

OPRF MARINT Monthly Report

December 2009



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

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

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Major Events in December 2009

Security: Reuters dated December 1 reports that the Somali pirates set up in Haradheere a cooperative, a sort of stock exchange. According to the report, the Somali pirates set up a cooperative to fund their hijackings offshore in one of their main lairs, Haradheere. It is a sort of stock exchange for the criminal syndicate which draws people and their investments of funds.

In December there were three hijackings, of which one occurred in the Gulf of Aden and the other two occurred in the sea of Seychelles. On the other, Somali pirates released five vessels.

Ukraine's security services chairman has revealed that 25 men from the country's elite Alfa unit, the Special Forces, are to be sent to the Gulf of Aden to protect Ukrainian and other shipping sailing close Somalia, as part of the European Union's Operation Atalanta.

On the occasion of the first anniversary since PLA navy (PLAN) commenced escort task in the Gulf of Aden and the waters off Somalia on December 26, 2008, the PLA carried a special article in the PLA Daily. They evaluated the PLAN continues an important presence in keeping peace and stability in the waters of the Gulf of Aden, which is highly appreciated in and out of the country.

Military: According to AFP report dated December 1, Iran has given the Islamic Revolutionary Guards Corps Navy (IRGCN) command over naval operations in the Persian Gulf. A study of the US Office of Naval Intelligence (ONI) said, given the importance of the Strait, disrupting traffic flow or even threatening to do so may be an effective tool for Iran.

On the 16th, Vietnamese Prime Minister Nguyen Tan Dung signed billion-dollar contracts to buy submarines and fighter jets from Russia on a visit to Moscow. According to well-informed sources in Russia, Hanoi is to buy six diesel-electric *Kilo*-class submarines worth \$2bn.

On the 18th, the General Dynamics Littoral Combat Ship Team delivered USS *Independence* (LCS 2), the high-speed trimaran combatant ship, to the United States Navy at the shipyard in Mobile, Ala.. USS *Independence* (LCS 2), the second unit of the trimaran type LCS series, is to be commissioned at Mobile shipyard on January 16, 2010. The Navy will operate the ship for the sea trials in the summer of 2010.

On the 22nd, Russia's Sevmash shipyard director confirmed a freeze in the construction of the *Borei*-class strategic sub submarines (SSBN's). Each of the *Borei*-class submarines is supposed to carry 16 Bulava missiles. But several firing tests of the Bulava missiles failed. And when the missile is unreliable, the submarine that is supposed to carry them is unreliable as a weapon. Some believes the *Borei*-class construction program will be scrapped, but when the construction will start is so far unclear.

Russia's nuclear attack submarine (SSN) *Nerpa* successfully passed final trials, a spokesman of the Russian Pacific Fleet said on the 28th. The submarine will be officially commissioned with the Russian Navy later, and will be subsequently leased to the Indian Navy. The submarine will be subsequently operated in the Indian Navy under the name INS *Chakra*.

On the 29th, Rear Admiral (RADM) Yin Zhou, Fellow of the Weapon Research Center of the Chinese Navy and an expert on maritime affairs, suggested that China should establish a permanent base in the Gulf of Aden to support its anti-piracy operations. RADM Yin Zhou's proposal was posted on the defense ministry website. RADM Yin said supplying and maintaining the fleet off Somalia was challenging without such a base, and said other nations were unlikely to object.

In the U.S. journal *Orbis*, Winter 2010, the article entitled "How the United States Lost the Naval War of 2015" by James Kraska, a guest investigator at Marine Policy Center, Woods Hole Oceanographic Institution, was carried. This article is pointing out a "vulnerability" of strategy which will be a basis of military buildup and operations of the present U.S. Navy by presenting a scenario in which the US Navy's nuclear-powered aircraft carrier "USS *George Washington*" would be sunk in the East China Sea after having been hit by a Chinese anti-surface ballistic missile which was suddenly launched on a day in peacetime in 2015. In an analysis in part 2 in this monthly report the OPRF has introduced the gist of this article and opinions contributed by the readers and commented on the essence of today's US maritime strategy as well as connotations toward the Japan-US Alliance.

Diplomacy and International Relations: According Reuters report dated December 21, Myanmar has recently given China political assurance over an important crude oil pipeline and promised to maintain stability along the border after unrest in August pushed thousands of refugees into the Chinese side. The pledges were made during a visit by Chinese Vice-President Xi Jinping to Myanmar.

