

OPRF MARINT Monthly Report

February 2009



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~ From ReCAAP Annual Research Report 2008 ~

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(As of March 10, 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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Major Events in February 2009

Security: On the 17th, Turkey sent a frigate, TGC *Giresun*, off Somalia. It will serve for four months in the new counter-piracy multinational task force – CTF-151.

The head of Ukraine's external intelligence service said a Ukrainian ro-ro ship (Belize-flagging), MV *Faina*, captured by Somali pirates was released on the 5th. Having divided up the \$3.2 million ransom, all of the 65 pirates left the boat.

On the 8th, Somali pirates released the Chinese fishing vessel *Tianyu No. 8*, owned by China's Tianjin Ocean Fishing Company. The Chinese government said the vessel was under the protection of the Chinese naval escort fleet now patrolling off Somalia. The report confirms all the 24 crew (comprising Japanese Captain) are safe.

On the 10th, five suspected pirates the Danish Navy had kept in custody on suspicion of attacking a Dutch-flagging ship were extradited to the Netherlands on January 2. The five men were flown to the Netherlands on a military plane from the Gulf state of Bahrain.

The U. S. Navy has deployed the first ship that can temporarily hold captured pirate suspects to fight high-seas piracy. The USNS *Lewis* and *Clark* has been reconfigured to hold as many as 26 suspected pirates and to serve as a temporary holding center for suspected pirates.

The US Navy's guided-missile cruiser USS *Vella Gulf* apprehended seven suspected pirates in the Gulf of Aden on the 11th. The event marks the first time CTF-151 has apprehended suspected pirates. USS *Vella Gulf* also intercepted and caught nine suspected pirates in the Gulf of Aden on the 12th.

On the 12th, Singapore's Defense Minister Teo Chee Hean told Parliament that Singapore will be deploying a Landing Ship Tank (LST) with two Super Puma helicopters for a period of three months to the Gulf of Aden (GOA). The ship will work with the multi-national Combined Task Force (CTF)-151 to protect shipping in the GOA.

Somali pirates released a Japanese Iino Marine Service-related chemical and oil products tanker under flag of convenience from Panama, MT *Chemstar Venus* (19,455 DWT) on the 12th.

According to a Russian Navy spokesman, Russia's nuclear-powered missile cruiser *Pyotr Veliky* has detained three pirate vessels and 10 Somali pirate suspects on the 12th. Yemeni Coast Guard received 10 Somali pirate suspects from Russian naval ship on 18th.

NATO defense ministers have agreed to carry out another anti-piracy naval operation off the coast of Somalia, NATO Secretary General Jaap de Hoop Scheffer announced on the 19th. He said the NATO will send another Standing NATO Maritime Group off the coast of Somalia in the coming months.

On the 25th, the Swiss cabinet decided to station up to 30 soldiers on merchant vessels while sailing under the country's flag in the Gulf of Aden.

The European Union (EU) authority announced it told the Ukrainian mission that Ukraine will have to bear all the costs of operating its ship in Somali waters if it decides to take part in the EU's operation against Somali piracy. Ukrainian President Victor Yushchenko said Ukraine would

join the international initiative within the framework of the EU operation fighting piracy.

On the 27th, the Norwegian Government decided to send a *Nansen*-Class frigate to the EU anti-piracy naval operation EU NAVFOR ATALANTA outside Somalia. This frigate should be deployed in August this year.

On the 28th, the Indian government announced a drastic overhaul of the country's maritime and coastal security architecture. This is based on the lesson in the aftermath of the terror attacks on 26 November 2008 in Mumbai.

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Center (ISC) released the Annual Report 2008 on the incidents of piracy and armed robbery against ships in Asia in 2008 in late January. We have taken up its content in this monthly, 2 Intelligence Assessment.

Military: Kyrgyz President Kurmanbek Bakiyev signed the bill to cancel the lease agreement for Manas Air Base on the 20th. Kyrgyz foreign ministry formally gave the United States six months to leave Manas Air Base on the same day.

On the 3rd, a U. S. think-tank, Federation of American Scientists (FAS), said that China's fleet of attack submarines conducted 12 patrols in 2008, twice the number of patrols conducted in 2007. The 12 patrols a year constitute the highest patrol rate ever for the Chinese submarine fleet.

India's first indigenous aircraft carrier will be in the waters by 2011, Indian Navy Chief Admiral Sureesh Mehta said on the 18th. According to Admiral Mehta, India's indigenous aircraft carrier with 40,000 ton displacement capacity is being constructed in Cochin Shipyard since three years ago. A ceremony for laying keel of the carrier will take place on February 28.

On the 20th, Iranian Rear Admiral Habibollah Sayyari indicated that Tehran had overcome the self-imposed barrier of warship deployment in its own territorial waters to establish a powerful naval presence in international waters.

The US Navy's nuclear-powered aircraft carrier USS *Dwight D. Eisenhower* departed from the Norfolk naval base in Virginia on the 21st, sailing to the waters off the coast of the "Horn of Africa" to conduct the patrols.

Diplomacy and International Relations: On the 17th, both the Philippine Senate and the House of Representatives ratified the baseline bill, which applied the "regime of islands" approach to the Scarborough shoal the Kalayaan Group of Islands. On March 10, President Gloria Macapagal-Arroyo signed Republic Act No. 9522 (the Philippine Archipelagic Baselines Law) in Malacañang.

Shipping, resource, Environment, and Miscellaneous: On the 17th, China and Russia have signed a \$25 billion deal that will see Beijing supplied with oil from Siberian fields in exchange for loans to Russian oil and pipeline firms.

On the 18th, Russia's first liquefied natural gas (LNG) plant was opened in a ceremony in

Prigorodniy, Sakhalin, attended by Russian President Dmitry Medvedev and Japanese Prime Minister Taro Aso. The plant is part of the Sakhalin-II project. Its capacity of 9.6 million ton a year will make Sakhalin a major source of fuel for the Asia-Pacific region.

The government of the Republic of Korea (ROK) will look to secure natural gas reserves in Korean waters over the next 10 years, ROK's Ministry of Knowledge and Economy announced on the 25th.

1. Information Digest

1.1 Security

February 1 “Saudi tanker crew talk on armed piracy” (Sunday Mail, February 1, 2009)

On January 2, Somali pirates released a Saudi VLCC (Liberia-flagging), MT *Sirius Star* (319,430 DWT). Ransom is said to be three million US dollars (USD). British engine officer kept a diary and photos of his ordeal during the hijacking and the situation thereafter on a digital camera and laptop hidden in the engine room. He also managed to listen to a portable radio he hid above a ceiling tile in the toilet, turning into BBC World Service. Below are the main content and the photos.

- (1) When hijacked, MT *Sirius Star* was transporting 2.2 million barrels of oil, worth around 100 million USD. As a package, the ship and the oil were worth around 300 million USD. Fully loaded, the ship was low in the water. So pirates didn't find it too hard to get on board by using the 12-foot ladder (see photo, left).
- (2) When they hooked the ladder on the side of the boat, all we had to fight them was fire hoses but, when we saw they were heavily armed with Kalashnikov, we thought it best not to even try. The pirates could speak only a few words of English. They wanted money, phones or computers, and they ransacked the ship of anything they could carry. They were wearing only sandals, and they kept asking for working shoes. They wanted anything shiny but all they got from me was the case for my reading glasses.
- (3) They were constantly chewing khat. We worried it would make them unstable and there was twice gunfire on the boat. Once, one of them shot the other by accident. Another time they pushed a lifebelt into sea and fired at it.
- (4) Regarding the picture on the previous day and the day of being released, the diary writes as follows.

“Everyone was up at 0500. At 0630 we all went out on deck. At 0805 a twin engine plane passed over the ship at low level. It dropped a capsule with a parachute into the sea. The capsule had half of ransom inside. Two pirate boats picked it up and brought it on board. We all then came inside. The plane returned at 1410 and dropped off the remaining money. The money was on board by 1420. At 1600 the pirates are still stealing. At 1630, 17 of the pirates get off. At 1900 we're informed one of the boats had capsized and maybe four of the pirates were missing. So, the other half are staying the night.”

“On the following day, most people up by 0400hrs. Then at 0534hrs, the last pirate left the ship. At 0536 we are on stand-by, and at 0642, we're away on passage to freedom. US helicopter came by and gave us a wave.”



Source: Sunday Mail, February 1, 2009

<http://www.sundaymail.co.uk/news/scottish-news/2009/02/01/hostage-s-secret-pictures-of-2m-ransom-drop-on-ship-hijacked-by-pirates-78057-21088889/>

February 3 "Somali pirates free Turkish ship" (Maritime Global Net, February 3, 2009)

On the 3rd, Somali pirates have reportedly freed the Antigua and Barbuda-flag dry cargo ship *Bosphorus Prodigy* (3,062 DWT) chartered by the Turkish shipping company. The vessel was hijacked in the Gulf of Aden on December 16 and has been held off the coast of the northern semi-autonomous state of Puntland ever since.

