capability.” In addition, with his theme of having South Korea rely less on the U.S. for security, Roh said, “We have to build up an adequate ability in all areas that constitute war power.”
- (2) Today, South Koreans are divided between those who would retain the alliance with the U.S. and those who seek independence or a tilt toward China. Many naval officers, having operated with the U.S. Navy for years, favor a continued alliance. An admiral said, “The Korean navy should build a force that can support the ROK-U.S. alliance.”
- (3) Those officers, however, appear to harbor the same antipathy toward Japan as most of their compatriots, and there is no doubt that

they see Japan as a rival whose fleet they aim to match with their naval expansion.

- (4) Senior Korean naval officers said that an essential reason for enlarging their fleet was to protect their sea lines of communication (SLOC). As it has expanded over the past three decades, the Korean economy has come to depend heavily on imports and exports. They cannot but rely on seaborne trade because South Korea is cut off from mainland Asia by the demilitarized zone that splits the peninsula. Korea imports, for instance, 78 percent of its petroleum from the Middle East, and the SLOC through the Malacca Strait and the South China Sea in Southeast Asia is vulnerable to pirates and terrorists. A naval officer concluded, "There is no doubt that the ROK's future prosperity depends on the use of the sea. Building a naval force to defend this maritime domain is becoming a key issue in the ROK's future national security strategy."

is shifting its defense paradigm from Himalaya (against China) to the Indian Ocean, by expanding naval power, so is South Korea shifting its paradigm from defense strategy against North Korea to defense strategy emphasizing the sea, which can be guessed from the articles above.

The Korean expansion of naval power cannot be overlooked by Japan whose EEZ borders each other. Moreover, regarding the names of Korean new construction ships, they seem to be reflecting their transparent intent to arouse nationalism by making them conscious of Japan. For instance, the amphibious ship is named "*Dokdo*" (Takeshima for Japan), the second unit of 1,800-ton class new type of submarine is named "*Jeong Ji*" (a military officer of the Goryeo Dynasty (918-1392) who made remarkable services to fighting the Japanese pirates during the last part of 1300s), and the first Aegis ship is named "*King Sejong the Great*." (During his ruling from 1418 to 1450, he sent Korean forces to Manchuria to expand the territory, and fought the Japanese pirates.) Simultaneously, just as India

## **1.3 Diplomacy and International Relations**

### **July 3 “Indian Navy to be dispatched to defend oil interests abroad” (The Financial Express, July 3, 2007)**

The Indian government is thinking of sending the Indian Navy to places where the country has oil interests and especially in areas where ONGC Videsh Ltd (OVL) has invested in oil and gas exploration. Pranab Mukherjee, Union external affairs minister, said that maritime diplomacy has become an essential component of India's foreign policy and its maritime interests have grown far beyond its territorial waters. OVL has 24 oil and gas properties in 14 countries, especially in energy rich areas such as Sakhalin, Sudan, Nigeria and Venezuela, at present. Mukherjee said, as the Indian Navy and Coast Guard function in securing energy resources for all countries passing across the Indian Ocean, the naval forces of other countries are expected to cooperate with the Indian Navy for India's oil interest. Mukherjee stressed as follows: Almost 1,000 million ton of oil from West Asia passes along the international shipping lanes of the Indian Ocean, close to Indian shore, annually, and the greater portion of this is destined for the U.S., China and Japan. Therefore, Indian Navy and Coast Guard are functioning not just for India's interest but for the world at large.