Visiting India on December 27-29, Japanese Prime Minister Yukio Hatoyama had a top meeting with Indian Prime Minister Manmohan Singh on the 29th. The two Prime Ministers issued a joint statement entitled "New Stage of Japan-India Strategic and Global Partnership."

Shipping, Resources, Environment and Miscellaneous: China Ocean Shipping Group (COSCO) is studying the possibility of nuclear powered merchant ships as it looks for alternatives to fossil fuels in the future. If they could prove they are able to use nuclear energy on ships safely, this could be one of the solutions, and COSCO will head the research.

On the 2nd, Mitsui O.S.K. Lines, Ltd. announced the completion of the concept for its second in a series of next-generation vessels, *ISHIN-II*. According to the Mitsui O.S.K. Lines, Ltd. HP, the concept for its second in a series of next-generation vessels is the ferry, which is an environment-friendly means of transport of cargoes and passengers.

According to Marine Log dated December 4, RWE Innogy, a unit of German power utility RWE AG, has awarded Korean shipyard Daewoo Shipbuilding & Marine Engineering Co., Ltd, (DSME) a contract to build a specialist ship for the construction of offshore wind farms. The specific ships are the first of their type in the world. The ships can simultaneously transport and install up to four turbines in the multi-megawatt class.

According to Lloyd's List dated on the 7th, South Korea has confirmed it will ban single-hull

tankers from its waters from 2011. South Korea's Ministry of Land, Transport and Maritime Affairs (MOLTA) said South Korea plans to reduce the percentage of single-hulled tankers calling at its ports in 2010 to 15% all of tanker calls from 22% in 2009.

China National Offshore Oil Corp (CNOOC) and its Canadian partner Husky Energy discovered new gas resources in the South China Sea (SCS), following the Liwan 3-1 discovery in 2006, CNOOC Ltd. announced on the 8th. The newly discovered Liuhua 34-2 gas-field in the SCS's 29/26 deepwater block was capable of producing a daily 55 million cubic feet of natural gas during test drilling in a water depth of 1,145 meters. When gas production begins, the well's future deliverability could exceed 140 mmcf per day. CNOOC will build a terminal in Zhuhai to receive natural gas from China's first deepwater field in the SCS. The terminal includes one production area, one living area and two berths with a docking capacity of 30,000 metric tons and 5,000 metric tons each, encompassing an area of 1.45 million square meters.

According to the report of the Washington Post dated December 15, departing from the coast in New Jersey, USA, on 27 April 2009, an aquatic glider called the Scarlet Knight made an approximately 7,000-kilometer successful crossing of the Atlantic Ocean. Scarlet took 221 days before it was retrieved off the coast of western Spain on 4 December.

According to Marine Log dated December 17, B9 Shipping is developing fossil fuel free 3000 dwt, commercially competitive--in price and performance-- motor sailing coasters, to service coastal markets around the world. The ships are powered by a combination of proven technologies--conventional soft sails and biogas marine engines.

On the 26th, the 12th conference of Standing Committee of the National People's Congress (NPC) of China ended the 5-day session, approving the "island protection laws."

On the 28th, the Russian prime minister (PM) Vladimir Putin took part in the official ceremony of pumping the first batch of Siberian oil into an oil tanker at the newly constructed oil-loading port of Kozmino in the Far East. Kozmino is the final point of the East-Siberia - Pacific Ocean (ESPO) pipeline project.

1. Information Digest

1.1 Security

December 1 “No armed guards onboard hijacked VLCC” (Trade Winds, December 1, 2009)

A Greece-flagged very large crude oil carrier (VLCC), MT *Maran Centaurus* (300, 264 DWT) which was hijacked by Somali pirates on November 29, had no armed guards onboard to repel the attack. In an e-mailed statement of the Greek Maran Tanker Management, the ship's manager confirmed the absence of any armed guards but did not mention if there was any unarmed security onboard. There were 28 crew members onboard the tanker which was seized. According to the statement, the company was taking the general industry view that the presence of security personnel on board can increase the risk of escalating the level of violence and further endanger the seafarers. The Maran said it has a comprehensive range of security measures that are implemented by the crew of all their vessels when sailing in the Gulf of Aden or off the Somalia coast. The statement conceded, however, “that a fully-laden VLCC has limited opportunity for evasive maneuvers and once pirates have boarded the vessel, the master has a paramount duty to ensure the safety of the crew.”

December 1 “Somalia pirates set up sort of stock exchange meet” (Reuters, December 1, 2009)

Reuters dated December 1 reports that the Somali pirates set up in Haradheere a cooperative, a sort of stock exchange, the gist of which is as follows.