The Ukrainian foreign ministry confirmed that MV *Bosphorus Prodigy*, with its crew of eight Ukrainians and three Turks, was released on the 3rd. (RIA Novosti, February 3, 2009)

February 5 "Turkey to send warships off Somalia" (Trade Winds, February 6, 2009)

On the 5th, the Turkish government has sent a decree to the parliament seeking for approval for sending naval ships off Somalia. Turkey sent a naval ship to serve in the region under the auspices of a NATO-led force, but the ship returned home after completing its mission in December 2008. During two months from November to December 2008, three vessels of the Turkish shipping company, including one Turkey-flagged ship, were seized by pirates, but all were released by early February.

【Related Story 1】

"Turkish MPs approve dispatching warship to GOA" (AFP, February 10, 2009)

On the 10th, the Turkish parliament authorized the government to send a warship to the Gulf

of Aden (GOA) for the counter-piracy in the region. Turkish law requires the government to obtain parliamentary authorization before it sends a military mission overseas. Being authorized to send a frigate for a period of one year, the military said the ship would be ready to sail by the end of February. Foreign Minister Ali Babacan said that the Turkish mission will not be an individual mission but rather one in which Turkey will be part of a naval force including a number of countries. The Turkish frigate's mandate will include patrolling the sea off Somalia, escorting commercial ships, stopping and seizing pirates' vessels by using force when the circumstances require, and detaining the assailants when necessary, according to the government motion. The crew would not take part in land operations.

【Related Story 2】

"Turkish frigate sets sail to Somali waters" (Hurriyet Daily News, February 19, 2009)

On the 17th, a Turkish frigate, TGC *Giresun*, set sail to the maritime area off Somalia from the Aksaz navy base on the Mediterranean coast. TGC *Giresun*, with two helicopters and 263 men on board, is expected to arrive in the region in four or five days and begin its duty on February 25. It will serve for four months in the new counter-piracy multinational task force - CTF-151. The Turkish navy had earlier sent its frigate to NATO fleet, whose mission expired in December 2008.

February 5 "Somali pirates free Ukrainian vessel" (RIA Novosti, February 5, 2009)

A Ukrainian ro-ro ship (Belize-flagging), MV *Faina*, captured by Somali pirates was released on the 5th, the head of Ukraine's external intelligence service said. Having divided up the \$3.2 million ransom, all of the 65 pirates left the boat. MV *Faina* has a crew of 21, including 17 Ukrainians, three Russians and one Latvian. The vessel's Russian captain died of a heart attack soon after the hijacking on September 25, 2008. The head said that a U.S. Navy frigate was already staying alongside MV *Faina* to refuel it, and the cargo ship would attempt to start sailing on the 6th. The ship is bound for the Kenyan port of Mombasa. (The vessel reached Mombasa on February 12.)

The pirates counted the cash after it arrived by parachute drop and then began leaving the Ukrainian arms ship in small batches, navigating the choppy seas in small skiffs, one of pirates said after arriving in the central Somali town of Harardhere. American sailors from two nearby warships inspected the departing boats to ensure that the pirates didn't take any weapons from the MV *Faina*'s cargo. (MV *Faina* is carrying 33 T-72 tanks and other heavy weaponry bound for Kenya.) However, being concerned for their well-being of other hostages in custody, the US Navy did not take action against the pirates. (Gulf Daily News, February 6, 2009)



Parachute-drops of ransom

<http://www.marinelog.com/DOCS/NEWSMMIX/2009feb00052.html>

【Related story】

"U.S. Navy provides supplies to Ukrainian ship" (Navy News Stand, February 6, 2009)

The U.S. Navy destroyer, USS *Mason* (DDG 87), and fleet ocean tug, USNS *Catawba* (T-ATF 168), provided the MV *Faina* with medical assistance, food, fuel and fresh water among others. The U.S. Navy has remained within visual range of the ship and maintained a 24-hour, 7-days a week presence since it was captured on September 25.



Source: Left: The U.S. Navy fleet ocean tug USNS *Catawba* (T-ATF 168) provides fuel and fresh water to MV *Faina* following its release by Somali pirates February 5.
http://www.navy.mil/list_single.asp?id=68586

Right: The Ukrainian cargo ship MV *Faina*, is watched by local people as it arrives at the Kenyan port of Mombasa, February 12, 2009.
<http://www.washingtonpost.com/wp-dyn/content/article/2009/02/12/AR2009021201795.html>

February 8 "Pirates free Chinese fishing vessel" (Maritime Global Net, February 9, 2009)

On the 8th, Somali pirates released the Chinese fishing vessel *Tianyu No. 8*, owned by China's Tianjin Ocean Fishing Company. The Chinese government said the vessel was under the protection of the Chinese naval escort fleet now patrolling off Somalia. The report confirms that

all the 24 crew (comprising Japanese Captain) are safe. There are other reports that the vessel was released after a ransom-money drop. The pirates claim that the vessel has been fishing illegally and have apparently sold locally its catch of 53 tons of tuna, 25 tons of lobster and 35 tons of shark-fins. They also claim to have discovered illegal ivory on board.

February 10 "Denmark extradites pirate suspects to Netherlands" (Shiptalk, February 12, 2009)

On the 10th, five suspected pirates the Danish Navy had kept in custody on suspicion of attacking a Dutch-flagging ship were extradited to the Netherlands on January 2. The five men were flown to the Netherlands on a military plane from the Gulf state of Bahrain. The men risk up to nine years in jail if found guilty, with the leader of the group facing a possible 12-year sentence. It will be the Netherlands' first judicial case against Somali pirates. So far, France jailed 12 Somali suspects in the country who were taken into custody for hijacking a French yacht in April 2008.

February 10 "USN repurposes cargo ship to detain pirate suspects" (Stars and Stripes, European edition, February 10, 2009)

The U.S. Navy (USN) has deployed the first ship that can temporarily hold captured pirate suspects to fight high-seas piracy. The USNS *Lewis and Clark*, usually used to haul cargo and ammunition, has been reconfigured to hold as many as 26 suspected pirates — signaling a paradigm shift in the Navy's counter-piracy missions, which previously did not allow for the capture of such suspects. An agreement between the U.S. State Department and the Kenyan government signed in mid-January supplied the missing link that now lets U.S. military and coalition nations capture suspected pirates and then turn them over to Kenya for prosecution. USNS *Lewis and Clark* joined Combined Task Force-151 as a staging platform, from which the Navy can launch either of the SH-60 Navy helicopters now assigned to the ship, or serve as a temporary holding center for suspected pirates.



USNS *Lewis and Clark* (41,000 tons)

[http://3.bp.blogspot.com/_E-QOnTGFX_o/SZDO8Apgv_I/AAAAAAAAAGhs/CVrXDqB5QjA/s1600-h/USNS Lewis and Clark T-AKE-1.jpg](http://3.bp.blogspot.com/_E-QOnTGFX_o/SZDO8Apgv_I/AAAAAAAAAGhs/CVrXDqB5QjA/s1600-h/USNS+Lewis+and+Clark+T-AKE-1.jpg)

February 11 "USN begins to apprehend suspected pirates" (Navy News Stand, February 11, 2009)

The US Navy's guided-missile cruiser USS *Vella Gulf* (CG 72) apprehended seven suspected pirates in the Gulf of Aden on February 11. Since February 4 USS *Vella Gulf* has been a flag ship of the CTF-151, a multinational task force that conducts counter-piracy operations in the region. The event marks the first time CTF-151 has apprehended suspected pirates. On the afternoon of the 11th, the Marshall Islands-flagged MV *Polaris* sent a distress call to all ships in the area reporting that a small skiff containing seven suspected pirates had attempted a forcible boarding of their vessel using a ladder. *Polaris* crew-members removed the ladder before pirates could come aboard. USS *Vella Gulf* in its vicinity closed immediately with MV *Polaris* and intercepted a skiff matching the description given by the motor vessel. USS *Vella Gulf* visit, board, search and seizure team conducted a consensual boarding and found several weapons. MV *Polaris* crew-members provided positive visual identification of the suspected pirates. The suspected pirates were brought on board USS *Vella Gulf*, where they were processed and are being held until they transfer to a temporary holding facility on board the supply ship USNS *Lewis and Clark*.

Note: To the U.S. Navy (USN) visit, board, search and seizure (VBSS) teams, the eight-person U.S. Coast Guard (USCG) Law Enforcement Detachment (LEDET) 405 team is being assigned aboard USS *Vella Gulf* (CG 72) and USS *Mahan* (DDG 72) of the Combined Task Force (CTF)-151. The VBSS team of CTF-151 is composed of the members from the USN and USCG. "Our role is to augment and train U.S. Navy VBSS teams," said officer in charge of LEDET 405. "The LEDET has years of boarding experience and has safely

completed hundreds of vessel boarding collectively." (USCG News Service, February 13, 2009)



Visit, board, search and seizure team members (VBSS) in a rigid-hulled inflatable boat (RHIB) from the guided-missile cruiser USS Vella Gulf (CG 72) close in to apprehend suspected pirates.