### **July 10 “Australian Defense Minister says Australia-Japan Joint Declaration isn't aimed at China” (Bloomberg, July 10, 2007)**

Australia doesn't view China as a threat and its defense cooperation agreement with Japan signed in March 2007 shouldn't be seen as an effort to “contain” China, Australian Defense Minister Brendan Nelson said on July 10. Nelson expressed his view in a speech at the National Defense University in Beijing during his tour in China. Explaining Australian and Japanese participation in a regional missile defense system with the U.S. is aimed at “rogue states” like North Korea, Nelson said, “This declaration has led to some ill-founded speculation that Australia-Japan security cooperation -- particularly with the United States on future missile defense -- could somehow make China uncomfortable by suggesting we are seeking to contain China's rise. Nothing could be further from the truth.” After the defense accord was signed in March, the Chinese government accused Australia, Japan and the U.S. of seeking to “contain” China. (As for Australia-Japan joint declaration, refer to analysis in the OPRF MARINT Monthly Report, March 2007.)

### **July 19 “China, Vietnam, clash over Spratlys, tension intensified” (Strait Times, July 19, 2007)**

Tension is growing between China and Vietnam over the Spratly Islands, which is reported in the Singaporean newspaper, the Strait Times, as follows:

- (1) On July 9, a group of Vietnamese fishing boats came under fire from Chinese naval vessels in waters near the Spratlys, 350 kilometers (km) east of Ho Chi Minh City. After the attack, one

Vietnamese boat sank, one fisherman was killed, and several others hurt. In early April, four Vietnamese fishing boats had been captured by Chinese naval vessels in waters near the Spratlys, and 41 fishermen were detained and released by the Chinese only after fines were paid. China claims the Spratlys, and Brunei, Malaysia and the Philippines also have claims to some of the islands.

- (2) Apart from the sovereignty issue, a matter of development of resources is the cause of the tension. Vietnam wants to exploit its proven reserves of more than 600 million barrels. However, much of it lies under the sea in offshore areas claimed by China. Already, for fear of the potential for serious conflict, some oil companies have pulled out. In June, British Petroleum and its partners U.S. oil giant ConocoPhillips and state-owned Petrovietnam halted a two-billion US dollars project to develop a gas field off southern Vietnam. Carlyle Thayer, a Vietnam expert and Professor of Australian Military Academy, regards the long-term strategic trends point to the potential for more heightened tensions over oil in the South China Sea.'

### **July 21- 23 “China, Vietnam, discuss Border and Territorial Issued” (Vietnam News Agency, July 24, 2007)**

Vietnamese and Chinese government officials met in Beijing from July 21- 23 to discuss border and territorial issues. The negotiators agreed to tackle all sea-related issues in order to avoid any negative impacts on the two countries' relationship, bearing in mind the stability in the South China Sea. The negotiators also confirmed that neither country would exacerbate existing disputes, complicate the situation, use force or the threat of force while the two sides are discussing the sea issues. The officials also agreed to continue cooperation in marine environmental protection, tsunami forecasting, marine research and sea search and rescue. In addition, they agreed to accelerate negotiations on the delineation of waters outside the Bac Bo (Tonkin) Gulf and on a cooperative model for mutual development in the area.

### **July 23 “Indonesia to register small Islands’ names to UN” (TEMPO Interactive, July 23, 2007)**

The Indonesian government is ready to register the names of small islands in Indonesia to the United Nations (UN) on August 18. “Fixing the island names is very important for national territory integrity,” said Alex S.W. Retraubun, Director of Small Islands Empowerment, during a seminar held in Sorong Port (Irian Jaya) on July 23. The Director acknowledged that naming the islands was the government’s responsibility. However, this had actually been abandoned despite the naming of islands also being a preventive measure against Indonesian outer islands being incorporated by other countries, said Alex. The outer islands are important because they are included in the strategic zone of sovereignty basis. Based on data in 2005, out of 17,504 islands that Indonesia owns, as many as 9,634 do not have names. According to Alex, the Maritime Affairs and Fisheries Department has already assigned a team for surveying the islands’ topography.

