

OPRF MARINT Monthly Report

January 2009



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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 Second Half of 2008

Security: The peculiarity in the second half of the year 2008 was an increase of the attacking incidents by Somali pirates, against which the United Nations (UN) and the nations concerned have taken the full-scale anti-piracy measures. According to the annual report of the International Maritime Bureau (IMB) in 2008, six hijacking incidents and 27 hijacking incidents were noted in the waters off Somalia and in the Gulf of Aden, respectively, in the second half of the year 2008.

Under these circumstances, the international communities have implemented full-scale reactions to the piracy. Several nations concerned, the North Atlantic Treaty Organization (NATO), and European Nations (UN) among others sent naval vessels, the UN Security Council (UNSC) adopted new resolutions, and the international shipping circles issued emergency appeals.

The Japan Foundation and Ocean Policy Research Foundation (OPRF) held an “Emergency Meeting for Counter-measures against Piracy off Somalia” in Tokyo on December 14, made emergency a proposal, and submitted it to the government.

On December 2, the UNSC unanimously adopted Somali anti-piracy resolution 1846. The resolution is aimed at extending for another year its action for Member States approved under previous resolution 1816 which was adopted on June 2, 2008. Additionally, on June 16, the UNSC has unanimously approved an anti-piracy resolution 1851. The significant peculiarity of resolution 1851 is that, by changing “all necessary means” to be taken for a period of twelve months from the date of adoption of resolution 1846 into

“all necessary measures that are appropriate in Somalia,” it has allowed countries to be able to conduct military operations on the land in Somalia, for the purpose of suppressing acts of piracy and armed robbery. Also, resolution 1851 encourages all States and regional organizations fighting piracy and armed robbery at sea to establish an international cooperation mechanism to act as a common point of contact, and create a center in the region to coordinate information relevant to piracy and armed robbery at sea off the coast of Somalia. Based on such UNSC resolution, the activities of the naval ships dispatched by various countries, including, firstly, the EU nations, were noticeable. In particular, it was remarkable that a fleet dispatched by China departed for the waters off Somalia December 26.

Military: A Hong Kong military expert, Andrei Chang, contributed a long article on an expansion of the military facilities including air force bases of the PLA Navy’s East Sea Fleet to UPI Asia Online dated 15 July. In the article Chan mentions an expansion of naval bases in Ningbo, Zhoushan Islands. According to the report, satellite photos have confirmed that the Hainan Sanya Base of the No. 2 Submarine Flotilla of the navy’s South Sea Fleet (SSF) and the base of the No. 1 Submarine Flotilla of the North Sea Fleet (NSF) have all gone underground. Underground facilities are under construction for the East Sea Fleet (ESF) as well.

On the other hand, Russian Navy is intensifying activities. On July 14, it sent two combatants from the Northern Fleet to the waters around Spitsbergen. According to the Russian Navy, the navy will step up its presence in Arctic waters, including in the area around Spitsbergen. On July 27, before reviewing a military parade on the occasion “Navy Day,” in

Russia, the Navy Commander Admiral (ADM) Vladimir Vysotsky said the Navy command had decided to build 5-6 aircraft carriers after 2012 to be based in the Northern and Pacific Fleets. On September 22, Russia dispatched a naval task force from the Northern Fleet, comprising the nuclear-powered missile cruiser, *Peter the Great*, as the flag ship, and three naval ships to the Western Hemisphere. The task force is to conduct joint naval drills with Venezuelan navy. Having completed joint naval exercises with the Venezuelan Navy in the Caribbean Sea, Russian Navy's destroyer *Admiral Chabanenko* passed through the Panama Canal from the Atlantic Ocean to the Pacific Ocean during the night on December 5. This became the first Russian or Soviet warship to enter the waterway since World War II, including the Soviet era.

On August 21, the US aircraft carrier USS *George Washington (GW)* (CVN 73) with her crew of approximately 5,500 sailors departed San Diego, California, to begin her journey to Yokosuka. On September 25, *GW* made its arrival at Fleet Activities Yokosuka, as the first aircraft carrier of its kind to be forward deployed outside of the United States.

Diplomacy and International Relations: In this area, the activity over demarcation of national borders was notable. On July 21, Russia and China signed a protocol on the eastern part of borders. According to the agreement, Russia hands over to China Tarabarov Island and a half of Bolshoi Ussuriysky Island (about 375 sq.m.). Under the agreement, demarcation of river borderline between the two nations is completed.

Announcing a statement on September 3, the six Gulf Cooperation Council states have condemned Tehran for opening offices on disputed islands in the Hormus Strait. Abu Musa and the

Greater and Lesser Tunb islands are controlled by Iran but claimed by the United Arab Emirates (UAE) with broad Arab support. The GCC fears the move will give Iran greater control of shipping traffic through the Strait of Hormuz.

On September 15, Bangladesh and India resumed the maritime delimitation talks after 28 years. The major issue is determining the main flow of Hariabhanga channels featured prominently as delegates discussed the starting point of demarcation. On the other hand, a two-day negotiation over the maritime borders between Bangladesh and Myanmar has a rough road ahead. In early November, while a South Korean company began to test exploring in the waters involving the conflicts over the maritime border between the two countries, Myanmar escorted it by sending two naval ships. Reacting to this action, Bangladesh deployed four ships [to the area], causing a tense situation over four days.

On September 22, the UN Commission on the Limits of the Continental Shelf (CLCS) recommended New Zealand to extend the outer limits of its continental shelf.

Shipping, Resources, Environment, and Miscellaneous: As a countermeasure to rising piracy incidents in the Gulf of Aden and Somali maritime area, some shipping companies have changed the transiting route from the Suez Canal to the Cape of Good Hope. Svitzer, a world's major tug and salvage company in Denmark, has become the first major shipping company openly to confirm that it is rerouting all vessels around the Cape of Good Hope at all times, in preference to transiting the Suez Canal, seeking to avoid the risk of pirate attack in waters close to Somalia. On November 10, Norwegian shipping company Odfjell said it would no longer sail through the

pirate-plagued Gulf of Aden, choosing instead the longer, more expensive but also safer route around Cape of Good Hope. Also, on November 20, Danish major shipping company - A.P. Moller - Maersk – said vessels without adequate speed or freeboard will for the time being seek alternative routing south of the Cape of Good Hope and east of Madagascar. However, based upon availability of escorts, these vessels may join naval convoy transit in the Gulf of Aden. According to the company, this policy is applied primarily to their tanker vessels, and only three container vessels will be affected.

A freighter *Auriga Leader* (60,213 DWT), the world's first cargo ship partly propelled by solar power took off from a shipyard in the western city of Kobe on December 19. The freighter was developed by shipping line Nippon Yusen K.K. and oil distributor Nippon Oil Corp. Equipped with 328 solar panels, the freighter can generate 40 kilowatts. On the other hand, Turkish shipbuilder Cicek Shipyard has launched a new 25,000dwt bulk carrier design at the shipbuilding, machinery & marine technology trade fair (SMM) 2008 exhibition in Hamburg on September 23 - 26. As the current handy size bulk carrier fleet is now aging, and main engines built 15 or 20 years ago are expensive to run both in terms of bunkers and maintenance, the Cicek expects that many owners will soon be placing orders for replacement tonnage.

Major Events in January 2009

Security: In January there were three hijacking incidents, which were less than expected, Several ships which had been hijacked in 2008 and detained over the yearend were released one after another. On the 9th, Somali pirates released a Saudi supertanker (Liberian-flagging), MT *Sirius Star*. It was reported that a ransom of three million US dollars (USD) was paid for the release of the tanker.

In January eight hijacked vessels were freed, and the total ransom paid is believed to have exceeded 10 million US dollars.

On the 16th, the International Maritime Bureau (IMB) issued the annual report on piracy and armed robbery against ships which occurred in the world in 2008. According to the report, there were a worldwide total of 293 incidents of piracy against ships in 2008, of which 111 were noted in the Gulf of Aden and off Somalia. For further details of the report, refer to an article 2 on Intelligence Assessment in this OPRF MARINT Monthly Report.

On the other hand, the activities of the naval ships dispatched by the nations concerned are increasing. Particularly, French Navy detained pirate suspects three times during the rescue operations for the ships attacked by the pirates. Also, on 12th, Chinese expeditionary fleet escorted a Chinese. On the 8th, the Bahrain-based Combined Maritime Forces (CMF) has established Combined Task Force 151 (CTF-151) specifically for counter-piracy operations. CTF 151 is a multinational task force that conducts counter-piracy operations in and around the Gulf of Aden, Arabian Sea, Indian Ocean and the Red Sea. It was established to create a lawful maritime order and develop security in the maritime environment.

On the 20th, the Republic of Korea (ROK) Cabinet approved a government plan to send a naval ship to waters off Somalia. On the 21st, Spain's parliament approved to send two naval vessels and up to 395 troops to the European Union's naval mission. Spain already has a P-3 maritime surveillance plane with 70 troops at a French air base in Djibouti. On the 29th, Swedish government decided to send two corvettes, a support vessel and about 160 troops comprising security force.

Military: On the 20th, the Chinese government issued a white paper titled "China's National Defense in 2008." In the white paper, China has shown a strong posture of its strengthening the naval power more than ever before, stressing that "it will make efforts to build a strong navy."

Diplomacy and International Relations: On the 9th, U.S. President George W. Bush signed off on a directive on new U. S. arctic policy. The directive advocates the policy that the United States will fulfill the necessity of national security and homeland security with respect to the Arctic Ocean among others.

Shipping, Resources, Environment and Miscellaneous: According to UK-based LNG World

Shipping, the world's in-service fleet of LNG carriers has passed the 300-ship mark.

Tuna catches in the Indian Ocean fell by as much as 30 percent in the year 2008 under the influence of Somali piracy. According to the Indian Ocean Tuna Commission, French and Spanish fishing fleets had to look further east of the waters off Somalia and probably caught about 50 percent of what they would usually catch.