- (1) The Somali pirates set up a cooperative to fund their hijackings offshore in one of their main lairs, Haradheere (400 kilometers north of the capital Mogadishu). It is a sort of stock exchange for the criminal syndicate which draws people who spread away from Somalia and financiers from other nations to manage the people and their investments of funds.
- (2) One of former pirates said, “Four months ago, during the monsoon rains, we decided to set up this stock exchange. We started with 15 ‘maritime companies’ and now we are hosting 72. Ten of them have so far been successful at hijacking.” He said, “The shares are open to all and everybody can take part, whether personally at sea or on land by providing cash, weapons or useful materials ... we've made piracy a community activity.”
- (3) The stock exchange is open 24 hours a day and serves as a bustling focal point for the town. As well as investors, wives and mothers often turn up there seeking news of male relatives missing in action of piracy. Every week, the former pirate said, piracy members and equipment were lost to the sea. But he said the pirates were not deterred, because piracy has become the main profitable economic activity in their area. Ransoms have even increased in recent months from between \$2-3 million to \$4 million because of the increased number of shareholders and the risks, he said. A 22-year-old divorcee contributed a rocket-propelled

grenade for the operation, adding that she got the weapon from her ex-husband in alimony. She said, "I am really happy and lucky. I have made \$75,000 in only 38 days since I joined the 'company'."

December 2 "Risk zone extended: London-based Insurance underwriters" (Lloyd's List, December 2, 2009)

The "Joint War Committee" of London-based Insurance underwriters has extended massively the area of the Indian Ocean in which war risk insurance is required up to 1,000 miles from Somali shore, as the threat of Somali piracy spreads. Ships entering the specified zone must notify their insurers, or risk having their war risk cover cancelled should a claim be lodged. The specified zone covers the Indian Ocean beyond Gulf of Aden and Somali coastal waters, but excludes the coastal waters of Kenya, Tanzania and Mozambique up to 12 miles offshore. Insurance against piracy attacks is being stripped out of hull & machinery policies, which are designed to provide cover against physical damage, and is being placed into war risk policies, although kidnap and ransom insurance is available under separate cover. According to the "Joint War Committee", the most vulnerable vessels appear to be those transiting the Gulf of Aden at less than 15 knots in daylight, and those with a low freeboard or fully laden.

December 3 "Somali pirates release German vessel" (EU NAVFOR, Somalia, Press Release, December 3, 2009)

On the 3rd, Somali pirates released a German cargo vessel - the Antigua Barbuda flagged MV *Charelle*. The MV *Charelle* was hijacked south of Oman on 12 June 2009. The ship has a crew of 10.

December 3 "Dutch navy arrests 13 Somali pirate suspects" (BBC News, December 3, 2009)

On the 3rd, the Dutch navy frigate HNLMS *Evertsen* arrested 13 Somali pirate suspects who attempted to hijack an Antigua Barbuda-flagged cargo ship, MV *BBC Togo*, 150 nautical miles south of Salalah in Oman. HNLMS *Evertsen* found a dhow with two skiffs fitting the description in the attack-area. A boarding team arrested the pirates, seizing machine guns, rocket-propelled grenades, ladders and grappling hooks. The pirates may be handed over to Kenya or the Seychelles for prosecution.

【Related Story】

"Dutch navy frees 13 pirate suspects" (Lloyd's List, December 18, 2009)

On the 18th, the Dutch navy released 13 suspected pirates, on the grounds that no country was willing to prosecute them. The men were put back on their own speedboat with supplies of food and fuel. According to the Dutch defense ministry, both the Seychelles and Kenya with whom the EU had signed agreements indicated they did not want to receive the pirates, and the Netherlands had no choice but to release them.

December 6 “Somali pirates hijack Pakistani fishing boat” (AP, December 6, 2009)

On the 6th, Somali pirates hijacked a Pakistani fishing boat, FV *Shazaig*, approximately 470NM southeast of Socotra Island. Vessel has 29 crew members on board, all believed to be Pakistani.

December 6 “Seychelles Coast Guard captures 11 suspected pirates” (Trade Winds, December 7, 2009)

On the 6th, a joint operation between a French naval vessel and Seychelles Coast Guard (SCG) captured 11 suspected pirates 250 nautical miles North West of Victoria, Seychelles. Destroying two attack skiffs, the SCG seized all pirate related paraphernalia.

