

OPRF MARINT Monthly Report

July 2009



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~ from ReCAAP Half Yearly Report ~

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

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

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Retrospect: the First Half of 2009

Security: In January there were no more than three hijacking cases. However, of the ships that had been hijacked in 2008, some ships were released successively after tiding over the year-end. On January 9, Somali pirates released a Saudi very large crude oil carrier (VLCC) (Liberian-flagged) MT *Sirius Star* (319,430 DWT). Before release, a ransom of three million US dollars (USD) is said to have been paid. In January eight ships that had been hijacked were released. A ransom is estimated to have exceeded 10 million USD. On February 5, a roll-on/roll-off ship (Belize-flagged) of the Ukrainian shipping company - MV *Faina* – which had been hijacked since September 25, 2008 was released. A ransom was 3.2 million USD. After release, a shipment of tanks and others were disembarked in Kenya.

The activities of pirates were becoming rampant in March. Since then the attacks have been increasing in waters off the east coast of Somalia through the coast of Kenya where no warships of the international navies were deployed. In addition, the incidents began to occur in waters far away from the coasts. The Combined Maritime Forces (CMF) based in Bahrain issued an updated Special Maritime Advisory message for mariners on June. According to the message, merchant ships are urged to use a new route off the east coast of Somalia due to the start of the southwest monsoon season. In addition, the message is warning the merchant ships that there is the sign of the pirates' extended range of operations off the Eastern Somali coast, stretching all the way to and beyond The Seychelles as well as to the southern part of the Red Sea.

According to the report of the first half of the year 2009 issued by the International Maritime Bureau (IMB), of a total of 240 attacks (cases) in the first half year of 2009, 86 cases in the Gulf of Aden, 44 cases off Somalia, and 14 cases in the Red Sea were noted, which showed an abnormal increase of attacks in the surrounding area of the “Horn of Africa” in the first half of the year 2009.

On the one hand, according to the report of the first half of the year 2009 of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), of 43 attacks (cases) during the same period, 38 actual attacks and five attempted cases were noted. This indicates that the number of the incidents is fewer than 45 attacks (36 actual attacks and nine attempted cases) that occurred during the same period in 2008, which means that the attacks are showing a tendency to fall during the past five years.

On the other hand, operations by the warships of the international navies dispatched off Somalia are getting more active. As of June, as many as 30 naval vessels of 16 countries are being deployed. The CMF based in Bahrain established CTF-151 - a task force especially oriented to anti-piracy missions on January 8. Also, nations of the European Union (EU) agreed to expand their anti-piracy patrolling areas as far as the Seychelles' maritime areas to deal effectively with a situation in which the activity areas of pirates are spreading over the Indian Ocean.

With the increasing activities of the warships of the international navies, the opportunities of arresting the suspected pirates have increased. There were cases in which nations like France and the United States freed hostages by force. On April 8, a U. S.-flagged vessel was attacked for the first time. Pirates attacked a U. S. - flagged container ship, MV *Maersk Alabama* (17,525

DWT), south of the Gulf of Aden and temporarily seized it. Twenty American crew-members were on board the container ship. Holding the ship's captain on a lifeboat of the vessel, the pirates took him as a hostage. On the evening of April 12, U. S. Navy Seal snipers conducted an operation to rescue a cargo ship captain unharmed and killed three Somali pirates. They acted with President Barack Obama's authorization and in the belief that Captain of the boat was in imminent danger of being killed by captors. On the other hand, as the navies of other countries prevent the piracy attacks, the number of the suspected pirates who were arrested has increased. The suspected pirates who were arrested were eventually released because of insufficient evidence or were handed over to Kenya for prosecution. In rare cases, the suspects were sent to the countries that had arrested them to be prosecuted. Based on an agreement concluded with Kenya for the delivery of suspected pirates, the EU and the United States have handed over the suspected pirates they arrested to Nairobi.

Military: On January 20, 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 People's Liberation Army (PLA) Navy held the first international fleet review in waters off Qingdao, Shandong Peninsula, in celebration of the 60th anniversary of the founding of the PLA Navy on the April 23. A total of 21 visiting naval vessels from 14 countries took part in the review. President Hu Jintao, aboard the PLA Navy guided destroyer *Shijiazhuang*, reviewed foreign vessels. The PLA Navy's nuclear submarines and the most

sophisticated surface combatants participated in the parade.

Regarding the construction of a Chinese indigenous aircraft carrier, an issue of "when" has been the biggest focus of our attention. However, as an initial step, the movement of an ex-Soviet aircraft carrier, *Varyag*, which China may have transferred to the port of Dalian in March 2002 to undergo conversion, has been regarded with interest. Ever since, after seven years, there was a noteworthy activity that *Varyag* was moved to another dry-dock on April 27, which was also regarded to be noticeable. A year ago, the aircraft carrier *Varyag* was renamed the "*Shi Lang*" with the pennant number "93." It is estimated that this fact means that the *Varyag* has been assigned to the Chinese navy as a formal unit with the name of "*Shi Lang*."

On March 25, U.S. Defense Department released the Annual Report to the Congress: Military Power of the People's Republic of China 2009. This is the eighth edition in a series of the reports, and the first one for the Barack Obama's administration. As it said in the 2008 edition, the report says, "The lack of transparency in China's military and security affairs poses risks to stability by increasing the potential for misunderstanding and miscalculation." It adds, "Current trends in China's military capabilities are a major factor in changing East Asian military balance, and could provide China with a force capable of prosecuting a range of military operations in Asia – well beyond Taiwan," among others. Thus, the report has the contents of showing the continued alert for the activities of the Chinese military power which is lacking in transparency. On the other hand, according to the annual report on world arms transfers of the Sweden's Stockholm International Peace Research Institute (SIPRI) in 2009 released on

June 8, China increased its military spending in 2008 by 10 percent to an estimated \$84.9 billion, making it the second biggest military spender next to the United States.

The Chinese navy's operations are getting active, and with this trend, unusual approaches and harassing activities against the U. S. Naval vessels in the East and South China Seas were observed. Five Chinese vessels shadowed and aggressively maneuvered close to a U.S. oceanographic ship in the South China Sea on March 8, a Pentagon spokesman said on March 9. The U.S. oceanographic ship was conducting routine operations in international waters 70 nautical miles south of Hainan Island. The Pentagon spokesman said these were dangerous close maneuvers that these vessels engaged in. On May 1, two Chinese fishing vessels came dangerously close to a U.S. Navy's research vessel, USNS *Victorious*, in international waters in the Yellow Sea, which is the fifth such incident in the past few months. Moreover, on June 11, a Chinese submarine hit an underwater sonar array being towed by the destroyer USS *John McCain*. A U.S. military official calls it an "inadvertent encounter." The destroyer's sonar was damaged, but both the submarine and the destroyer did not collide. The incident occurred near Subic Bay off the coast of the Philippines. The U.S. navy official said the incident had not been made public, and would not whether the U. S. ship knew the submarine was that close to it.

India's first indigenous aircraft carrier will be in the waters by 2011, Indian Navy Chief Admiral Sureesh Mehta said on February 18. 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 took place on February 28.

Russian President Dmitry Medvedev approved by the presidential decree the document "The National Security Strategy until 2020" on May 12 and released it on the following day of May 13. The feature of current document is that the paper expands the targets of the national security and makes clear of a policy of emphasizing not only the traditional military security but also economic and energy areas. The document says there is fear in the future world that the conflict over natural resources will develop into armed clashes, which will occur around the border of the Russian Federation, including the Central Asia and Caspian Sea border areas.

Russian navy has 12 nuclear-powered ballistic missile submarines in service, but only eight of them are combat-capable, editor-in-chief of the Moscow Defense Brief, the Russian military magazine, said on June 1. However, the nuclear-powered strategic submarines (SSBNs) of a new class are under construction. On March 17, Russia has begun mooring trials of the first submarine in the series – new *Borey* class SSBN, Defense Minister Anatoly Serdyukov said. The vessel has a maximum depth of 450 meters and a submerged speed of about 29 knots. It can carry up to 16 Bulava sea-based ballistic missiles and torpedoes. Two other *Borey* class nuclear submarines are currently under construction, and are expected to be completed in 2009 and 2011. Russia is planning to build a total of eight submarines of this class by 2015. On the other hand, the Russian Navy maintains a fleet of about 60 submarines, including 10 nuclear-powered strategic submarines and over 30 nuclear-powered attack submarines, diesel-electric submarines and special-purpose subs, a senior Navy official said on March 19. Diesel-electric submarines in the Russian Navy

are represented by *Kilo* class vessels. They will be gradually replaced by Project 667 *Lada* class submarines. The first submarine of the *Lada* class is undergoing sea trials and may enter service with the Russian Navy in 2009. A second *Lada* class submarine, which is the first in the production series, will be commissioned in 2009. A third submarine is expected to be launched in 2010. On June 9, the sources of the Russian naval headquarters told Russian state media-*Interfax* that the development policy of the Russian Navy, which covers the period of 2050-2060, envisages the creation of five to six aircraft carrier groups, and the construction of aircraft carriers will likely begin in 2012 - 2013.

On May 2, Australian Prime Minister (PM) Kevin Rudd released a Defense White Paper for the first time in nine years. If fully implemented, the 140-page document, called "Defending Australia in the Asia Pacific Century: Force 2030," will transform Australia's defense posture for a generation and create one of the most potent military forces in the Asia-Pacific.

Diplomacy and International Relations: On January 9, 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.

On February 17, the Philippines' Senate and the House of Representatives ratified the bicameral version redefining the country's archipelagic baselines. On March 10, Philippine President Gloria Macapagal-Arroyo signed the Philippine Archipelagic Baselines Law. The archipelagic baselines law excludes the Scarborough Shoal and Kalayaan Group of Islands (Tagalog for the Spratlys group) from the

archipelago, but treats these as part of a "regime of islands" (UNCLOS Article 121). The law includes only the major archipelagoes, but Article 2 in the law specifies Philippine sovereignty over the Scarborough Shoal and Kalayaan Group of Islands.