1. Information Digest

1.1 Security

January 1 “Somali pirates seize Egyptian ship” (AP, January 1, 2009)

On the 1st, Somali pirates seized an Egyptian cargo ship MV *Blue Star* and its 28 crew members. The cargo ship with 28 crew members were attacked by 15 armed pirates after it exited the Red Sea and entered the gulf. It was carrying a cargo of 6,000 tons of fertilizer. Having hijacked the ship, the pirates steered it toward the coast of Somalia.

Also, on the 1st, the Malaysian frigate KD *Sri Inderah Sakti* prevented an Indian tanker from being hijacked by pirates. According to Noel Choong, head of the International Maritime Bureau's piracy reporting center (PRC), an Indian tanker with a full load of oil was attacked by pirates while heading into the Red Sea toward the Suez Canal. The pirates, believed to be Somalis, were boarding in two skiffs. Of the two skiffs, one carried seven pirates dressed in military-style uniforms. The pirates came close to the ship and started firing machine guns, hitting the bridge and the accommodation area. They tried to board the vessel several times while firing repeatedly. Increasing its speed to maximum, the ship made evasive maneuvers and sent an SOS, which was received by a Malaysian frigate, KD *Sri Inderah Sakti*, 15 nautical miles away. The frigate sent a light military helicopter, which arrived within minutes, and the pirates stopped firing and fled. There were no injuries to the crew but the tanker sustained some damage, Choong said, adding that if the Malaysians hadn't arrived at the spot, the tanker would have been certainly hijacked.

January 1 “French navy captures 8 pirate suspects” (AFP, January 2, 2009)

On the 1st, having received a distress call from Panamanian freighter MV *S. Venus*, French naval frigate *PM L'Her* headed for the spot area. The frigate was on patrol in the Gulf of Aden. However, before her arrival, the pirates ceased their attack. After that, MV *S. Venus* reiterated its distress call because of another attack at about 40 kilometers from the position, and the frigate once again went to the rescue of the Panamanian cargo ship and found two small boats nearby, designated by the crew of the cargo as the skiffs for assault pirates. The special force of the French navy ordered two skiffs carrying eight Somalis to stop. A visit on board the boat found six AK47 assault rifles, one RPG rocket-launcher, ammunition, a grappling hook and two boarding ladders, and a GPS among others, which were confiscated by the navy. The eight Somalis suspected of piracy were taken into custody by the French frigate to be handed over to the authorities in that country.



Somali pirate suspects taken into custody by the French special force and a boarding ladder with a grappling hook are seen in the boat.

Source: AFP, January 3, 2009

【Related Story】

“French navy hands pirate suspects to Somali authorities” (Reuters, January 2, 2009)

French navy handed over eight pirates to Puntland’s autonomous government, Somali Puntland's security minister said on the 2nd. The security minister said, “We urge all other countries to fight pirates and then hand them into Puntland.” While some analysts say Puntland officials are complicit in the attacks and the authorities are believed to be weakened, 96 pirates are now in jail there. On the other hand, France has been particularly active in the fight against pirates and has arrested 29 in four operations since April 2008, some of whom are in France awaiting trial.

January 2 “Greek ship fights off pirate attack” (AP, January 2, 2009)

On the 2nd, the pirates in three speedboats attacked the Greek-flagged oil tanker MT *Kriti Episkopi* (145,242 DWT) in the Gulf of Aden. Armed with guns and rocket-propelled grenades, the pirates twice tried to board the tanker. The pirates were scared off when the crew turned fire hoses on them and EU aircraft scrambled from a nearby EU naval flotilla to help. A frigate also sped to the scene. The tanker was carrying oil from the Persian Gulf to Greece. The crew members were unhurt and the tanker was not damaged.

January 2 “Somali pirates free Yemeni fishing boat” (Ecoterra International, January 2, 2009)

On the 2nd, Somalis released the Yemeni fishing boat FV *Al-Qana'a*. According to the Yemeni Coast Guard (CG), eight fishermen were onboard the boat when it arrived in the Aden port on

January 1. The boats were released without any ransom, Yemen's CG said. Although FV *Al-Qana'a* was hijacked with the other fishing boat on December 12, 2008, the CG official said he had earlier assumed that the two vessels were taken to serve as pirate "mother-vessels."

January 2 "Danish warship prevented hijacking of Dutch ship" (AFP, January 3, 2009)

On the 2nd, the Danish navy's destroyer HDMS *Absalon* rescued a Netherlands Antilles-registered cargo ship in the Gulf of Aden. The cargo ship was being attacked by five pirates in a speedboat, when an armed helicopter sent by HDMS *Absalon* to the area fired warning shots at the pirates. Meanwhile, the Dutch trade ship fired emergency flares at the pirate ship, which caught fire. Having rescued the pirates that jumped into the water from the burning boat, HDMS *Absalon* crew members sank the pirate vessel. The pirates who were kept in custody will remain onboard HDMS *Absalon* until the navy decides what to do with them.

【Related Story 1】

"Danish navy has no clear directive" (The Copenhagen Post, January 8, 2009)

Danish forces have no clear directive about what to do with five pirate suspects in custody, who have been captured by HMS *Absalon* as of January 8. Earlier on September 18, 2008, the Navy captured 10 pirate suspects, but they had to be released because Danish navy could not prosecute them in the domestic court and there were concerns that they might get capital punishment if they were handed over to Somali authorities. The Danish Foreign Ministry has been in contact with Dutch officials about the pirates held by HMS *Absalon*, but no decision has been made. (Note: Please refer to 1. 1 Security in the OPRF MARINT Monthly report, September 2008.)

【Related Story 2】

"Netherlands, Demark sign agreement to transfer pirate suspects" (Lloyd's List, January 19, 2009)

On the 19th, the Netherlands has signed an agreement with Denmark to transfer five Somali suspects. The Dutch public prosecutor has started proceedings against the Somalis for piracy, which carries a maximum jail sentence of 9-12 years in the Netherlands.

January 3 "Somali pirates hijack Yemeni cargo ship" (Yemen News Agency, January 3, 2009)

On the 3rd, a Yemeni cargo ship was hijacked by Somali pirates. The ship was carrying over 2,000 tons of diesel heading to the south eastern port of Nashtoon in Mahrah province. The Yemeni authorities are said to be contacting now with pirates for ship's release.



Somali pirates hijacked Yemeni cargo ship

<http://www.sabanews.net/en/news172827.htm>

January 4 “French navy holds 19 pirate suspects in custody” (AP, January 5, 2009)

On the 4th, French navy frigate *Jean de Vienne*, patrolling in the Gulf of Aden, moved into action after receiving two separate distress calls, one from a Croatian cargo ship, MV *Donat*, and another from a Panamanian cargo ship, MV *Vulturnus*, the government said. The *Jean de Vienne* intercepted two boats as 10 pirates tried to board the MV *Donat*, and, with help from a Spanish patrol boat, interrupted a second bid by nine pirates trying to take over the MV *Vulturnus*. Eleven assault rifles, two rockets and two rocket launchers were found in three boats, along with a boarding ladder and 1,000 liters of fuel. The 19 pirates being held on the *Jean de Vienne* were to be turned over to Somali authorities, according to the Defense Ministry.

January 6 “Malaysian navy to withdraw from Gulf of Aden” (Shiptalk, January 7, 2009)

The Royal Malaysian Navy (RMN) will be placing more emphasis on security in the Straits of Malacca (hereafter the straits) this year, in anticipation of a rise in pirate activity due to the global economic crisis. Navy chief Admiral Datuk Seri Abdul Aziz Jaafar said on the 6th the RMN would work closely with the Malaysian Maritime Enforcement Agency (MMEA) on the matter. The RMN will also bring back the KD *Sri Indera Sakti*, currently on a patrol mission in the Gulf of Aden, in February to be deployed in the straits. Aziz said the RMN would cooperate with its counterparts in Indonesia, Thailand and Singapore in stepping up patrols in the straits.

January 6 “Chinese naval expeditionary force carries out first escort mission off Somalia” (Xinhua, January 6 and January 12, 2009)

On the 6th, a Chinese naval fleet dispatched to Somalia arrived in the waters of the Gulf of Aden to carry out the first escort mission. The fleet escorted four Chinese merchant ships, including one from China's Hong Kong Special Administrative Region. Before starting the escort mission, Rear Admiral (RADM) Du Jingchen, commander of the expeditionary force, said, “We would strictly observe UN resolutions and relevant international laws.



Chinese fleet starts first escort mission against pirates

Source: PLA Daily, January 7, 2009

http://english.chinamil.com.cn/site2/special-reports/2009-01/07/content_1610562.htm

【Related Story 1】

“Taiwan mulls over sending warships to Somalia”(The Taipei Times, January 9, 2009)

The Taipei government is studying the possibility of sending warships to the waters off Somalia, the Mainland Affairs Council (MAC) Deputy Minister Chao Chien-min said on the 8th. However, he was not certain when the assessment would be complete.

Regarding this matter, Taiwan’s Minister of National Defense Chen Chao-min said on the 18th that it will be rather difficult to dispatch naval vessels. As for this reason, noting that there is a shortage of naval vessels and logistic capability, in particular, its lack of diplomatic allies along the navigation route to the Gulf of Aden, Chen told that even if they send the ships, they will have problems refueling and getting fresh water. (China Post, January 20, 2009)

【Related Story 2】

“Chinese expeditionary fleet escorts 4 vessels, including Taiwan merchant ship”(Xinhua, January 12, 2009)

On the 12th, a Chinese fleet dispatched to Somalia carried out an escort mission for four merchant ships including one from Taiwan in the Gulf of Aden. Accompanied by the destroyer *Wuhan*, two groups of naval special force were aboard the first and the last ships. Rear-Admiral Du Jingchen, commander of the naval fleet, said safeguarding transport and maintaining security of ships in the Gulf of Aden was the common wish of all compatriots across the Taiwan Straits.