Sailors aboard the guided-missile cruiser USS Vella Gulf (CG 72) conduct bridge operations while suspected pirates are being apprehended by the ship's visit, board, search and seizure team (VBSS).

Source: http://www.navy.mil/view_single.asp?id=68749

Note: The device of left side above photo is a Long Range Acoustic Device (LRAD). LRAD is an acoustic device developed by the U.S. military, following the terrorist attack on the USS Cole off Yemen in 2000. The LRAD emits a loud sound with 150-decibel for up to 1 km to warn approaching ships. The LRAD was actually used for the first time off Somalia in November 2005, when the U.S. liner *Seabourn Spirit* was attacked by pirates. (Refer to Special Article in the OPRF MARINT Monthly Report, November 2005.)

February 11 "EU Fleet CDR talks on Somalia's pirates" (BBC News, February 11, 2009)

At an interview with the British Broadcasting Corporation (BBC), the Royal Navy's Commander (CDR) Gerry Northwood, the head of operations for the European Union's anti-piracy taskforce, mentioned the status on the Somali piracy, which is summarized as follows.

- (1) Increased patrolling by the warships of respective nations has reduced the number of successful hijackings, which are decreasing in the year 2009. However, it is likely that the pirates may be tempted to renew their attacks. What we've seen in the recent past, as many as 15 or 16 vessels held hostage or hijacked and under ransom negotiation, we're down to seven now, or the pirates are down to seven vessels held. (Note: Of seven, three are unreleased, and four have been hijacked in 2009.) So the indications are they've got plenty of space down there for some more.
- (2) Replying to a question if there is a possibility that the coalition warships were ever able rescue a merchant vessel under attack, CDR Gerry Northwood mentioned: From the point when the merchant vessel has seen the pirates to the point where they are on his bridge and it is game over, is about 10 minutes. If the merchant vessels can take protective measures, - either by putting up barricades to block the pirates getting on board, or locking themselves into their super-structure and making it difficult for the pirates to gain access - that buys the coalition force time. If they can extend that period out to about 30 or 40 minutes, it actually becomes very feasible that a coalition warship, or helicopter, or maritime patrol aircraft will arrive on the scene and will be able to assist them.
- (3) When a merchant vessel comes under attack, the ship's master usually has time to activate a security alert which is picked up by the UK Maritime Trade Office in Dubai, and the taskforce is alerted. But, once a ship is taken over by pirates, there is not much the warships can do. The pirates take care to feed and protect their captured crew and cargo as hostages while the bargaining goes on, often for months.
- (4) As to how the Somali pirates operate, it varies from north to south of the coastline. Pirates operating from Puntland, mainly in the Gulf of Aden, favor using ladders. A skiff - a low fast boat used by pirates - has about three or four feet of ladder extended over the front of the boat. And also within the boat you'll also have a tarpaulin, and under the tarpaulin there will be a few extra crew members hiding themselves away, plus their stash of AK47s and rocket propelled grenades, so they come quite well armed. Further south, off Hobyo on the east coast of Somalia, the group that operate tends to favor using grappling hooks.
- (5) The pirates tend to station themselves out to sea overnight, often chewing the narcotic qat leaf, then between first light and mid-morning they close in to attack the ship. Their favored approach is to come up from behind on the port side, often choosing the point where the ship's freeboard - the distance between the deck and the waterline - is at its lowest. Frequently, they are deterred by non-lethal methods like water cannons or even barbed wire but when they do manage to climb aboard they often fire their assault rifles, and even their rocket-propelled grenades, indiscriminately. It is a miracle more people have not been killed this way.

February 12 "Singapore to dispatch landing ship to GOA" (Channel News Asia, February 12, 2009)

On the 12th, Singapore's Defense Minister Teo Chee Hean told Parliament that Singapore will be deploying a Landing Ship Tank (LST) with two Super Puma helicopters for a period of three months [this year] to the Gulf of Aden (GOA). The ship will work with the multi-national Combined Task Force (CTF)-151 to protect shipping in the GOA. The LST will be deployed once the operational arrangements have been made. The defense minister explained that Singapore's involvement is because as a maritime nation, the country shares the concerns of the international community over piracy. He stressed that it is not possible for any country, including Singapore, to protect its own shipping in all the key sea lanes of the world. Hence all countries have to depend on international cooperation to secure the sea lanes for everyone's use and that means littoral states, user states, and the international communities have a role to play.

February 12 "USN seizes 9 suspected pirates" (AP, February 13, 2009)

On the 12th, the U.S. Navy's guided missile cruiser USS *Vella Gulf* (CG 72) intercepted and caught nine suspected pirates in the Gulf of Aden. USS *Vella Gulf* – the flag ship of the CTF-151 – reacted after receiving a distress call from the Indian-flagged MV *Premdivya* saying it had been fired on and people were attempting to board their vessel. In a similar incident on the 11th, the Navy seized seven suspected pirates. A helicopter from USS *Vella Gulf* fired two warning shots at the fleeing skiff of suspected pirates. The skiff was searched and some weapons, including rocket-propelled grenades, were seized. The nine suspected pirates were taken to the supply ship USNS *Lewis and Clark*. A photo below shows the scene at the time.



Source: AP, February 13, 2009

<http://www.google.com/hostednews/ap/article/ALeqM5gSXyAok3YrJTZLKD31SAjC9pfvkgD96A74KG0>

【Related story】

"Decision pending on status of suspected pirates" (American Forces Press Service, February 13, 2009)

Regarding the treatment of the 16 suspected pirates who have been transferred to USNS *Lewis and Clark*, U.S. Defense Press Secretary said on the 13th they are being treated properly

and humanely, adding on the future procedures as follows: "At present, the suspects will remain aboard that ship until information and evidence is assembled and evaluated. The commander of the CTF-151 is responsible for determining whether or not these individuals will be taken to Kenya for adjudication or whether they -- some of them or all of them -- can be released." Since January 27 the United States has a memorandum of understanding with Kenya on the piracy issue to bring any pirate suspects to justice in Kenya.

February 12 "Spanish navy frigate foils pirate attack" (EU Business, February 12, 2009)

On the 12th, a Spanish navy frigate, SPS *Victoria*, foiled an attack by pirates on a Cypriot-registered bulk carrier, MV *Jolbos*, in the Gulf of Aden. Having received an alert from MV *Jolbos* saying it had come under attack from pirates, SPS *Victoria* launched the helicopter, which fired warning shots at the small boat of the pirates. The helicopter pilot then contacted the crew of MV *Jolbos*. The pirates then approached another merchant ship, the UAE-registered MV *Dubai*, but were scared off by warning shots from the helicopter.

SPS *Victoria* was dispatched to the area off Somalia in January. Belonging to the EU fleet, SPS *Victoria* took its first action against maritime piracy.

February 12 "Somali pirates free Japan-related ship" (Ecoterra International, February 12, 2009)

On the 12th, Somali pirates released the Japanese Iino Marine Service-related chemical and oil products tanker under flag of convenience from Panama, MT *Chemstar Venus* (19,455 DWT). The pirates left the tanker after having received a ransom delivered by tug-boat. The tanker had been seized by armed pirates in the Gulf of Aden on November 15, 2008 while carrying about 20,000 tons of oil products. It was held ever since near Eyl facing the Indian Ocean coast. The ship's crew of 18 Filipinos and five South Koreans are unharmed.

February 12 "Russian warship detains 10 pirate suspects" (RIA Novosti, February 13, 2009)

According to a Russian Navy spokesman, Russia's nuclear-powered missile cruiser *Pyotr Veliky* has detained three pirate vessels and 10 Somali pirate suspects on board on the 12th. The incident occurred in the Indian Ocean, southeast of Yemen's Sokotra Island, when a *Pyotr Veliky*-based helicopter spotted two speedboats moving in the direction of a fishing boat under the Iranian flag. Upon spotting the helicopter, the people on board the speedboats began hurling arms overboard. The helicopter crew continued surveillance until the *Pyotr Veliky* arrived at the scene. Weapons, including assault rifles and grenade launchers, as well as drugs and a large amount of cash were discovered on board the vessels. Investigators were currently questioning the detainees.

【Related Story】**"Yemeni Coastguard receives 10 Somali pirate suspects from Russian ship" (Saba News, February 18, 2009)**

On the 18th, Yemeni Coastguard received a group of Somali pirates seized lately by a Russian naval vessel. Chief of Coastguard Ali Rase said that the handing over of the Somali pirate suspects comes in the framework of the existing cooperation and coordination between Yemen and the countries that have marine ships existing in the Gulf of Aden. Yemeni Security authority has started investigations to transfer the pirate suspects to general prosecution.

