

OPRF MARINT Monthly Report

October 2009



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

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

Publisher: Masahiro Akiyama

Staff writers:

Kazumine Akimoto, Takehisa Imaizumi, Tsutomu Inuzuka, Tetsuo Kotani,
Masahiro Kunimi, Aki Mori, Takehisa Tomomori, Hideshi Ueno, Yuko Takada

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Major Events in October 2009

Security: As the Southwest monsoon season has ended, the activities of Somali pirates are becoming intense. Although the hijacking incidents were nil in August and September, there were seven incidents in October. Additionally, it was peculiar that all incidents occurred near the sea off the Seychelles in the Indian Ocean far away from the east coast of Somalia. Therefore, the European Union (EU) fleet is particularly strengthening the patrolling activities in the waters near the sea off the Seychelles. As a noteworthy hijacking incident, on the 19th, a Chinese-flagged bulk carrier was hijacked in the Indian Ocean, 350 nautical miles North East of the Seychelles and 700 nautical miles off the East coast of Somalia. It was the first time a Chinese ship had fallen into the hands of pirates in the Indian Ocean. Considering the change of the situation seriously, Chinese Foreign Ministry spokesman said on the 20th it would make every effort to free the crew of a cargo ship. On the other hand, the pirates threatened to execute the 25 Chinese crew members if a rescue operation was mounted.

According to a press statement on Japanese anti-piracy operations issued by the Japanese Embassy in Manila on the 7th, Filipino seafarers have benefited the most from escort operations by Japan's Maritime Self-Defense Force (JMSDF) in the Gulf of Aden during two months from July 28 to September 30, which are based on the new anti-piracy law.

On the 10th, Commodore Chic, commanding officer of the NATO CTF-508 naval escort taskforce off Somalia, visited the “*Zhoushan*” guided-missile frigate of the Chinese naval escort taskforce.

On the 30th, the 4th Chinese naval taskforce to be deployed to waters off Somalia departed from Zhoushan naval base in Zhejiang Province for the Gulf of Aden. The 4th Chinese naval flotilla consists of missile frigates FFG-525 *Ma'anshan* and FFG-526 *Wenzhou*, and a supply ship *Qiandaohu* which has been on duty in the 3rd naval taskforce.

Military: On the 1st, the U.S. Navy formally established Carrier Strike Group (CSG) 1 in San Diego, California on October 1, 2009. CSG 1 will report to Commander, U.S. 3rd Fleet. CSG-1 will help promote regional partnerships, deter crisis, project power, promote maritime security, and provide humanitarian assistance or disaster relief within the U.S. Pacific Fleet's 100 million square-mile area of operations.

Two Russian nuclear-powered strategic submarines (SSBN) deployed to the Pacific have test-launched intercontinental ballistic missiles (SLBM), the Russian Defense Ministry said on the 9th. The RSM-50 (NATO codename: SS-N-18 Stingray) missiles were launched on October 6 and 7, hitting their designated targets in the north of Russia.

On the 12th, the South Korean Navy (ROKN) announced that it will build six “mini-Aegis” destroyers between 2019 and 2026. The plan is to meet the requirements caused by international operations as well as to improve the effectiveness of its increasingly-capable blue-water fleet. The “mini-Aegis” destroyers to be constructed will be of the KDX-IIA type of 5,600 tons.

On the 27th, during his visit to the United States Vice Chairman of China's Central Military Commission Xu Caihou talked with U.S. Secretary of Defense Robert Gates, and both reached agreement on seven points over the military-to-military cooperation.

Diplomacy and International Relations: On the 29th, the Philippines and China signed two agreements - the Philippines-China Joint Action Plan for Strategic Cooperation (JAP) and the Philippines-China Consular Agreement to boost bilateral ties.

Shipping, Resources, Environment and Miscellaneous: On the 6th, the Parlevliet & Van der Plas B.V., one of Europe's largest fishing companies in Germany, and Hamburg-based SkySails signed a purchase agreement for the SkySails' towing-kite wind propulsion system to be installed on a fishing trawler of the company.

On the 7th, U.S. Seabourn cancelled its entire 2010-2011 Indian Ocean cruise deployment due to piracy fears. Twelve Indian Ocean voyages by the *Seabourn Legend* will be replaced with Caribbean sailings.

On the 23rd, the Suez Canal Authority (SCA) said total revenues to the end of the third quarter of 2009 (September 2009) totaled \$3.13Bn, which were down 24% from \$4.10Bn in the same period of 2008.

1. Information Digest

1.1 Security

October 2 “Somali pirates hijack Spanish fishing boat” (Maritime Security Centre, Horn of Africa, News Release, October 2009)

Early on the morning of the 2nd, Somali pirates gained control of the Spanish tuna fishing vessel FV *Alakrana*, midway between the Seychelles and the Somali port of Kismayo, some 400 miles offshore. The fishing vessel, with a crew of 36, was just two days into an expedition. Fishing vessels are always at a higher risk of piracy than other ships on the high seas. For this reason, EU NAVFOR has been working closely with the fishing fleets in the region. Regular flights by maritime patrol aircraft are conducted, and a number of warships are assigned to patrol the fishing grounds. Also, specialist advisers from the tuna fishing industry are stationed at EU NAVFOR's headquarters in Britain to keep contact with the naval fleet. At the time of hijacking, the EU NAVFOR Spanish warship SPS *Canarias* was in company with a number of tuna fishing vessels.

【Related Story 1】

“Spanish Navy captures 2 pirate suspects” (Typically Spanish.com, October 4, 2009)

On the night of the 3rd, the Spanish Navy frigate SPS *Canarias* arrested two of the pirates who hijacked a Spanish trawler FV *Alakrana*, after disembarking from FV *Alakrana* onto the skiff the pirates used to assault the trawler. The boat was tracked by SPS *Canarias* helicopter and came to a halt after warning shots were fired across its bows. One of the two men is reported to have received minor injuries. Afterwards, SPS *Canarias*, together with a Dutch frigate HRMS *Germinal*, were monitoring the trawler FV *Alakrana* off the coast of Somalia. Some 10 or so heavily-armed men were on board the Basque boat, guarding the 36 crew. Hijackers were earlier permitted to telephone their families on the 4th, and said they were all fine.

【Related Story 2】

“Spanish Supreme Court orders imprisonment for 2 Somalis pirates” (eitb.com, October 6, 2009)

On the 6th, Spanish Supreme Court ordered imprisonment without bail for the two Somali pirates, and instructed that both be urgently brought to Spain.

On the 12th, the two detainees will be brought before Judge in Madrid to face possible charges of kidnapping, criminal association and theft. (AP, October 12, 2009)

Of two men, medical tests carried out on one suspect were not able to prove that he is above the age of 17, which left Spanish High Court no choice but to free him from a Madrid prison at least temporarily. (Trade Winds, October 20, 2009)

【Related Story 3】**“Hijackers demand \$4 m ransom” (AFP, October 15, 2009)**

Somali pirates holding a Spanish tuna trawler demanded a four million dollar ransom. Crew members of the vessel come from Ghana, Indonesia, Madagascar, Senegal and the Seychelles as well as Spain. One of hijackers said to AFP by phone from coastal Harardhere village, off which the *Alakrana* is anchored, “We demand four million US dollars as a payment for illegally fishing in Somalia. After that we will release the fishing boat. Unless those conditions are met we will not make any deal.” He also said, “The amount of fish they have stolen from Somalia is more than the amount of the ransom we have demanded.”

【Related Story 4】**“Spain to send warship to IO” (Fairplay Daily News, October 27, 2009)**

On the 27th, Spain decided to send a second frigate ESPS *Méndez Nuñez* to the Indian Ocean (IO). The measure is aimed at increasing security against hijackings of Spanish fishing vessels. Under Spanish law, the country's armed forces are not permitted to work on privately-owned ships.