【Related Story 3】**“ Taiwan requests no escort by China. China escorts Liberian ships” (The Central News Agency, January 13, 2009)**

Responding to the report, Chao Chien-min, vice chairman of the Cabinet-level Mainland Affairs Council (MAC) in Taiwan, made the statement on the 13th that Taiwan would not request or accept assistance for Taiwanese ships from the Chinese naval fleet and that the ship escorted was not registered in Taiwan or being used by a Taiwanese shipping company. As to the report that one of the ships escorted was an oil products tanker belonging to Taiwan's Formosa Plastics Group named Formosa Product Cosmos, the MAC, however, said the ship was registered in Liberia and rented out to a South Korean company. In addition, Chao stressed, “The MAC has in no way authorized Taiwan's semi-official Straits Exchange Foundation (SEF) to negotiate or accept the protection of Taiwanese vessels by the Chinese naval fleet in the Gulf of Aden.” Beijing's Association for Relations across the Taiwan Straits (ARATS) notified the SEF on December 12, 2008 that Taiwanese ships could request protection from China's naval task force through the SEF.

【Related Story 4】**“ U.S., Taiwan in talks about anti-piracy in Gulf Of Aden” (The Central News Agency, January 13, 2009)**

The American Institute in Taiwan (AIT) issued a statement on the 13th saying it has discussed with Taiwan the problem of piracy in the Gulf of Aden. The AIT statement also said the U.S. Navy has a responsibility to render assistance to any vessel in distress anywhere in the world that requests its assistance. AIT press officer said that the AIT only discussed assistance for Taiwanese ships in distress and did not offer naval escorts for Taiwanese commercial vessels.

January 6 “Four Countries including Japan offer help to Indonesia's Maritime Security Agency” (The Jakarta Globe, January 6, 2009)

Four countries - China, the US, Germany and Japan - have expressed their readiness to provide assistance to Indonesia to build the capacity of its Marine Security Coordination Agency (Bakorkamla) in 2009, the agency's top executive, Vice Admiral (VADM) Budhi Hardjo has confirmed. According to VADM Budhi, China had pledged to help build a marine security satellite while the US would help to increase the agency's national picture computation (NPC) capability. This equipment is used to track ships passing through Indonesian waters. It can also be used as a system to warn ships sailing towards a danger zone by combining data from the Meteorology and Geophysics Agency. Germany had offered to provide a multi-function ship weighing around 2,000 tons that could be used to conduct patrols, surveillance as well as rescue missions. On the other hand, Japan had agreed to help by providing around 300 million US dollars in cash to increase Bakorkamla's capacity in stages over the next three years. “Japan has also made a commitment to give us three Coast Guard patrol boats. It will also help build early warning systems at several points, hold joint exercises and exchange personnel with us,” VADM Budhi said. (Notes: Japan, as

an exception to its “Three Rules on Arms Exports,” decided to provide Indonesia with three patrol boats through the official development assistance (ODA) on 13 July 2006. Please, refer to 1. 1. Security in OPRF MARINT Monthly Report, July 2006.)

January 7 “Russian Pacific Fleet expeditionary force begins escort mission in Gulf of Aden” (RIA Novosti, January 7, 2009)

According to a Russian Navy spokesman, a destroyer, *Admiral Vinogradov*, which was dispatched from the Pacific Fleet to the area off Somalia, started escorting two Russian ships in the Gulf of Aden on the 7th. Another Russian warship, the *Neustrashimy*, which has been operating for anti-piracy mission since the end of October 2008, is expected to end its mission. However, the Navy spokesman said it would remain in the Somali waters until further notice. The spokesman said the *Neustrashimy* had protected over 50 ships from pirates by the end of 2008.

January 7 “Somali pirates free Turkish cargo ship” (Reuters, January 7, 2009)

Somali pirates released a Turkish cargo ship, MV *Yasa Neslihan*, on the 7th. The vessel was hijacked in the Gulf of Aden on October 29, 2008, while it was en route to China from Canada. Although the owner of the Turkish shipping company did not say whether or not the company paid ransom, Turkish news agency stated its owners paid a ransom. The 20 Turkish crew members were all safe, and the vessel would resume its journey to China.

The legal advisor to the owner said that the money was delivered by airdrop on Tuesday morning. (Trade winds, January 7, 2009)

January 8 “Combined Maritime Force forms counter-piracy force CTF-151” (Combined Maritime Forces Public Affairs, Press Release, January 8, 2009)

The Bahrain-based Combined Maritime Forces (CMF) has established Combined Task Force 151 (CTF-151) specifically for counter-piracy operations on the 8th. CTF 151 is a multinational task force that conducts counter-piracy operations in and around the Gulf of Aden, Arabian Sea, Indian Ocean and the Red Sea. It was established to create a lawful maritime order and develop security in the maritime environment.

The CMF announced that it created the Maritime Security Patrol Area (MSPA) in the Gulf of Aden in August 2008 to support international efforts to combat piracy. However, the charter for CTF-150, established at the outset of Operation Enduring Freedom, was for the conduct of Maritime Security Operations (MSO) in the Gulf of Aden, the Gulf of Oman, the Arabian Sea, Red Sea and the Indian Ocean. The establishment of CTF-151 will allow CTF-150 assets to remain focused on those activities, giving CTF-151 the ability to focus solely on the counter-piracy mission.

Vice Admiral Bill Gortney, CMF Commander, said, “Although more than 20 nations participate in the Combined Maritime Forces, some navies in our coalition do not have the authority to conduct counter-piracy missions. The establishment of CTF-151 will allow those nations to operate under the auspices of CTF-150, while allowing other nations to join CTF-151.”

U.S. Navy Rear Admiral Terence McKnight has been named the commander of the new task force.

【Related Story】

“CTF-151 flagship - U.S. amphibious ship arrives off Somalia” (Strategy Page, January 20 and others, 2009)

The U.S. amphibious ship USS *San Antonio* (LPD 17; 24,900 tons) has arrived off the coast of Somalia on the 20th. In addition to a crew of 360, LPD 17 normally carries 720 marines and all their equipment. USS *San Antonio* serves as the flagship of the anti-piracy Task Force 151, which has been established for the anti-piracy mission. There are a few hundred specialist personnel embarked for the anti-piracy mission. One helicopter anti-submarine squadron from USS *Theodore Roosevelt* (CVN 71) is embarked aboard amphibious transport dock ship, which will become the afloat forward staging base (AFSB). (Navy News Stand, January 23, 2009)

There is a team of 14 members on board including a platoon of U.S. marines and a platoon of U.S. Coast Guard for a visit, board, search and seizure (VBSS). (Navy News Stand, January 21, 2009)

When boarding teams depart the USS *San Antonio* in rigid-hull inflatable boats (RHIBs) to deter piracy in the Gulf of Aden, the Scout Sniper Platoon of marines aboard helicopter will go with them for protection. (Navy News Stand, January 26, 2009)



USS *San Antonio*

http://www.navy.mil/view_single.asp?id=67968

January 9 “Somali pirates free Saudi supertanker” (BBC News, January 9, 2009)

Somali pirates released a Saudi supertanker (Liberian-flagging), MT *Sirius Star*, on the 9th. MT *Sirius Star* was seized by Somali pirates on November 15, 2008, while sailing the open seas 450 nautical miles south-east of Kenya, carrying two million barrels of oil (costing 100 million US dollars) (refer to map). Although it was reported that a ransom of three million US dollars (USD)

was paid, the Saudi owner of the *Sirius Star* refused to confirm or deny any details. A small plane was seen apparently dropping the ransom by parachute onto the tanker.



Source: BBC News, January 9, 2009

Map: <http://news.bbc.co.uk/2/hi/africa/7752813.stm>

Photo: http://news.bbc.co.uk/2/shared/spl/hi/pop_ups/08/africa_enl_1231523771/html/1.stm

【Related Story】

“ 5 Somali pirates drowned in storm” (AP, January 10, 2009)

While leaving MT *Sirius Star* after releasing it, the boat with eight people on board overturned in a storm. Three people reached shore after swimming, but the other five are believed to have been drowned. Later on, one body was washed ashore and found with 153,000 USD in cash in a plastic bag in its pocket. Legal advisor to the owner of the shipping company said the ransom was delivered by airdrop. In the beginning, hijackers were demanding a ransom of five million USD.

January 9 “Somali pirates free Iranian ship” (Trade Winds, January 10, 2009)

On the 9th, Somali pirates released a bulk carrier (Hong Kong-flagged), MV *Delight* (43,300-DWT), owned by the Iranian shipping company (IRISL). All 25 crew members are well and the cargo of wheat, destined for Iran from Germany, is untouched, owner IRISL said. The bulk carrier was hijacked in the Gulf of Aden on November 18, 2008. It is unclear if any ransom was paid.

January 11 “Somali pirates release Japan-related vessel” (Trade Winds, January 13, 2009)

On the 11th, Somali pirates released a Panama-flagged bulk ship, MV *African Sanderling* (58,700-DWT). Its 21 Filipino crew members are safe, and there are no reports as yet of any ransom payment for release of the ship. Operated by Nagashiki Shipping of Japan, the vessel was

seized by pirates in the Gulf of Aden on October 10, 2008.

January 12 “Kenyan FAM rejects ransom payment for releasing Ukrainian ship” (Capital News, Kenya, January 12, 2009)

On the 12th, Kenyan Foreign Affairs Minister (FAM) Moses Wetangula condemned the payment of ransom to pirates that led to the release of MT *Sirius Star* and vowed that Kenya would not be drawn to do the same for the MV *Faina* laden with tanks bound for their country. Mr. Wetangula said Kenya was against any form of ransom payment to ‘criminals’ and maintained that the government would not pay to secure freedom for the ships and its crew, who have been held since September 25, 2008. “As you are aware, our cargo in the MV *Faina* is still in the hands of pirates. However long it takes, Kenya is not willing to pay ransom and will not pay any ransom. The cargo is not perishable,” he added. “The cargo is ours but the responsibility and insurance lies with the consigner,” the minister reiterated.