Shortly after President Gloria Macapagal-Arroyo signed the baselines bill, the embassy of China in Manila reiterated on March 11 that country's strong opposition and solemn protest on what it called the Philippines' illegal and invalid claim to the disputed territory in the South China Sea. Also, China deployed a fishery administration ship to the Spratlys. The ship will protect fishing vessels around Nansha, Xisha and Zhongsha islands in China's southernmost maritime territory, and demonstrate Beijing's sovereignty over China's islands.

A coastal State that that intends to establish the outer limits of its continental shelf beyond 200 nautical miles (nm) shall submit an application document to the Commission on the Limits of the Continental Shelf (CLCS). For a State that became the member of the CLCS before May 13, 1999, the ten-year period from the date of its membership is designated as the deadline for a submission, and the party shall submit an application document by May 12, 2009.

On April 8, the Philippines submitted particulars of the outer limits to its continental shelf to the CLCS, regarding Benham Rise in the Philippine Sea off the eastern side of Luzon. The current submission made clear it was only "partial submission." This time, by filing the claim over Benham Rise, which is undisputed territory, the government bought time to sort out border issues with its neighbors over the Kalayaan islands and Scarborough Shoal. On the other hand, in May, in East Asia, South Korea, China, Vietnam (independent submission),

Malaysia, and Vietnam (joint submission) submitted an application document.

On May 7, Taiwan's president Ma Ying-jeou said that his administration will set up a marine affairs ministry in two phases. The president said his administration will set up a marine affairs commission which will be enlarged and converted gradually into a ministry to formulate and enforce the country's marine policy.

Shipping, Resources, Environment, and Miscellaneous: There was a 70% drop in the number of very large crude oil carriers (VLCCs) going through the Suez Canal carrying Middle East crude in the first quarter of 2009, compared to the same period in 2008. According to data from Lloyd's Marine Intelligence Unit's Apex service, only 18 VLCCs went westbound through the Suez Canal in the first quarter of 2009, which was a drastic decrease, compared to 61 in the same period in 2008. The drop-off is due to the fact that ship owners of the VLCCs avoided their passage through the Suez Canal to reduce the cost and avoid the attacks by the pirates when the spot charter rates are in the red.

Concerning a trend of China's energy strategy, on February 17, Russia and China signed a \$25 billion deal that would see Beijing supplied with oil from Siberian fields in exchange for loans to Russian oil and pipeline firms. On March 26, China and Burma signed four contracts, which included the construction of a cross border oil and gas pipeline. China will start construction in 2009 on oil and gas pipelines more than 1,200 miles long from Kyaukpyu Port on the Bay of Bengal through Burma to southwest China. Observers say that China will also use the pipelines for importing natural gas and oil from the Middle East and Africa, helping China to cut out oil shipping through the Malacca Strait. According to

an article in the China Securities Journal dated June 16, China will start building oil and gas pipelines through Myanmar in September.

On the other hand, in Russia, on February 18, 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.

On April 12, Bangladesh said it would build a deep seaport to handle the country's growing external trade and increase regional transit facilities. According to the plan, Bangladesh should build the deep seaport near the country's main Chittagong port by 2055 in three phases by investing \$1.2 billion. When the seaport is built, it is expected that the seaport will also be a regional, physical distribution hub for Nepal, Bhutan, southern China, Myanmar and the northeastern region of India.

The Panama Canal Authority (ACP) says total Canal transits decreased 1.4% in the second quarter (Q2) of the ACP's 2009 fiscal year compared to a year previously, to 3,914. On the other hand, Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal, including waiting time for passage, decreased significantly - 27.9 percent - to 26.22 hours from 36.39 hours during the Q2 of the ACP's 2009 fiscal year.

On May 8, The Panama Maritime Authority (AMP) created a special registry for vessels registered under the flag of Panama that were laid up due to the world financial crisis. The measure reduces registry fees by 40% to 50% and the vessels included in the Laid Up Registry need neither full crew manning nor regular

inspections. The special registry will be valid for one-year period, and could be extended by one additional year. The Resolution that creates the Special Registry warns the owner or ship operators that the vessel, registered under the Lay Up Special Registry Patent, cannot be used for navigation and should comply with all the minimum safety and pollution prevention requirements for the purpose of not being a potential danger to the environment or the port where the vessel is laid up. According to the AMP, Panama's Merchant Marine totaled 8,487 vessels at the end of March, keeping its position as the largest register in the world.

The U. S. newspaper, *The Los Angeles Times* dated June 1, carried the current expansion projects of the Panama Canal and the response to the expansion of harbors on the U. S. West Coast. A marine shipping specialist in London regards, if there is an increasing migration of freight via the Panama Canal, the implication is that Los Angeles and Long Beach ports as well as the U. S. rail lines will take the hit and suffer. Therefore, the Los Angeles and Long Beach ports each have launched expansion and streamlining projects to improve their competitiveness with an expanded Panama Canal.

Major Events in July 2009

Security: On the 5th, Malaysia International Shipping Corporation (MISC), one of the world's leading LNG operators, said it converted its container ship for anti-piracy operations in the Gulf of Aden. The container ship retrofitted at MISC's shipbuilding yard is a naval auxiliary, AK *Bunga Mas Lima* (699TEU), which is to be dispatched to the Gulf of Aden. The vessel will be manned by MISC personnel who are navy reservists, said the company, which did not disclose information on arms or rules of engagement.

Although there were a few hijacking cases this month, Somali pirates hijacked a Turkey-flagged bulk carrier, MV *Horizon I* (34,232DWT) in the Gulf of Aden on the 8th. As one of her crew members, a 24-year-old woman mariner was onboard the MV *Horizon I* and she was the first female taken hostage by Somali pirates.

On the 16th, the third Chinese naval task force left a naval base in Zhoushan Islands of east China's Zhejiang Province for more than three months of escort mission off Somalia. The third flotilla is composed of two indigenously built guided missile frigates of the latest types - *Zhoushan* and *Xuzhou*, and the supply ship *Qiandaohu*. The flotilla has a total of 800 crew members. The two frigates carry two helicopters and a special force unit respectively.

Regarding the present situation of Somali pirates, at least five groups of pirates, totaling over 5,000 people, are operating in the Gulf of Aden, Vice Admiral Sergei Burtsev, the first deputy chief of the Russian Navy General Staff, said on the 18th.

As to the anti-piracy operations off Somalia, following the enactment of anti-piracy measure law at the Cabinet meeting on July 24, the Japanese government decided to switch the regulations which endorse the activities by the Self-Defense Force (SDF) from the maritime police actions based on the SDF law to counter-actions based on the anti-piracy measure law newly enacted.

On the 27th, Combined Maritime Forces (CMF) based in Bahrain warned mariners of an anticipated increase in piracy incidents when the southwest monsoon ends in the coming weeks.

The International Maritime Bureau (IMB) and the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Area (ReCAAP) issued the Half Yearly Report (01 January – 30 June 2009) on the incidents of piracy and armed robbery against ships respectively. Regarding these reports, the OPRF has taken them up in “2. Intelligence Assessment” in this monthly report.

Military: On the 2nd, visiting the Sevmash shipyard in Severodvinsk, the Russian president Dmitry Medvedev said that modernization of the Admiral Gorshkov aircraft carrier should be completed as soon as possible so that it can be delivered to India in 2012. Dmitry Medvedev said the *Gorshkov* project had become, in effect, the only issue in Russian-Indian relations. Saying it was the first, very difficult experience, the president emphasized the ship must be finished, adding that, otherwise, there would be serious consequences.

The Chinese and Russian forces conducted an anti-terrorist exercise – the “Peace Mission 2009” from June 22- 26.

On the 26th, India held a ceremony of launching its own nuclear-powered submarine, INS *Arihant*. At the ceremony, Prime Minister Manmohan Singh described its launch as a “historic milestone.” INS *Arihant* is the 6,000-ton vessel with an 85-megawatt nuclear reactor. After completing sea trial, she is expected to be commissioned in 2015. With the launch of its own nuclear-powered submarine, India joined an elite club of six nations.

The Japanese Defense Ministry released the Defense White Paper on the 17th. Regarding this document, the OPRF has introduced a description of the goal of Chinese maritime activities and has taken up the Chinese reactions to it in the “Hot Topic” in this monthly report.

Diplomacy and International relations: On the 15th, the U. S. Senate Committee on Foreign Relations held a public hearing on the maritime disputes and sovereignty issues in East Asia. Senator Jim Webb (Democrat), chairman of the subcommittee, said in his opening remarks that the South China Sea region has enjoyed relative peace for the last 30 years, but China's efforts to expand its control over the area threatens to upset the balance in the area. The witnesses, including Scot Marciel, Deputy Assistant Secretary of State for East Asian and ASEAN Affairs, Department of State; and Robert Scher, Deputy Assistant Secretary of Defense for South and Southeast Asia, Department of Defense, attended the hearing.

Shipping, Resources, Environment and Miscellaneous: The Nippon Foundation will contribute fund of one-third of the total cost of \$7.4 million to maintain the safety equipments. “There is a potential for an accident to happen. If it involves crude oil tankers, there will be a major oil spill. This could disrupt international trade,” foundation chairman Yohei Sasakawa said at a signing ceremony to grant the money to a multinational fund on the 7th. “We must take preventive measures before a disaster takes place,” he stressed.

According to the Suez Canal Authority, revenues for the Suez Canal fell 26 percent to \$348.2 million in June, compared to \$471.4 million in the same month last year. At the same time, the number of vessels using the waterway in June stood at 1,401, down from 1,819 in June 2008. Traffic figures and revenues for the Suez Canal have been hard hit this year by the global shipping slump, and fell from \$ 5.1billion to \$ 4.7billion, a decrease of 6.4%. The number of transiting vessels decreased to 19,354 from 21,080 in the previous year.

The number of vessels passing through the Panama Canal declined by 6.4 percent during the third quarter (April 1 - June 30) of Fiscal Year 2009, the Panama Canal Authority said the 23rd. According to the waterway's administration, 3,576 vessels traversed the Canal, 245 fewer than during the same period in 2008. The tonnage transiting the Canal also fell by 4.6 percent, declining from 77.2 million tons to 73.7 million tons.