October 4 “India inspects NK vessel” (Reuters, October 5, 2009)

According to a Indian navy spokesman, the Indian Navy detained a North Korean ship, MV *Hyang Ro*, for anchoring in Indian waters without permission. A team of Indian navy and coast guard officials, as well as the local police in Kerala state and intelligence agencies examined the ship. As a result, the ship had no incriminating cargo which supports the evidence that it was against a new United Nations Security Council resolution banning all weapons exports from North Korea and most arms imports into the state. The captain told authorities in Kerala state he was forced to drop anchor on the night of the 2nd due to an internal leak in its tanks. Having fixed the defect, the ship set sail for Pakistan.

October 5 “Somali pirates free Turkish ship” (Reuters, October 5, 2009)

On the 5th, Somali pirates freed a Turkish-registered bulk carrier, MV *Horizon-1* (34,173 DWT) . Since it was seized in the Gulf of Aden on July 8, MV *Horizon-1* had been detained in Eyl. The ship has 23 Turkish crew members on board. A pirate source in Eyl said the hijackers received a \$1.5 million ransom.

October 7 “Somali pirates mistakenly identify French warship as merchant ship” (The Times Online, October 8, 2009)

On the evening of October 7, Somali pirates attacked the flagship commanding French military Forces dispatched to the Indian Ocean , fuel supply ship FS *La Somme* (18,000 tons), thinking the vessel as a merchant vessel some 310 miles off the Somali coast. According to the French Navy, two skiffs of the pirates approached the FS *La Somme*, and began to storm the vessel by firing with Kalashnikovs, before they noticed the 40mm cannon and missiles on the deck

above the navy ship. Realizing that it was a mistaken identity, the pirates immediately started fleeing. FS *La Somme* caught up with one of the boats after an hour and the five crewmen surrendered. Although the second boat escaped, other warships in the area have taken up the search. Pirates seem to have no night vision devices to identify ships at night. According to the French Navy, it was the second time since May that the French warship was mistakenly identified to be attacked by pirates, following a German supply ship that was also mistakenly recognized to be attacked in March.

【Related Story】

“Somali Puntland Autonomous Government sentences 8 suspected pirates to prison terms” (AFP, October 17, 2009)

On the 17th, Somali state of Puntland sentenced eight suspected pirates to prison terms of between three and five years. Five of them were arrested and handed over by the French navy on the 7th.

October 7 “Philippine seafarers benefit from new Japanese anti-piracy law” (GMANews.TV, October 8, 2009)

According to a press statement on Japanese anti-piracy operations issued by the Japanese Embassy in Manila on the 7th, Filipino seafarers have benefited the most from escort operations by Japan's Maritime Self-Defense Force (JMSDF) in the Gulf of Aden during two months from July 28 to September 30, which are based on the new anti-piracy law. According to the report, the JMSDF has escorted 150 merchant vessels during this period. Of them, 81 were the merchant vessels with 1,370 Philippine crews. Of these, 722 served on Japan-affiliated vessels and 648 were on other vessels. Second in terms of number of seafarers of other merchant vessels escorted were Chinese (536). Next were seafarers from India (434), Korea (191), Ukraine (178), Russia (114), Myanmar (90), Bangladesh (80), Vietnam (74), and Turkey (65). Forty-five Japanese sailors were protected in the escort service.

Note: refer to a press statement released on the website below:

<http://www.ph.emb-japan.go.jp/pressandspeech/press/pressreleases/2009/88.htm>

October 10 “French soldiers aboard fishing boats fire at pirate skiffs to repel attack” (AFP, October 10, 2009)

On the 10th, French soldiers providing protection on board French fishing ships in the Indian Ocean fired on pirates to repel an attack. A crew member of the fishing boat told AFP that the soldiers at first fired warning shots, and then they fired at the target 195 nautical miles north of the Seychelles. The two pirate skiffs returned to a mother ship. It is the first time that the French soldiers, who have been providing protection since July 1 on board about 10 French fishing ships operating off the Seychelles, have opened fire on pirates. Spanish fishing vessels operating in the same region have also called for the same protection measures to the government but Madrid has so far refused.

【Related Story】**“Seychelles' coast guards detain 11 Somali pirate suspects” (AP, October 10, 2009)**

According to chief press officer for the maritime unit of NATO in Northwood, outside London, after French soldiers chased away the pirates, the coast guard of the Seychelles archipelago chased the assailants, and captured two boats — a small craft with eight men aboard. Additionally, the coast guard caught a larger ship carrying three that was the pirates' suspected mother ship, Although the detail was unknown, they are regarded to be Somali pirates active in the Indian Ocean.

October 10 “Commander of Chinese naval escort taskforce dispatched to Somalia meets NATO counterpart” (PLA Daily, Net edition, The Gulf of Aden, October 12, 2009)

On the 10th, Commodore Chic, commanding officer of the NATO CTF-508 naval escort taskforce off Somalia, visited the “*Zhoushan*” guided-missile frigate of the Chinese naval escort taskforce. During the meeting, Rear Admiral (RADM) Wang Zhiguo, commanding officer of the Chinese naval escort taskforce, told about the force structure and escort routes under the Chinese taskforce, and the activities of Somali piracy under his control. According to RADM Wang, the Chinese naval escort taskforce conducted frequent exchange of intelligence and information with the NATO CTF-508 naval escort taskforce in the past period, which had greatly enhanced the escort pertinence and efficiency of both sides. In addition, he said the Chinese side is willing to further carry out such exchanges and cooperation with navies from different countries on escort mission, so as to make common efforts to maintain peace and stability of the Gulf of Aden and the waters off the Somali coast. Expressing his appreciation to RADM Wang, Commodore Chic said he hoped the naval escort taskforces of both sides would continue to maintain good communication and cooperation, so as to bring peace and security to the Gulf of Aden and the waters off the Somali coast through joint efforts.

October 13 “Pirates attempted to attack in Singapore Strait” (Fairplay Daily News, October 13, 2009)

On the 13th, there was a suspected act of piracy in the Singapore Strait. The incident took place outside the eastern Singapore port area, south of Malaysia's Johor peninsula, south west of Tanjung Ayam. Navigation officers of the watch aboard the MT *Latana* (16,000 DWT), a chemical/products tanker that is owned, operated and managed by the Norwegian shipping company, spotted a small boat alongside to starboard. The small boat was manned with six crew-members, two of whom climbed aboard at the poop deck. The officers sounded the general alarm and mustered the crew. The boarders disembarked and the small vessel departed. No one was hurt in the incident and nothing was stolen. That area appears to be developing into a local piracy hotspot.

October 13 “German warship releases pirate mother-boat after search” (Maritime Security Centre, Horn of Africa, Press Release, October 13, 2009)

On the 13th, a helicopter from the EU NAVFOR German warship FGS *Bremen* identified suspected pirate craft near the islands of Seychelles. The suspect craft were made up of a mother skiff and two smaller skiffs. The helicopter fired warning shots and the skiffs stopped. The crew from the helicopter observed that the suspected pirates threw a number of items over board. A boarding party from the German warship confiscated grappling hooks, ammunition, GPS and 10 barrels of fuel on the skiff. The skiffs had no fishing equipment onboard. Later, the suspected skiffs and crews were released.

October 15 “Somali pirates seize Singapore-flagged vessel” (AFP, October 15, 2009)

On the early morning of the 15th, Somali pirates seized a Singapore-flagged container ship, MV *Kota Wajar* (24,637 DWT), in the area around 300 nautical miles north of the Seychelles. MV *Kota Wajar* was on her way from Singapore to Mombasa, Kenya. There are 21 crew members on board the vessel, of which two are Singapore Permanent Residents.

October 19 “Somali pirates hijack Chinese-flagged vessel” (EU NAVFOR Public Affairs Office, October 19 and China Daily, October 21, 2009)

On the 19th, a Chinese-flagged bulk carrier, MV *De Xin Hai*, was hijacked in the Indian Ocean, 350 nautical miles North East of the Seychelles and 700 nautical miles off the East coast of Somalia. The ship has a 25-member Chinese crew. An EU NAVFOR Maritime Patrol Aircraft, operating from the Seychelles, confirmed the ship in the area and reported that there were four pirates visible and two small craft being towed by the ship. The bulk carrier was not registered with the Maritime Security Center Horn of Africa. MV *De Xin Hai* (76,432 DWT) was carrying about 76,000 tons of coal on its way from South Africa to Mundra, in Gujarat, on the east coast of India.