February 16 "Saudi frigate thwarts pirate attack on ship" (Arab News, February 17, 2009)

On the 16th, responding to a distress call from a Turkey-flagged ship, MV *Yasa Seyhan*, saying that the ship was attacked by three small boats in the Gulf of Aden, a Royal Saudi Navy frigate, *Al-Riyadh*, proceeded to the scene, the Saudi Press Agency (SPA) said. The pirates fled after the arrival of the frigate. Afterwards, the Saudi frigate accompanied the Turkish ship as far as the safety area. The *Al-Riyadh* is part of a multinational force to fight piracy. It was the first such operation announced by the Saudi navy.

February 17 "USCG official briefs on counter-piracy actions" (American Forces Press Service, February 18, 2009)

On the 17th, senior U.S. Coast Guard (USCG) officials* discussed their international counter-piracy efforts with bloggers and online journalists, the main points of which were mentioned as follows.

- (1) CTF-151 apprehended a total of 16 suspected pirates in the Gulf of Aden on February 11 – 12. This is just one small example of the ways in which the USCG and the United States Navy (USN) can partner to deliver a very broad mix of skills to address what is a pretty broad spectrum of threats in the maritime environment today.
- (2) The counter-piracy plan focuses on three lines of action - prevention of attacks, responding to attacks and prosecution of pirates. Through the combined task force, the USCG is working to execute all three lines of action.
- (3) The first line of action to combat attacks is prevention. The primary means of prevention include the hardening of targets, the establishment of a maritime security patrol area and international diplomacy. One of the primary roles of the USCG personnel assigned to the CTF-151 is to provide training in evidence-collection practices and procedures to ensure a complete case package, which facilitates prosecution.
- (4) From a legal perspective, the issue of prosecuting pirates in international courts is complex. However, processes now are being put in place to effectively deal with the prosecution of pirates. Having established a memorandum of understanding with Kenya, the United States can prosecute it in a Kenyan court if the evidence can be tied up correctly.

Note*: Two officials are Captain Charles Michel, chief of the Office of Maritime and International Law, and Captain Michael Giglio, chief of law enforcement.

February 17 "Chinese naval fleet carries out largest escort mission in Gulf of Aden" (Xinhua, February 18, 2009)

On the 17th, a Chinese naval fleet deployed to Somalia conducted the largest escort operation of its kind after the fleet's arrival in the Gulf of Aden. It was the twenty-first mission of escorting merchant ships since the mission was commenced on January 6. A total of 13 vessels - ten Chinese merchant ships convoyed and three foreign vessels, including each one from Germany, from Singapore and from Cyprus, which also asked for protection - were escorted by the Chinese fleet.

The Chinese expeditionary fleet includes three vessels - a multipurpose destroyer, *Wuhan* (6,500 tons), destroyer, *Haikou* (6,500 tons) and a supply ship, *Weishanhau* (23,000 tons).



エラー!

Photo taken on February 17, 2009 shows the grand view of the merchant vessels escorted by the Chinese naval fleet in the Gulf of Aden

http://english.chinamil.com.cn/site2/special-reports/2009-02/19/content_1657686.htm

February 19 "2 sailors abducted in Malacca Strait" (The Straits Times, February 20, 2009)

On the 19th, a Singapore-managed tug and barge was attacked in the Malacca Strait by about 12 pirates armed with guns and two crew members were kidnapped as the vessel was en route to Singapore. The source said the attack occurred in the north of the Malacca Strait, adding that the rest of the crew and the boat were not seized. Noel Choong, head of the International Maritime Bureau (IMB) piracy reporting center (PRC) in Kuala Lumpur, confirmed the incident had taken place but declined to elaborate due to concerns over the safety of the kidnapped crew.

【Related Story】

"Pirates release hostage crew" (Fairplay Daily News, February 23, 2009)

The master and the chief engineer of the tug MLC *Nancy 5* have been released by pirates, the ReCAAP Information Sharing Center (ISC) confirmed on the 23rd. They had been kidnapped in the Malacca Strait off Penang, northern Malaysia. The tug was towing the barge *Miclyn 3316*.

The two were Indonesians, and the rest of the 10 crew members were safe, albeit with equipment and cash looted. This was the first recorded kidnapping in the strait since August 2007.

February 19 "NATO to send another fleet off Somalia" (Shiptalk, February 20, 2009)

The North Atlantic Treaty Organization (NATO) defense ministers have agreed to carry out another anti-piracy naval operation off the coast of Somalia, NATO Secretary General Jaap de Hoop Scheffer announced on the 19th. He said the NATO will send another Standing NATO Maritime Group off the coast of Somalia in the coming months. He said, however, details of the operation remain to be worked out. The ships will be from the Standing NATO Maritime Group 1, which consists of six warships, he said.

February 21-23 "Chinese navy's supply ship accomplishes replenishment in Yemen" (PLA Daily, February 25, 2009)

Berthing at the Port of Aden port on February 21-23, the comprehensive supply ship, *Weishanhu* of the Chinese fleet dispatched to Somalia accomplished the replenishment there. Materials replenished included such liquid as diesel and fresh water as well as foodstuffs among others. This is the first replenishment at a foreign port since the Chinese warship escorting formation set sail from China in December 2008.

February 22 "Somali pirates seize Malta-flagging ship" (BBC News, February 22, 2009)

On the 22nd, the BBC's reporter, on board a UK warship HMS *Northumberland* 100km away, said that the captain of MV *Saldanha* radioed that "pirates had boarded his ship." The warship is part of an EU task force patrolling the waters in the Gulf of Aden. When the captain of MV *Saldanha* made contact with HMS *Northumberland*, he told the ship that pirates had warned the British warship to stay away. After sending a helicopter up to take a closer look, the commander of HMS *Northumberland* judged that trying to retake captured ships is not what the EU's anti-piracy task force does and it was beyond its remit to pursue the ship. The *Saldanha* is now heading to Somalia.

The Greek merchant marine ministry confirmed MV *Saldanha* was seized, and said the ship - under a Maltese flag - was loaded with coal and was heading to Slovenia. The ship is manned by 22 crew members.



MV *Saldanha* (75,707DWT)

Source: Fairplay Daily News, February 22, 2009

<http://www.mschoa.eu/FairplayStoryDisplay.aspx?articlename=dn0020090223000006>

【Related Story】

"Crew safe, ship seized off Somalia" (Shiptalk, February 27, 2009)

MV *Saldanha* seized by Somali pirates is now anchored off the coast of Somalia, and crew members remain stable, according to the Ukrainian Foreign Ministry. There are enough food, drinking water and fuel on board the ship, the ministry added. The crew includes 19 Filipinos, two Romanians, and a Ukrainian.

February 25 "USN uses UAV's to hunt pirates" (Defense Professionals, February 25, 2009)

The US Navy's guided missile destroyer, USS *Mahan* (DDG 72), is the first of its kind to deploy with an unmanned aerial vehicle (UAV) system fully integrated into the ship's combat systems. USS *Mahan* is presently assigned to CTF-151. The UAV aboard USS *Mahan* operates daily to conduct surveillance which is monitored by the UAV imagery analysts on the ship who carefully watch for any suspicious activity which may be related to acts of piracy on the high seas. Its ability to provide high quality imagery in real time speeds decision making and stopping piracy on the high seas. The UAV can fly day or night. USS *Mahan*, as well as other assets of CTF-151, has been working very closely with naval ships from different nations to coordinate efforts most effectively to combat piracy in the Gulf of Aden region. One of USS *Mahan's* UAV imagery analysts said they could promptly send high quality images to the warships of other nations, making the vehicle an invaluable asset to CTF-151 during counter-piracy operations.



Scan Eagle

Left:http://3.bp.blogspot.com/_E-QOnTGFX_o/SaVRzKijbOI/AAAAAAAAAGrQ/i0wDDKdwzGk/s1600-h/60823-N-8547M-040.jpg

Right:http://3.bp.blogspot.com/_E-QOnTGFX_o/SbEdME27nfI/AAAAAAAAAGvw/XwiL-qBzxx4/s1600-h/AIR_UAV_ScanEagle_Underside_lg.jpg

February 25 "Swiss guards dispatched aboard ships in GOA" (Shiptalk, February 25, 2009)

On the 25th, the Swiss cabinet decided to station up to 30 soldiers on merchant vessels for its safety while sailing under the country's flag in the Gulf of Aden.

February 25 "Ukraine will pay to participate in EU fleet" (Shiptalk, February 27, 2009)

The authority concerned of the European Union (EU) announced it told the Ukrainian mission that Ukraine will have to bear all the costs of operating its ship in Somali waters if it decides to take part in the EU's operation against Somali piracy. All the countries participating in the anti-piracy operation bear the cost of operating their warships in the area. Ukrainian President Victor Yuschenko said Ukraine would join the international initiative within the framework of the EU operation fighting piracy. According to estimations of Ukrainian Defense Ministry, it will cost Ukraine UAH 26 million (about 2.6 million Euro) every month for each warship it operates in Somali waters.