1. Information Digest

1.1 Security

July 5 “MISC converts box ship for anti-piracy OPS” (Fairplay Daily News, July 5, 2009)

On the 5th, Malaysia International Shipping Corporation (MISC), one of the world's leading LNG operators, said it converted its container ship for anti-piracy operations in the Gulf of Aden. The Malaysia's navy and National Security Council were involved with MISC in retrofitting the MV *Bunga Mas Lima* (699TEU) at MISC's shipbuilding yard. The vessel has become a naval auxiliary vessel, replacing KD *Sri Inderpura*, which will return to its home base in July. The vessel will be manned by MISC personnel who are navy reservists, said the company, which did not disclose information on arms or rules of engagement. The MISC's two tankers - *Bunga Mas Dua* and *Bunga Melati 5* – were hijacked by pirates in the Gulf of Aden in August 2008, and ransom payouts totaled \$4.4million.

July 6 “Somali pirates release Italian tug & barge” (The Epoch Times, July 7, 2009)

On the 6th, Somali pirates released an Italian tug and barge, *Buccaneer*. All 16 crew members – ten Italians, five Romanians, and one Croatian – were safe. The tug and barge were hijacked in the Gulf of Aden on April 11.

July 8 “Somali pirates seize Turkish vessel” (Fairplay Daily News, July 8, 2009)

On the 8th, Somali pirates hijacked a Turkey-flagged bulk carrier, MV *Horizon I* (34,232DWT), in the Gulf of Aden. The vessel with 23 Turkish crew-members was carrying 33,000m³ of sulphates from Saudi Arabia to Jordan. Andrew Mwangura, head of East African Seafarers' Assistance Program, said: “In this season, it is hard to take ships because monsoon winds make the seas rough. No one expected attacks at this time.”

【Related Story】

“Woman-mariner taken hostage for 1st time” (Shiptalk, July 14, 2009)

A 24-year-old woman-mariner was onboard the MV *Horizon 1* and she was the first female taken hostage by Somali pirates.

July 12 “2 tug & barge attacked by pirates in Singapore Strait” (Bernama, July 13, 2009)

On the late evening of the 12th, there were two piracy attacks in the Singapore Strait, according to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia Information Sharing Center (ReCAAP ISC). On the late evening of the 12th, a Singaporean tug, *Weihai 5*, which was towing a barge, *Jovan 1*, was boarded by pirates armed

with parangs northeast of Helen Mar Reef in the east bound lane of the Singapore Straits. Four of them wearing masks and armed with parangs snatched mobile phones, money and other valuables from the six Indonesian crew-members on board the tug boat. Crew-members were unhurt. The tug boat, towing a granite-laden barge, was sailing from Malaysia to Singapore.

On the other hand, on the late evening of the 12th, another Singapore-registered tug boat, *Kenryo*, which was towing a barge, *Al Jabber 35*, was boarded by five robbers (of whom, four were armed with parangs) at position east of Raffles Lighthouse, Singapore Strait. The tug boat was underway towing a barge carrying a load of oil rig equipment to Singapore from Indonesia. The 12 crew-members who are Indonesians were not harmed. The robbers took away mobile phones, money and other valuables. They damaged the communication equipment onboard *Kenryo* before fleeing.

July 13 “Somali pirates attempt to attack VLCC in Gulf of Aden” (Maritime Security Centre, Horn of Africa, Press Release, July 13, 2009 and others)

According to Press Release from the Maritime Security Center, Horn of Africa (MSCHOA), a very large crude oil carrier (VLCC) flying the Liberian flag - MT *A Elephant* (264,758 DWT) - was attacked by Somali pirates in the Gulf of Aden. Approaching the VLCC in one mother-ship and two skiffs, the pirates opened fire several times. The ship's crew successfully avoided being boarded. A helicopter of the EU NAVFOR warship, French navy FS *Aconit* quickly arrived on scene, following the early distress call. There were no casualties and only light damage to the vessel.

【Related Story 1】

“Somali pirates hijack dhows to use one as ‘mother-ship’” (Reuters, July 13, 2009 and others)

Somali pirates seized two ships on the 11th – 12th to use one of them as a mother-ship to attack a VLCC. The dhow seized by the pirates on the 11th was called “*Nefya*,” said Andrew Mwangura, head of the East African Seafarers' Assistance Program. It was unknown how many crew were on board or the *Nefya's* nationality. In addition, on the 12th, pirates hijacked an Indian dhow in waters north of Somalia. There were 15 Indian crew members on board the dhow, which was carrying camels, sheep and cattle.

On the other hand, the MSCHOA says a helicopter from the French naval vessel has been tailing the mother-ship which it named as ‘*Nafeya*.’ According to an article of the *Trade Winds* dated the 14th, a photograph of the vessel released by the MSCHOA shows a construction vehicle or mobile crane on its deck which appears to bear the brand name ‘*Nafeya*.’ The dhow is believed to have been seized either off the Puntland port of Bosasso or in the Gulf of Aden between the 10th and 11th. Naval forces are most likely keeping a safe distance from the dhow for fear that its original crew members could be held hostage onboard. (Trade Winds, July 14, 2009)

【Related Story 2】**“French, Indian warships rescue dhow” (The Times of India, July 16, 2009)**

On the 16th, the Indian navy said the warships of the French and Indian navies had freed an Indian dhow and rescued 14 Indian crew-members on the 15th. The dhow was hijacked on July 10 by the pirates who were armed with rocket propelled grenades and AK-47 assault rifles off Boosaaso port in Puntland, Somalia. The dhow was on its way to Dubai after off-loading cargo at a Somali harbor. Although pirates attacked a Libyan-flagged VLCC, MT *A Elephant*, on the 13th, they were prevented by the French naval frigate FS *Aconit*. In the attack, the pirates used the dhow which they had hijacked as the mother-ship. While the French navy passed information to the Indian navy, both navies' warships continuously tracked the dhow and cornered it after the Indian frigate launched its Sea King helicopter with Marine Commandos on board. Freeing the 14 Indian crew-members, the seven pirates abandoned the dhow, and escaped on their skiffs after robbing the crew members of all their cash and valuables. (Although no name of the dhow is available in this article, the Indian newspaper, *The Hindustan Times* dated the 16th, carries the name of the dhow as MV *Nafeya*.)

July 16 “China's 3rd naval flotilla sets sail for escort mission in waters off Somalia” (Xinhua, July 17, 2009)

On the 16th, the third Chinese naval task force left a naval base in Zhoushan Islands of east China's Zhejiang Province for more than three months of escort mission off Somalia. The third flotilla is composed of two indigenously built guided missile frigates of the latest types - *Zhoushan* and *Xuzhou*, and the supply ship *Qiandaohu*. The flotilla has a total of 800 crew members. The two frigates carry two helicopters and a special force unit respectively. The supply ship, *Qiandaohu*, will replace the first flotilla's supply ship, *Weishanhu*, which has been on duty in the region since the beginning of the year. All three ships belong to the East China Sea Fleet (ECSF), and this is the first time for warships from the ECSF to perform the escort mission. In an interview of *The PLA Daily*, Rear Admiral Wang Zhiguo, commander of the third Chinese naval escort task force, said it will sail to the mission sea area by way of the Taiwan Strait, the Strait of Malacca and the Indian Ocean. The 3rd escort task force will make work hand-over with the 2nd escort task force around August 1, Wang Zhiguo told the *PLA Daily*. On their home journey, the warships of the 3rd taskforce will pay stopover visits to other countries, said Wang. (*PLA Daily* July 16, 2009)

According to the Chinese edition of the *PLA Daily* dated the 16th, Major General Wang Zhiguo said at interview that, in order to inherit the precious experience of the first and second Chinese naval escort task forces (NETFs), the personnel of the third NETF invited the special operation members of the first NETF to get training guidance and improve the escorting plans, and they had various kinds of training in the three areas below. (1) Intensive training in basic areas – Communication exchanges in English, maritime replenishment, continuous navigation in day and night, health and mental care, navigation in the heavy seas, and maritime rescue among

others. (2) Strengthening joint training - improving maritime cooperative capabilities among ships, helicopters, and special force, with the introduction of training items, including smooth landing of helicopters on board. (3) Conducting drills under the circumstances similar to actual combat, including a systematic escort by concentrating the vessels to check the reaction capabilities under the unexpected situation and the efficiency of the weapons.

【Related Story】

“Chinese naval escort taskforce berths in local port for 1st rest” (PLA Daily, July 2, 2009)

According to the *PLA Daily* dated July 2, the Chinese naval escort task force of three ships including the guided missile destroyer, *Shenzhen*, the frigate, *Huangshan* and the supply ship, *Weishanhu* berthed in Port Salalah of Oman for rest from June 21 to July 1. This is the first time for the ships (including the warships except a supply vessel) of the task force - currently the 2nd expeditionary fleet - to have an organic rest on the shore since it was sent to perform escort operations in the Gulf of Aden and the waters off the Somali coast on December 26, 2008. During this period, the Chinese naval officers and men went shopping and sightseeing collectively in Port Salalah. They also held recreational activities with local people. (Note: According to the *PLA Daily* (Chinese language edition) dated July 24, the visits of the supply vessel, *Weishanhu* to Salalah (twice to the port of Aden in Yemen since its deployments) with its officers and men to have an organic rest on the shore have been reported. But the visit of naval task force including the warships has not been carried. See OPRF MARINT Monthly Report, June 2009, 1. 1. Security.)

Also, according to the *PLA Daily* dated July 4, the guided missile destroyer, *Shenzhen* and the composite supply ship, *Weishanhu* sailed into the sea area near the Gulf of Aden to evade strong wind and waves. On July 1, while conducting the 73rd mission for the merchant ships, the escort task force encountered the stormy wind at the maximum speed of 22 m/s and waves at the height of 5-6 m.