MV *Faina* has been held longer than any other vessels with a Nigerian boat *Yenegoa Ocean* which was hijacked on August 5, 2008. Captain of the *Faina* died two days after the ship was seized by the pirates. Second mate Vladimir Nikolsky spoke to AFP over the satellite phone that there is no contact from the ship owner although a flurry of middlemen has been involved in the ship’s release. Nikolsky appealed, “Direct contact from the ship owner is the only solution.”

There are an estimated 1,500 pirates in the Gulf of Aden and Indian Ocean - mainly fishermen and former coastguards. The pirates who took the MV *Faina* are from the same clan as those who captured the MT *Sirius Star*.

January 13 “Somali pirates release Turkish ship” (Ecoterra International, January 13, 2009)

Somali pirates released a Turkish-owned tanker, MT *Karagol* (6,000DWT) on the 13th. The Turkish shipping company said crew members of 14 Turkish nationals are safe, and they were released after the payment of a ransom to the hijackers. The tanker was seized in the Gulf of Aden on November 11, 2008, while carrying a cargo of chemicals destined for India,

January 13 “Russian navy thwarts attack by Somali pirates” (AP, January 14, 2009)

According to Noel Choong, head of the International Maritime Bureau's Piracy Reporting Center (PRC) in Malaysia, a Russian warship rescued a Dutch container ship from the attack by Somali pirates in the Gulf of Aden on the 13th. Firing rocket-propelled grenades, six pirates chased the vessel for about 30 minutes but aborted their attempt to board the ship after a Russian warship and helicopter arrived at the scene, Choong said. Russian navy spokesman said a Ka-27 helicopter was sent from the destroyer *Admiral Vinogradov* and fired at three pirate speedboats that were trying to attack the Dutch ship. He said three pirates were wounded. One of the speedboats was halted near Yemeni waters and Russian teams from the *Admiral Vinogradov* boarded the other two, finding ropes with grappling hooks and gas canisters but no fishing equipment.



Admiral Vinogradov

http://3.bp.blogspot.com/_E-QOnTGFx_o/SW4LGNUa2DI/AAAAAAAAAGOc/VtvdIQUZlQ8/s1600-h/800px-AdmiralVinogradov1992.jpg

January 14 “24 countries, 5 international organizations form contact group on piracy off Somalia” (Lloyd’s List, January 15, 2009)

On the 14th, twenty-four countries, including Japan, U.S. and China, and five major international organizations have come together at the United Nations (UN) to form the Contact Group on Piracy off the Coast of Somalia (CGPCS), charged with coordinating anti-piracy actions in the Gulf of Aden. The meeting has examined practical options for strengthening the ability of countries willing to detain and prosecute suspected pirates. It has also pledged to consider other means of addressing piracy, including international judicial mechanisms.

Attendees included 24 countries - Australia, China, Denmark, Djibouti, Egypt, France, Germany, Greece, India, Italy, Japan, Kenya, the Netherlands, Oman, Russia, Saudi Arabia, Somalia’s transitional government, South Korea, Spain, Turkey, United Arab Emirates, UK, US and Yemen, as well as five international organizations - the African Union, the European Union, the North Atlantic Treaty Organization (NATO), the UN secretariat and the International Maritime Organization IMO).

At the meeting, the Contact Group established four working groups to tackle different piracy-related issues. Working Group 1 will address activities related to military and operational coordination and information sharing and the establishment of the regional coordination center, and will be convened by the UK with the support of the IMO. Denmark will convene Working Group 2 to address judicial aspects of piracy with the support of UNODC. The US will convene Working Group 3 to strengthen shipping self-awareness and other capabilities, with the support of IMO, and Egypt will convene Working Group 4 to improve diplomatic efforts on all aspects of piracy. (Relief Web, January 20, 2009)

January 16 “IMB issues annual piracy report 2008” (Maritime Global Net, January 16, 2009)

On January 16, 2008, the International Maritime Bureau (IMB) issued the annual report on

piracy and armed robbery against ships which occurred in the world in 2008 through its Piracy Reporting Center (PRC) based in Kuala Lumpur. According to the report, there were a worldwide total of 293 incidents of piracy against ships in 2008, of which 111 were noted in the Gulf of Aden and off Somalia. For further details of the report, refer to an article 2 on Intelligence Assessment in this OPRF MARINT Monthly Report.

January 16 “Somali pirates release Danish cargo ship” (iol, January 16, 2009)

On the 16th, the Somali pirates released a cargo ship, MV *CEC Future* (7,120DWT), operated by a Danish shipping company and its 13 crew members. The ransom was dropped by parachute to the pirates on the 14th, and after counting the cash the pirates departed from the ship in a speedboat on the 15th. The company executive did not disclose the amount of the ransom paid, but said the going rate to pirates in the Gulf of Aden was currently around one to two million dollars. The Bahamas-flagged MV *CEC Future* was hijacked on 7 November 2008 in the Gulf of Aden, while heading from the Middle East to Asia. The executive admitted that paying ransoms to pirates was a difficult dilemma. He added, “Yes it definitely encourages them. But as long as you're not properly protected, this is a curse we have to live with.”

January 20 “ROK cabinet decides dispatching warships off Somalia” (The Korea Herald, January 21, 2009)

On the 20th, the Republic of Korea (ROK) Cabinet approved a government plan to send a naval ship to waters off Somalia. The ROK will dispatch a Navy *Yi Sun-sin* class (4,500 tons) destroyer – the *Ganggamchan* that will carry three high-speed boats, along with a helicopter, and about 310 troops. The mission, expected to cost around 28 billion won (\$20 million), would be continued until the end of the year 2009. Extensions may be possible, officials said. It would mark the first time that Korea participated in an international naval operation. The Korean forces would be taking part in the maritime security operation under the guide of the United States-led Combined Maritime Forces.



Ganggamchan

Source: Chosun Ilbo, October 2, 2007

January 21 “Spanish Parliamentary OK’s to send warships to EU fleet” (Shiptalk, January 21, 2009)

On the 21st, Spain's parliament approved to send two naval vessels and up to 395 troops to the European Union's naval mission. Spain already has a P-3 maritime surveillance plane with 70 troops at a French air base in Djibouti. Under the parliamentary approval, these navy ships and a patrol plane will operate as part of EU task force assets. Spanish Defense Minister Carme Chacon stressed at the parliament that the fight against piracy is of vital importance for the defense of the geo-strategic and economic interests of Spain, and will provide security to their fishing fleet. Based on three-month rotation, Spain is expected to take the helm of EU fleet which is currently under Greek command.

January 22 “Somali pirates release Liberian ship” (Shiptalk, January 23, 2009)

On the 22nd, Somali pirates released a Liberian flag chemical tanker, MT *Biscaglia* (27,350 DWT). The tanker with 31 crew members was hijacked in the Gulf of Aden on November 28. Of the crew, three sailors escaped by jumping into the sea and they were later rescued. It was not clear whether the ransom was paid or not.

January 27 “US, Kenya agree to deal on piracy suspects” (VOA News, January 27, 2009)

On the 27th, the United States (US) and Kenya have signed a memorandum of understanding that will allow pirate suspects captured off Kenya's coast to be tried in Kenyan courts. Although the international community has been searching for ways to prosecute pirate suspects, the US will hand over pirate suspects captured off the coast of East Africa to the Kenyan government for prosecution, the American ambassador to Kenya said.

January 27 “French navy foils Somali pirate attack on Japan-related ship, captures 5 pirate suspects” (AFP, January 27, 2009)

On the 27th, the French navy foiled an attack on a crude oil tanker of Mitsui OSK Lines, MT *African Ruby* (150,000 DWT), in the Gulf of Aden, and arrested nine piracy suspects allegedly trying to board the vessel. Receiving distress call from the African Ruby, the French frigate *Le Floreal* dispatched a helicopter which spotted two high-speed skiffs with armed men on board. The chopper fired warning shots and the nine men on the skiffs were detained afterwards. French navy has so far captured 57 pirates in seven such operations since April 2008.



MT African Ruby

<http://www.shipspotting.com/modules/myalbum/photo.php?lid=120615&cid=155>

Here are some photos of the capture from the French Navy



The skiffs are stopped by the Panther



Team approach in access control of the Panther



Gun at the ready - Interception of pirates by the EPR



Interception of pirates by the EPR



View from *Le Floreal*



Le Floreal

<http://fredfryinternational.blogspot.com/2009/01/french-frigate-floreal-captures-nine.html>

【Related Story】

“ French navy hands over suspected pirates to Somali authorities (Xinhua, January 29, 2009)

On the 29th, the French navy handed over nine suspected Somali pirates to the authorities in the northeastern semiautonomous Somali region of Puntland facing the Gulf of Aden. Regional Minister for Security told the suspects would be held until they are brought before a court.

January 29 “Somali pirates capture LPG tanker” (Lloyd’s List, January 29, 2009)

On the 29th, Somali pirates captured a Bahamas-flagged LPG tanker chartered by the German shipping company, MT *Longchamp* (4,316 DWT) with crew members of 12 Filipinos and one Indonesian on board. When attacked, the tanker was sailing the Maritime Security Patrol Area (MPSA). The shipping company said that during hijacking the pirates attacked three [commercial] ships simultaneously to disperse the naval ships of the nation on patrol, and unfortunately it was MT *Longchamp* with a low freeboard that was taken hostage by the pirates. According to the German shipping company, the Indian naval vessel tried to repel the attack but was too late. After watching over the ship from a safe distance, the Indian warship left the scene.