It was the first time a Chinese ship had fallen into the hands of pirates in the Indian Ocean. The hijacking happened about 1,000 nautical miles away from a fleet of Chinese warships escorting merchant vessels through the waters. Considering the change of the situation seriously, Chinese Foreign Ministry spokesman said on the 20th it would make every effort to free the crew of a cargo ship. On the other hand, the pirates threatened to execute the 25 Chinese crew members if a rescue operation was mounted.

October 20 “German warship stops 10 suspected pirates” (EU NAVFOR Public Affairs Office, Press Release, October 20, 2009)

On the 20th, EU NAVFOR German warship FGS *Bremen* stopped three skiffs in the Indian Ocean, 450 nautical miles East of Mogadishu and 300 nautical miles North-west of the Seychelles. According to the EU NAVFOR, FGS *Bremen*, on sighting the two attack skiffs and one mother skiff, filled with fuel barrels and supplies, ordered them to stop. The skiffs tried to flee and

Bremen fired warning shots across their bows after which two of the skiffs stopped. The third skiff was stopped with warning shots from the helicopter. Before the boarding teams got onboard the skiffs, the suspected pirates had thrown weapons and other equipment overboard. There were 10 persons on board the skiffs and after questioning, and all remaining pirate related paraphernalia was seized, they were allowed to proceed.

October 22 “Somali pirates hijack Panamanian-flagged vessel” (EU NAVFOR Public Affairs Office, Press Release, October 22, 2009)

On the early morning of the 22nd, 400 nautical miles east of Mombasa, Kenya, pirates attempted to hijack an Italian-flagged Ro-Ro Cargo ship, MV *Jolly Rosso*.

Almost at the same time, a Panama-flagged bulk carrier, MV *Al Khaliq*, reported being under attack 180 nautical miles west of the Seychelles. MV *Jolly Rosso* was attacked by two small skiffs. The pirates opened fire with automatic fire and fired three rocket propelled grenades at the ship. Taking appropriate evasive action, the ship evaded the attack. On the other hand, MV *Al Khaliq* (38,305 DWT) reported in the last contact with the vessel it was boarded by the two pirates. The EU NAVFOR maritime patrol aircraft and a ship of the Seychelles Coast Guard proceeded to the attack position. Later, the EU NAVFOR Maritime Patrol Aircraft confirmed that six pirates had surrounded and hijacked MV *Al Khaliq*, which had two attack skiffs in tow.

October 23 “Somali pirates kidnap a British couple in the Indian Ocean” (The Times Online, October 27, 2009)

On the 23rd, Somali pirates kidnapped a British couple who were in the middle of a round-the-world sailing trip aboard their yacht *Lynn Rival*. The couple left the Seychelles on the 22nd and was heading for Tanzania via the Amirante Islands. The distress signal from the yacht was picked up on the 23rd when the vessel was 60 nautical miles from Victoria, the capital of the Seychelles. A Royal Navy frigate, HMS *Cumberland*, was among five international warships engaged in a search for the couple. According to the sighting report of an EU ship's helicopter, the yacht was towing two skiffs like those used by pirates in the area.

October 27 “German warship detains 7 suspected pirates” (EU NAVFOR Public Affairs Office, Press Release, October 28, 2009)

On the 27th, a French Fishing Vessel was attacked by pirates in two attack skiffs 350 nautical miles east of Mogadishu, Somalia. After the pirates opened fire on the Fishing Vessel, Military Vessel Protection Detachment (VPD) embarked on the fishing vessel fired warning shots [on the pirates]. The EU NAVFOR German warship FGS *Karlsruhe* set course to the attack position, and the helicopter launched from EU NAVFOR Spanish warship ESPS Canarias pursued the fast attack skiffs. The helicopter fired warning shots to stop both skiffs. The pirates stopped and were seen throwing items overboard. Boarding team of FGS *Karlsruhe* secured both skiffs, and the seven suspected pirates were detained on board FGS *Karlsruhe*.

October 27 “Indian Navy sends warships for anti-piracy in the Indian Ocean” (Times Now, October 27, 2009)

On the 27th, apart from two warships patrolling in the Gulf of Aden, Indian navy started anew to deploy two warships near Mauritius and the Seychelles. The mission is to join forces with neighboring nations and eradicate piracy. The expeditionary fleet includes the destroyer INS *Tabar*, which is joined by the INS *Shardul*, a fully armed amphibious ship which can carry more than 500 troops, and the ICGS *Varuna*, an offshore patrol vessel.

October 29 “Somali pirates hijack Thai fishing vessel” (Maritime Security Centre, Horn of Africa, Press Release, October 29, 2009)

On the early this morning of the 29th, a Thailand-flagged fishing vessel FV *Thai Union 3* was hijacked by Somali pirates in the Indian Ocean about 200 nautical miles north of the Seychelles and 650 miles off the Somali coast. The EU NAVFOR Maritime Patrol Aircraft made visual contact with the fishing vessel and confirmed that pirates were on board. Also skiffs used by pirates were sighted onboard the fishing vessel.

October 29 “Somali pirates hijack Thai vessel” (Xinhua, October 29, 2009)

On the 29th, the Thai cargo ship, MV *Thor Star*, was hijacked by Somali pirates some 200 nautical miles north of Seychelles.

October 30 “4th Chinese naval escort taskforce sails to off Somalia” (PLA Daily, Net Edition, October 30, 2009)

On the 30th, the 4th Chinese naval taskforce to be deployed to waters off Somalia departed from Zhoushan naval base in Zhejiang Province for the Gulf of Aden. The 4th Chinese naval flotilla consists of missile frigates FFG-525 *Ma'anshan* and FFG-526 *Wenzhou*, and a supply ship *Qiandaohu* which has been on duty in the 3rd naval taskforce. The 4th naval taskforce has a crew of more than 700, including dozens of members of a special force unit and two ship-borne helicopters.

1.2 Military

October 1 “US Navy establishes Carrier Strike Group 1” (Navy News Stand, October 2, 2009)

On the 1st, the U.S. Navy formally established Carrier Strike Group (CSG) 1 in San Diego, California on October 1, 2009. The flagship for CSG 1 will be the USS *Carl Vinson* (CVN 70). Together with the USS *Carl Vinson* (CVN 70), Carrier Air Wing (CVW) 17, Destroyer Squadron (DESRON) 1, USS *Bunker Hill* (CG 52) and USS *Lake Champlain* (CG 57) will round out the CSG 1. CSG 1 will report to Commander, U.S. 3rd Fleet. CSG 1's first mission is expected to be a

transit around South America in the spring of 2010 as Vinson relocates to its new homeport of San Diego. In support of the nation's maritime strategy, CSG-1 will help promote regional partnerships, deter crisis, project power, promote maritime security, and provide humanitarian assistance or disaster relief within the U.S. Pacific Fleet's 100 million square-mile area of operations.

The Navy took redelivery of Vinson July 11, 2009, following the successful completion of the ship's midlife refueling and complex overhaul (RCOH). USS *Carl Vinson* is the third *Nimitz*-class aircraft carrier to complete RCOH and is undergoing a four-month post-refueling shipyard maintenance period to prepare for its transit to San Diego.

October 2 “Anti-ship cruise missiles, surface-to-air missiles appear in military parade in 60th founding anniversary of the PRC” (PLA Daily, Net Edition, October 2 2009)

China's anti-ship cruise missiles and surface-to-air missiles were unveiled during the military parade on the 60th founding anniversary of the People's Republic of China (PRC). The introduction of the military parade and an article of Li Jie, Fellow of the China Military Science Institute, which were carried by the PLA Daily dated October 2, are as follows.