The *Shenzhen* and *Weishanhu* cast anchor on the afternoon of the 2nd, observed strictly the local laws and related regulations, made sufficient, various safety procedures, and secured the safety of the crew members and equipment. The commander of the escort task force said that the task force would return to escort duties on July 4, even though the strong wind and waves were expected to last for a few more days. While the stormy wind waves continue, the task force will carry out both direct escort mission and another escort mission of zone-defense type simultaneously.

July 18 “Somali pirates release German ship” (NATO Shipping Centre, News Release, July 18, 2009)

On the 16th, Somali pirates released a cargo vessel owned by the German shipping company - MV *Victoria* (flagged in Antigua and Barbuda). On board the ship are 11 crewmembers - all are supposed to be Romanians. According to *AFP* report, the leader of the pirates told the amount of money which was paid as a ransom was 1.8 million US dollars.

July 18 “Over 5,000 pirates in 5 groups operate off Somalia” (RIA Novosti, July 18, 2009)

Regarding the present situation of Somali pirates, at least five groups of pirates, totaling over 5,000 people, are operating in the Gulf of Aden, Vice Admiral Sergei Burtsev, the first deputy chief of the Russian Navy General Staff, said on the 18th. Pirates have become more daring and aggressive recently. According to the data of the United Nations, Somali pirates collected about \$150 million in ransom payments from ship owners in 2008. Overall losses from piracy were estimated at \$13-16 billion, including the soaring cost of insurance and protection for vessels, as well as sending ships on longer routes to avoid high-risk areas.

July 21 “Malaysian marine police arrest 5 pirate suspects” (Monsters and Critics, July 21, 2009)

On the early morning of the 25th, six masked pirates boarded the MV *PNG Express* in waters off Johor state. The pirates tied up the ship's Malaysian captain and 15 crew members - all of whom are Thai nationals - before robbing them of their belongings and fled. Malaysian marine police (MMP) rescued 16 crew members of a Malaysian ship within an hour after the attack, and gave chase to the fleeing pirates. Later, the MMP detained five of the suspects, adding that a sixth escaped arrest by jumping into the sea. According to the MMP, all the suspects were Indonesians with valid passports.

July 24 “Spanish warship patrols in Indian Ocean” (Maritime Security Centre, Horn of Africa, Press Release, July 24, 2009)

Spanish navy's frigate SPS *Numancia*, flagship of EU NAVFOR's Operation Atalanta, has been patrolling the eastern waters of Somalia and Kenya where French and Spanish tuna fishing fleets operate, while showing her presence in the area. Afterwards, the commanding officer of the Spanish navy ship visited the Spanish tuna fishing vessel. This was a good opportunity for the fishing vessels to learn more about Operation Atalanta, and the task that EU has undertaken in the fight against piracy in these waters.

July 24 “Turkish navy arrests 5 pirate suspects” (Maritime Security Centre, Horn of Africa, Press Release, July 24, and Today's Zaman, July 27, 2009)

On the 24th, EU NAVFOR German Maritime Patrol Aircraft discovered a suspicious skiff with 5 suspected pirates onboard in the Internationally Recognized Transit Corridor (IRTC) in the Gulf of Aden. One Italian warship and one Turkish warship which belong to EU NAVFOR and one Indian warship deployed to the scene, and conducted investigations into a possible Dhow “mother ship.” According to the press release of the Turkish navy, the frigate, TCG *Gediz*, arrested five suspected pirates.

【Related Story】**“Turkish navy arrests 7 pirate suspects again” (Bosphorus Naval News, July 31, 2009)**

Turkish General Staff announced that the Turkish naval frigate TCG *Gediz* arrested seven pirates on the 31st. As TCG *Gediz* is part of the NATO maritime task force SNMG-2, the pirates will eventually be handed to NATO officials.

July 24“Japanese government switches to new law for anti-piracy measures” (Japan's Defense Ministry HP, 24 July 2009)

As to the anti-piracy operations off Somalia, following the enactment of anti-piracy measure law at the Cabinet meeting on July 24, the Japanese government decided to switch the regulations which endorse the activities by the Self-Defense Force (SDF) from the maritime police actions based on the SDF law to counter-actions based on the anti-piracy measure law newly enacted. According to the procedures of counter-actions by SDF decided at the Cabinet meeting, the SDF expeditionary task force is mainly composed of two escorting vessels and two P-3C patrol aircraft for the equipment. The counter-actions period is designated to be one-year from 24 July 2009 through 23 July 2010.

The counter-actions against piracy by the SDF based on the anti-piracy measure law were implemented by the second expeditionary force composed of the destroyer *Amagiri* (based in Maizuru) and the destroyer *Harusamae* (based in Yokosuka) which left Japan on July 6. In the counter-actions based on the anti-piracy measure law, foreign vessels that are neither Japan-related nor approved under the maritime police actions will also become objects to be escorted, and the standards of the use of weapons are relaxed and firing at the boats is authorized if there are no other means to stop the piracy acts.

July 27 “Combined Maritime Forces issues warnings about increasing piracy” (Combined Maritime Forces Public Affairs, New Release, July 27, 2009)

On the 27th, Combined Maritime Forces (CMF) based in Bahrain warned mariners of an anticipated increase in piracy incidents when the southwest monsoon ends in the coming weeks. “The prior preparation and vigilance of merchant mariners at all times of day and night is more important now than ever,” said Turkish Rear Admiral Caner Bener, commander, Combined Task Force (CTF)-151. “CTF-151 and other multinational maritime forces deployed to the region are successfully coordinating counter-piracy efforts. While our ability to deter and disrupt attacks has improved over time, we are constantly adapting the way we do our business as the pirates adapt and modify their tactics.”

1.2 Military

July 2 “Russian president urges completion of aircraft carrier for India” (RIA Novosti, July 2, 2009)

On the 2nd, visiting the Sevmash shipyard in Severodvinsk, the Russian president Dmitry Medvede said that modernization of the *Admiral Gorshkov* aircraft carrier should be completed as soon as possible so that it can be delivered to India in 2012. Dmitry Medvedev said the Gorshkov project had become, in effect, the only issue in Russian-Indian relations. Saying it was the first, very difficult experience, the president emphasized the ship must be finished, adding that, otherwise, there would be serious consequences. Under the original \$1.5 billion 2004 contract between Russia's state-run arms exporter Rosoboronexport and the Indian Navy, which includes delivery of MiG-29K Fulcrum carrier-based fighters, the aircraft carrier was to have been delivered to India in 2008. However, Russia later claimed it had underestimated the scale and the cost of the modernization, and asked for an additional \$1.4 billion, which New Delhi said was “exorbitant.” Indian officials familiar with negotiations said the eventual figure would be closer to the \$2.2 billion estimate.

【Related Story】

“Aircraft carrier for India is planned to begin sea trial” (The Times of India, July 9, 2009)

On the 7th - 8th, India and Russia came together in New Delhi for the final price negotiations to break the deadlock. According to a top Indian official, the total cost for the aircraft carrier (A/C) *Gorshkov's* refit will be pegged somewhere around \$2.2 billion. A/C *Gorshkov's* sea trials are slated in the Barents Sea for 2011-2012. India Navy will conduct part of the sea-trials in India to cut costs. Defense minister A. K. Antony, on his part, told Parliament on the 8th that acceptance trials for delivery of the *Admiral Gorshkov* [rechristened INS *Vikramaditya*] to India are expected to be completed in December 2012. India has kept its long-standing aim to have two operational carrier battle-groups by 2015 or so, with the other carrier, a 40,000-ton indigenous warship, being built at Cochin Shipyard. Also, training of Indian pilots for MiG-29K take-off's and landings will be conducted from Russian navy's A/C *Admiral Kuznetsov*.

July 9 “Malaysian navy's 1st sub begins journey from France” (Bernama, July 9, 2009)

On the 9th, Malaysia's first submarine KD *Tunku Abdul Rahman* left Toulon, France on its historical maiden journey to Malaysia. The submarine consisting of 35 crew members will transit at major ports such as Jeddah (Saudi Arabia), Djibouti and Cochin (India), before reaching Malaysia. In Malaysia, the submarine is expected to stop at Port Klang for a few days before continuing the journey to Sepanggar Naval Base in Sabah.

July 9 “PLA's South China Sea Fleet, Guandong Provincial Government conduct joint maritime search & rescue training”(PLA Daily, Net edition, Guandong Province, July 10, 2009)

On the morning of July 9, South China Sea Fleet (SCSF) of the People's Liberation Army (PLA) Navy and the Guandong Provincial People's Government (GPPG) held a joint military-civilian maritime search and rescue exercises in a sea area near the Port Galolan, Zhuhai City, China's Guandong Province on July 7. Under the joint command of the South SCSF and GPPG, 13 sea-related units including a speedboat flotilla of the PLA Navy Naval High-speed Unit, the First South China Sea (SCS) Rescue Flying Team, the SCS Rescue Bureau under the Ministry of Transportation of the People's Republic of China (PRC), the SCS Branch under the State Oceanic Administration of the PRC and the Guandong Branch under the General Administration of Customs of the PRC, the Maritime Police, and the Fishery Administration Office participated in the exercise. The minesweepers, tank landing ships, transport vessels, missile fast craft, escort ships, patrol ships, and two helicopters were deployed. According to Zhang Wendan, SCSF Deputy Chief of Staff, who commanded an entire exercise, such a large scale of joint maritime search and rescue exercise by the military and provincial government is the first one ever conducted. He said it has an important significance in building the maritime search and rescue system in the SCS areas which is effective in the long range, improving the related regulations, enhancing efficiency level of maritime search and rescue drills, and implementing the international cooperation of search and rescue in the SCS.

July 21 “India Navy to be responsible for all maritime security” (Business Standard, July 21, 2009)

On the 21st, the Indian government announced that the Indian Navy will be solely responsible for overall security of India's coastal zones. Minister of State for Home Affairs said Indian Navy has been designated as the authority responsible for overall maritime security which includes coastal security and offshore security. Accordingly, the Director General of Coast Guard will assume the role of Commander Coastal Command, responsible for the coordination between Central and state agencies in matters related to coastal security.