MT *Longchamp* (4,316DWT)

Source: Fairplay Daily News, January 29

<http://www.mschoa.eu/FairplayStoryDisplay.aspx?articlename=dn0020090129000015>

January 29 “Nine countries sign deal to counter Somali piracy” (AFP, January 29, 2009)

On the 29th, nine countries from the region most affected by Somali piracy signed a deal enhancing cooperation in the fight against piracy in the Indian Ocean and Gulf of Aden. The nine signatories are Djibouti, Ethiopia, Kenya, Madagascar, the Maldives, the Seychelles, Somalia, Tanzania and Yemen. A code of conduct was signed during a special meeting convened in Djibouti under the auspices of the International Maritime Organization (IMO). The code of conduct provides for the creation of three information centers in Mombasa, Dar es Salaam and Sanaa and a training center for anti-piracy units in Djibouti. Also, the document says coastal states should make the necessary changes in their legislations to facilitate the arrest and prosecution of piracy suspects.

January 29 “Italy adds frigate to EU flotilla” (Lloyd’s List, January 29, 2009)

Italy is to send an additional frigate with 114 crew members to the EU expeditionary fleet, for which Italy’s ship owners have been lobbying for some time.

January 29 “Sweden dispatches naval vessels off Somalia” (Ministry for Foreign Affairs, Sweden, Press release, January 29, 2009)

On the 29th, the Swedish government decided to send the armed force of about 160 personnel to waters off Somalia. The force will be made up of two corvettes, one support ship and a security force. Sweden's participation is a response to the UN request for protection and security for World Food Program (WFP) based on the UNSC resolution. Parliamentary approval is required to dispatch the armed forces.

January 31 “Chinese naval task force earns gratitude from transport ministry” (Xinhua, January 31, 2009)

On the 31st, China's Ministry of Transport praised the task force of the Chinese navy for its

escorting of 24 merchant vessels in 10 missions since arriving in the waters off Somalia one month ago.

1.2 Military

January 2 “Russian Pacific Fleet expeditionary force deploys to Arabian Sea” (Ecoterra International, January 2, 2009)

On the 2nd, an expeditionary force of the Russian Pacific Fleet led by the destroyer *Admiral Vinogradov* entered the Arabian Sea to join the Baltic Fleet’s escort ship *Neustrashimy* which has been on an anti-piracy mission off Somalia since the end of October 2008, a source in the Pacific fleet’s headquarters said. Apart from the destroyer *Admiral Vinogradov*, the naval task force also includes the rescue tug-boat *Foty Krylov* and the tankers *Boris Butoma* and *Pechenga*. The naval grouping is expected to be joined by the Russian Northern Fleet’s nuclear-powered missile cruiser Pyotr Veliky, which is currently on its way to South Africa’s Cape Town, following which it will set off northerly.

January 8 “Indonesian navy commissions 2 locally made ships” (Jakarta Globe, January 8, 2009)

The Indonesian Navy (IN) has launched two PC-40 class locally made patrol vessels. Two boats would be deployed to the Western Fleet Command, based in Jakarta. According to IN spokesman, with the latest two vessels, the IN has now a total of 146 warships, but it still lacks another 128 ships.



PC-40 class locally made patrol vessel

<http://picasaweb.google.com/kobus.nl/NavalVessels?feat=embedwebsite#5289216072199724146>

January 10 “US aircraft carrier George Bush commissioned” (The Washington Post, January 11, 2009)

On the 10th, the U.S. Navy’s the 13 active aircraft carrier, USS *George H.W. Bush* was commissioned. The gargantuan USS *George H.W. Bush* is the last of 10 *Nimitz*-class nuclear-powered aircraft carriers to be commissioned by the Navy. In the ceremony of

commissioning a new aircraft carrier named for the 41st President: his father, President Bush participated with ex-President - his father.

January 16 “Singapore’s new frigate becomes operational” (MINDEF, Singapore, Press Release, January 16, 2009)

On the 16th, the final two of six new frigates of *Formidable* class (3,200 tons) of the Republic of Singapore Navy's (RSN) were commissioned, completing their deployment programs. At the commissioning ceremony, Singapore’s Minister for Defense Teo Chee Hean said, “The new frigates will significantly increase the RSN's ability to protect our Sea Lines of Communication.”



RSS *Formidable* at sea

http://www.mindef.gov.sg/etc/medialib/imindef_media_library/photos/news_release/2005/aug.Par.0009.Image.gif?direct=1

January 20 “China issues national defense white paper in 2008” (PLA Daily, January 21, 2009)

On the 20th, the Chinese government issued a white paper titled “China's National Defense in 2008.” In the white paper, China has shown a strong posture of its strengthening the naval power more than ever before, stressing that “it will make efforts to build a strong navy.” The white paper says, “Based upon the need for implementing the coastal defense strategy, taking information technology and science as the orientation and strategic priority of its of its modernization drive, the Navy is endeavoring to build a strong fleet.”

Note: For China’s national defense white paper in 2008, see the website as follows:

http://english.chinamil.com.cn/site2/special-reports/2009-01/21/content_1627631.htm

1.3 Diplomacy and International Relations

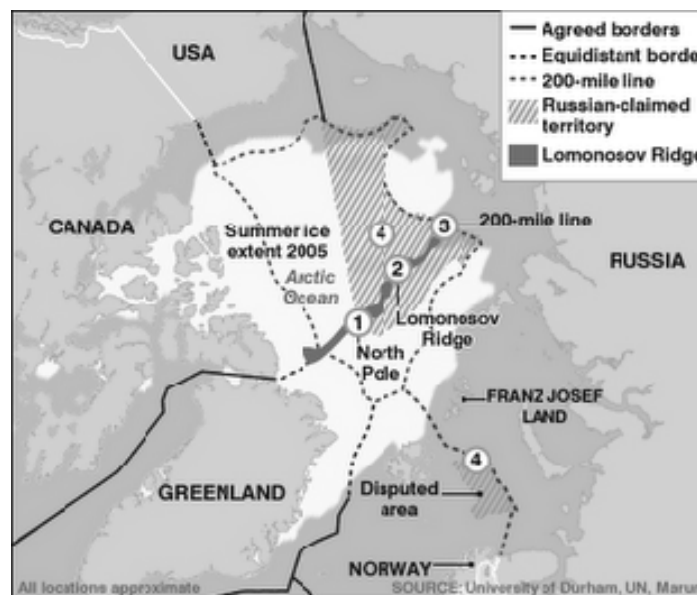
January 9 “Bush releases new U. S. Arctic policy” (Office of the Press Secretary, White House HP, January 9, 2009)

On the 9th, U.S. President George W. Bush signed off on a directive on new U. S. arctic policy (NSPD-66/HSPD-25). The document states that it is U. S. policy to do the following:

1. Meet national security and homeland security needs relevant to the Arctic region;
2. Protect the Arctic environment and conserve its biological resources;
3. Ensure that natural resource management and economic development in the region are environmentally sustainable;
4. Strengthen institutions for cooperation among the eight Arctic nations (the United States, Canada, Denmark, Finland, Iceland, Norway, the Russian Federation, and Sweden);
5. Consider the effects on the environment before developing the new navigation routes;
6. Involve the Arctic's indigenous communities in decisions that affect them; and
7. Enhance scientific monitoring and research into local, regional, and global environmental issues.

Note: As for all text of the presidential directive, see the website below:

<http://www.whitehouse.gov/news/release2009/01/20090112-3.html>



Conflict chart over the Arctic region

http://3.bp.blogspot.com/_E-QOnTGFX_o/SXCQ2diL5eI/AAAAAAAAAGUI/Aer69zkt4RQ/s1600-h/44032849_arctic_russia416.gif

【Commentary】

Although signing off on a presidential directive by President George W. Bush (hereafter, the

new directive) was made several days before the transfer of power to a new administration of Barack Obama, a review of the Arctic policy which had been completed by the Clinton administration in 1994 lasted about two years under the drastic change of the situation over the Arctic Ocean by the climate change. The presidential directive of the Bill Clinton administration starts with a description that "The United States is an Arctic nation," which advocates that, as the United States has global interests in the national security in the Arctic Ocean, Washington will continue to defend its interests either independently or in conjunction with other states.

Although new U. S. Arctic policy shown in the new directive is very comprehensive, it is also criticized that it merely lists up the subjects, without giving priority over them. First, responding to the fact that Canada and Russia are intensifying the presence in the Arctic Ocean, the new directive confirms again that the United States will protect the interests in the Arctic Ocean and deal with them positively by projecting the presence. The United States will also continue to assert that both the Northwest Passage and the Arctic (Northern) Sea Route are international navigation routes. In addition, the new directive urges the nation to have equipment and capabilities necessary for defending the U. S. territory and its [sovereign] rights, but it does not delve into the issue of expanding U. S. fleet of icebreakers needed by the Coast Guard. Also, as a considerable amount of oil and natural gas is expected to remain on deposit in the Arctic Ocean, the new directive is advocating the development of resources and energy from the standpoint of environmental protection. However, environmentalist groups are issuing a warning that the development of the resources in the Arctic Ocean will cause ecological problems coupled with human activities of navigation, fishery, and environment among others.

The expectation for the time being which the new Arctic policy will bring about is that it will gain momentum to an attempt to ratify the U.N. Convention of the Law of the Sea (UNCLOS) in the U. S. Senate. The new directive seeks becoming a member of the UNCLOS which will provide the legal basis on the Arctic Ocean. Regarding the Arctic Ocean, coordination over the border of the Exclusive Economic Zone (EEZ) and continental shelf between the related nations will become necessary (see map), but the United States cannot sit down for talks with them as it is not yet a party of the UNCL. The United States and Canada have a dispute over an unresolved boundary in the Beaufort Sea. The U.S. accession to the UNCLOS will be useful to the solution of this problem. The movement toward the accession to the UNCLOS will be accelerated under Obama administration. Secretary of State Hillary Rodham Clinton alluded to the Arctic policy at her nomination hearing at the U. S. Senate, and testified that the accession to the UNCL is an issue of the highest priority.