## **1.4 Shipping, Resources, Environment, and Miscellaneous**

### **July 3 “China obtains oil exploration right from Sudan” (Wall Street Journal, July 4, 2007)**

On July 3, an executive of Indonesia's state-run oil and gas company, PT Pertamina, said China National Petroleum Corp (CNPC) and PT Pertamina obtained right to explore Sudan's offshore oil block 13. According to PT Pertamina, the Indonesian company has a 15 percent interest in block 13, and is cooperating with China National Petroleum and three other partners. The group will invest about 25 million US dollars during the first three years of exploration.

### **July 5 “China encourages foreign funds to expand ocean fleet” (China Daily, July 6, 2007)**

On July 5, Cao Desheng, deputy director of the Ministry of Communications' Water Transport Department, told China plans to not only make its ocean-going fleet the third largest in the world by 2010, but also encourage foreigners to invest in China's shipping industry in order to improve maritime security and better protect national interest. According to a senior official, although the present total deadweight tonnage of Chinese-flag flying ocean vessels is 44 million which makes it sixth largest in the world, it will be expanded to reach 100 million by 2010. One of the reasons for expanding merchant fleet is that the maritime transport by ships flying foreign flags and with foreign sailors will threaten shipping essential materials such as oil. Another reason for the fleet expansion is that the Ministry of Communications (MoC) wants more Chinese-owned ships to register at home instead of in other countries. According to official figures, the number of Chinese vessels registered abroad has been increasing, and they account for half of the country's total international tonnage. The MoC has decided to grant tax exemption to Chinese-owned ships that were registered abroad before 2006. This incentive is expected to make them register at home -- in Shanghai, Tianjin or Dalian -- in the next two years, until July 1, 2009. The ministry is also discussing some long-term policies to encourage Chinese-owned ships to register at home.

### **July 9 “Sakhalin Energy Drills Offshore Gas Wells off Sakhalin” (RIGZONE, July 9, 2007)**

Sakhalin Energy Investment Company (SEIC) commenced drilling of first wells from the Lunskeye-A (LUN-A) platform located in Lunskeye gas and condensate field some 15 kilometers offshore North-Eastern Sakhalin. The platform is designed for a year-round operation in a harsh climate and withstands rough seas, severe ice conditions and high seismic activity. This platform will be the first gas producing offshore platform in Russia. According to the SEIC, LUN-A is a major development milestone for providing the main volume of gas for LNG production, opening the new energy markets in Asia-Pacific and North America for Russia. The plan for 2007 is to drill two wells (one for re-injection of drill cuttings and one for gas production). Overall LUN-A Phase 2 drilling program comprises 14 wells, including a drill cuttings re-injection well, an oil rim

appraisal well, a produced water re-injection well and 11 gas producers.

### **July 10 “Thai Oil Company Discovers Gas Deposit off Myanmar Coast” (Burma Net News, July 10, 2007)**

Drilling in a test well in Myanmar’s Gulf of Martaban, Thailand’s PTT Exploration and Production PCL (PTTEP) has discovered a large offshore gas deposit estimated at 8 trillion cubic feet (240 billion cubic meters). PTTEP is to start production from the field in April, 2008, and it is expected to be one of the main sources of natural gas for Thailand. Since late 2006, the PTTEP has drilled a total of 10 wells, nine of which made significant discoveries. The company plans to drill another four or five appraisal wells by April 2008.

Since Myanmar began allowing foreign investment in 1988, the government has signed exploration contracts with companies from Malaysia, South Korea, India, Australia, Canada and Indonesia, as well as France, Thailand and the United States. Although Western nations condemn the Myanmar’s ruling military regime, foreign companies are still competing to enter Yangon’s potentially lucrative energy sector.