February 26 "Danish warship rescues Chinese ship in Gulf of Aden (U.S. Naval Forces Central Command Public Affairs, Press Release, February 26, 2009)

On the 26th, the Danish naval ship HDMS *Absalon* (L 16) belonging to CTF-151 successfully deterred an attempted pirate attack on the Chinese MV *Yandanghai*. HDMS *Absalon* closed on the coordinates given by the Chinese ship following their distress call and spotted a small boat whose description had been given by the captain of the motor vessel. A Danish boarding team then boarded the suspected small boat, finding several weapons, including a rocket-propelled grenade (RPG), four AK-47 assault rifles, two grenades and a knife. The weapons were

confiscated. The suspected pirates were unable to board the vessel due to evasive measures taken by the Chinese ship which used their fire hoses to keep the suspected pirates a safe distance from the ship.

February 26 "Chinese navy ship rescues Italian ship in GOA" (Xinhua, February 26, 2009)

On the 26th, having received an SOS in the Gulf of Aden (GOA) from the Italian ship (Liberia-flagged), MV *Lia* reporting two unidentified yachts were approaching just about 3 to 4 nautical miles away, the Chinese navy destroyer, *Haikou* immediately sent a ship-borne helicopter with three combatants and one photographer on board to the scene. Reaching the area, Chinese helicopter found two yachts being already close to the merchant vessel and fired two flares as a warning. The yachts were equipped with two engines and were traveling with high speed. Two minutes later, the Italian merchant ship sent a message to thank the Chinese naval ship. It was the second time that the Chinese naval fleet rescued foreign merchant ships. On January 29, another missile destroyer, *Wuhan* successfully rescued a Greek ship from pirates.

February 27 "Norway to send frigate to EU Fleet" (Council of the European Union, News in Brief, February 27, 2009)

On the 27th, the Norwegian Government decided to send a *Nansen*-Class frigate to the EU anti-piracy naval operation EU NAVFOR ATALANTA outside Somalia. This frigate should be deployed in August this year. So far, EU NAVFOR ATALANTA included frigates and maritime patrol aircrafts from Greece, UK, France, Spain and Germany. The maritime force is now commanded by a Greek naval ship, which will be replaced by a Spanish one from April, and a Dutch one from August. More EU countries will join at a later stage, including Sweden, Italy, Belgium and The Netherlands. Switzerland has also expressed an interest in participating in EU NAVFOR ATALANTA.



Nansen-Class frigate (5,290 tons)

http://en.wikipedia.org/wiki/File:FR_KNMFN.JPG

February 28 "China launches largest maritime patrol ship" (Xinhua, March 1, 2009)

According to the maritime bureau of the Chinese Ministry of Transport, China launched its largest maritime patrol ship, nicknamed "*Haixun 11*" on the 28. It will be commissioned in June, said Liu Gongchen, deputy director of the maritime bureau under the ministry. "*Haixun 11*" is 114-meter-long with a maximum of 3,249 displacement tons. The patrol vessel can sail as far as 6,000 nautical miles on one fuel supply. Its top speed reaches more than 40 km per hour. It is equipped with a helicopter. The "*Haixun 11*" is capable of carrying out various missions, including maritime search-and-rescue missions, monitoring coastal waters, and serving as a command post.



Haixun 11

http://www.china.org.cn/china/news/2009-03/01/content_17353638.htm

February 28 "India to integrate maritime, coastal security into one system" (The Times of India, March 1, 2009)

The Indian government announced a drastic overhaul of the country's maritime and coastal security architecture on the 28th. This is based on the lesson in the aftermath of the terror attacks on November 26 in Mumbai. The outline of the agenda announced by the defense minister A K Antony includes the measures as follows:

- (1) The Navy will be the "designated authority" responsible for overall maritime security, with both coastal and offshore security under its control. The force will, of course, be assisted by Coast Guard, state marine police forces and other central and state agencies for the nation's coastal defense. The naval chiefs of the western, eastern and southern commands will also be the "commanders-in-chief of coastal defense."
- (2) A national command, control, communication and intelligence network, linking the operations rooms of Navy and Coast Guard at the field and apex levels, will be established. Moreover, joint operation centers will be set up at Mumbai, Visakhapatnam, Kochi and Port Blair (Andaman Islands).
- (3) The force-levels of both Navy and Coast Guard will be augmented. The Navy, for instance, will get a new specialized force, the Sagar Prahari Bal, which will have 1,000 personnel and 80 fast interception craft. As for Coast Guard, it will get five more offshore patrol vessels, 10

fast-attack craft, 20 interceptor boats, 12 Dornier aircraft and 30 helicopters, among other things.

- (4) Coast Guard director-general will also be the commander of the new Coastal Command, which will ensure effective functional linkages across the entire maritime domain. He will be responsible for overall coordination between central and state agencies in all matters related to coastal security.

1.2 Military

February 3 "Kyrgyzstan decides to close U.S. Base" (The Washington Post, February 4, 2009)

On the 3rd, Kyrgyz President Kurmanbek Bakiyev said that his government had decided to close the last remaining American air base in Central Asia. The decision was announced after a meeting in which Russian President Dmitry Medvedev agreed to extend two billion USD in loans to Kyrgyzstan. President Kurmanbek Bakiyev said the decision was prompted by U.S. refusals to pay more for the base and by growing public hostility toward the American military presence in his country. Located outside Bishkek, the Kyrgyz capital, Manas Air Base has largely been used as a transit point for U.S. and European troops and supplies into Afghanistan. About 1,000 U.S. military personnel are currently based there.

【Related Story 1】

"Kyrgyz Parliament Approves Plan to Close U.S. Air Base (The Washington Post, February 20, 2009)

On the 19th, the Kyrgyzstan parliament voted to close U.S. Manas Air Base with the 78 to 1 vote. But U.S. has not given up hope on a deal to keep the base open. Kyrgyz President Kurmanbek Bakiyev signed the bill to cancel the lease agreement for Manas Air Base on the 20th.

【Related Story 2】

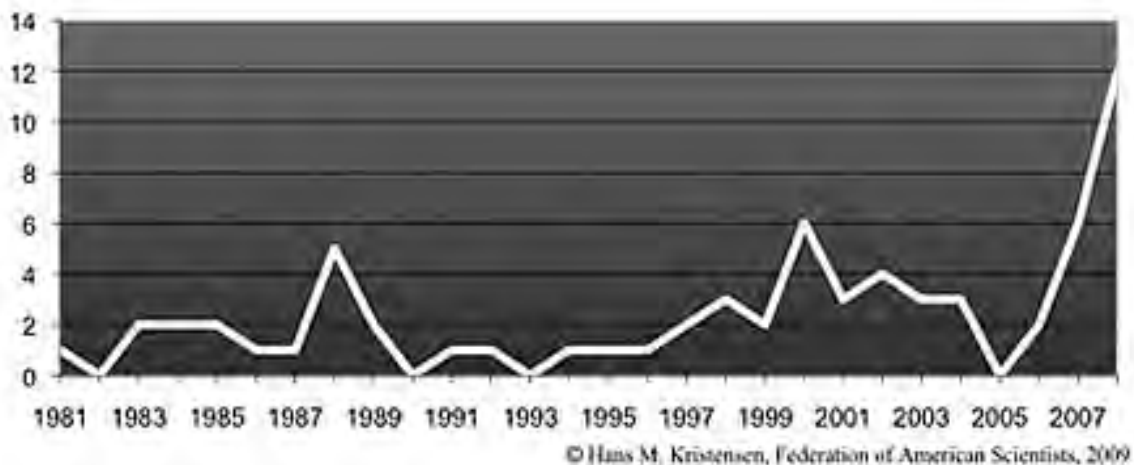
"Kyrgyzstan gives U.S. six months to vacate base" (American Forces Press Service, February 20, 2009)

According to a Pentagon spokesman, Kyrgyz foreign ministry formally gave the United States six months to leave Manas Air Base on the 20th. But Pentagon official said they will continue discussions with Kyrgyzstan about remaining at the base. The United States pays \$17.4 million a year to use Manas Air Base. Officials in Washington and Bishkek signed a deal three years ago allowing the United States to use the base until July 2011. The Manas Air Base is a major logistical and refueling center that supports troops in Afghanistan. About 15,000 troops and 500 tons of cargo reportedly move through Manas monthly. The Pentagon spokesman said that, although the Manas is an important facility, it's not irreplaceable, and, if necessary, they will find

other options.

February 3 "China's submarine patrols doubled in 2008" (FAS Security Blog, February 3, 2009)

On the 3rd, Hans M. Kristensen with a U. S. think-tank, Federation of American Scientists (FAS), said that China's fleet of attack submarines conducted 12 patrols in 2008, twice the number of patrols conducted in 2007. The data were obtained from U.S. naval intelligence in response to a Freedom of Information Act request from the FAS. The 12 patrols a year constitute the highest patrol rate ever for the Chinese submarine fleet. They follow six patrols conducted in 2007, two in 2006, and zero in 2005. The previous peaks were six patrols conducted in 2000 and 2007. But the Chinese patrol rate is higher than that of the Russian navy. The transition of the number of patrols since the year 1981 is shown below.