December 7 “Ukraine sends special forces to Gulf of Aden” (Lloyd's List, December 7, 2009)

Ukraine's security services chairman has revealed that 25 men from the country's elite Alfa unit, the Special Forces, are to be sent to the Gulf of Aden to protect Ukrainian and other shipping sailing close Somalia, as part of the European Union's Operation Atalanta. Also, France is promising to share anti-piracy expertise with Malaysia. Similar soldiers of the Special Forces from Spain and Greece are already working onboard merchant vessels to repel pirate attacks.

December 10 “Somali pirates free Maltese-flagged vessel” (Trade Winds, December 10, 2009)

On the 10th, having reached an agreement with the Greek shipping owner to free a Maltese-flagged bulk-carrier, MV *Ariana*, Somali pirates left the vessel after receiving the ransom air-dropped onto the ship. The shipping owner would not, however, divulge the amount paid to the pirates for fear it may interfere with negotiations to free other ships being held in the area. Several media reports have, however, cited pirate sources as saying between \$2.5m and \$2.8m was paid. MV *Ariana* was seized near the Seychelles on May 2. The all-Ukrainian crew members of 24 are okay. There have been persistent media reports of ill-health among the crew members, especially one female crew member who suffered a miscarriage some months ago.

December 14 “U.S. to help Cambodia install radiation detection equipment” (Xinhua, December 14, 2009)

On the 14th, the United States inked an agreement with Cambodia to help the latter to strengthen the seaport security to avoid the nuclear smuggling and other radioactive material in the country. Under the agreement, known as the Megaports Initiative, the United States will help the Kingdom of Cambodia install radiation detection equipment at the Autonomous Port of Sihanoukville. In addition to providing equipment and related infrastructure, the United States will train Cambodian officials on the use and maintenance of the equipment. The installation of radiation detection equipment at the port will improve Cambodia's ability to monitor cargo at this critical location and underscores the importance of the country's seaports in regional maritime

security. It said that the Megaports Initiative is now operational at 28 ports around the world.

December 17 “Somali pirates free Greek vessel” (Trade Winds, December 17, 2009)

On the 17th, Somali pirates released a bulk vessel of the Greek shipping company, Meadway Shipping & Trading of Greece (The Marshal Island-flagged), MV *Delvina* (53,600 DWT) , with all 21 crew on board safe. The ship was captured by pirates in the Somali Basin near Madagascar on November 5 while en route from the Mediterranean to East Africa transporting a cargo of wheat. Information about the terms of release or the ransom details has not been disclosed.

December 19 “MOL-operated car carrier escapes hijacking by pirates” (Trade Winds, December 21, 2009)

On the 19th, seven pirates in a skiff attacked Mitsui O. S. K. Lines, Ltd (MOL)-operated car carrier (The Cayman Islands-flagged) - MV *Sanderling Ace* (5,222-car-capacity) - in the Gulf of Aden. Receiving a distress signal, an Indian navy frigate, INS Godavari, launched its helicopter, which fired warning shots at the skiff which then gave up its attack. The A boarding team also sent from the naval vessel caught up with the skiff but no arrests were made. There was no damage to MV *Sanderling Ace* or injuries to its crew members.

December 26 “PLA navy reached first anniversary of escort task” PLA Daily, Net edition, December 26, 2009)

On the occasion of the first anniversary since PLA navy (PLAN) commenced escort task in the Gulf of Aden and the waters off Somalia on 26 December 2008, the PLA Daily evaluated the task in its special article as follows.

- (1) Up to December 25, 2009, PLAN already sent the fourth naval escort task force, and escorted 1,329 merchant ships, and successfully rescued the vessels from the chasing pirates 15 times. Of the ships rescued, eight were Chinese ships, and 13 were foreign ships. The PLAN continues an important presence in keeping peace and stability in the waters of the Gulf of Aden, which is highly appreciated in and out of the country.
- (2) To be the blue sea navy by deploying to distant waters is a direction that the PLAN has long taken effort to realize, and it is a task of today to perform military operations other than war (MOOTW) in response to the various kinds of security environment.
- (3) On the occasion of the 69th anniversary of the establishment of the PLA on April 23, 2009, Chinese President Hu Jintao stressed to a delegation of foreign navies, “Promoting the establishment of a harmonious ocean is an important part of the world of reconciliation that will build a lasting peace and prosper together.” The Gulf of Aden has become a place where the PLA shows a concrete action of the concept of a “harmonious ocean.” The PLAN is positively conducting the military exchange and cooperation with the navies of other nations on the principle of maintaining independence and keeping initiative in its own hands. The Chinese taskforce has contact with naval and merchant ships of each nation by e-mail, exchange greetings with foreign vessels and inform them about piracy data, escort and patrol

activities and flight conditions of the aircraft equipment among others.