### **July 12 “U.S. Navy extends use of new sonar by 5 years” (Seattle Post-Intelligencer, July 12, 2007)**

The U.S. government has extended by five years its rules allowing for the use of long-range sonar in the Pacific for submarine detection. The decision was made after an announcement of the result of a study by the National Oceanic and Atmospheric Administration (NOAA). The study shows that marine mammals are “unlikely to be injured” when the U.S. Navy uses low-frequency active sonar in its sub-detection activities. Low-frequency active sonar is only operationally available on two ships in the U.S. Navy’s fleet, and there are restrictions on where and when the ships may use the system. This sonar can detect enemy ships at far greater distances than the more commonly-used mid-frequency active sonar. Environmental and animal welfare activists are opposed to the use of low-frequency active sonar as it can damage marine mammal brains and ears.

### **July 16 “China helps Sri Lanka port construction” (Colombo Page, July 16, 2007)**

The government of China has paid attention to grant 763 million US dollars (USD) to Sri Lanka for the Norochcholai coal power plant in the Northwestern Province and the Hambanthota harbor in the Southern Province. This was revealed by Sri Lanka Minister of Enterprise Development and Investment Promotion Dr. Sarath Amunugama who returned from his recent visit to China. China has already engaged in the preliminary construction work of the Hambanthota harbor, providing a grant of 308 million USD for the project.

### **July 23 “Sri Lanka, India, battle for port-projects” (Project Monitor, July 23, 2007)**

In India and Sri Lanka, the battle of the ports is truly under way. The Sri Lanka Ports Authority (SLPA), which administers and operates the Port of Colombo, is implementing two



ambitious projects to retain the port's number one status in the subcontinent, surpassing its competitors in India, Dubai-UAE, and Singapore. One of the projects is the 12-berth Colombo South Harbor Development Project and another is Jaya Container Terminal. While the former envisions the building of four terminals for deeper draft vessels in future, the latter envisages capacity enhancement for mega container carriers now in operation. With these projects, Sri Lanka is expecting to retain Colombo's position as the "Gateway to South Asia." For the moment, however, the South Harbor project, estimated to cost over one billion US dollars, is running behind schedule.

On the other hand, under the National Maritime Development Program, India is implementing 276 projects in all its 12 major ports by 2011-12. These projects with a total investment of 555.804 billion Indian Rupees (Rs) mainly involve deepening of port channels, development of berths, jetties and container terminals, modernization of cargo handling equipment, and maintenance of rail and road networks connecting between the ports and the hinterland. If some of these projects are completed on time, they could take away a large part of container transshipment business from Colombo Port. For instance, India is building an international container transshipment terminal at Vallarpadam in Kerala. In phase-I of this project, the terminal will have the capacity to handle one million Twenty-Foot-Equivalent-Unit (TEU)'s a year and, once fully developed, will have an annual capacity to handle three million TEUs every year. The Sethusamudram Ship Channel Project, which involves the dredging of a ship channel to connect the Gulf of Mannar and Bay of Bengal through Palk Strait, will provide shipping lines with a direct route from east coast to west coast, and vice versa, without having to circumnavigate Sri Lanka -- bypassing the Port of Colombo.

## 2. Intelligence Assessment

### **Piracy and Armed Robbery against Ships during the first half of 2007: ~Characteristics viewed in the IMB and ReCAAP Reports~**

Two reports on the status about occurrence of incidents of piracy and armed robbery against the ships during the first half of 2007 were published in July 2007. The International Maritime Bureau (IMB) of International Chamber of Commerce (ICC) published a report through the Piracy Reporting Center (PRC) based in Kuala Lumpur on the incidents of piracy and armed robbery against the ships noted in the world during the first half of 2007. On the other hand, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) which was established in September 2006, based upon the ReCAAP, also issued to the public another report on the incidents of piracy and armed robbery against the ships noted in the Asian areas during the first half of 2007. This report is titled "Half Yearly Report 1st January 2007 - 30th June 2007." Below is a summary of the characteristics of the incidents of piracy and armed robbery against the ships viewed from the two reports noted in the Asian areas during the first half of 2007.