Chinese Submarine Patrols 1981-2008

<http://www.fas.org/blog/ssp/2009/02/patrols.php>

Regarding the details of the submarine activities, the U.S. Navy has denied a request from FAS for releasing information. However, Kristensen said, "It is assumed that a patrol in this case involves an extended voyage far enough from the submarine's base to be different from a brief training exercise." With approximately 54 submarines, the patrol rate of 12 means that each submarine on average goes on patrol once every four and a half years. In reality, the patrols might have been carried out by only a small portion of the fleet. In case of the U. S. Navy, each submarine is conducting at least one extended patrol per year.

On the other hand, regarding the strategic missile submarines (SSBN) armed with submarine-launched ballistic missiles (SLBM), neither the new *Jin*-class (Type-094) nor the *Xia*-class (Type-092) ballistic missile submarine which completed a multi-year overhaul in late-2007 is confirmed to have ever conducted a deterrent patrol.

February 4 "India denies China, India conduct ASW maneuvers in GA" (Indian Express, February 4, 2009)

An Indian *Kilo* class submarine and Chinese warships that were sent to patrol in the Gulf of Aden (GA) engaged in an hour long game of ASW maneuvers, forcing the Indian submarine to surface in the GA on January 15, Chinese media reports have said. Regarding the media report, Indian Navy's authorities have acknowledged that track was being kept of the Chinese warships that transited from the Malacca Straits to Somali waters, but they denied that the India sub was forced to surface during the encounter. "It is a routine procedure. We do keep track of warships transiting near Indian waters through all means possible. However, the reports of the Indian submarine having surfaced are incorrect," a senior Navy Officer said.

Note: According to Kyodo News dated March 19, Chinese news media have said that two Chinese newspapers that had carried an article were subjected to a fine among others, as the report proved to be fabrication.

February 18 "India's indigenous aircraft carrier to deploy by 2011" (The Times of India, February 18, 2009)

India's first indigenous aircraft carrier will be in the waters by 2011, Indian Navy Chief Admiral Sureesh Mehta said on the 18th. According to Admiral Mehta, India's indigenous aircraft carrier with 40,000 ton displacement capacity is being constructed in Cochin Shipyard since three years ago. A ceremony for laying keel of the carrier will take place on February 28.

February 20 "Iran navy to be deployed beyond territorial waters" (Press TV, February 20, 2009)

On the 20th, Iranian Rear Admiral (RADM) Admiral Habibollah Sayyari indicated that Tehran had overcome the self-imposed barrier of warship deployment in its own territorial waters to establish a powerful naval presence in international waters. We have a right to have a naval presence in international waters. Our initiative will work to protect the national interests of the Islamic Republic and will hoist the Iranian flag with pride,"explained the navy commander. The initiative will ensure that Iranian warships remain stationed in a large area of the Indian Ocean. Iran in late 2008 opened a naval base in the eastern part of the strategic Hormuz waterway. Dubbed as a "defense front," the Jask base was said to be part of plans to make the area impenetrable for a non-regional enemy. RADM Sayyari stressed that the Jask naval base plays a major role in the new push into high seas. According to the naval authority, Iran is working on further strengthening its presence in international waters by improving its naval infrastructure and adding new destroyers to its fleet. As part of the initiative, an Iranian warship has already ended a one-month mission in the Indian Ocean.



Source: BBC News, October 28, 2008
http://news.bbc.co.uk/2/hi/middle_east/7694947.stm

Note: On December 2008, Iran announced that its naval ships entered the Gulf of Aden. (Refer to 1.1 Security in OPRF MARINT Monthly Report, December 2008. Additionally, as to the Jask naval base, look at 1.1 Military in OPRF MARINT Monthly Report, October 2008 for information.)

February 21 "U.S. nuclear aircraft carrier sailing to Somali waters" (UPI, February 23, 2009)

The US Navy's nuclear-powered aircraft carrier USS *Dwight D. Eisenhower* departed from the Norfolk naval base in Virginia on the 21st, sailing to the waters off the coast of the "Horn of Africa" to conduct the patrols in the region.

February 27 "Russia to build 60,000-ton nuclear-powered aircraft carrier" (RIA Novosti, February 27, 2009)

Russia's new-generation aircraft carrier will be nuclear powered and have a displacement of up to 60,000 metric tons, a United Shipbuilding Corporation executive said on the 27th. According to the executive, the new carrier was still at the drawing board stage, but its blueprint and basic specifications have already been defined. He said the carrier will serve as a seaborne platform for new-generation fixed- and rotary-winged aircraft, in particular, a fifth-generation fighter that will replace the Su-33 multi-role fighter aircraft currently in service, as well as unmanned aerial vehicles (UAV). He said that at least three such carriers were to be built, for the Northern and Pacific Fleets. The new carrier has an estimated price tag of \$4 billion.

1.3 Diplomacy and International Relations

February 2 "RP House passes baseline bill" (INQUIRER.net, February 2, 2009)

On the 2nd, the House of Representatives of the Republic of Philippines (RP) passed House Bill 3216, or An Act Defining the Archipelagic Baselines of the Philippine Archipelago by a vote of 177 in favor and three against, with no abstentions. The bill includes the disputed Scarborough

Shoal and Kalayaan group of islands - the Spratlys chain in Tagalog - within the country's baselines, but not a "regime of islands." The final version of the bill approved by the Senate includes the Scarborough Shoal and Kalayaan group of islands as "regime of islands" out of the baseline, and the government supports this position (see chart below).

【Related story 1】

"RP Senate chairman criticizes House bills" (INQUIRER.net, February 3, 2009)

On the 3rd, RP's Senator Miriam Defensor-Santiago, who chairs the Senate committee on foreign affairs, said the baselines bill approved by the House of Representatives is "fatally flawed" and a "potential diplomatic disaster." Santiago said it is "futile" to include disputed islands in the South China Sea within the country's archipelagic baseline, because many of these are already occupied by several Southeast Asian countries and China that lay claim to the territory.

The bills of two houses will be taken to the bicameral meetings. The country has to come up with a baselines law that will define the national territory by May 13 this year, the deadline set by the United Nations Convention on the Law of the Sea (UNCLOS).

【Related story 2】

"RP FAU welcomes Senate bill" (Philippine Daily Inquirer, February 1, 2009)

Philippines' Foreign Affairs Undersecretary (FAU) for Special Concerns Rafael Seguis hailed the bicameral adoption of the Senate version of the proposed baselines law, calling it promotes the country's national interest and complies with international obligations. By applying the "regime of islands" principle to the islands claimed by the Philippines in the Spratlys, the country continues to exercise actual sovereignty over the disputed territory while recognizing the existence of claims by other countries. Seguis said that, under its Baselines law, China asserted its claim over "Nansha Islands" (Spratlys Group of Islands), but did not enclose or designate base points and baselines on them. "The same approach is actually taken under the Philippine Senate Bill. Sovereignty or claim is asserted over the Kalayaan Island Group (KIG), but no base-points or baselines were drawn upon them, nor were they enclosed in the Philippine archipelagic baselines," Seguis stressed.

On February 17, the Senate and the House of Representatives ratified the bicameral version redefining the country's archipelagic baselines.



House version

http://www.ellentordesillas.com/wp-content/uploads/2008/03/map2_hb3216.JPG



Senate version (the bicameral version)

http://www.ellentordesillas.com/wp-content/uploads/2008/03/map3_cmoa_option.JPG

Note: On March 10, President Gloria Macapagal-Arroyo signed Republic Act No. 9522 (or the Philippine Archipelagic Baselines Law) in Malacañang minus the formal ceremony that often marks the signing of key legislation, perhaps hoping to avoid controversy with other nations. (Philippine Daily Inquire, March 12, 2009)

1.4 Shipping, Resources, Environment, and Miscellaneous

February 4 "Bangladesh on the up for shipping crew" (Shiptalk, February 4, 2009)

The demand for Bangladeshi seafarers is increasing significantly in the global market opening up a new horizon for earning foreign currency for the country. According to a recent survey by an international organization, the number of Bangladeshi-certified mariners on board of different seagoing vessels became 4,822 in 2005 compared to 1,110 in 1990. Although the demand for seafarers increased further since 2005, the country, however, the number of certified marine officers still remain short compared to the demand. Bangladesh is a white-listed country of the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW) by the International Maritime Organization (IMO). The country has also signed bilateral agreements with 18 countries of the world. According to the survey, each of the Bangladeshi master mariners is now earning 6,000 US dollars (USD) to 7,000 USD as salary per month while officers and engineers are getting 2,500 USD to 5,000 USD.