- (4) Under the common efforts of the PLAN and other navies, the Gulf of Aden has already changed from the sea of horror to the sea of cooperation, and the goal of the “harmonious ocean” is gradually coming to be realized.

December 27 “Somali pirates release Chinese-flagged vessel” (Reuters, December 28, 2009)

According to China's foreign ministry, Somali pirates released a Chinese-flagged bulk carrier *De Xin Hai* (76,432 DWT) on the 27th. The vessel was hijacked in the sea off Seychelles on October 19. After released, the vessel with a crew of 25 Chinese is being escorted by Chinese warships. Various reports say a ransom of between US\$3.5m and \$4 was paid, but Foreign Ministry said nothing on it. (The ship is written in Chinese “德新海 (De Xin Hai).”

One of the pirates who were involved in hijacking told Reuters a helicopter had dropped a \$4 million ransom payment onto the deck of the ship on the 27th. (Reuters, December 27, 2009)

December 28 “Somali pirates free Singaporean-flagged vessel” (Maritime Global Net, December 29, 2009)

On the 28th, Somali pirates released a Singapore-flag container ship, MV *Kota Wajar*. Ransom is reported to be US\$4m. The container ship has 21 crew members, and the Canadian frigate HMCS *Fredericton* is providing MV *Kota Wajar* with medical and logistical help. The vessel was hijacked in the off Seychelles on October 15.

December 28 “Somali pirates seize British-flagged vessel” (Fairplay Daily News, December 29, 2009)

On the 28th, Somali hijacked a UK-flagged chemical tanker, MT *St James Park* (13,294 DWT), in the Gulf of Aden. *St James Park* was transiting the International Recognized Transit Corridor. The ship's 26 crew members are from Bulgaria, Georgia, India, the Philippines, Poland, Romania, Russia, Turkey and Ukraine. There was none at all from Britain. It was sailing from Spain to Thailand.

December 28 “Somali pirates hijack Greek vessel” (Lloyd's List, December 29, 2009)

On the 28th, Somali pirates hijacked a Greek bulk carrier (Panama-flagged), MV *Navios Apollon* (52,068 DWT), in the northern area off Seychelles 800 miles off Somali coast. MV *Navios Apollon* has 19 crew members - one Greek and the rest Filipinos. It was steaming from Tampa, U.S.A. to Rozi, India.

1.2 Military

December 1 “Iran Revolutionary Guards take command of over naval forces in Persian Gulf” (AFP, December 1, 2009)

According to a study of the US Office of Naval Intelligence (ONI) that has recently been revealed, Iran has given the Islamic Revolutionary Guards Corps Navy (IRGCN) command over naval operations in the Persian Gulf. The military reorganization was launched in 2007 to transfer responsibility for the Persian Gulf from the regular navy to the IRGCN, which has an arsenal of small, high-speed boats and cruise missiles, said the study by the US ONI. The IRGCN has bolstered its naval might by purchasing Chinese vessels equipped with anti-ship missiles and manufacturing patrol craft and missile boats based on North Korean designs. In addition, the Corps also bought a number of speed boats from Italy. The study of the ONI said closing the Strait of Hormuz would cause Iran tremendous economic damage, and therefore Iran would probably not undertake a closure lightly. However, given the importance of the Strait, disrupting traffic flow or even threatening to do so may be an effective tool for Iran.

December 1 “PLA Navy's missile frigates participate in 8th joint PLA-Vietnam patrol” (PLA Daily Net edition, Sanya, December 1, and December 9, 2009)

On the 1st, PLA Navy formation consisting of two frigates - *Cheng Hai* and *Chao Yang* under the command of Colonel (Navy Captain) Zhang Leyi, Deputy Commander of the base of the South Sea Fleet (SSF), left Sanya base to participate in the 8th joint patrol by navies of China and Vietnam in the Beibu Gulf (The Gulf of Tonkin). Two naval vessels returned to Sanya base on the 8th. At the welcoming ceremony Nie Shouli, political commissar of the base of the SSF, said that the activities of the joint patrol made a new contribution to boosting the constant development of the friendly ties between the Chinese and Vietnamese navies and maintaining regional peace and stability together.