1.4 Shipping, Resources, Environment, and Miscellaneous

January 8 “LNG fleet passes 300-vessel mark” (Maritime Global Net, January 8, 2009)

According to UK-based LNG World Shipping, the world’s in-service fleet of LNG carriers has passed the 300-ship mark. Its publication notes it took 34 years for the fleet to reach 100 vessels and a further eight years for it to break through the 200-vessel barrier. Regardless, the 300-ship mark has been reached just over two and one-half years later. Built by Daewoo Shipbuilding & Marine Engineering, MT *Tanggung Jaya* became the 300th member of the current fleet of gas carriers, which was delivered to K Line and PT Meratus Line (Indonesia) on 29 December 2008.

MT *Tanggung Jaya* is one of a fleet of seven 155,000 cu m LNG carriers being built in Korea for the carriage of LNG from the new Tangguh LNG export plant in Indonesia’s Papua province for carriage to customers in China, Korea and the west coast of North America. The LNG carriers are being delivered over the November 2008-May 2009 period. The Tangguh LNG plant is scheduled to commence operations in the second quarter of 2009.

There are a further 89 LNG carriers on order worldwide for delivery through 2011, according to LNG World Shipping.

January 22 “Somali pirates threaten Indian Ocean tuna industry” (Reuters, January 22, 2009)

Tuna catches in the Indian Ocean fell by as much as 30 percent in the year 2008 under the influence of Somali piracy. According to the Indian Ocean Tuna Commission, France and Spain, which both base fleets in the Seychelles, would expect to haul in nearly two-thirds of the year’s catch off Somalia between August and November. However, they had to look further east of the waters off Somalia and probably caught about 50 percent of what they would usually catch. Some 50 trawlers use the capital Victoria’s port, through which up to 350,000 tons of tuna are handled each year. But catches have suffered for two consecutive years. In the Seychelles, tuna and related industries account for up to 40 percent of foreign earnings, which are predicted to fall significantly.

2. Intelligence Assessment

Piracy and Armed Robbery against Ships in the year 2008 (1 January – 31 December): ~ From IMB Annual Report ~

On 16 January 2009, the International Maritime Bureau (IMB) of International Chamber of Commerce (ICC) released a report on the incidents of piracy and armed robbery against the ships noted in the world in the year 2008 titled “Piracy and Armed Robbery against Ships, 1 January - 31 December 2008” (hereafter the Report) through the Piracy Reporting Center (PRC) based in Kuala Lumpur. According to the IMB, piracy and armed robbery have been described 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. Below is the gist of the report.

1. Characteristics viewed from numbers and locations of attacks including the attempted cases

Table 1: Changes of numbers of attacks (including the attempted attacks) in Asia and other areas during the past 6 years

Locations	2003	2004	2005	2006	2007	2008
Indonesia	121	94	79	50	43	28
Malacca Straits	28	38	12	11	7	2
Malaysia	5	9	3	10	9	10
Philippines	12	4		6	6	7
Singapore Straits	2	8	7	5	3	6
Thailand/Gulf of Thailand	2	4	1	1	2	
South China Sea	2	8	6	1	3	
Vietnam	15	4	10	3	5	11
Bangladesh	58	17	21	47	15	12
India	27	15	15	5	11	10
Gulf of Aden/Red Sea*	18	8	10	10	13	92
Somalia	3	2	35	10	31	19
Nigeria	39	28	16	12	42	40
Tanzania	5	2	7	9	11	14
Total at year end*	445	329	276	239	263	293

Source : Calculated from data in Table 1: Location of Actual and Attempted attacks in the Report, IMB, 2008, pp. 5-6.

Note* : No attacks in the Red Sea were reported. Somali pirates were responsible for the incidents in the Gulf of Aden.

Note** : Total number of attacks made throughout the respective years includes all locations (maritime areas) listed in the Report.

As shown in the Table 1, a total of 293 incidents of piracy and armed robbery against ships (hereafter attacks/cases) were reported to the IMB PRC in 2008. Of them, 200 attacks (187 attacks in 2007) were the actual cases, of which 49 (18 in 2007) were hijackings and 151 (169 in 2007) were the incidents in which the vessels were boarded by the pirates / robbers (hereafter boarding cases). 93 attacks (76 in 2007) were the attempted cases - failed hijackings, of which 46 cases (14 in 2007) were the incidents in which the vessels were fired upon (hereafter fired-upon cases) and 47 (62 in 2007) were attempted boarding cases. The number of 293 attacks in 2008 increased by 30 cases from 263 attacks in 2007— increase over 11 percent. Although the number of 293 attacks is smaller than the highest number of 445 attacks in 2003 during the past six years and the number of 329 attacks in 2004, it showed an increase of 10 percent compared to a previous year for the first time for two consecutive years throughout the past six years.

Looking from the locations of the attacks (incidents), more than two-thirds of a total of 293 attacks in 2008 -- 216 attacks occurred in the seven areas. In order of higher frequency, 92 attacks (13 attacks in 2007) in the Gulf of Aden, 40 (42 in 2007) off Nigeria, 28 (43 attacks in 2007) in Indonesian archipelagoes, 19 (31 in 2007) off Somalia, 14 (11 in 2007) off Tanzania, 12 (15 in 2007) off Bangladesh and 11 (5 in 2007) off Vietnam, were noted.

The Report states a total of 111 attacks were noted off Somalia and in the Gulf of Aden in 2008, which occupies a third or less of all attacks, and shows an increase of nearly 200 percent compared to 44 cases in 2007. According to the Report, a total of 42 vessels - 32 in the Gulf of Aden and 10 off Somalia - were hijacked, and 815 crew members were taken hostage [by the pirates]. Somali pirates saw the year 2008 out by holding 13 vessels and 242 crew members. Looking at the fact that there were 49 hijackings and 889 hostages worldwide, this area seemed to be distinctly abnormal in 2008. The Report points out that all attacks by Somali pirates aim to hijack the vessels; therefore, all attempted attacks are the incidents in which pirates failed in hijacking.

Looking at the details of 111 cases, we realize the incidents in the Gulf of Aden are remarkably increasing. Of 92 attacks in the Gulf of Aden, 34 cases - two boarding cases and 32 hijackings - were actual attacks, and 58 cases - 31 fired-upon cases and 27 boarding cases – were attempted attacks. As for Somalia, of 19 cases, 10 actual attacks (all are hijackings) and nine attempted attacks (eight fired-upon cases and one boarding case) were noted. The number of the attacks off Somalia is decreasing. The Report says the attacks are recurring in the waters off the eastern and southern coasts of Somalia, and they are occurring far off Kenya and Tanzania. In fact, 318,000-ton VLCC, MT Sirius Star, which was hijacked by Somali pirates on 15 November, was the largest one of its kind. The tanker was attacked in the area farthest from the coast – on the high seas about 450 nautical miles southeast of Mombasa Port, Kenya at that. The Report says that, for the attacks in the areas far from the coast, the pirates are using the “mother ship” which can go out far from the coast to launch small boats.

Nigeria on the west coast of Africa has the second highest number of attacks in the area. Of 40 cases, 27 boarding cases and five hijackings were noted. The Report says that the main difference between attacks in the Gulf of Aden/ the waters off Somalia and cases in Nigeria is that almost all the incidents in Nigeria are conducted within its territorial waters. Moreover, the incidents in Nigeria are often quite violent and crews are frequently injured and kidnapped. The attacks in the Niger delta are targeted against the oil industry and 17 of the incidents were against tankers.

On the other hand, there have been declines in the maritime areas in the Southeast Asia. For example, the number of attacks in the waters off Indonesian archipelagos continues to remain the highest. However, it has been surely decreasing every year since 2003 when 121 attacks had been reported. There has been a drastic decline in 2008 compared with the previous year. Of 28 attacks, 26 actual attacks (25 boarding cases and one hijacking) and two attempted cases (one fired-upon case and one boarding case) were noted. The Malacca Straits has seen a further reduction in number of incidents reported since 2005, and there were only two attacks (both are attempted) in 2008. Incidents in the Singapore Straits were doubled to six (five actual boarding cases and one attempted boarding case). Malaysia (east coast) has also seen an increase by one case – three hijackings and seven boarding cases (both actual). In other maritime area in Asia 11 cases in Vietnam were noted. (Of 11, ten actual boarding cases and one attempted boarding case.)

The Report welcomes this reduction which is assessed to be caused by cumulative result of increased vigilance and patrolling by the littoral states. On the other hand, the Report mentions that, with the world economy in its present uncertain condition, there is a possibility that piracy will be increasing. Therefore, navies and coastguards are required to continue their efforts against piracy.

2. Characteristics viewed from the status

As shown in the Table 2, of 200 actual attacks (incidents) in the year 2008, 17 attack (22 attacks in 2007) while the ships were berthed, 95 (105 in 2007) while the ships were anchored, 87 (53 in 2007) while the ships were steaming, and one case (seven in 2007) whose status was not stated, were noted respectively.

On the other hand, of 93 attempted attacks (incidents) in the year 2008, two cases (one case in 2007) while the ships was berthed, nine cases (17 in 2007) while the ships were anchored, and 82 cases (58 in 2007) while the ships were steaming, were noted respectively.

Looking at the actual attacks in the Gulf of Aden and off Somalia, all cases were made while the ships were steaming, which reflects the trend that the pirates are aiming to hijack the steaming vessels by using the “mother ships” in this area.