July 22 – 26 “China, Russia conducted joint military exercise, the ‘Peace Mission 2009’” (Various sources)

The Chinese and Russian forces held a “Peace Mission 2009” joint anti-terrorism military exercise from July 22 to July. This drill was held within the framework of the Shanghai Cooperation Organization (SCO), which had been confirmed at the meeting between the defense ministers of the two nations in December 2008. This is the third military exercise after the previous exercises with the same name of “Peace Mission” in 2005 and 2007. The military observers from other four SCO member States in Central Asia – Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan – inspected the exercise.

To sum up the various reports, a total number of the participants were 2,600, of which just

1,300 were from each side of China and Russia. From the Chinese side, under the leadership of the People's Liberation Army (PLA), General Ma Xiaotian, Deputy Chief of the General Staff of the PLA, a fighting group - a motor infantry brigade, type-99 tanks and a reconnaissance company, and the air strike forces - about 40 combat aircraft, including J-8 fighters, JH-7 fighter-bombers, Q-5 bombers, helicopters among others, as well as surface-to-surface, and surface-to-air systems, radar units and logistic forces, including a field hospital, participated in the drill.

On the other hand, from the Russian side, under the leadership of Lt Gen Sergei Antonov, Russian Deputy Chief of Staff of the Ground Force, one army reinforced mechanized infantry battalion, one air combat company, surface-to-surface missile forces, logistic force, and air force of Su-27s, Su-24s and Su-25s among others participated.

The exercise was composed of three phases - strategic talks, operational preparations, and execution of the operations. In the operational preparations, gathering in the exercise area in northeast China's Jilin Province by train and air transport on July 14, the two military groups that participated in the exercise conducted phased drills from July 15 to 21. In the strategic talks, the chiefs of staff of two nations had the meeting in Khabarovsk on July 22, before holding an opening ceremony of the exercise. In the execution of operations, the exercise was initiated at the Taonan Tactical Training base in Baichen city in Jilin Province on July 23 - 26, with an exercise which simulated encirclement and annihilation of the terrorists in accordance with a realistic scenario of anti-terrorism warfare.

Regarding the significance of the recent joint exercise, Chinese Major General Qian Lihua, director of the Foreign Affairs Office at the Ministry of National Defense, mentioned as follows. First, the exercise is a plus in regional peace and stability. It will make the rampant "three forces" of terrorism, separatism and extremism shiver with fear, which will have a profound significance for creating a favorable and safe strategic environment. Secondly, it is an important part of a series of activities which celebrates the 60th anniversary of a birth of new China as well as diplomatic relations between China and Russia. The drill is also a concrete step of consolidating and deepening the strategic partnership of two nations as well as the realization of an agreement of the SCO. The implementation of the joint military exercise shows a high-level of strategic and mutual reliance between the two nations and strengthens the pragmatic cooperation in the defense area. Thirdly, it will be a plus in improving combat capability and promoting friendship and cooperation between the two military forces. The exercise is a regular occurrence between China and Russia, not targeted at any third parties. (Source: Japanese Edition of the People's Daily Net, 20 July 2009).

July 26 "India launches own nuke-sub" (AFP, July 28, 2009)

On the 26th, India held a ceremony of launching its own nuclear-powered submarine, INS *Arihant*. At the ceremony, Prime Minister Manmohan Singh described its launch as a "historic milestone." INS *Arihant* is the 6,000-ton vessel with an 85-megawatt nuclear reactor. After completing sea trial, she is expected to be commissioned in 2015. With the launch of its own



nuclear-powered submarine, India joined an elite club of six nations. (Arihant means “Destroyer of Enemies” in Hindi.)

 **Hot topic** **Defense of Japan 2009****Description of “Chinese Objectives of Maritime Activities” and China's Reaction**

On July 17, Defense Minister Yasukazu Hamada submitted the Defense White Paper 2009 (hereafter white paper) to a Cabinet meeting and the report was approved. Regarding the trend of the Chinese Navy, the white paper this year says: “In recent years China has been intensifying its activities in the ocean.” Pointing out some examples of the Chinese activities in the sea near the Japanese shore, the white paper describes its “objectives of the activities in the ocean.” The gist of the report is as follows.

(1) Taking into general consideration that China explicitly states in its laws and others that its navy assumes the role of safeguarding maritime rights and interests and protecting maritime safety as well as various factors including China's geographical location and economic globalization among others, it is believed that there are following objectives in the activities of the navies and others.

The first objective is to intercept naval operations by enemies in waters as far as possible from the country to defend Chinese territory and territorial waters.

The second is to develop military capabilities to deter and prevent the independence of Taiwan. If China intends to hold back by force the foreign intervention into Taiwan, which is surrounded by the sea, it needs to enhance its maritime military operational capabilities.

The third is to acquire, maintain, and protect maritime rights and interests.

The fourth is to defend the sea lines of communications for China. In the background lies the fact that the sea lines of communications, including crude oil transportation routes from the Middle East, are extremely important lifelines for the globalizing Chinese economy.

(2) It depends on future international situations and others at the time as to how far the Chinese Navy should defend the sea lines of communications by itself, but given recent modernization of the Chinese Navy and Air Force, the scope of its capabilities is believed to be expanding beyond waters near China.

Based on these views, regarding the future Chinese activities in the ocean, the white paper stresses: “Attention needs to be paid to Chinese maritime activities, including the operation of naval vessels and oceanographic research activities near Japan, and development of facilities that serve as bases for these activities.”

Note: As to the Defense White Paper 2009 (English Version), refer to URL of Defense Ministry Home-page below:

http://www.mod.go.jp/e/publ/w_paper/2008.html

Article on Japan's Defense White Paper in China's "PLA Daily"

China's *PLA Daily* (Net edition) dated July 20 carried an article on Japan's Defense White Paper (JDWP) signed by "Jiang Xinfeng." Its main points are summarized as follows.

- (1) Japan has been rapidly becoming a great maritime power. Tokyo enacted the "Maritime Basic Law" in 2007 and "Maritime Basic Plan" in 2008. The Defense White Paper says the Japanese Defense Ministry (JDM) will react to foreign maritime research activities in the Japanese Exclusive Economic Zone (EEZ), and participate positively in anti-piracy measures, unification of the oceanographic research, and the debate over the defense and control of the isolated islands. They reflect that Japan will continue to maintain basic national policies as a maritime nation, seek ocean resources, enlarge maritime land areas, and develop a new national security space in the oceans.
- (2) The JDWP stresses that Japan should positively take international responsibility for anti-piracy operations. Here is represented a strong desire of showing the military presence in the sea-lane by expanding itself further overseas on the pretext of taking anti-piracy measures by the Maritime Self Defense Force.

In addition, the article mentions the description of the JDWP on the Chinese military as follows.

"What we need to be most careful about is that JDWP requires that China develops more transparency in the military policy, as the direction of Chinese military development is unclear, which may influence on the national security in the areas and Japan. The JDWP ignores the Chinese position in the demilitarization of the space, and doubts that 'China is likely to be utilizing space for military purposes.' Moreover, Japan says it will regard with attention the normal activities and the moves of oceanographic research and survey by the Chinese warships in the sea near the Japanese shore. In addition, the JDWP doubts that China is conducting technical research developments of the aircraft carrier. Japan is disregarding China's constant efforts in developing transparency and is looking at the current Chinese military forces from a biased viewpoint. Also, Tokyo is keeping alert to the modernization of the Chinese military forces, in particular, naval buildup and developments."

1.3 Diplomacy and International Relations

July 15 “U. S. Senate Committee on Foreign Relations holds public hearing on maritime borders in East Asia” (VOA News.com, July 16, 2009)

On the 15th, the U. S. Senate Committee on Foreign Relations held a public hearing on the maritime disputes and sovereignty issues in East Asia. In Washington, they are worried about China's insistence on territorial sovereignty in the South China Sea and increasing military powers.

Senator Jim Webb (Democrat), chairman of the subcommittee on East Asian and Pacific Affairs, said in his opening remarks that the South China Sea region has enjoyed relative peace for the last 30 years, but China's efforts to expand its control over the area threatens to upset the balance in the area. Webb pointed out, “China has sought not only to expand its economic and political influence but also to expand its territory. China's military modernization has directly supported this endeavor.” Moreover, speaking on the U. S. role in territorial dispute in East Asia, Webb stressed, “The United States is uniquely positioned to help find a solution to these disputes. Only the United States has both the stature and the national power to confront the obvious imbalance of power that China brings to these situations.”

As the witnesses, Scot Marciel, Deputy Assistant Secretary of State for East Asian and ASEAN Affairs, Department of State; Robert Scher, Deputy Assistant Secretary of Defense for South and Southeast Asia, Department of Defense; Peter Dutton, Associate Professor of Strategic Studies, China Maritime Studies Institute, U.S. Naval War College; David Bluementhal, Resident Fellow, American Enterprise Institute; and Richard Cronin, Senior Associate, The Henry L. Stimson Center, testified at the hearing.

Regarding the U. S. activities in this area, Deputy Assistant Secretary of Defense Robert Scher, testifying at the hearing, stressed, “Our military activity in this region is routine and in accordance with this customary international law. We will continue to conduct operations in the South China Sea, and U.S. activity will be based on our interest in the region and our desire to preserve security and stability throughout the western Pacific.”

Regarding the ASEAN's tackling of territorial dispute in the South China Sea, Scot Marciel, a State Department official in charge of affairs related to the Association of Southeast Asian Nations, says the regional grouping should be involved in any negotiation with China. “Chinese would prefer to deal one on one with individual members of ASEAN. For the ASEAN, it makes sense to deal more as a group,” Marciel said.

Note: As to the testimonies of witnesses in the hearings, refer to:

<http://foreign.senate.gov/hearings/2009/hrg090715p.html>

1.4 Shipping, Resources, Environment, and Miscellaneous

July 3 “China starts building deep-sea submergible”(PLA Daily, Net edition, July 4, 2009)

On the 3rd, China commenced building a submergible which is proud of nation's most advanced deep-sea equipment and diving capability. The boat is equipped with a remotely operated vehicle (ROV). It has the capability of searching sunken ships under the water and gliders and diving to the maximum depth of 300 meters. The craft is to be completed in 2011 and deployed to the scene of the action.