(1) YJ (Ying Ji= Eagle Strike) Anti-ship cruise missiles

- (a) As to the YJ (Ying Ji) series, two kinds of an air-to-surface type and a surface-to-surface type missile appeared. YJ anti-ship missiles are in charge of operational missions of attacking the enemy fleet on the sea and blockading the straits, designated waters, and the passages leading to the waters.
- (b) YJ missiles, designed and produced in China, had model changes three times in 10 years.
- (c) YJ missiles are loaded with intelligence network control systems which cover optical measuring, radar measuring, remote measuring, and flight guidance location and safety control among others. The systems are able to target one object with several missiles from the distance, destroy enemy naval vessels, and intercept the objects in the air effectively. The missiles fly as if they were skimming the sea surface in high speed and withstand the electronic jamming. The armor piercing capability of the ship-borne type is more than twice that of the air-to-ship missiles.
- (d) In May 2008, Liberation Army is reported to have conducted a live-firing exercise of the air-to-ship missiles and ship-to-ship missiles in the maritime area in the Bohai Bay. The exercise was conducted under the simulation in which the enemy made electronic jamming from the shore, the “enemy fleet” composed of the destroyers, escort ships, minesweepers, sub-chasers made anti-ship missile attacks successively against the “red warships” on the sea and the “enemy” launched missile-attacks against “the red warships” from the far distance in the air. Under this simulation, both air-to-ship type of missiles and ship-to-ship type of missiles of the YJ were successful in hitting targets.

The anti-ship missiles of YJ which appeared in the parade were two types of YJ-83 ship-to-ship missiles and KD-air-to-ship missiles.

(2) Surface-to-air missiles (SAM)

- (a) In the parade HHQ-9 (Haihongqi 9) and HQ-16 (Hongi 16) anti-air missiles emerged. Haihongqi missiles were designed and produced in China, which are installed on the medium type of destroyers. These missiles will heighten the anti-air capability of the surface ships by intercepting the bombers, reconnaissance aircraft and armed helicopters.
- (b) By introducing vertical launch systems, the missiles are capable of reacting the enemies from all directions, with a short reaction time, and high anti-jamming capabilities. The missile can be used in any bad weather conditions.
- (c) This missile has a modulated system and can hit the high-speed, multiple targets from all directions, and has an anti-missile operational capability at extremely low altitudes. Additionally, missiles adopt the method of test firing without opening the canisters, and calculation time for testing is shortened. The reliability of equipment of the ship-side is high, and maintenance and repairing are easy and convenient.

October 9 “Russia successfully tests SLBM” (RIA Novosti, October 9, 2009)

Two Russian nuclear-powered strategic submarines (SSBN) deployed to the Pacific have test-launched intercontinental ballistic missiles (SLBM), the Russian Defense Ministry said on the 9th. The RSM-50 (NATO codename: SS-N-18 Stingray) missiles were launched on October 6 and 7, hitting their designated targets in the north of Russia. The RSM-50 is a two-stage, liquid propellant, submarine-launched ballistic missile (SLBM) developed for Project 667BDR/*Delta III*-class strategic submarines (SSBN). The RSM-50 has a range of up to 8,000 km and the capacity to carry from one to seven nuclear warheads. Each SSBN carries up to 16 RSM-50 missiles.

October 12 “ROKN to build 6 ‘mini-Aegis’” (The Korea Times, October 13, 2009)

On the 12th, the South Korean Navy (ROKN) announced that it will build six “mini-Aegis” destroyers between 2019 and 2026. The plan is to meet the requirements caused by international operations as well as to improve the effectiveness of its increasingly-capable blue-water fleet. The “mini-Aegis” destroyers to be constructed will be of the KDX-IIA type, which, at 5,600 tons, is smaller than the 7,600-ton KDX-III destroyers and larger than the 4,500-ton KDX-II destroyers. The ROKN plans on using the “mini-Aegis” destroyers as part of new mobile fleets centered on KDX-III destroyers, *Dokdo* LPH vessels as command and control ships, and Type-209 and 214 diesel-electric submarines.

October 13 “USN commissions 58th Aegis destroyer” (UPI, October 13, 2009)

On the 15th, the 58th Arleigh Burke-class destroyer USS *Wayne E. Meyer* guided-missile destroyer (DDG 108) was commissioned in Philadelphia. The USS *Wayne E. Meyer* is a Flight IIA variant of the *Arleigh Burke*-class guided-missile destroyer incorporating a helicopter hangar facility into the original design. The ship can carry two SH-60B/R Light Airborne Multipurpose System MK III helicopters. The destroyer was named in honor of the late Adm. Wayne E. Meyer,

described as the “father of the Aegis weapons system.”

October 18 “Chinese warships leave to visit Chile and other countries” (PLA Daily, Net edition, October 19, 2009)

On the 18th, the PLA naval ship formation consisting of the guided missile destroyer “Shijiazhuang” and the comprehensive supply ship “*Hongze Lake*” headed by Wang Fushan, deputy commander of the Chinese North Sea Fleet, left for Chile, Peru, Ecuador and French Polynesia.

October 19 “PLAN has aircraft carrier training facilities in Wuhan?” (China SMACK, October 19, 2009)

The photographs below show the facilities having a bridge and a ski-jump flight deck similar to that of the aircraft carrier “*Varyag*” which has been under construction in Wuhan. Information is taken from the website which is running interesting articles and photographs among others carried on the Chinese website. It is pointed out that these facilities are speculated to be a training platform before having the future aircraft carrier force.

Additionally, the title of the original Chinese website dated October 14 is:

「武汉现航母式建筑 具有“瓦良格”风格」 (http://bbs.tiexue.net/post_3886260_1.html)

October 20 “Chinese Navy's hospital ship ‘*Heping fangchuan*’ leaves for medical treatment cruise” (China Net, October 21, 2009, PLA Daily Net, Shanghai, October 23, 2009)

On the 20th, Chinese Navy's hospital ship “*Heping fangchuan*” left Wuhan naval base in Shanghai on a 40-day round medical examination and treatment cruise. The ship will make a 5,000-mile cruise from north to south, visiting 18 islands and providing medical services. According to the commanding officer of the ship Ying Yuehao, medical services are provided to the military personnel of Army, Navy and Air Force, China Coast Guard, and People's Armed Police who work for the missions on the maritime border, personnel of the fishery administration that is stationed in the Paracel Islands and Spratlys Islands, and fishermen and Chinese citizens who are living on the littoral islands and lacking in medical care. Taking responsibility for maritime emergency medical security of a new generation, the “*Heping fangchuan*” was independently studied and built in China with her medical equipment which is equaled by the advanced level in the country.

October 27 “Vice Chairman of China's Central Military Commission Xu Caihou meets with U.S. Secretary of Defense Robert Gates” (PLA Daily, Net edition, October 29, 2009)

On the 27th, during his visit to the United States Vice Chairman of China's Central Military Commission Xu Caihou talked with U.S. Secretary of Defense Robert Gates. According to the PLA Daily, during the talks, Xu and Gates explored ways to further the military-to-military

cooperation and reached agreement on the following points:

- (a) Promoting high-level exchanges of visits: In 2010, Gates will visit China. The People's Liberation Army of China Chief of the General Staff, Chen Bingde, and U.S. Chairman of the Joint Chiefs of Staff Michael Mullen will exchange visits;
- (b) Expanding cooperation in the area of humanitarian assistance and disaster relief: The two sides agreed to conduct joint maritime searches and rescue exercises;
- (c) Deepening military medical cooperation;
- (d) Expanding exchanges between the armies of the two nations, particularly between the engineers;
- (e) Enhancing the program of mid-grade and junior officer exchanges;
- (f) Promoting cultural exchanges between the two militaries; and
- (g) Invigorating the existing diplomatic channels and consultation mechanisms to improve maritime military safety, including the Defense Policy Coordination Talks and the Military Maritime Consultative Agreement discussions to be held in December 2009.

During the meeting, Xu pointed out that in order to maintain the healthy growth of the military-to-military relations, several major obstacles need to be removed, including: (a) the military relationship between the U. S. and Taiwan, in particular, the U.S. arms sales to Taiwan; (b) U.S. military aircraft and ships' intrusions into China's exclusive economic zone; (c) U.S. legislation which restricts the bilateral military exchange; and (d) Lack of strategic trust in China from the U. S. side.