On the other hand, according to the Report, in 2008, there were 13 countries (locations) (20 locations in 2007) in the world where ports and anchorages, with three or more reported attacks (incidents), were noted. Of them, three nations with more than 10 attacks were noted. In Lagos in Nigeria there were 22 attacks (25 attacks in 2007), which means Lagos is the most dangerous port in the world, as viewed from the number of the incidents noted during the past two years. Next come in order of the greater numbers of the incidents Dar es Salaam in Tanzania with 12 cases

(11 cases in 2007), and Chittagong in Bangladesh with 11 (15 in 2007), where the incidents have been decreasing since 2006 when 46 cases were noted. In Asia, there were six cases (nine cases in 2007) in Belawan in Indonesia, four (three in 2007) in Jakarta-Tg. Priok in Indonesia, three (five in 2007) in Manila in the Philippines, and six (three in 2007) in Vung Tau in Vietnam. According to the Report, Dar es Salaam in Tanzania and Chittagong in Bangladesh have shown a few similarities in the method of attacks. Vessels at anchor and those approaching the anchorage are targeted. Robbers in Chittagong mainly steal ship stores while in Dar es Salaam the cargo is the target. Armed robbers in Vung Tau in Vietnam also steal ship stores.

Table 2: Status of ships during actual attacks in Asia and other areas

Location	Berthed	Anchored	Steaming	Not Stated
Indonesia	2	13	11	
Malaysia	1	4	5	
Philippines		3	2	
Singapore Straits		1	4	
Vietnam	1	8	1	
Bangladesh	2	9	1	
India		8	1	
Gulf of Aden			34	
Somalia			10	
Nigeria	8	14	8	
Tanzania		7	7	
Subtotal*	17	95	87	1
Total*	200			

Source: Calculated from data in Table 4: Status of ships during Actual attacks, January – December 2008 in the Report, IMB, 2008, p. 14.

Note *: Includes all locations (maritime areas) listed in the Report.

3. Types of vessels attacked

Table 3: Number of attacks by types of vessels

Types of vessels	2003	2004	2005	2006	2007	2008
Bulk Carrier	114	73	81	57	32	48
Container	56	48	30	49	53	49
General Cargo	73	38	46	30	36	38
Refrigerated	7	10	3	3	7	8
Tanker Chemical / Product	49	56	43	35	52	55
Tanker Crude Oil	42	17	22	9	25	30
Tanker LPG	14	13	5	4	5	6
Trawler / Fishing	28	18	7	18	16	9
Tug	19	24	13	9	7	16
Yacht	15	11	7	10	8	9
Total at year end*	445	329	276	239	263	293

Source: Calculated from data in Table 11: Types of vessels attacked, January – December 2003 - 2008 in the Report, IMB, 2008, p. 16.

Note *: Includes vessels of other types.

As shown in Table 3, the types of the vessels that are frequently attacked have been almost unchanged for six years. Incidentally, a total of 25 types of vessels were attacked in 2008. Except for five supply ships of the oil facilities in Nigeria, there were one - three cases in other types of the vessels.

4. Characteristics of violence and weapons used

(1) Violence against crew

Table 4: Number of attacks by types of vessels

Types of Violence	2003	2004	2005	2006	2007	2008
Taken hostage	359	148	440	188	292	889
Kidnap/Ransom		86	13	77	63	42
Crew threatened	65	34	14	17	6	9
Crew assaulted	40	12	6	2	29	7
Crew injured	88	59	24	15	35	32
Crew killed	21	32	-	15	5	11
Missing	71	30	12	3	3	21
Total	644	401	509	317	433	1,011

Source: Calculated from data in Table 8: Types of violence to crew, January – December 2008 in the Report, IMB, 2008, p. 13.

As shown in Table 4, looking at the violence against the crew, a total number of acts of violence mark 1,011 cases, which was a substantial increase, compared to 433 cases in 2007 and 317 cases in 2006. Particularly, reflecting the trend of attacks in the Gulf of Aden and in the waters off Somalia, the hostage incidents increased from 292 cases in 2007 to 889 cases in 2008, which have significantly increased almost three times.

Looking at the violence by location, of 889 hostage incidents, 815 persons were noted in the Gulf of Aden and off Somalia. Of 815 hostage incidents, 629 (23 persons in 2007) in Aden and 186 (154 in 2007) off Somalia were noted, and hostage incidents in 2008 were concentrated in the Gulf of Aden. It reflects on the peculiarity that the pirates in this area will aim to hijack the vessels to demand ransom by keeping cargoes and crew as hostages.

On the other hand, the incidents of demanding ransom by kidnapping the crews are peculiar cases in Nigeria. Of 42 incidents of kidnapping and ransom demand, 39 cases (40 among 63 in 2007) were noted in Nigeria. No incidents of this kind were noted in the Gulf of Aden. In other areas, three cases were noted off Somalia.

Looking at the details of violence in Southeast Asia, 16 persons were taken hostages (eight in 2007), four persons were threatened (two in 2007), two persons were injured (one in 2007), and six person were missing (one in 2007) in Indonesia. Of 11 crew members killed in 2008, seven were Filipinos, which were caused when the fishing vessel and boat with crews on board were fired upon by the pirates. The other incidents in which crews were killed include three persons in the Gulf of Aden and one person off Somalia. Compared to number of hostages, incidents in which crews were killed are few, showing peculiarity of piracy incidents in this area.

(2) Types of arms used

As shown in Table 5, looking from the types of arms used, we can guess a peculiarity and danger in the Gulf of Aden and off Somalia. Of a total 293 incidents in 2008, 138 cases (72 cases among 263 cases in 2007) in which guns were used were noted. Looking at these incidents from locations, 85 cases (two cases in 2007) in the Gulf of Aden, 18 cases (19 cases in 2007) in Nigeria and 17 cases (one case in 2007) off Somalia were noted.

On the other hand, regarding the assaulting cases where knives were used, of 68 cases, Indonesia tops others with 13 cases (10 cases among 67 in 2007), which is followed by 10 cases (14 cases in 2007) in Nigeria. In Asia, five cases (11 cases in 2007) in Bangladesh, five cases (two cases in 2007) in Vietnam, and four cases (one case in 2007) in the Singapore Straits among others were noted. These countries are known for their peculiarities in having many piracy cases, including robbing ship stores and crew's belongings, by using knives.

Table 5: Types of arms used in Asia and other areas infested with piracy in 2008

Locations	Armed with Guns	Armed with Knives	Other Weapons	Not Stated
Indonesia	4	13	1	10
Malacca Straits				2
Malaysia	4	3		3
Philippines	2	3		2
Singapore Straits	1	4		1
Vietnam		5		6
Bangladesh	1	5	1	5
India		3		7
Gulf of Aden	85			7
Somalia	17			2
Nigeria	18	10	2	10
Tanzania		8		6
Subtotal*	139	68	6	80
Total*	293			

Source : Calculated from data in Table 10: Types of arms used by geographical location, January – December 2008 in the Report, IMB, 2008, p. 15.

Note *: Includes all targeting locations (maritime areas) in the Report.

Enclosure 1: Information data made by OPRF

Hijacking incidents in the Gulf of Aden and off Somalia in 2008 viewed from IMB Report and other sources (As of December 31, 2008)

Hijacked	Date	Date released (Days held)	Crew (killed)	Vessel	Flag State
<i>Svitzer Korsakov</i> (A)	2.1	3.18(46)	6	Tug Boat	St.Vincent & Grenadines
<i>Brum Ocean</i> (A)	4.1	4.1(1)	34	Fishing Vessel	Yemen
<i>Playa De Bakio</i> (S)	4.2	4.25(23)	26	Fishing Vessel	Canary Islands
<i>Le Ponant</i> (A)	4.4	4.11(7)	30	Passenger Vessel	France
<i>Al-Khaleej</i> (S)	4.21	4.21(1)	16	General Cargo	UAE
<i>Victoria</i> (S)	5.17	5.23(6)	21	General Cargo	Jordan
<i>Amiya Scan</i> (A)	5.25	6.24(30)	9	General Cargo	Antigua & Barbuda
<i>Lehmann Timber</i> (A)	5.28	7.7(40)	15	General Cargo	Gibraltar
<i>Rockall</i> (S)	6.23	unknown	3	Yacht	不明
<i>Stella Maris</i> * (A)	7.20	10.9 (81)	21	Bulk Carrier	Panama
<i>Yenegroa Ocean</i> (S) §	8.4		8	Tug/Supply Vessel	Panama
<i>Thor Star</i> (A)	8.12	10.14 (62)	28	General Cargo	Thailand
<i>Bunga Melati Dua</i> (A)	8.19	9.29 (40)	39 (1)	Chemical Tanker	Malaysia
<i>Iran Deyanat</i> (A)	8.21	10.10 (49)	29	Bulk Carrier	Iran
<i>BBC Trinidad</i> (A)	8.21	9.11 (20)	13	General Cargo	Antigua & Barbuda
<i>Irene</i> * (A)	8.21	10.9 (48)	19	Chemical Tanker	Panama
<i>Bunga Melati Lima</i> (A)	8.29	9.27 (28)	41	Chemical Tanker	Malaysia
<i>Carre D'as IV</i> (A)	9.2	9.15 (13)	2	Yacht	France
<i>Al Mansourah</i> (A)	9.3	9.27 (24)	25	Bulk Carrier	Egypt
<i>Bright Ruby</i> (A)	9.10	10.16 (36)	21	General Cargo	South Korea
<i>Stolt Valor</i> * (A)	9.15	11.16 (62)	22	Chemical Tanker	Hong Kong
<i>Great Creation</i> (A)	9.18	11.19 (63)	25	Bulk Carrier	Hong Kong
<i>Centauri</i> (S)	9.18	11.27 (70)	25	Bulk Carrier	Marta
<i>Captain Stefanos</i> (S)	9.21	12.8 (78)	19	Bulk Carrier	Bahamas
<i>Faina</i> ** (S)	9.25	2009.2.5 (130)	21(1)	Ro-Ro vessel	Belize
<i>Genoius</i> (A)	9.26	11.19 (53)	19	Chemical Tanker	Liberia
<i>Wael H</i> (A)	10.9	10.14 (5)	11	General Cargo	Panama
<i>Action</i> (A)	10.10	12.12 (63)	20 (1)	Chemical Tanker	Panama
<i>Shri Shiv Shamboo</i> (A)	10.14	10.23 (9)	13	Dhow	India
<i>African Sanderling</i> * (A)	10.15	2009.1.11 (88)	21	Bulk Carrier	Panama
<i>Yasa Neslihan</i> (A)	10.29	2009.1.7 (70)	20	Bulk Carrier	Marshall Island