Note 1: Refer to Survey Vessels of the World on:

<http://www.oilpubs.com/surveyvessels/>

Note 2: Underwater glider is an unmanned, independent, underwater, mobile platform without a propeller, and is used for oceanographic research and survey. See “Arctic Quarterly” p.19 for reference.

July 7 “Nippon Foundation to contribute fund to ensuring safety on Malacca Straits” (AFP, July 7, 2009)

The fund toward ensuring the safety on the Malacca Strait, set up in 2008, is managed by the three littoral states - Malaysia, Indonesia and Singapore, which take three-year rotating terms. Malaysia is the current chair. A total of \$7.4 million will be spent in 2008 on maintaining navigational aides. The Nippon Foundation will contribute fund of one-third of the total cost to maintain the safety equipments. “There is a potential for an accident to happen. If it involves crude oil tankers, there will be a major oil spill. This could disrupt international trade,” foundation chairman Yohei Sasakawa said at a signing ceremony to grant the money to a multinational fund on 7th. “We must take preventive measures before a disaster takes place,” he stressed. “Our contribution accounts for one-third of the total cost to maintain the safety equipments. The Malacca Strait is a dangerous strait as it is full of oil tankers. Ship owners must contribute to keep the strait safe,” Mr. Sasakawa said. The United Arab Emirates, India and Greece have also contributed to the fund.

July 13 “Suez revenue in June falls drastically, compared to last year” (Trade Winds, July 13, 2009)

According to the Suez Canal Authority, revenues for the Suez Canal fell 26 percent to \$348.2 million in June, compared to \$471.4 million in the same month last year. At the same time, the number of vessels using the waterway in June stood at 1,401, down from 1,819 in June 2008. Traffic figures and revenues for the Suez Canal have been hard hit this year by the global shipping slump, especially in the liner trades. Many liner operators have re-routed services via the Cape of Good Hope in order to avoid high canal tolls, while at the same time many services have simply been cut. Also, the piracy situation in the Gulf of Aden has caused many other ship-owners, particularly those operating smaller, slower vessels, to reroute their vessels.

【Related Story】**“2008-2009 annual revenue from Suez Canal falls” (Lloyd's List, July 28, 2009)**

According to an announcement of Suez Canal Authorities, annual revenue from the Suez Canal was down 7.2% in the 2008-2009 financial year, falling from a record \$5.1 billion to \$4.7 billion in the wake of the global economic downturn. In addition, 19,354 ships passed through the canal in the period, down from 21,080 in 2007-2008. Suez Canal Authorities said it had almost completed vital major dredging work. When the project is finished, the canal will be 66 ft deep, compared to 62 ft deep at present. This will allow it to handle ships over 240,000 DWT, up from the current 200,000 DWT limit.

July 13 “Marshall Islands registry passes 50M GT Mark” (Maritime, Global Net, July 13, 2009)

The Marshall Islands Registry has passed the 50 million (m) gross ton (gt) mark. The Marshall Islands fleet has grown from 18.5m gt and 626 vessels at the end of 2003 to 50m gt and 2,044 vessels in July 2009 reflecting an average annual growth rate of 23% in terms of gross tonnage. The Registry, which is administered by International Registries, Inc. (IRI), attributes its success to the decentralization of registry services to its 20 worldwide offices. The milestone of 50m or more was passed when the newly-built tanker *Songa Emerald* (11,259 GT), managed by Songa Ship Management of the UK, was launched at Samho Shipbuilding in Korea.

July 14 “US-based LISCR extends agreement to fly Liberian flag for another decade” (Maritime Global Net, July 14, 2009)

Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, will run the flag for a further ten years under a new deal with the Liberian Bureau of Maritime Affairs under which LISCR manages the registry. LISCR has managed the Liberian Registry since January 1, 2000. During this period, the registry has grown in size from 1,700 vessels of 53 million (m) gross ton (gt) to over 3,000 vessels of almost 90m gt – the highest totals in its sixty-year history.

July 23 “Vessel traffic through Panama down in 3rd quarter of 2009” (Latin American Herald Tribune, July 23, 2009)

The number of vessels passing through the Panama Canal declined by 6.4 percent during the third quarter (April 1 - June 30) of Fiscal Year 2009, the Panama Canal Authority said the 23rd. According to the waterway's administration, 3,576 vessels traversed the Canal, 245 fewer than during the same period in 2008. The tonnage transiting the Canal also fell by 4.6 percent, declining from 77.2 million tons to 73.7 million tons. With regard to the types of vessels traversing the Canal, bulk dry cargo ships and oil tankers registered increases, while the number of vehicle carriers and general cargo ships, container vessels and refrigerator ships declined. On the other hand, the average time for a vessel to transit the Canal, including the waiting in queue before entering the waterway, diminished by 47.9 percent from 38.3 hours to just under 20 hours per cruise.

2. Intelligence Assessment

Piracy and Armed Robbery against Ships during the first half of 2009 ~Characteristics viewed in the IMB Report~

On July 15, 2009, the International Maritime Bureau (IMB) of International Chamber of Commerce (ICC) published a report through the Piracy Reporting Center (PRC) based in Kuala Lumpur on the incidents of piracy and armed robbery against the ships noted in the world during the period of first half of 2009 (1 January – 30 June 2009). Below is a summary of the characteristics of the incidents of piracy and armed robbery against the ships viewed from the IMB report (hereinafter referred to as Report) noted during the first half of 2009.

According to the definition of 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.

1. Characteristics viewed from numbers and locations of actual and attempted attacks

The number of the attacks reported during the first half (hereafter the same period) of 2009 was 240, of which the actual cases were 109. Of them, 31 cases were hijacking, and 78 cases were boarding. Of 131 attempted attacks, 75 cases were firing and 56 cases were attempted boarding. However, IMB is regarding there are a great number of the unreported cases apart from the reported cases, advising the shipping owners and captains of the ships to report all piratical attacks and suspicious movements of the crafts to the bureau.

The attacks during the same period of 2009 doubled, compared with 114 cases during the same period of 2008 (263 cases throughout a year: hereafter numbers are described in braces). Looking at the attacks for the past six years, the numbers during the same period of a year and those throughout a year of each year are as follows: 182 cases during the same period (329 cases throughout a year) of 2004, 127 cases during the same period (276 cases throughout a year) of 2005, and 127 cases during the same period (239 cases throughout a year) of 2006, 126 cases during the same period (263 cases throughout a year) of 2007, are noted respectively. Therefore, 240 attacks (cases) in the first half of 2009 equal the numbers of an annual total of the cases in each year of the past six years, which shows an unusual increase during this half-year period. The report says the effects of the SW Monsoon along the coast of Somalia between early May and early September may result in a decline in the attacks.

Looking from the locations of the incidents, of a total of 240 cases, 183 cases, which are 75% of the total incidents, occurred in the seven areas as follows. In order of frequencies, 86 cases in the Gulf of Aden, 44 cases off Somalia, 14 in the Red Sea, 13 cases in Nigeria, 10 cases off Peru, nine

cases off Malaysia (off its east coast) and seven cases in the South China Sea were noted.

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

Locations	2009	2008	2007	2006	2005	2004
Indonesia	3	13	24	33	42	50
Malacca Straits	2	2	2	3	8	20
Malaysia	9	6	6	9	2	5
Philippines	1	4	1	2		3
Singapore Straits	2	2	3	3	6	7
Thai/Gulf of Thailand	1		2	1	1	3
South China Sea	7		1	1	4	7
Vietnam	5	3	3	1	3	3
Bangladesh	5	7	5	22	8	9
India	6	7	5	3	8	8
Gulf of Aden/Red Sea*	100*	19	7	9	4	4
Somalia	44	5	17	8	8	1
Nigeria	13	18	19	7	7	13
Tanzania	5	7	7	1	2	
Arabian Sea**	1**		4	1	2	2
Indian Ocean***	1***					
Oman****	2****					
Total of 1st half year	240	114	126	127	127	182
Total throughout a year		293	263	239	276	329

Sources: Depicted from Table 1 in the Report during the first half of 2009, pp.5-6. The total of the incidents covers all areas targeted in the Report.

Remarks*: Gulf of Aden 86 attacks, Red Sea 14 attacks

** : Arabian Sea – 1 attack

***: Indian Ocean – 1 attack

****: Oman – 2 attacks

All of the above attacks are attributed to Somali pirates.

It means that the incidents in the Gulf of Aden, off Somalia, and the Red Sea in the surrounding areas of the “Horn of Africa” occupy more than a half of the incidents, and an abnormal feature in the surrounding area of the “Horn of Africa” was conspicuous in the first half year of 2009. According to the Report, in addition to two cases in off Oman and one case in the Arabia Sea and the Indian Ocean respectively, the accidents by Somali pirates in the first half of the year reached 148, of which 30 cases were hijackings, and 495 crew members were taken hostages. As of the end of June, 11 ships (including one ship that has been detained since 2008) have been detained, and 178 persons are regarded to have been taken hostages. In the Gulf of Aden, naval vessels from the nations are deployed. According to the report, attacks by the Somali

pirates continue. Somali pirates are now attacking vessels with automatic firing weapons and Rocket Propelled Grenades (RPG). Once the attack is successful and the vessel is hijacked, they would sail her toward Somali coast and thereafter demand a ransom for the release of the vessel and crew. The IMB advises all vessels transiting the area to maintain 24 hours anti-piracy watch using all available means. Also, since 1 February 2009, the Maritime Security Center – Horn of Africa (MSCHOA) has established the International Recognized Transit Corridor (IRTC) in this area.

On the other hand, regarding the situation off the east coast of Somalia, the Report says the attacks are increasing again, which have been expanded to the area including off Kenya/ off Tanzania/ off Seychelles and off Madagascar. In these waters, pirates are believed to be using “mother vessels” and some attacks have taken place in the area more than 600 nautical miles from the coastline. The IMB in cooperation with MSCHOA that vessels not making scheduled calls to ports in Somalia should keep as far away as possible from the Somali coast, preferably more than 600 nautical miles from the coastline.