1.3 Diplomacy and International Relations

October 29 “RP, China ink agreements to boost bilateral ties” (Philippine Daily Inquirer, October 30, 2009)

On the 29th, the Philippines and China signed two agreements - the Philippines-China Joint Action Plan for Strategic Cooperation (JAP) and the Philippines-China Consular Agreement to boost bilateral ties. Despite disagreements on issues such as the disputed Spratly islands between the two nations, two agreements will improve consular relations and cooperation in the areas ranging from trade, investment, finance, agriculture, food safety, defense and sustainable development in the next five years. Foreign Secretary of the Philippines Alberto Romulo said “China is a strategic partner and we are looking forward, under the strategic cooperation plan, to have more activities between the two countries.”

1.4 Shipping, Resources, Environment, and Miscellaneous

October 6 “German fishing company to fit kite on fishing boat” (Marine Log, October 6, 2009)

On the 6th, the Parlevliet & Van der Plas B.V., one of Europe's largest fishing companies in Germany, and Hamburg-based SkySails signed a purchase agreement for the SkySails' towing-kite wind propulsion system to be installed on a fishing trawler of the company. The towing-kite wind propulsion is scheduled to be placed in operation in early 2010 aboard the ROS-171 “Maartje Theadora” fishing trawler. The vessel will be fitted with a 160 sqm kite wind propulsion system. At 141 meters in length, the “Maartje Theadora” is Germany's largest fishing vessel, which has two main engines that produce a total of 8,640 kw of power.

SkySails propulsion underwent pilot testing for a year and a half aboard the two cargo ships ? MV *Beluga SkySails* and MV *Michael A*. According to the company, not only did the testing confirm the viability of this towing-kite propulsion concept on board, but the measurements of the traction generated make the SkySails-System the most capable and effective wind propulsion system in the world. The system produces between 5 and 25 times more power per square meter than conventional sail propulsion. Even a 160 sqm SkySails generates traction of 8 metric tons, which is comparable to the thrust of an Airbus A318 engine. SkySails is currently fitting its system onto a series of three new cargo ships. (Regarding the first test of Skysails towing-kite wind propulsion system, refer to OPRF NARINT Monthly Report, January 2008, 1. 4 Shipping, Resources, Environment, and Miscellaneous.)

October 7 “U.S. Seabourn cancels 2010-2111 Indian Ocean cruise” (Fairplay Daily News, October 7, 2009)

On the 7th, U.S. Seabourn cancelled its entire 2010-2011 Indian Ocean cruise deployment due to piracy fears. Twelve Indian Ocean voyages by the *Seabourn Legend* will be replaced with Caribbean sailings. The high-seas routes between them are currently vulnerable to incidents of piracy, said Seabourn chief executive. In November 2005, the *Seabourn Spirit* was hit by an unexploded rocket-propelled grenade off Somalia's coast. Pirates were warded off with long range acoustic devices (LRAD) and water cannons. The *Seabourn Spirit* will reposition via the Gulf of Aden in November 2010, en route from the Mediterranean to Dubai. (Regarding the attack on the *Seabourn Spirit*, refer to the OPRF MARINT Monthly Report, November 2005, 2. special report.)

October 19 “Singapore, Malaysia take hard line on ships anchoring outside ports” (Lloyd's List, October 19, 2009)

Singapore and Malaysian authorities are taking an increasing hard line on the anchoring of vessels outside port limits. There has been a huge surge in the number of vessels anchored in the waters around Singapore and southern peninsula in Johor, Malaysia in the last 12 months. Therefore, the indiscriminate anchoring of vessels between port limits and the traffic separation

scheme (TSS) in the Malacca Straits and Singapore Strait led both to vessels drifting into the TSS and the damaging of submarine telecommunications cables. Malaysia proposed the establishment of a mandatory no anchorage area between the TSS and the port limit of Pasir Gudang in Johor. Malaysia said banning vessels from anchoring in the rectangular area would stop vessels from obstructing port approaches and traffic flow, as well as preventing damage to undersea cables when ships drag anchor. The cost of repairing damaged submarine cables is close to \$4.5M. In addition, Malaysia, Indonesia and Singapore are also taking the issue to the International Maritime Organization (IMO), with a move to restrict anchoring to designated anchorage. (Note: Regarding the status of vessels anchored in the waters, refer to see the OPRF MARINT Monthly Report, September 2009, 1. 4 Shipping, Resources, Environment, and International Relations.)

October 23 “Suez revenues drop sharply” (Fairplay Daily News, October 23, 2009)

On the 23rd, the Suez Canal Authority (SCA) said total revenues to the end of the third quarter of 2009 (September 30, 2009) totaled \$3.13Bn, which were down 24% from \$4.10Bn in the same period of 2008. Takings in September fell 18.5% year on year, to \$382.5M against \$469.6M in September last year. The SCA is continuing dredging, which will deepen the waterway to more than 20m, enabling use by 60% of tankers, 99% of bulkers all box and cargo vessels. But completion is believed to have slipped back from the original end-2009 timing.

2. Intelligence Assessment

2.1 Piracy and Armed Robbery against Ships up to 3rd Quarter of 2009 ~Characteristics viewed in the IMB Report~

On October 21, 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 up to the third quarter of 2009 (1 January ? 30 September 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 in the third quarter 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 incidents (including attempted attacks)

The number of the incidents (actual attacks) reported in the third quarter of the year 2009 was 306. Of them, 148 were actual attacks. Of them, 34 were hijackings, and 114 incidents were boarding. There were 158 attempted attacks. Of them, 88 cases were firing and 70 incidents 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 masters of the ships to report all piratical attacks and suspicious movements of the crafts to the bureau.

The attacks up to the third quarter (January 1– September 30) of 2009 have increased significantly, compared to 199 attacks during the same period of 2008 (293 attacks throughout a year). Looking at the status of attacks for the last five years, the numbers up to the third quarter of 2005 were 205 (276 throughout a year); the numbers up to the third quarter of 2006 were 174 (239 cases throughout a year); and the number up to the third quarter of 2007 were 198 (263 cases throughout a year) of 2007. Therefore, a total of 306 attacks (cases) in the third quarter of 2009 have already surpassed an annual total of the cases in each year of the past four years by the end of the third quarter of 2009. Looking at the attacks (cases) in each quarter through the end of third quarter, the cases in the third quarter (July – September) has declined to 63, compared to 103 in the first quarter (January – March), and 140 in the second quarter (April – June). According to the report, most of the attacks by the end of the second quarter were caused by Somali pirates. A decline in the attacks in the third quarter was due to the effects of the SW Monsoon along the coast of Somalia between early May and early September, and Ramadan season from late August to mid-September (See Table 2).

Looking from the locations of 306 incidents (attacks) during three quarters of 2009, 208 attacks, which are nearly two-thirds of the total attacks, occurred in the six areas as follows. In order of frequencies, 100 attacks in the Gulf of Aden, 15 in the Red Sea, 47 off Somalia, 20 in Nigeria, 12 in Bangladesh, and 14 off Malaysia were noted.

As shown in the Table 1, 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” total 162, which occupy nearly 80 percent of the incidents, highlighting an abnormal feature in the surrounding area of the “Horn of Africa.” According to the report, in addition to four cases off Oman and one case in the Arabia Sea and the Indian Ocean respectively, the accidents by Somali pirates through the three quarters of 2009 reached 168 cases.