Hijacked	Date	Date released (Days held)	Crew (killed)	Vessel	Flag State
<i>CEC Future</i> (A)	11.7	2009.1.16 (70)	13	General Cargo	Bahamas
<i>Stolt Strength</i> (A)	11.10		23	Chemical Tanker	Philippines
<i>Karagol</i> (A)	11.12	2009.1.13 (61)	14	Chemical Tanker	Turkey
<i>Tian Yu.8*</i> (S)	11.14	2009.2.8 (87)	24	Fishing Boat	China
<i>Sirius Star***</i> (S)	11.15	2009.1.9 (55)	25	Crude Oil Tanker	Liberia
<i>Chemstar Venus*</i> (A)	11.15	2009.2.12 (58)	23	Chemical Tanker	Panama
<i>Delight</i> (A)	11.18	2009.1.9 (53)	25	Bulk Carrier	Hong Kong
<i>Ekawatnava 5</i> (A)****	11.18	11.18	16 (15)	Fishing Vessel	Kiribati
<i>Amani</i> (A) #	11.25	11.30 (5)	7	General Cargo	Yemen
<i>Biscaglia</i> (A)	11.28	2009.1.22 (55)	28	Chemical Tanker	Liberia
<i>Faluja</i> (A) #	12.10	12.27 (17)	10	Fishing Vessel	Yemen
<i>Al-Qana's</i> (A) #	12.10	2009.1.2 (23)	8	Fishing Vessel	Yemen
<i>Masindra 7& AMD 1</i> (A)	12.16		11	Tug Boat & Barge	Malaysia
<i>Bosphorus Prodigy</i> (A)	12.16	2009.2.3 (49)	11	General Cargo	Antigua & Barbuda

Sources: Calculated from data in "Piracy And Armed Robbery Against Ships: 1 January - 31 December 2008," ICC International Maritime Bureau, January 16, 2009, pp. 55-61. In addition to the above-mentioned source, we have also used data from other sources of information for compiling this table.

According to the IMB, Gulf of Aden and the coast off Somalia accounted for 111 piracy attacks recorded in 2008. Of them, 42 were hijackings. As of 31 December, 14 vessels are still held. For reference, in the table above, citing information from another source, we have counted 43 hijackings and estimated 15 vessels are still held. (We have also listed in the above table the dates when the vessels which had been seized by the pirates were released.) As IMB statistics is made on reporting basis, the Report is admitting that there might be some unreported incidents. Therefore, there is no denying the fact that the numbers slightly differ, depending upon the sources adopted.

#: Yemen-flagging ship, *Amani*, *Faluja*, *Al-Qana's* which was hijacked in the Gulf of Aden has not

been mentioned in the IMB report, and it has been taken from information from other source.

Note: (S) in the above Table indicates waters off Somalia and (A) indicates the Gulf of Aden.

Note \$: Regarding *Yenegroa Ocean*, the vessel and whereabouts of the crew are unknown. On the other hand, according to NATO Shipping Center's Somalia Piracy Update Slide, it has been detained in the vicinity of Caluula facing the Gulf of Aden at the very "Horn of Africa." According to the Ecoterra International dated January 25, 2009, there was a gun-fight among the pirates, which caused the death of four men. No seafarer of the 10 Nigerian crew was hurt in the fight.. The vessel had been moved from Hawo to Caluula in preparation to receive a ransom,

Note *: [*]indicates the vessel is Japanese-related. MV *Stella Maris* and *Irene* are related to Koyo Kaiun Shipping Company, and MV *African Sanderling* is to Nagashiki Steamship Company. MT *Stolt Valor* is also related to the Japanese shipping company. MT *Chemstar Venus* is related to the Iino Marine Service Company. FV *Tian Yu.8* (Tuna fishing boat) belongs to China's Tianjin Ocean Fishing Company, and the captain of the ship is Japanese.

** : MV *Faina* carries 33 Russian T-72 tanks and a substantial quantity of ammunition which are regarded to be bound for Kenya. Before the *Faina* was released, it's reported that a ransom of \$3.2 million was paid. The money was dropped by parachute from a small plane.

*** : MT *Sirius Star* is a very large crude carrier (VLCC) (318,000 DWT). When hijacked, it was loaded with two million barrels of crude oil. MT *Sirius Star* was the largest ship ever Somali pirates have seized, and the farthest out to sea they have successfully struck on the high seas more than 450 nautical miles southeast of Mombassa, Kenya. The tanker was released [by pirates] on 9 January 2009 after 55 days it was seized. The ransom of three million US dollars is said to have been paid for their release. The money was dropped by parachute from a small plane. Having received the ransom, hijackers withdrew by two boats. One boat was sunk on the way to the coast under the heavy wind. Although four of nine crew members in the boat swam across to the beach, but the other five are believed to be dead. With the boat, they lost part of ransom into the sea.

**** : FV *Ekawat Nava 5* was later found to be the same vessel that Indian navy stealth frigate INS *Tabar* may have taken as the "mother ship" of the pirates and hit and sunk on November 18. Of 16 crew members 14 are still missing, one crewman was found alive and rescued after six days adrift in the Gulf of Aden, and one is confirmed dead. When FV *Ekawat Nava 5* encountered INS *Tabar*, the fishing boat had already been kept under control of the pirates.

Enclosure 2 : Information data made by OPRF

1. Status of hijacking incidents in the Gulf of Aden and off Somalia in 2009 (As of February 15, 2009)

Hijacked	Date	Date released (Days held)	Crew (killed)	Vessel	Flag State
<i>Blue Star</i> (A)	1.1		28	General Cargo	St Kitts & Nevis
<i>Sea Princess II</i> (A)	1.2			Tanker	Panama
(A) *	1.3			General Cargo	Yemen
<i>Longchamp</i> (A)	1.29		13	LPG Tanker	Bahamas

Sources: Calculated from various sources of information

Blank column is unknown.

Note: (S) in the above Table indicates off Somalia and (A) indicates the Gulf of Aden.

2. Status of unsolved hijacking incidents among all cases in the Gulf of Aden and off Somalia in 2008 (As of February 15, 2009)

Hijacked	Date	Date released (Days held)	Crew (killed)	Vessel	Flag State
<i>Yenegoa Ocean</i> (S) #	8.5		8	Tug/Supply Vessel	Panama
<i>Faina</i> ** (S)	9.25	2009.2.5 (130)	21(1)	Ro-Ro vessel	Belize
<i>African Sanderling</i> *(A)	10.15	2009.1.11 (88)	21	Bulk Carrier	Panama
<i>Yasa Neslihan</i> (A)	10.29	2009.1.7 (70)	20	Bulk Carrier	Marshall Island
<i>CEC Future</i> (A)	11.7	2009.1.16 (70)	13	General Cargo	Bahamas
<i>Stolt Strength</i> (A)	11.10		23	Chemical Tanker	Philippines
<i>Karagol</i> (A)	11.12	2009.1.13 (61)	14	Chemical Tanker	Turkey
<i>Tian Yu.8</i> * (S)	11.13	2009.2.8 (87)	24	Fishing Vessel	China
<i>Sirius Star</i> *** (S)	11.15	2009.1.9 (55)	25	Crude Oil Tanker	Liberia
<i>Chemstar Venus</i> * (A)	11.15	2009.2.12 (58)	23	Chemical Tanker	Panama
<i>Delight</i> (A)	11.18	2009.1.9 (53)	25	Bulk Carrier	Hong Kong
<i>Biscaglia</i> (A)	11.28	2009.1.22 (55)	28	Chemical Tanker	Liberia

Hijacked	Date	Date released (Days held)	Crew (killed)	Vessel	Flag State
<i>Al-Qana's</i> (A)	12.10	2009.1.2 (23)	8	Fishing Boat	Yemen
<i>Masindra 7</i> (A)	12.16		11	Tug Boat	Malaysia
<i>Bosphorus Prodigy</i> (A)	12.16	2009.2.3 (49)	11	General Cargo	Antigua & Barbuda

Sources:” Piracy And Armed Robbery Against Ships: 1 January – 31 December 2008,” ICC International Maritime Bureau, January 16, 2009, pp.55-61.

In addition to the above-listed sources, we have also used data from other sources of information for compiling this table.

Note: (S) in the above Table indicates off Somalia and (A) indicates the Gulf of Aden.

Note #: Regarding *Yenegroa Ocean*, the afore-mentioned IMB annual report 2008 says the vessel and whereabouts of the crew are unknown. On the other hand, according to NATO Shipping Center’s Somalia Piracy Update Slide, it has been detained in the vicinity of Caluula facing the Gulf of Aden at the very “Horn of Africa.” According to the Ecoterra International dated January 25, 2009, there was a gun-fight among the pirates, which caused the death of four men. No seafarer of the [10] Nigerian crew was hurt in the fight. The vessel had been moved from Hawo to Caluula in preparation to receive a ransom,

Note *: [*] indicates the vessel is Japanese-related. MV *Stella Maris* and *Irene* are related to Koyo Kaiun Shipping Company, and MV *African Sanderling* is to Nagashiki Steamship Company. MT *Stolt Valor* is also related to the Japanese shipping company. MT *Chemstar Venus* is related to the Iino Marine Service Company. FV *Tian Yu.8* (Tuna fishing boat) belongs to China’s Tianjin Ocean Fishing Company, and the captain of the ship is Japanese.

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