As the Table 1 shows, in South East Asia, nine attacks in Malaysia (off East Coast) - eight actual, boarded attacks and one attempted, boarded attack, and seven attacks in the South China Sea – six boarded attacks and one hijacked attack – were remarkable. In Indonesia, there were three attacks – one boarded attack and two attempted, boarded attacks – were noted. However, the report regards many attacks have not been stated. In the Malacca Straits and Singapore Straits, there were two actual, boarded attacks respectively.

2. Characteristics viewed from Activities

The Table 2 shows the status of attacks by location noted frequently in the areas in Asia and others during the first half of 2009.

Table 2: Status of attacks noted frequently in areas in Asia and others during 1st half of 2009

Locations	Actual Attacks				Attempted	
	Boarded	Hijacked	Detained	Not Stated	Fired Upon	Attempted Boarding
Indonesia	1					2
Malacca Straits	2					
Malaysia	8					1
Philippines	1					
Singapore Straits	2					
Thai	1					
South China Sea	6	1				
Vietnam	5					
Bangladesh	4					1
India	6					
Gulf of Aden/Red Sea*		17			47	36
Somalia	1	12			25	6
Tanzania	4					1
Nigeria	9				2	2
Arabian Sea						1
Indian Ocean						1
Oman		1			1	
Sub total	78	31			75	56
Total	240					

Sources: Depicted from Table 2 in the Report during the first half of 2009, p. 8. The total of the incidents covers all areas targeted in the Report.

Remarks*: Gulf of Aden: Attempted 25 / Fired upon 44 / Hijacked 17

*: Red Sea: Attempted 11 / Fired upon 03 / Hijacked 00

All of the above attacks are attributed to Somali pirates.

On the other hand, regarding the status of the vessels when they were attacked, the Report says as follows. Of 109 actual attacks during the first half (hereafter the same period) of 2009, the attacks made while the vessels were berthed in port totaled nine cases (11 cases during the same period in 2008), whereas the attacks made while the ships were anchored totaled 50 cases (40 cases during the same period in 2008). The attacks made while the ships were steaming totaled 49 cases (31 cases during the same period in 2008). There was one case on which information was not stated, (as there was the same case during the same period in 2008). On the other hand, of 131 attempted attacks, one case (four cases during the same period in 2008) occurred while the vessels were berthed, and ten cases (five cases during the same period in 2008) occurred while they were anchored. The remaining

120 cases (24 cases during the same period in 2008) occurred while the ships were steaming.

Also, in seven locations, more than three attacks were reported respectively while the ships were berthed or anchored during the same period of 2009, which totaled 35 cases. This means an expansion of the place and an increase of the cases, looking from four locations with a total of 27 cases in the same period of 2008. Seven locations in the same period of 2009 were Chittagong in Bangladesh with five cases, Sandakan in Malaysia with four cases, Cochin in India with three cases, Kakinada (East Coast) in India with three cases, Lagos in Nigeria with six cases, Dar es Salaam in Tanzania with five cases, and Callao in Peru with nine cases.

The Table 3 shows the status of the ships during attacks by location noted in the first half of 2009. According to the Report, all incidents off the Gulf of Aden, the Red Sea, and Somalia occurred while the vessels were steaming. This indicates the characteristics of Somali pirates who attack the navigating ships with the “mother ships” and skiffs.

Table 3: The status of the ships during attacks by location noted in the first half of 2009

Location	Actual Attacks				Attempted Attacks			
	B	A	S	NS	B	A	S	NS
Indonesia		1				2		
Malaysia	2	3	3			1		
Malacca Straits			2					
Philippines			1					
Singapore Straits		1	1					
Thai				1				
South China Sea			7					
Vietnam		4	1					
Bangladesh		3	1					
India	1	5						
Gulf of Aden/Red Sea*			17				83	
Somalia			13				31	
Tanzania		4				1		
Nigeria	2	5	2		1	1	2	
Arabian Sea							1	
Indian Ocean							1	
Oman**			1				1	
Sub Total	9	50	49	1	1	10	120	
Total		109				131		

Sources: Depicted from Table 2 in the Report during the first half of 2009, p. 8. The total of the incidents covers all areas targeted in the Report.

Remarks: B = Berthed, A = Anchored, S = Steaming, NS = Not Stated.

Remarks on actual attacks *: Gulf of Aden / Steaming 17 cases; Red Sea / Steaming 0 case

** : Oman / Steaming 1 case

All of the above attacks are attributed to Somali pirates.

Remarks on attempted attacks **: Gulf of Aden / Steaming 69 cases; Red Sea / Steaming 14 cases

All of the above attacks are attributed to Somali pirates.

On the other hand, the number of incidents by types of the ships actually attacked (including ships which were attempted to be attacked) during the first half year (hereafter same period) of 2009 was noted as follows. First, the highest number of 64 attacks, including that of attempted attacks, was noted for the bulk carriers (14 cases during the same period of 2008); second, 39 cases for the chemical/ product tankers (22 cases during the same period of 2008); third, 36 cases for containers (21 cases during the same period of 2008), and 36 cases for general cargoes (16 cases during the same period of 2008); fourth, 24 cases for crude oil tankers (10 cases during the same period of 2008); fifth, nine cases for trawlers and fishing boats (six cases during the same period of 2008); and, sixth, seven cases for tugs (seven during the same period of 2008). Here, a significant increase in the number of attacks on the bulk carriers was noted. The Table 4 shows data on major vessels that were hijacked in the Gulf of Aden and off Somalia in the first half of 2009.

As shown in the Table 4, on average, the vessels hijacked in the Gulf of Aden and off Somalia, including those seized in 2008, have relatively low dry decks with a full load of oil (the chart below indicates the data when unloaded), slow speed (below 15 knots) , and a small crew (more or less 20 - 25 persons on average).

Table 4: Data on major vessels hijacked in Gulf of Aden/off Somalia in 1st half of 2009

Name	Type	GRT	DWT	Freeboard (ft)	Speed (k)	Crew
<i>Blue Star</i>	General Cargo	6,168	7,032	7	15	28
<i>Sea Princess II</i>	Product Tanker	1,902	3,399	2	12	15
<i>Longchamp</i>	LPG Tanker	3,415	4,318	5	13	13
<i>Saldanha</i>	Bulk Carrier	38,886	75,707	17	14.5	22
<i>Bow Asir</i>	Chemical Tanker	14,626	22,847	9.5	15.5	27
<i>Nipayia</i>	Chemical Tanker	5,357	8,742	8	13	19
<i>Hans Stavanger</i>	Containership	15,988	20,526	11	18	24
<i>Malaspina Castle</i>	Bulk Carrier	21,173	32,587	14	15	24
<i>Buccaneer</i>	Tug & Barge	1,672	2,524	4	12	16
<i>Irene E. M.</i>	Bulk Carrier	21,947	32,025	9	13	22
<i>Pompei</i>	General Cargo	1,482	1,220	2	9	10
<i>Patriot</i>	Bulk Carrier	19,795	31,838	13	14	17
<i>Ariana</i>	Bulk Carrier	37,955	69,041	17	12.5	24
<i>Victoria</i>	General Cargo	7,767	10,683	9	14.7	11
<i>Horizon 1</i>	Bulk Carrier	21,630	34,173	14	11.5	23

Sources: Made from data in the U.S. Department of Transportation, Maritime Administration, Horn of Africa Piracy, List of Ships Sea-jacked

3. Types of violence to crew and peculiarities of weapons used

Looking at the status of violence to crew, as the Table 5 shows, the incidents that the crews

were taken hostage have dramatically increased for the past four years, which occupies a greater part of violence. During the first half year of 2009, 561 persons were taken hostage, which dramatically increased by three times compared to the numbers during the same period in 2008. On the other hand, looking at the incidents by location, of 561 hostage incidents, 287 cases in the Gulf of Aden and 198 cases in Somalia were noted respectively. A greater part of the incidents are concentrated in the surrounding area of the “Horn of Africa.” Looking at violence, this area abounds in many cases of demanding ransom for the hostages, which shows a peculiarity of the attacks by Somali pirates.

Table 5: Types of violence to crew in the first half of a year throughout the recent 6 year-period

Types of Violence	2009	2008	2007	2006	2005	2004
Hostage	561	190	152	156	31	82
Kidnapped	7	6	41	13	10	
Threatened	6	4	3	9	2	11
Assaulted	3	5	20	2	1	6
Injured	19	19	19	12	4	34
Killed	6	7	3	6		22
Missing	8	7				15
Total of 1st half year	610	238	238	198	48	170
Total throughout a year		1,011	433	317	509	401

Sources: Depicted from Table 8 in the Report, p. 11, in the 1st half of 2009.

Respective total of whole year until 2008 was depicted from the Table 8 in Report 2008, p. 13.

Table 6 shows types of arms used by pirates in the incidents occurred during the respective first half year of the recent six years. Looking at this Table, you will find few changes in the trend that guns and knives are major arms of pirates for the past six years.

Table 6:

Types of arms used by pirates during all attacks during 1st half of a year throughout the recent 6 years

Types of Arms	2009	2008	2007	2006	2005	2004
Guns	151	39	37	34	35	55
Knives	36	31	29	41	43	52
Other weapons		2	5	6	7	7
Not stated	53	42	35	46	42	68
Total	240	114	126	127	127	182

Sources : Depicted from Table 6 in the Report, p. 10, in the 1st half of 2009.

On the other hand, looking at the types of arms to be used by pirates by location, of a total of

151 attacks in which guns were used, 86 cases in the Gulf of Aden and 41 cases in Somalia, which and occupy a greater part of the incidents, are noted. This will make us find how dangerous the Somali pirates armed with AK-47 rifles and RPG-7 rocket weapons are. In the first half of 2009, seven crew members were killed. Of them, three died in the incident in the Gulf of Aden.