February 17 "Russian, China sign oil deal" (BBC News, February 17, 2009)

Russia and China have signed a \$25 billion deal that will see Beijing supplied with oil from Siberian fields in exchange for loans to Russian oil and pipeline firms. Under the agreement, China Development Bank will lend \$15 billion to Russian state oil firm Rosneft, and \$10 billion to pipeline firm Transneft. In return Russia will supply 15 million tons - 300,000 barrels a day - of oil annually for 20 years. Chinese Premier Wen Jiabao said the deal was one of "political importance."

February 17 "Suez Canal revenue falls for 4 consecutive months" (Trade Winds, February 17, 2009)

According to the Egyptian government, Suez Canal revenue fell for four consecutive months as falling Asia Europe trade and the effects of piracy in the Gulf of Aden cut traffic in the waterway. Income for January slid 20% to \$332.4 million (m) from \$391.8m a year earlier. It adds 1,313 vessels passed through the canal during January, down from 1,690 a year earlier and 1,560 in December 2008.

February 18 "Sakhalin-II project becomes operational" (RIA Novosti, February 19, 2009)

On the 18th, Russia's first liquefied natural gas (LNG) plant was opened in a ceremony in Prigorodniy, Sakhalin, attended by Russian President Dmitry Medvedev and Japanese Prime Minister Taro Aso. The plant is part of the Sakhalin-II project. Its capacity of 9.6 million ton a year will make Sakhalin a major source of fuel for the Asia-Pacific region. Japanese, South Korean and U.S. companies have already signed a contract to purchase its output for the next 25 years. All the main Sakhalin-II facilities are fully operational now. There are three offshore

platforms producing hydrocarbons and a trans-Sakhalin oil and gas pipeline system (300 kilometers underwater and 800 kilometers overland) to transport hydrocarbons from the north-eastern tip of the island to its southern part. Shipping pollution

February 20 "Sinopec signs contract to import oil from Petrobras" (Xinhua, February 20, 2009)

On the 20th, China Petroleum and Chemical Corporation (Sinopec) announced it has signed a contract with Brazil's state-owned oil and gas giant Petrobras to import three to five million tons of crude oil from the latter in future. On the other hand, Sinopec and China Development Bank (CDB) also signed a memorandum of understanding with Petrobras, under which CDB will offer loans to Petrobras for its oil exploration, exploitation and refining.

February 25 "ROK to drill for offshore gas resources" (The Chosun Ilbo, February 26, 2009)

The government of the Republic of Korea (ROK) will look to secure natural gas reserves in Korean waters over the next 10 years. The Ministry of Knowledge and Economy said on the 25th it will invest 1.1 trillion Won (Approx. ¥70.4 billion) to drill in 20 places off Korea's shores, including six places in the West Sea, six near Jeju Island, and eight near Ulleung Island, to secure energy resources equivalent to 100 million barrels of oil. The ROK has drilled at 43 places offshore since 1970, of which only four are under development. Gas hydrate reserves in the Sea of Japan (East Sea) are producing 9,000 barrels of natural gas and 1,200 barrels of condensate a day. Korea also plans to begin commercial production of methane hydrate, a frozen form of gas and water, thus called "fire in the ice." Some ten promising places in Ulleung basin will be drilled in 2010 for trial production in 2013-2014. The basin is assumed to have 0.8-1 billion metric tons of gas hydrate reserves.

2. Intelligence Assessment

Patterns and Trends of Piracy and Armed Robbery in Asia ~ From ReCAAP Annual Research Report 2008 ~

In the last ten days of January, the Information Sharing Center (ISC) in 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, issued to the public an Annual Report 2008 (1st January 2008-31st December 2008) (hereafter the report) on the incidents of piracy and armed robbery against the ships which were noted in the Asian areas in 2008. Below is a summary of the patterns and trends of piracy and armed robbery against the ships in 2008, compared to those noted throughout the five years' period (2004–2007), which are viewed from the report. (Regarding the piracy and armed robbery incidents in 2008 in the annual report from the International Maritime Bureau (IMB), please refer to the OPRF MARINT Monthly Report, January 2009, 2. Intelligence Assessment.)

1. Definitions of Piracy and Armed Robbery

Regarding the definitions of Piracy and Armed Robbery, Piracy adopted by the ReCAAP/ISC is in accordance with the “Definition of Acts of Piracy” in Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). Armed Robbery is in accordance with the definition in the International Maritime Organization (IMO)’s Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships finalized at the IMO Assembly in November 2001.

2. Evaluation on Significance of the Incidents

As to the primary sources of information in producing ReCAAP’s report, the ISC uses information collected from various focal points - the maritime security organizations and the navies of member nations - through its Information Network System (INS). The ISC also uses information from IMO and IMB as well as open source information from media among others. The feature of the report is that the ISC evaluates the significance of each incident collected from these information sources in terms of two factors – Violence Factor and Economic Factor.

Violence Factor is determined by the three indicators and the intensity of violence in each incident, as follows:

* The fourteen (14) Contracting Parties are People’s Republic of Bangladesh, Brunei Darussalam, the Kingdom of Cambodia, the People’s Republic of China, the Republic of India, Japan, the Republic of Korea, the Lao People’s Democratic Republic, the Union of Myanmar, the Republic of the Philippines, the Republic of Singapore, the Democratic Socialist Republic of Sri Lanka, the Kingdom of Thailand and the Socialist Republic of Vietnam. The Republic of Indonesia and Federation of Malaysia are non-members.

In addition, a major reason of difference in the number of the incidents observed between the ReCAAP report and the IBM report is that the former targets the sea-areas extending from the Arabian Sea to Northeast Asia along the southern rim of the Eurasian Continent while the latter targets the whole world.

- (1) Type of weapon used. (In cases where more sophisticated weapons than knives are used, such incidents would be considered the most violent.)
- (2) Treatment of the crew. (Incidents where pirates/robbers kill or kidnap crew are deemed to be most violent.)
- (3) Number of pirates/robbers engaged in an attack. (As a rule, an incident when a larger number of pirates/robbers were involved would be considered more significant as having a larger capacity [as well as probability] for use of force. A larger number of pirates/robbers may indicate the involvement gangs or organized syndicates.)

Economic Factor takes into consideration the type of the property taken from the ship. Cases where the entire ship is hijacked with the cargo on board are the most significant incidents.

Under these indicators, the report categorizes all actual incidents into one of the three categories to determine their overall significance.

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

3. Characteristics of number and location of incidents (including attempted incidents) in 2008

According to the report, a total of 96 piracy and armed robbery incidents were reported in Asia in 2008, of which 83 were actual incidents and 13 were attempted incidents. Compared to the number of incidents in a year throughout the four years' period, the total number of incidents reported in 2008 has shown a downward trend, which is the largest yearly decrease since four years ago. The total number of incidents reported in 2008 has decreased by four percent (%) compared to 100 incidents (77 actual incidents and 23 attempted cases). The total number of incidents reported yearly throughout the five years' period is shown in the Table 1 below.

Table 1- Number of incidents reported throughout the five years' period

	2008	2007	2006	2005	2004
Actual	83	77	100	117	145
Attempted	13	23	35	31	55
Total	96	100	135	148	200

Source : Calculated from Graph 1 - Total number of incidents reported (2004-2008) in ReCAAP Annual Report 2008, p.13.

Regarding the actual incidents by category, the number of actual incidents in 2008 has increased by 8% compared to 2007. In particular, it is significant that the number of Category 2 incidents reported in 2008 has increased by 40% compared to 2007. In addition, there is a

decrease of one incident in the number of Category 1 incidents compared to 20007. The Table below shows the numbers of the actual incidents by Category reported yearly throughout the five years' period.

Table 2 - Details of number of actual incidents by category throughout the five years' period

	2008	2007	2006	2005	2004
CAT-1	4	5	3	7	19
CAT-2	21	15	38	34	51
CAT-3	58	57	59	76	75
Total*	83 (96)	77 (100)	100 (135)	117 (148)	145 (200)

Source: Calculated from Chart 2 – Significance level of reported incidents (2004-2008) in ReCAAP Annual Report 2008, p.17.

Note*: The inside of the parenthesis shows an overall total including attempted incidents.

Regarding the locations where incidents were reported, although the number of incidents has increased in India compared to 2007, it has downgraded in the significance level of Category. Namely, all ten incidents occurred were Category 3 cases. There has been an improvement in the situation in the port and anchorages of Chittagong, Bangladesh, where significance level of the incidents has been decreasing. The report says this can be attributed to the continued efforts by the Bangladesh authorities in enhancing security in and around the port of Chittagong.

On the other hand, there has been a significant improvement in the security situation in the area around Tanjung Priok and Jakarta with a reduction in the significance level. In 2008, only four Category 3 incidents were reported. On the contrary, there has been an increase in activities of Tanjung Ayam, Johor and the vicinity of Pulau Tioman area in 2008. A total of 11 incidents (one Category 1, six Category 2 and four Category 3) were reported in 2008 compared to six incidents (four Category 2 and two Category 3) in 2007, which is also matched by an increase in the significance level. In addition, the increase in the number of incidents was prevalent in the ports and anchorages of Vietnam.