#### **1. Definition of piracy and armed robbery**

The piracy and armed robbery have been described by IMB as "act of boarding any vessel with the intent to commit theft or any other crime and with the intent or capability to use force in the furtherance of that act." This definition includes actual and attempted acts regardless of the situation where the vessels are in ports, anchorages, or navigation, excluding an act of theft by persons who are not armed with knives.

The ISC in ReCAAP adopts the "definition of piracy" in Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). As for the armed robbery against the vessels, the ISC accepts the definition of the "Code of practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships" which was adopted by the IMO in November 2001.

#### **2. Characteristics viewed from numbers and locations of actual and attempted attacks**

##### **(1) IMB Report**

The number of the attacks reported during the first half (hereafter the same period) of 2007 is 126, of which the actual cases are 84. Of them, are 13 hijacks, and 71 boarding. Of 42 attempted attacks, 9 firing and 33 attempted boarding.

The attacks during the same period of 2007 are one case less, compared with 127 cases during the same period of 2006 (445 cases throughout a year: hereafter numbers are described in brace). Looking at the attack cases for the past five years, the numbers during the same period of a year and those throughout a year of each year are as follows. 234 cases during the same period (445

cases throughout a year) of 2003, 182 cases during the same period (329 cases throughout a year) of 2004, and 127 cases during the same period (276 cases throughout a year) of 2005, are noted respectively. More or less the same situation has been noted during the same period for the past three consecutive years. However, the report pays attention to the fact that, of 126 cases during the same period of 2007, 85 have occurred during the second quarter of the year (April through June). In 2006, of the 127 cases in the same period, 66 occurred during the same quarter.

Looking from the locations of the incidents, of 126 cases, 80 cases which are more than two-thirds occurred in the six areas below. In order of frequencies, 24 cases in Indonesian archipelagoes, 19 cases of Nigeria, 17 cases off Somalia, seven cases off Tanzania, seven cases in the Gulf of Aden and Red Sea, and six cases off Malaysia (off its east coast).

Table 1: Trends of incidents (including the attempted cases) that occurred frequently in Asia and other areas Report during the first half of the recent five years respectively.

Locations	2003	2004	2005	2006	2007
Indonesia	64	50	42	33	24
Malacca Strait	15	20	8	3	2
Malaysia	5	5	2	9	6
Philippines	8	3		2	1
Singapore Strait		7	6	3	3
Thailand/ Gulf of Thailand		3	1	1	2
South China Sea		7	4	1	1
Vietnam	6	3	3	1	3
Bangladesh	23	9	8	22	5
India	18	8	8	3	5
Gulf of Aden, Red Sea	14	4	4	9	7
Somalia	3	1	8	8	17
Nigeria	18	13	7	7	19
Tanzania			2	1	7
<b>Total of 1st half year</b>	<b>234</b>	<b>182</b>	<b>127</b>	<b>127</b>	<b>126</b>
<b>Total throughout a year *</b>	<b>445</b>	<b>329</b>	<b>276</b>	<b>239</b>	

Sources : Depicted from Table in Report during the first half of 2007, p. 5.

Remarks\*: Total cases of incidents cover all the related sea areas in the report.

According to this report, the greatest number of cases is observed in Indonesian archipelagoes. Looking at each case during the same period of the recent five years, we find 64 cases in 2003, 50 cases in 2004, 42 cases in 2005, and 33 cases in 2006, which indicates a trend of remarkable decrease. Off Malaysia (off East coast) incidents are decreasing, compared with the highest number of nine cases during the same period of 2006 in the past five years. On the other hand, in the Malacca strait, two cases during the same period of 2007 also show a decreasing trend, compared with the numbers of cases observed in the same period of the respective years-- 15 cases in 2003, 20 cases in 2004, and eight cases in 2005, and three cases in 2006.

According to the report, this decrease owes to cooperative efforts of the three littoral countries. The report also points out that adoption of severer rules by the marine companies to their vessels operating in the dangerous areas as well as of tighter surveillance by their shipping crews, contributes to decreasing. However, according to the statistics of the report, the trend that the number of piracy cases in the Indonesian archipelagoes waters is the highest in the world remains unchanged for these ten years.