Piracy and Armed Robbery in Asia in 1st Half of 2009 ~from ReCAAP Half Yearly Report~

On July 29, the Information Sharing Center (ISC) of the (Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) which was established, based on ReCAAP, issued a Half Yearly Report (January 1 – June 30, 2009) which deals with incidents of piracy and armed robbery against ships. While the similar report of the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) covers world-wide areas, the ReCAAP covers the regional areas stretching from the Arabian Sea to northeast Asia via southern rim of the Eurasian continent. In addition, while the IMB makes use of reports from non-government vessels and shipping owners as its main sources of information, ReCAAP has 15 Focal Points as sources of information – one point in each of 14 member-countries plus one in Hong Kong – which are linked with ISC based in Singapore. [Focal point is not operation center.] Also, ReCAAP is Information Sharing Web which is composed of Focal Points, which are mutually connected with one another. The Focal Point of a country is located in the Coast Guard, Maritime Police, Ministry or Agency in charge of marine transportation and maritime affairs or navy. (In case of Japan, it is located in the Maritime Safety Agency.) Also, the Focal Point of respective country is coordinating with law enforcement agencies, navy, port authorities, custom authorities, and shipping circles among others. Moreover, the ReCAAP is using data from the International Maritime Organization (IMO), IMB and others. (ReCAAP is an abbreviation of the Regional Cooperation Agreement against Piracy. Fourteen member-nations are India, Sri Lanka, Bangladesh, Myanmar, Thailand, Singapore, Cambodia, Laos, Vietnam, Brunei, Philippines, China, Republic of Korea and Japan. Malaysia and Indonesia are non-members.)

The following are the patterns and trends of the incidents of piracy and armed robbery against the ships viewed from the ReCAAP report noted in the Asian region during the first half of 2009 (1 January–30 June 2009) (hereafter the Report).

1. Definition of piracy and armed robbery

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

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

According to the Report, a total of 43 incidents (attacks/cases) of piracy and armed robberies against ships were reported during the first half of 2009. Of these, 38 were actual attacks, and five were the attempted cases. Looking at the incidents every three months, in the first quarter (January – March) of the year, 15 attacks (including one attempted case) were noted; in the second quarter (April – June), 28 attacks (including four attempted cases) were noted. Of them, eight attacks in April (including no attempted case), 10 attacks (including three attempted cases) in May, and 10 attacks (including one attempted case) in June were noted.

Table 1- Total number of incidents by location in 1st half of each of past five years

	2009.1-6		2008.1-6		2007.1-6		2006.1-6		2005.1-6	
	Ac	Att	Ac	Att	Ac	Att	Ac	Att	Ac	Att
East Asia										
China							1		1	
Sub-total							1		1	
South Asia										
Bangladesh	4	1	6	2	5		16	8	6	1
India	4		7	1	3		1		6	1
Arabian sea					1	3				
Bay of Bengal					1					
Sub-total	8	1	13	3	10	3	17	8	12	3
Southeast Asia										
Indonesia	3	2	11	1	18	5	23	9	33	4
Malaysia	8	1	3		4	1	9	1	2	
Philippines	2	1	3	1		1	1			
Thailand	1				1		1			
Vietnam	5		3		3		2		3	
South China Sea	7		2	1	1		3		2	3
Straits of Malacca and Singapore	3		1	3	1	1	3	1	6	5
Gulf of Thai									1	
Myanmar	1									
Sub-total	30	4	23	6	28	8	42	11	47	12
Total	38	5	36	9	38	11	60	19	60	15
Overall Total	43		45		49		79		75	

Source: Made from data in ReCAAP 1st Half Yearly Report 2009, Table 5, p. 12.

Remarks: Ac = Actual, Att = Attempted

The number of attacks in the ReCAAP's responsible areas during each first half (hereafter the same period when compared to other annual years) of the past five years is shown in the Table 1. Over all, according to the data, there has been a decline in the number of the incidents reported

during the same period in the past three years. However, there has been an increase in the number of actual incidents reported in Malaysia (off Pulsu Aur and at the port of Sandakan), Vietnam (the ports and anchorages of Vung Tau and Ho Chi Minh), the South China Sea, and Strait of Malacca, compared to the same period of the previous year.

3. Evaluation on significance of incidents viewed in the ReCAAP report

The most distinctive characteristic of the ReCAAP report is that the ISC evaluates significance of each incident in terms of two factors – violence factor and economic factor and classifies each case into three categories.

In evaluation of the violent factor the report uses as criteria (a) types of weapons used (violence is the most forceful when more highly efficient weapons than knives and others are used; (b) treatment of the crew (violence is the most intensive if the crew are killed or kidnapped; and (c) numbers of the pirates /robbers who engaged in an attack (in this case, the more the numbers are, the greater the violence develops, and the organized crime will possibly increase.)

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

Based on the above criteria, the report classifies each category as follows.

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

Table 2 classifies the actual incidents noted during the same period of past five years into one of three categories. According to these data, the past two years observed a drastic decrease in the number of incidents of category 2. On the other hand, the number of incidents of category 1 remained fairly consistent during the same period of the past three years.

Table 2: Number of actual incidents by categories in 1st half of each of past five years

	2009.1-6	2008.1-6	2007.1-6	2006.1-6	2005.1-6
CAT 1	3	3	2	2	4
CAT 2	16	7	6	22	19
CAT 3	19	26	30	36	37

Source: Made from data in ReCAAP 1st Half Yearly Report 2009, Chart 1, p.15.

According to the Report, as for an evaluation of violence factor, looking from the type of weapons used, of 38 actual incidents in the first half of 2009, seven incidents involving the use of guns and knives, 13 incidents involving the use of knives, one incident involving the use of other

weapon, and 17 incidents, where weapons used are not stated, were noted. According to the Report, as for the type of weapons used in the past five years, most of the robbers were armed with knives which have been commonly used to cut ropes than to harm crew. As there are a large number of incidents of 'not stated' or 'nil' in the past five years, which have hampered the analysis of the incident, the ReCAAP ISC encourages ship masters to report the type of weapons used by pirates and robbers when reporting incidents to the authorities.

Regarding the treatment of crew, in the first half of 2009, there were three incidents in which members of the crew were killed or missing. Of them, two incidents of crew being killed and one incident of crew missing were noted. In addition, there were one incident where crew were kidnapped, one incident where crew were discarded, six incidents where crew were held hostage, two incidents where crew were assaulted, one incident where crew were threatened, and 24 incidents where crew were not injured.

As to the number of robbers and pirates, of 38 actual incidents in the first half of 2009, 28 incidents involving a group of 1-6 robbers, eight incidents involving groups of 7-9, and two incidents involving groups of more than nine robbers were noted. 74% of the total number of incidents involved between one to six pirates/robbers. According to the Report, two incidents involving more than nine robbers were noted in the Straits of Malacca and in the South China Sea.

With regard to analysis of economic factor (losses), of 38 actual incidents in the first half of 2009, one incident of ship being hijacked, 13 incidents where cash and property were robbed, 15 incidents where stores/engine spare parts were stolen, one incident where unsecured items were stolen, and eight incidents which were not reported or unidentified were noted. Looking at the trends in the past five years, majority of the incidents involved the theft of crew's properties, stores and engine spare parts of ships among others, which is an overall trend of the incidents of piracy in the responsible areas of the ReCAAP. The ratio of incidents of robbing cargo and hijacking ships is small in the overall ratio. Here, it contrasts with piracy incidents off Somalia and Gulf of Aden.

4. Features viewed from status

Regarding the actual incidents in the first half of each of the past five years, the status where the ships were attacked is shown in Table 3 below.

Table 3- Status of ships attacked during the actual incidents in 1st half of each of past years
(January-June 2009, 2008, 2007, 2006 & 2005)

	2009.1-6	2008.1-6	2007.1-6	2006.1-6	2005.1-6
Anchored/Berthed	21	22	31	37	39
Underway	17	14	7	23	21

Source: Made from data in ReCAAP 1st Half Yearly Report 2009, Chart 4, p. 18.

According to the Report, looking at the status of the ships at the time of the actual incidents, majority of them were Category 3 cases, in which the ships were attacked at anchor/at berth. Of 21 actual incidents involving ships that were anchored or berthed during the first half of 2009, 19 were Category 3 incidents and two were Category 2 incidents. On this matter, this status is assessed to reflect the overall significance of the piracy incidents in the ReCAAP targeting areas. On one hand, of 17 incidents where ships were attacked while underway, three cases of Category 1 and 14 cases of Category 2 were noted.

On the other hand, looking at the ships involved in actual incidents in the first half in 2009 by type, of the 43 incidents, the highest number of 11 incidents involved various kinds of tankers – chemical, product, LPG, and oil. Other incidents involve nine containers, eight bulk carriers and tug boats respectively, four general cargo ships, plus one fishing boat/trawler, supply ship, and yacht respectively. According to the Report, tankers were involved in more incidents compared to other types of ships. Nine of the 11 incidents involving tankers occurred at the ports and anchorages of Kochi and Kakinada (East Coast) in India, port and anchorages of Sandakan in Malaysia, Balongan anchorage and Jakarta anchorage in Indonesia and Vung Tau anchorage in Vietnam. All were Category 3 incidents. There were two incidents involving tankers while underway in the South China Sea. Both were Category 2 incidents.

5. Characteristics in the first half of 2009

Compared to the incidents in the first half of each of the past five years, the Report is pointing out on the characteristics during the same period in 2009 as follows:

- (1) There has been a decline in the total number of incidents reported compared to the same period of each of the past four years (2005 - 2008). In particular, the drop in the number of incidents was most apparent in Bangladesh, India and Indonesia.
- (2) There has been an increase in the number of Category 2 incidents compared to the same period of each of the past four years (2005 - 2008) Majority of these Category 2 incidents occurred while ships were underway in the South China Sea, off Pulau Aur, Malaysia and the Straits of Malacca and Singapore.
- (3) Regarding the ships being attacked, tug boats have been most frequently vulnerable to attack while underway due to its slow speed in towing operations, low freeboard and lesser crew on board compared to the same period of each of the past four years (2005 - 2008). Tankers appeared to be most susceptible to attack compared to the other type of ships. Most of the incidents occurred when the ships were anchored or berthed.
- (4) Majority of the incidents which occurred while the ships were at anchor and berth were mainly Category 3.

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