Table 1: Trends of incidents (including the attempted attacks) that occurred frequently in Asia and other areas until each third quarter (1 January – 30 September) of recent five respective years

Locations	2009	2008	2007	2006	2005
Indonesia	7	23	37	40	61
Malacca Straits	2	2	4	8	10
Malaysia	14	7	7	9	3
Philippines	1	6	2	3	
Singapore Straits	6	2	3	3	7
Thailand	1		2	1	1
South China Sea	10		3	1	4
Vietnam	8	8	4	3	8
Bangladesh	12	9	13	33	14
India	10	10	7	4	12
Gulf of Aden*	100	51	10	9	8
Red Sea**	15				
Somalia	47	12	26	8	19
Arabian Sea***	1		4	1	2
Indian Ocean****	1				
Oman*****	4				
Seychelles		1			
Tanzania	5	14	9	2	4
Nigeria	20	24	26	9	14
Sub total	306	199	198	174	205
Total at year end		293	263	239	276

Source : Made from Table 1 in the IMB report in the third quarter of 2009 “Piracy and Armed Robbery against Ships, January 1 –September 30, 2009,” pp. 6 - 7. The total of the incidents covers all areas targeted in the report.

Remarks : * Gulf of Aden; ** Red Sea; *** Arabian Sea; **** Indian Ocean; ***** Oman; All of the above attacks are attributed to Somali pirates.

Table 2 : Monthly attacks and successful rate (%) of hijackings in the Gulf of Aden and off Somalia throughout the 3rd quarter of 2009

M	L	Ac	Att	Total	SR (%)
1	A	3	16	19	15.78
	S	0	0	0	0
2	A	1	7	8	12.5
	S	0	2	2	0
3	A	1	13	14	0.71
	S	5	13	18	27.77
4	A	10	14	24	41.66
	S	6	10	16	37.5
5	A	2	20	22	0.91
	S	2	6	8	25
6	A	0	13	13	0
	S	1	0	1	100
7	A	1	1	2	50
	S	0	0	0	0
8	A	0	4	4	0
	S	0	1	1	0
9	A	0	9	9	0
	S	0	1	1	0
Sub	A	18	97	115	15.65
Total	S	14	33	47	29.78
Total		32	130	162	19.75

Source : Made from Narrations of Attacks in the IMB report in the third quarter of 2009 "Piracy and Armed Robbery against Ships, January 1 –September 30, 2009," pp. 57 – 62, 69 – 89. The total of the incidents covers all areas targeted in the report.

Remarks: M = Month, L = Locations, Ac = Actual Attacks, Att = Attempted Attacks, SR = Successful Rate (%), A = Gulf of Aden, S = Off Somalia

According to the report, with the increased number of warships of several nations patrolling the Gulf of Aden and with ships taking effective anti-piracy precautionary measures, the number of the successful hijackings has dropped dramatically (See Table 2). However, in this area, the attacks by Somali pirates are continuing. The Somali pirates are now more desperate to hijack ships, firing their RPG and automatic weapons indiscriminately to attack the vessels. Moreover, the Somali pirates are attacking vessels further out at sea, off the east and south coast of Somalia including off Kenya/ off Tanzania, off Seychelles and off Madagascar. The report says that recently pirates are expanding their attacking area as far west as the southern Red Sea and in

the Straits of Bab El Mandeb and as far north as off east coast Oman/Arabian Sea.

In South East Asia, 14 attacks in Malaysia, 10 incidents (attacks) in the South China Sea, and eight attacks in Vietnam were noted. In Indonesia, there were seven attacks, which have decreased by more than 75 percent, compared to 23 attacks during the same period in 2008. Two attacks (cases) were noted in the Straits of Malacca, which equals the number during the same period in 2008. Six cases were noted in the Singapore Straits, which tripled the number during the same period of 2008.

According to Table 2, there were many monthly attacks between March and May. In particular, it was peculiar that the incidents of attacks increased in the Indian Ocean far away from the eastern Somali coast stretching to the area off Kenya, as no naval vessel from several nations was operating there. The successful rate of hijackings at the end of September was nearly two times higher in this area, compared to the Gulf of Aden. The report estimates that the attacks will increase in the coming months, as the SW Monsoon recede in September 2009. On May 19, EU nations already agreed to expand the patrol area against Somali piracy into the maritime area off the Seychelles. The EU fleet deployed two anti-piracy surveillance planes-Swearigen Merlin III aircraft to the Seychelles to strengthen anti-piracy activity in the area around the Islands in September. Also, the spokesman for the U.S. military's Africa Command said the U. S. military is planning to deploy unmanned aerial vehicles, Reapers, in the Seychelles islands to combat piracy by late October or November. They will be used to conduct intelligence, surveillance, and reconnaissance missions throughout the Indian Ocean region. Additionally, the U.S. military is also considering basing Navy P-3 Orion patrol aircraft in the Seychelles for a limited time.

2. Characteristics viewed from Activities

The Table 3 shows the status of attacks by location noted frequently in the areas in Asia and others throughout the third quarter of 2009.

Table 3: Status of attacks noted frequently in areas in Asia and others throughout the 3rd quarter of 2009

Locations	Actual Attacks		Attempted Attacks	
	Boarded	Hijacked	Fired Upon	Attempted
Indonesia	5			2
Malacca Straits	2			
Malaysia	11			3
Philippines	1			
Singapore Straits	4			2
Thailand	1			
South China Sea	9	1		
Vietnam	8			
Bangladesh	10			2
India	9			1
Gulf of Aden*		18	53	29
Red Sea**			3	12
Somalia	1	13	27	6
Arabian Sea***				1
Indian Ocean****				1
Oman*****		1	2	1
Tanzania	4			1
Nigeria	13	1	3	3
Sub Total	114	34	88	70
Total	306			

Source : Made from Table 2 in the IMB report in the third quarter of 2009 "Piracy and Armed Robbery against Ships, January 1 –September 30, 2009,"p. 10. The total of the incidents covers all areas targeted in the report.

Remarks : * Gulf of Aden; ** Red Sea; *** Arabian Sea; **** Indian Ocean; ***** : Oman; 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 148 actual attacks throughout the third quarter of 2009, the attacks made while the vessels were berthed in port totaled 14 cases (14 cases during the same period in 2008), whereas the attacks made while the ships were anchored totaled 74 cases (73 cases during the same period in 2008). The attacks made while the ships were steaming totaled 59 cases (58 cases during the same period in 2008). There was one case on which information was not stated, (as there was one case during the same period in 2008). Additionally, of 158 attempted attacks, one case (two cases during the same period in 2008) occurred while the vessels were berthed, and 15 cases (six cases during the same period in 2008) occurred while they were anchored. The remaining 142 cases (45 cases during

the same period in 2008) occurred while the ships were steaming.

Also, in eight locations, more than three attacks were reported respectively while the ships were berthed or anchored throughout the third quarter of 2009, which totaled 47 cases. This means a decrease in the number of places and the incidents (cases), looking from 11 locations with a total of 66 cases during the same period of 2008. Here, it is peculiar that, in Lagos in Nigeria number fell from 20 cases to eight cases, and in Dar es Salaam in Tanzania number fell from 10 cases to five cases. Of eight locations throughout the third quarter of 2009, except the above-mentioned two locations, the other locations had incidents (cases) as follows: Chittagong in Bangladesh had 12 cases; Sandakan in Malaysia had four cases; Cochin in India had three cases; Kakinada (East Coast) in India had three cases; Callao in Peru had nine cases; and Vung Tau in Vietnam had three cases.

Table 4: The status of the ships during attacks by locations noted throughout the 3rd quarter of 2009

Locations	Actual Attacks				Attempted Attacks			
	B	A	S	NS	B	A	S	NS
Indonesia	1	4				2		
Malacca Straits	2	5	4			1	2	
Malaysia			2					
Philippines			1					
Singapore Straits		2	2			2		
Thailand				1				
South China Sea			10					
Vietnam	1	6	1					
Bangladesh		9	1			2		
India	2	7				1		
Gulf of Aden*			18				82	
Red Sea**							15	
Somalia			14				33	
Arabian Sea***							1	
Indian Ocean****							1	
Oman*****			1				3	
Tanzania		4				1		
Nigeria	4	6	4		1	2	3	
Sub Total	14	74	59	1	1	15	142	
Total	148				158			

Sources : Made from Table 4 and Table 5 in the IMB report in the third quarter of 2009 "Piracy and Armed Robbery against Ships, January 1–September 30, 2009," pp. 11-12 and p. 12. The total of the incidents covers all areas targeted in the report.