The number of cases off Nigeria, occupying second place in frequency, has increased remarkably from seven cases during the same period in 2005 and 2006 respectively. It is by one case more than 18 cases during the same period in 2003 which is the highest number in the recent five years. According to the report, especially in the second quarter 13 cases were noted, which doubled, compared with six cases in the first quarter. The report says most of these incidents occurred in the delta at the mouth of Niger River in the oil-producing areas. At first, supporting ships for the oil rigs were the targets of attacks, but recently attacks on tankers were also noted. The pirates are heavily armed, and attacks are well-planned and coordinated, which is increasing the danger of lives and environmental destruction.

Of 17 cases that occurred off Somalia, hijacks have increased from one case in the first quarter to seven cases in the second quarter, which is a sharp increase, as there were only eight cases noted during the same period in 2006. Seven cases occurred in the Gulf of Aden and the Red Sea, which shows the areas off Somalia and the "Horn of Africa" continue to remain the danger zone. The IBM warns that the vessels should continue to navigate at least 200 miles off the Somali coast.

The incidents off Bangladesh have decreased from 22 cases during the same period in 2006 (47 cases throughout a year) to five cases. The report says more than half of the incidents in 2006 have occurred in Chittagong Port, and this decrease owes to tightening of surveillance by the coast guards and their quick response as well as a direct result of drastic reduction of waiting-hours in the ports.

## **(2) ReCAAP Report**

The number of the attacks reported during the first half (hereafter the same period) of 2007 is shown in Table 2.

Table 2: The number of the attacks occurred in ReCAAP areas during the first and second quarters in the first half year in 2007; January-March 2007, April-June 2007, and January-June 2007

	JAN-MAR 2007		APR-JUN 2007		JAN-JUN 2007	
	Actual	Attempted	Actual	Attempted	Actual	Attempted
<b>South Asia</b>						
Bangladesh	1				1	
India	1		2		3	
Arabian Sea	1	2		1	3	1
Gulf of Bengal	1				1	
<b>Subtotals</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>3</b>
<b>South East Asia</b>						
Indonesia	8	1	9	4	17	5
Malaysia	1		4	1	5	1
Vietnam	1		2		3	
South China Sea						
Malacca/ Singapore Straits		1				1
Thailand			1		1	
Philippines				1		1
<b>Subtotals</b>	<b>10</b>	<b>2</b>	<b>16</b>	<b>6</b>	<b>26</b>	<b>8</b>
<b>Totals</b>	<b>14</b>	<b>4</b>	<b>18</b>	<b>7</b>	<b>32</b>	<b>11</b>

Sources : Depicted from information in the ReCAAP Quaterly Report (1 January 2007 – 31 March 2007), p.5 and ReCAAP Half Yearly Report (1January 2007 – 30 June 2007), p.7.

The major source of the ReCAAP Report is the Information Network (IFN) of the ISC. According to the report, 43 incidents occurred in the first half year (hereafter the same period) of 2007, and, of 43, 32 were actual cases and 11 were attempted cases. An increase of incidents in the second quarter of the year is peculiar. The report says the number of the cases occurred during the same period in 2007 is remarkably decreasing, compared with 79 cases (60 actual cases and 19 attempted cases) in the same period of 2006, and 75 cases (60 actual cases and 15 attempted cases) in the same period 2005. In particular, ReCAAP report points out a drastic reduction of the incidents off Bangladesh and the Makassar Strait (East shore of Kalimantan) in the Indonesian archipelagoes waters.