Table below shows the number and location of incidents reported throughout the five years' period.

Table 3 - Number and location of incidents reported throughout the five years' period

	2008		2007		2006		2005		2004	
	Ac	At	Ac	At	Ac	At	Ac	At	Ac	At
East Asia										
China					1		4	3		
Sub-total					1		4	3		
South Asia										
Bangladesh	10	2	12	1	30	14	15	4	14	
India	10	1	8		3		12	2	8	4
Arabian Sea			1	3		1			3	
Bay of Bengal			1					1	1	1
Sri Lanka				1	1					
Sub-total	20	3	22	5	34	15	27	7	26	5
Southeast Asia										
Indonesia	24	1	33	7	39	10	62	10	70	17
Malaysia	12		7	1	10	1	2		7	2
Myanmar									1	
Vietnam	11	1	5		3		10		2	
Gulf of Thailand							1			
South China Sea	4	2	1	5	3		3	6	9	6
Straits of Malacca & Singapore	6	4	3	4	6	7	8	8	21	22
Thailand			1		1				3	1
Philippines	6	2	5	1	3	2			3	2
Sub-total	63	10	55	18	65	20	86	24	116	50
Overall Total	83	13	77	23	100	35	117	31	145	55
	96		100		135		148		200	

Source: Calculated from Table 6 – Locations of incidents reported (2004-2008) in ReCAAP Annual Report 2008, p.14.

Note: Ac denotes Actual incidents. At denotes Attempted incidents.

4. Types of ships targeted

According to the report, looking from the status of ships attacked, the majority of the actual incidents occurred while the ships were at anchor/berth. Out of 83 incidents in 2008, 59 incidents occurred while the ships were at anchor/berth, and 24 occurred while they were under way. In 2007, out of 77 incidents, 62 incidents occurred while the ships were at anchor/berth, and 15 incidents occurred while the ships were under way. The reports notes that the proportion of the total number of incidents involving ships while underway has increased to 29% in 2008 compared to 19% in 2007. Most of the incidents involving ships while the ships were at anchorage/berth were Category 3 incidents, as shown in the Table below.

Table 4 - Details of the actual incidents by Category while the ships were at anchor/berth throughout the five years' period

	2008	2007	2006	2005	2004
CAT-1			1	2	1
CAT-2	6	9	18	20	18
CAT-3	53	53	52	65	62
Total	59	62	81	87	81

Source: Calculated from Chart 5 – Status of ships and significance level at the time of the incidents (2004-2008) in ReCAAP Annual Report 2008, p.21.

On the other hand, most of incidents involving ships attacked while under way were either Category 12 or Category 2 incidents. In 2008, 19 of the 24 actual incidents were either Category 1 or Category 2 incidents. Of four Category I incidents in 2008, two cases were hijackings and other two are incidents in which members of the crew were killed.

Table 5 - Details of the actual incidents by Category while the ships were underway throughout the five years' period

	2008	2007	2006	2005	2004
CAT-1	4	5	2	5	18
CAT-2	15	6	20	14	33
CAT-3	5	4	7	11	13
Total	24	15	29	30	64

Source: Calculated from Chart 5 – Status of ships and significance level at the time of the incidents (2004-2008) in ReCAAP Annual Report 2008, p.21.

5. Type of Ships targeted

According to the report, by type, “tankers” were targeted more frequently compared to other types of ships in 2007 and 2008. In contrast, “bulk carriers” were most frequently involved in incidents between 2004 and 2006.

Of the 96 incidents reported in 2008, the tankers marked the highest number of attacks being involved. Of various types of tankers, three oil tankers, 14 chemical tankers, five product tankers, five LPG tankers, five tankers (unspecified), and one VLCC. In order of higher numbers after tankers, 19 container ships, 14 bulk carriers, 12 general cargoes, 11 tug boats/barges, two passenger ships, one fishing boat/trawler, vehicle carrier, diving support vessel, research support vessel and supply vessel respectively.

The report notes that tug boats were targeted most frequently in 2008. Eleven out of a total of 96 incidents (11%) in 2008 marks more than seven out of a total of 100 incidents (7%) in 2007, six out of a total of 135 incidents (4%) in 2006, and 12 out of a total of 148 incidents (8%) in 2005, but marks equal to 22 out of a total of 200 incidents (11%) in 2004. Majority of incidents involving tug boats in 2008 occurred while the boats were under way. Of the 11 incidents in 2008, one was a

Category 1 incident and seven were Category 2 incidents, and three were Category 3 incidents. Most of these incidents occurred off Pulau Tioman, Malaysia, in the Straits of Malacca and Singapore and in the South China Sea.

6. Characteristics viewed from Significance Level

Regarding the characteristics of the incidents in 2008 viewed from Violence Factor, the report notes, of 83 actual incidents, 92% of incidents involved robbers operating in small groups of one to six men. Generally, majority of the piracy incidents in the ReCAAP's targeting areas involved robbers operating in small groups of one to six men, as shown in the Table below. According to the report, in 2008, of nine incidents involving more than nine robbers, six cases occurred while underway and three cases occurred while at anchor. In addition, of nine cases, three were Category one and six were Category 2.

Table 6 - Details of the actual incidents viewed from numbers of robbers throughout the five years' period

Number	2008	2007	2006	2005	2004
1 to 6	69	64	75	99	109
7 to 9	5	7	11	13	18
More than 9	9	6	14	5	18

Source: Calculated from Chart 8 – Number of robbers involved in actual incidents (2004-2008) in ReCAAP Annual Report 2008, p.26.

In incidents where the type of weapons used were reported, knives were most commonly used by robbers in the incident in the ReCAAP's targeting areas. Most of the pirates/robbers were armed with knives which were used to cut mooring ropes and other unsecured items on board the ships. The use of guns appeared to be least prevalent in 2008 compared to past four years. In 2008, nine out of 83 incidents (11%) involved the use of gun compared to 10 out of 77 incidents (13%) in 2007, 17 out of 100 incidents (17%) in 2006, and 21 out of 117 incidents (18%) in 2005 and 30 out of 145 incidents (21%) in 2004.

On the other hand, as the Table below shows, regarding the number of actual incidents where treatment of crew were reported, there were two incidents in which crew members were killed in 2008. Both incidents occurred in the Philippines. There was no incident of kidnap in 2008. However, there were two incidents in which crew members were taken hostage. The first incident occurred at the anchorage of Chittagong, Bangladesh. The second incident occurred east of Kalimantan involving the hijacking. There were two incidents where crew members were abandoned. First incident was hijacking of Malaysian fishing boat, and the second one was noted off Pulau Tioman.

Table 7-Details of the actual incidents viewed from treatment of crew throughout the five years' period

Treatment of crew	2008	2007	2006	2005	2004
Kidnap		4	1	4	14
Killed	2		2		5
Missing		1		1	3
Seriously injured		1	4	4	8
Taken hostage	2	6	20	8	18
Crew abandoned	2	1		2	1
Assaulted	3	3	4	8	9
Threatened	2	3	5	6	11

Source: Calculated from Chart 7 – Treatment of crew in actual incidents (2004-2008) in ReCAAP Annual Report 2008, p. 24.

In actual incident where economic factor was reported, theft of ship stores and engine spares appeared to be most common in 2008. In addition, there has been a significant increase in the number of incidents which reported loss of cash and properties. The Table below shows details of the actual incidents viewed from economic factor. In this case, significance is the highest when the ships were hijacked with cargoes.

Table 8-Details of the actual incidents viewed from economic factors throughout the five years' period

Economic factor	2008	2007	2006	2005	2004
Cargo Discarded		1		3	2
Hijack / Missing Ship	3	4	5	6	12
Cash / Property	20	5	17	8	40
Engine Spares / Stores	27	34	42	58	48
Unsecured Items	12	12	6	13	3

Source: Calculated from Chart 9 – Reported economic loss in actual incidents (2004-2008) in ReCAAP Annual Report 2008, p.27.

Enclosure 1 : Information data made by OPRF

1. Status of hijacking incidents in the Gulf of Aden and off Somalia in 2009 (As of March 10, 2009)

Hijacked	Date	Date released (Days held)	Crew (killed)	Vessel	Flag State
<i>Blue Star</i> (A)	1.1	3.4 (64)	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
<i>Saldanha</i> (A)	2.22		22	General Cargo	Maltese

Sources: Calculated from various sources of information. Blank column is unknown. * indicate unconfirmed information.

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 March 10, 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 (134)	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
<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*: As to *Yenegoa Ocean*, locations of the ship and the crew are unknown in the IMB Annual Report 2008, as previously mentioned. According to The Ecoterra International dated February 22, 2009, the vessel is left abandoned at Howe in the vicinity of the tip of the

“Horn of Africa.” The crew members may have been left in the miserable situation without clean water and food among others.

Note***: According to The Ecoterra International dated February 22, 2009, having lost now all anchors, the ship is moving from place to place between Dhanane and Eyle.

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