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

Notes : * Gulf of Aden; ** Red Sea; *** Arabian Sea; **** Indian Ocean; ***** Oman; All of the above attacks are attributed to Somali pirates.

Table 4 shows by location the status of the ships when they were involved in all incidents (actual attacks) including attempted cases. According to Table 1 and Table 2, all attacks by Somali pirates are hijackings of vessels while they are steaming. It shows a peculiarity of Somali pirates that attack the navigating vessels by mother-boats and skiffs. On the other hand, although the attacks in the South China Sea are made while the ships were steaming, it is peculiar that the attacks include boarding cases. Most of the attacks in Bangladesh and India are made while the ships were berthed in port or anchored.

Table 5: Data on major types of vessels hijacked in the Gulf of Aden/off Somalia throughout the 3rd quarter 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 information in the List of Ships Sea-jacked, Horn of Africa Piracy, Maritime Administration, US Department of Transportation.

What types of vessels were attacked as the targets of the pirates/robbers? The number of types of ships involved in attacks (including attempted attacks) throughout the third quarter of 2009 was noted as follows: First, the highest number of 84 attacks (cases) for the bulk carriers (33 cases during the same period of 2008); second, 48 cases for containers (40 cases during the same period of 2008); third, 42 cases for general cargoes (26 cases during the same period of 2008); fourth, 33 cases for the chemical tankers (chemical, product tankers, 35 cases during the same period of 2008); fifth, 27 cases for crude oil tankers (16 cases during the same period of 2008); sixth, 18 cases product tanker; seventh, 12 cases for tugs (nine cases during the same period of 2008); nine cases for trawlers and fishing boats (seven cases during the same period of 2008) among others. Here, a significant increase in the number of attacks on the bulk carriers was

noted. The Table 5 shows data on major types of vessels that were hijacked in the Gulf of Aden and off Somalia throughout the third quarter of 2009.

As shown in the Table 5, 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 Table above indicates the data when unloaded), slow speed (below 15 knots), and a small crew (more or less 20 - 25 persons on average).

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

Looking at the status of violence to crew, as the Table 6 shows, the incidents (including the attempted attacks) in which the crews were taken hostage have dramatically increased for the past five years, occupying a greater part of violence. By the end of the third quarter of 2009, 661 persons were taken hostage, which dramatically increased by nearly three times compared to the numbers during the same period in 2008. On the other hand, looking at the incidents by location, of 661 hostage incidents, 310 cases in the Gulf of Aden and 213 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. As of 30 September, four vessels are being held for ransom with 80 crewmembers as hostages.

Table 6: Types of violence to crews throughout each 3rd quarter of the recent five respective years (January1 –September 30, 2005 – 2009)

Types of Violence	2009	2008	2007	2006	2005
Hostage	661	581	172	163	259
Kidnap	12	9	63	20	12
Threatened	12	4	4	14	10
Assaulted	4	5	21	2	3
Injured	23	22	21	13	19
Killed	6	9	3	6	
Missing	8	7	2	12	
Total: Jan - Sept	726	637	286	218	315
Total throughout year		1,011	433	317	509

Sources: Made from Table 8 in the IMB report in the third quarter of 2009 “Piracy and Armed Robbery against Ships, January1 – September 30, 2009,”p. 13.

Total throughout a year from 2004 to 2008 was made from the Table 8 in the IMB report in the third quarter of 2008, p. 13.

Table 7 shows types of arms used by pirates in the incidents occurred throughout each third quarter of the recent five respective 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 five years.

Table 7: Types of arms used by pirates in all attacks throughout each 3rd quarter of the recent five respective years (January 1 – September 30, 2005 – 2009)

Types of Arms	2009	2008	2007	2006	2005
Guns	176	76	51	42	58
Knives	56	54	47	57	64
Other Weapons	5	4	9	8	12
Not Stated	71	65	91	67	71
Total; Jan - Sept	306	199	198	174	265
Total throughout year		293	263	259	276

Sources: Made from Table 6 in the IMB report in the third quarter of 2009 "Piracy and Armed Robbery against Ships, 1 January – 30 September 2009," p. 13.

On the other hand, looking at the types of arms to be used by pirates by location, of a total of 176 attacks in which guns were used, 90 cases in the Gulf of Aden, eight cases in the Red Sea, 44 cases in Somalia, and three cases in Oman, which 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. Throughout the third quarter (1 January - 30 September) of 2009, six crew members were killed. Of them, three died in the incident in the Gulf of Aden, and one died in the incident off Somalia.

2.2 Piracy and Armed in Asia up to 3rd Quarter of 2009 (from ReCAAP Quarterly Report)

On October 23, 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 report which deals with incidents of piracy and armed robbery against ships up to the third quarter of the year 2009 (January 1 – September 30, 2009). 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 third quarter of 2009 (1 January–30 September 2009).

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 incidents (including attempted cases)

According to the report, the number of the incidents (including the attempted cases) reported by the third quarter of the year 2009 was 68, of which 58 were actual incidents and 11 were attempted cases. Looking at the trend quarterly, the number of incidents increased to 15 cases (including one attempted case) in the first quarter (January – March), 28 cases (including four attempted cases) in the second quarter (April – June), and eight cases (including one attempted case) in the third quarter, respectively. In the third quarter, there were eight incidents (including one attempted case) in July, six incidents (including two attempted cases) in August, and 12 incidents (including three attempted cases) in September, totaling 26 incidents (including six cases).

The numbers of the incidents noted in the locations targeted by the ReCAAP at the end of each third quarter of the past five respective years are shown in the Table 1. According to the data, the numbers of the incidents during the past five years shows the downward trend as a whole. However, the incidents are increasing in Malaysia and the South China Sea, compared to the same period in the previous year.

Table 1: Numbers of Incidents by location at the end of each third quarter during the past five years

	2009.1-9		2008.1-9		2007.1-9		2006.1-9		2005.1-9	
	Ac	Att	Ac	Att	Ac	Att	Ac	Att	Ac	Att
East Asia										
China							1		2	
Sub total							1		2	
South Asia										
Arabian Sea					1	3				
Bangladesh	9	1	7	2	11	1	24	12	13	4
Bay of Bengal					1					1
India	7	1	10	1	5		2		10	1
Sri Lanka						1				
Sub total	16	2	17	3	18	5	26	12	23	6
Southeast Asia										
Gulf of Thailand										1
Indonesia	7	2	20	1	28	6	29	10	47	7
Malaysia	10	3	5		7	1	9	1	2	
Myanmar	1									
Philippines	2	1	5	1	1	1	2			
South China Sea	10	1	3	2	1	3	3		3	4
Straits of Malacca and Singapore	5	2	2	4	2	2	6	2	7	7
Thailand	1				1		1			
Vietnam	6		7	1	4		3		9	
Sub total	42	9	42	9	44	13	53	13	69	18
Total	58	11	59	12	62	18	80	25	94	24
Overall Total	69		71		80		105		118	

Source: ReCAAP Quarterly Report (January 1, 2009 – September 30, 2009), p.20, Table 9.

Remarks: Ac = Actual Attacks, Att = Attempted Attacks

3. Evaluation of Significance of Incidents viewed in ReCAAP Report

The most distinctive characteristic of the ReCAAP report is that the ISO 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: (1) types of weapons used (violence is the most forceful when more highly efficient weapons than knives and others are used; (2) treatment of the crew (violence is the most intensive if the crew are killed or kidnapped; and (3) numbers of the pirates /robbers who engaged in an attack (in this case, the more the

numbers increase, the more 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 utmost 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 in each third quarter of past five respective 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: Numbers of actual incidents by categories in each 3rd quarter of past five respective years

	2009.1-9	2008.1-9	2007.1-9	2006.1-9	2005.1-9
CAT 1	3	4	4	2	7
CAT 2	24	12	12	32	27
CAT 3	31	43	46	46	60

Source : Made from ReCAAP Quarterly Report (January 1, 2009 – September 30, 2009), Chart 1, p.23.