### 3. Characteristics viewed from the Activities

#### (1) IMB Report

The IMB report (hereafter report) says, of 84 actual attacks during the first half (hereafter the same period) of 2007, the attacks by piracy and armed robbery while the vessels were berthed in port totaled 11, whereas the attacks made while the ships were anchored totaled 43. The attacks made while the ships were steaming totaled 23. The rest of seven actual incidents were

unidentified. On the other hand, of 42 attempted attacks, 12 cases occurred while the vessels were anchored. The remaining 30 cases occurred while the ships were steaming.

In nine locations, more than three attacks were reported respectively while the ships were berthed or anchored during the same period of 2007, which totaled 44 cases. This means an expansion of the place and an increase of the cases, looking from two locations with a total of 30 cases in the same period of 2006. Two locations in the same period of 2007 were Chittagong in Bangladesh and Tanjung Priok (the port of Jakarta) in Indonesia with 30 cases in all. Of 30 cases, 22 cases were noted in Chittagong. The attacks in these ports during the same period of 2007 have drastically reduced to five cases as previously mentioned. In view of the number of the cases, they are no longer the most dangerous ports in the world.

Looking from the number of the cases which occurred during the same period of 2007, the port and anchorage with the highest number of cases was Lagos in Nigeria with eight cases. In order of high numbers, we have noted the cases by locations as follows: the seven cases in Dar Es Salaam, Tanzania; five cases in Chittagong, Bangladesh; five cases in Balongan, Indonesia; five cases in Mogadishu, Somalia; four cases in the Arabian Sea; three cases in Dumai, Indonesia; and three cases in Vung Tao, Vietnam.

The number of incidents by types of the ships attacked during the same period in 2007 was noted as follows. First, the highest number of 22 cases was noted for the chemical tankers; second, 19 cases for the containers; third, 18 cases for the general cargo vessels and tankers; fourth, 12 cases for the bulk carriers; and fifth, eight cases for the fishing boats and trawlers. The number of the attacks made on the ships by type shows a trend for years. However, compared with the same period of 2006, the number of attacks on the bulk ships has decreased from 29 to 12 while that for oil tankers increased from four to 18, which is distinctly noted in the same period of 2007.

On the other hand, personal damages are as shown in the Table 3.

Table 3: Status and locations of personal damages of more than a two-digit number

Type	Taken hostage	Threatened	Assaulted	Injured	Killed	Missing	Kidnap/Ransom
Somalia	85				1		
Nigeria	24	1		10	1		40
Eritrea	23						
Suriname			19				1
Thailand	11				1		
<b>Subtotals*</b>	152(156)	3(9)	20(2)	19(12)	3(6)	0	41(13)
<b>Totals*</b>	238(198)						

Sources: Depicted from Table in the Report during the first half of 2007, pp. 9- 10.

Remarks\*: The total of cases includes all locations of the incidents in the report. The number in the brace indicates the cases in the same period of 2006.

According to the report, the number of damage is increasing, compared with the same period in 2006. In particular, kidnapping of people for ransom has significantly increased. By locations,

Somalia overwhelmingly outnumbers others in taking hostages, and Nigeria can be the only country for kidnapping. From the personal damage, both countries are the most dangerous places. To look at weapons to be used by the pirates, the knives are most frequently used, followed by guns and others without noticeable change in this trend.

## (2) ReCAAP Report

ReCAAP Report (hereafter report) says on the status of the 43 incidents including actual and attempted cases for the vessels attacked during the first half of 2007 as follows.

Table 4: Status of vessels attacked during the first half of 2007, January – June 2007

	JAN-JUN 2007	
	Berthed/Anchored	Steaming
<b>South Asia</b>		
Bangladesh	1	
India	2	1
Arabian Sea		3
Bay of Bengal		1
<b>Subtotals</b>	<b>3</b>	<b>5</b>
<b>South-east Asia</b>		
Indonesia	20	1
Malaysia	5	2
Vietnam	3	
South china Sea		1
Malacca/ Singapore Straits		1
Thailand		1
Philippines		1
<b>Subtotals</b>	<b>28</b>	<b>7</b>
<b>Totals</b>	<b>31</b>	<b>12</b>

Sources : Depicted from information in the ReCAAP Half Yearly Report (1 January 2007 – 30 June 2007), p.8.