According to the report, as for an evaluation of violence factor, looking from the type of weapons used, of 58 actual incidents up to the third quarter of 2009, 26 incidents involving the use of knives, seven incidents involving the use of guns and knives, one incident involving the use of other weapon, and 24 incidents in which weapons used are not stated were noted. According to the report, as for the type of weapons used in the past five years, knives have been most frequently used. Of seven cases in which guns and knives are used, six incidents were attacks on tug boats. As there are a large number of incidents of 'not stated' 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 crews of the vessels attacked, throughout the third quarter of 2009, there were two incidents in which members of the crew were killed, and one incident in which they were missing, one incident in which crew were kidnapped, one incident in which crew were discarded, eight incidents in which crew were held hostage, four incidents in which crew were assaulted, three incidents in which crew were threatened, and 38 incidents in which crew were not injured. The ratio of incidents in which each crew members were involved in all actual attacks has been nearly constant during the past five years.

As to the number of pirates/armed robbers (hereafter men), of 58 actual incidents in the third quarter of 2009, 46 incidents involving a group of 1-6 men, nine incidents involving groups of 7-9 men, and three incidents involving groups of more than nine men were noted. 79% of the total number of incidents involved between one to six men. According to the report, three incidents involving more than nine men were noted in the Straits of Malacca and Singapore, the South China Sea, and Chittagong Anchorage.

With regard to analysis of economic factor (losses), of 58 actual incidents in the third quarter of 2009, one incident of ship being hijacked/missing, 20 incidents in which cash and property were robbed, 24 incidents in which stores/engine spare parts were stolen, one incident in which unsecured items were stolen, and 12 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 Aden.

4. Features viewed from status

Regarding the actual incidents up to each 3rd quarter of past five respective years (July-September 2009, 2008, 2007, 2006 & 2005), the status where the ships were attacked is shown in Table 3 below.

Table 3: Status of ships attacked throughout each 3rd quarter of past five respective years

	2009.1-9	2008.1-9	2007.1-9	2006.1-9	2005.1-9
Anchored/Berthed	36	42	51	52	66
Underway	22	17	11	28	28

Source: Made from data in ReCAAP Quarterly Report (1 January 2009-30 September 2009), Chart 4, p. 25.

According to the report, looking at the status of the ships at the time of the actual incidents during the past five years, more than 60 percent of the ships were attacked at anchor/at berth, and majority of them were Category 3 incidents. Of 36 actual incidents involving ships that were anchored or berthed up to the third quarters of 2009, 31 were Category 3 incidents and five 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. However, of 22 incidents in which ships were attacked while underway, three Category 1 incidents and 19 Category 2 incidents were noted. Looking at the trend in the past five years, of incidents in which the ships were attacked while underway, more or less 70 percent were Category 1 incidents and Category 2 incidents.

On the other hand, looking at the ships involved in actual incidents in the third quarter of 2009 by type, of a total of 69 incidents, the highest number of 19 incidents involved various kinds of tankers – chemical, product, LPG, and oil. Tankers were followed by 16 containers, 15 bulk

carriers and 11 tug boats. Additionally, they were followed by five general cargo ships, plus one fishing boat/trawler, supply ship, and yacht respectively. According to the report, 16 of the 19 incidents involving tankers occurred at the ports and anchorages of Kochi and Kakinada (East Coast) in India, port and anchorages of Sandakan in Malaysia, ports of Balongan, Belawan and Jakarta in Indonesia and port of Vung Tau in Vietnam. All were Category 3 incidents. The other three incidents occurred while the tankers were underway in the South China Sea, and they were Category 2 incidents. According to the report, in the past three years, various kinds of tankers were most frequently attacked, compared to other types of vessels.

5. Characteristics throughout the third quarter of 2009

Compared to the incidents in each third quarter (January – September) of the past five respective years, the report is pointing out an outline on the characteristics of the incidents in the same period in 2009 as follows:

- (1) There has been a decline in the total number of incidents reported compared to each third quarter of the past four respective years (2005 - 2008). In particular, the decline [in the number of incidents] was most apparent in Indonesia. On the other hand, there has been an increase in the number of incidents reported in Bangladesh, Malaysia, the South China Sea and the Straits of Malacca and Singapore compared to the same period in 2008.
- (2) Although the Category 3 incidents cover most of the cases at the ports and anchorages, they declined drastically in the number, compared to the same period in the past four respective years. On the other hand, there has been an increase in the number of the Category 2 incidents, compared to the same period in 2008. It was due to the increase in activities in the South China Sea, of Tanjung Ayam, Malaysia (at the southern end of Johor) and the Straits of Malacca and Singapore.
- (3) With regard to the ships attacked, tankers appeared to be most susceptible to attacks compared to the other types of ships during every third quarter of the past respective years between 2005 and 2008. Most of the incidents occurred when the ships were anchored or berthed.
- (4) As to the use of arms, the use of knives continued to be most prevalent. Also, theft of cash of the crews and ship sores and engine spares appeared to be most common.

In addition, the report is pointing out the characteristics of the increasing incidents noted in the vicinity off Tanjung Ayam and Tanjung Ramunia, south Johor, Malaysia, and in the surrounding areas of Pulau Tioman and South China Sea, as follows.

- (1) Maritime area around Tanjung Ayam and Tanjung Ramunia
 - (a) In this area, 12 incidents have been reported in a year ending on the last day of September 2009. Of the 12 incidents, four were Category 2 incidents, six were Category 3 incidents and two were attempted incidents. All 12 incidents occurred when the ships were anchored.
 - (b) There were 11 assault incidents involving a group of 3-6 men, and one assault incident involving a group of eight men. In six assault incidents pirates/robbers were armed with

knives, and in one assault incident they were armed with knives and guns. In other assault incidents there were no reports. Regarding the human violence, there were four incidents in which crews were roped, and one incident in which crews had their heads hit by pirates/robbers. In other incidents crews were unhurt. Looking at the economic loss, most of the incidents involved loss of cash and personal properties as well as ship stores and engine stores.

(c) Regarding the types of the ships to be assaulted, the pirates/robbers only chose their targets of opportunity without targeting specific types of ships.

(2) Maritime areas around Pulau Tioman and in the South China Sea

(a) For the third quarter of 2009, two incidents (four incidents throughout 2008) in the surrounding area of Tioman and ten incidents (five incidents throughout 2008) in the South China Sea were reported. All of these incidents occurred while the ships were underway.

(b) From January 2008 to the third quarter of 2009, there were six incidents in the maritime area around Pulau Tioman. Of them, all except one incident (involving a group of 15 men) involved groups of five to ten men. Four incidents involved robbers with knives, and two incidents involved robbers with knives and guns. No injury was reported, except for one incident in which the crew was abandoned overboard. Economic loss involves, except one incident involving the ship being hijacked, incidents of reported loss of cash and crew's personal belongings, property on board ships, and engine spares. All six incidents involved tug boats, which appeared to be most susceptible to attack as they are slow moving and have low free board.

(c) No incident has been reported off Pulau Tioman since May 2009. According to the report, this is attributed to the surveillance efforts carried out by the Malaysian Maritime Enforcement Agency (MMEA) and relevant agencies.

(d) Of 15 incidents in the South China Sea, 14 incidents involved groups of five to eight men. One incident was a hijacking involving 12 men. Thirteen incidents involved pirates/robbers with knives, and two incidents involved pirates/robbers with knives and guns. Regarding human injuries, they are more violent in this area, compared to maritime area around Pulau Tioman. Seven incidents involved the crews being taken hostages, and being demanded cash and belongings. Three incidents involved the crews being injured. There was one incident in which crew was abandoned overboard. Economic loss involves, except one incident involving the ship being hijacked, incidents of reported loss of cash and crew's personal belongings, property on board ships, and engine spares. Regarding the types of the ships to be assaulted, the pirates/robbers only chose their targets of opportunity without targeting specific types of ships.

(e) Most incidents in the South China Sea occurred in April, June and August, and it is peculiar that they were seen successively for several days. Additionally, the accidents in this area occurred along the recommended navigation routes, and it is possible that the pirate-boats have been launched from their mother-ships.

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Ocean Policy Research Foundation

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

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