According to the report, generally, many cases of piracy attacks occurred while the ships were berthed or anchored, in which Indonesia overwhelms others with 20 cases.

On the other hand, number of incidents by types of the ships attacked during the same period in 2007 was noted as follows. First, 17 cases for tankers (of crude oil, LNG and others); second, six cases for bulk carriers; followed by four cases each for containers and product tankers, three cases each for chemical tankers, general cargo vessels and tug boats, and one case each for a fishing boat and trawler, vehicles carrier, and barge. According to the report, the bulk carriers were the most frequently attacked during the same periods in 2005 and 2006.

**(3) Evaluation on Significance of Incidents viewed in the ReCAAP report**

The most distinctive characteristic of the ReCAAP report is making a division into categories by evaluating the significance of the incidents from the two viewpoints of a violent factor and economic factor.

In evaluation of the violent factors the report uses as criteria; (1) types of weapons used (violence is the most forceful when more highly efficient weapons than knives are used); (2) treatment of the crew (violence is the most intensive if the crew are killed or kidnapped); and (3) numbers of the pirates /robbers who engaged in an attack (in this case, the more the numbers are, the greater the violence develops, and the possibility of organized crime increases.)

In assessment of the economic factors the report uses a criterion of evaluating financial values of damaged vessels. In this case, the seriousness is the greatest when the ship was hijacked with the cargoes.

Based on the above criteria, the report divides the category as follows.

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant

According to the report, 32 actual cases in the first half year of 2007 are divided into the categories in the table below.

**Table 5: Categorical Divisions of the 32 actual cases in the first half year of 2007**

	JAN-MAR 2007	APR-JUN 2007	JAN-JUN 2007
CAT 1	1	1	2
CAT 2		4	4
CAT 3	13	13	26
Totals	14	18	32

Sources: Depicted from information in the ReCAAP Half Yearly Report (1January 2007 – 30 June 2007), p.6.

According to the report, as to the types of weapons used, of 32 actual cases during the first half in 2007, one case by firearms, 12 case by knives, three cases by firearms with knives, two cases by other arms, and 14 cases by unidentified means, were noted respectively. Human damages included two cases, in which persons were thrown overboard: one for CAT 1 and another for CAT 2, and three cases, in which they were threatened: one for CAT 1 and two for CAT 2. As to the numbers of piracy and armed robbery and size of the group, 27 cases by a group of one - six persons, two cases by a group of seven - nine persons, and three cases by a group of more than nine persons, were noted respectively.

Regarding the economic factors, one case for abandoning cargoes/hijacking, three cases for



robbing cash/possessions, 17 cases for robbing equipment/engine parts, three cases of robbing other materials, and eight cases for unidentified/no damages, were noted respectively.

According to the report, of actual cases, two cases were classified CAT 1 as below.

- (1) Case One: Steaming about 30 miles west of Pulau Bintan, Indonesia on March 14, Honduras-flagging tanker, the *Ai Maru*, was raided, which was reported from the Focal Point in Singapore. A group of ten men armed with shotguns, rifles and knives approached the tanker with two boats and embarked it. The crew members sustained no serious damages, except that they were robbed of their ship's documents, passports, seaman books, cash, and mobile phones. The ship's radio communications equipment was also destroyed, but its cargo was intact.
- (2) Case Two: Navigating about five miles from Talutao Island off the west coast of Thailand on April 2, Thai fishing trawler was attacked by a group of five robbers armed with guns, which was reported from the Focal Point in Thailand. Five armed robbers boarded the fishing trawler, throwing the crew members overboard. (The crew members were subsequently rescued.) The hijacked trawler was last seen heading toward Sumatra Island, but later it was found in the vicinity where the hijacking took place.

## Links

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