December 7 “SK transfers 10 amphibious landing craft to RI” (ANTARA News, December 7, 2009)

On the 7th, South Korea (SK) transferred 10 used amphibious landing craft (capable of transporting 10 personnel) of the LVT-7A1 type to the Republic of Indonesia (RI). At a ceremony at Tanjung Priok harbor SK Ambassador to RI symbolically presented the US-made LVT7A1s to the commander of the Indonesian Marine Corps, Maj. Gen. Alfian Baharudin. The LVT7A1s which SK purchased from the United States in 1985 to be used by the SK's armed forces until 2008 arrived at Tanjung Priok harbor aboard SK's largest landing ship, *Dokdo*, with a package of its spare parts. RI is lobbying SK side to get more craft as SK had earlier promised to donate 35 LVT7A1s. RI is SK's largest Southeast Asian defense trade partner. Defense trade reached nearly US\$1 billion in 2008.

December 8 “Malaysian navy commissions 4th new patrol vessel” (Bernama, December 8, 2009)

On the 8th, the Royal Malaysian Navy (RMN) received its fourth New Generation Patrol Vessel (NGPV), KD *Terengganu*. KD *Terengganu* is the second NPGV fully constructed by the Boustead Naval Shipyard Sdn Bhd (BNSSB) (after the KD *Perak* which was commissioned on June 3, 2009). The first two NGPVs - KD *Kedah* and KD *Pahang* - were built in Germany. KD *Terengganu* will be stationed in the South China Sea to patrol Malaysia's Exclusive Zone (EEZ) on the eastern seaboard of the peninsula. The RMN is planning to build six more such patrol vessels at the same shipyard.

December 10 “Chinese navy fleet visits Ecuador” (Xinhua, December 10, 2009)

The Chinese naval fleet led by Rear Admiral Wang Fushan, deputy commander of the North China Sea Fleet of the Navy of the Chinese People's Liberation Army, arrived at the port of Guayaquil in Ecuador on December 10 to start a 4-day-long visit. The fleet is composed of missile destroyer “*Shijiazhuang*” and supply ship “*Hongzhehu*.” Departing from Qingdao on October 18, the Chinese navy fleet arrived at Ecuador after visiting Chile and Peru. This was the Chinese Navy's second visit to Ecuador since 2002. On its way home, the Chinese fleet will also visit French Polynesia.

December 16 “Vietnam to buy Russian submarines and fighter jets” (BBC News, December 16, 2009)

On the 16th, Vietnamese Prime Minister Nguyen Tan Dung signed billion-dollar contracts to buy submarines and fighter jets from Russia on a visit to Moscow. According to well-informed sources in Russia, Hanoi is to buy six diesel-electric *Kilo*-class submarines worth \$2bn. Vietnam is already awaiting the delivery of eight Sukhoi Su-30MK2 fighter jets from Russia in 2010. It is considering ordering 12 more, said another Russian source. According to Professor Carlyle Thayer of the Australian Defence Force Academy, rivalry between China and Vietnam over the South China Sea is a source of major concern to Hanoi, and the submarine acquisition will increase [Vietnam's] negotiating power in the maritime disputes.

December 17 “India finally agreed to pay over Russian aircraft carrier” (The Hindustan Times, December 17, 2009)

According to The Hindustan Times dated December 17, finally, India agreed to pay a total of \$2.3 billion for delivery of the Russian-made aircraft carrier *Gorshkov*, and the Russians agreed to that. Before final agreement, India made a request for some additional equipment, to which Russia side agreed. India also agreed for delivery of the aircraft carrier by 2012 without any penalty.

December 18 “US Navy receives trimaran combat ship” (Defense News, December 19, 2009)

On the 18th, the General Dynamics Littoral Combat Ship Team delivered USS *Independence* (LCS 2), the high-speed trimaran combatant ship, to the United States Navy at the shipyard in Mobile, Ala. The delivery of USS *Independence* was preceded by the keel laying of its sister ship, USS *Coronado* (LCS 4), on December 17. USS *Independence* (LCS 2), the second unit of the trimaran type LCS series, is to be commissioned at Mobile shipyard, Ala, on January 16, 2010. The Navy will operate the ship for the sea trials in the summer of 2010.

December 22 “Russia freezes *Borei*-class SSBN construction” (The Barents Observer, December 22, 2009)

On the 22nd, Russia's Sevmashtop shipyard director confirmed a freeze in the construction of the *Borei*-class strategic sub submarines (SSBN's). On this day, when Sevmashtop was to celebrate its 70th anniversary, the keel of the fourth unit – to be named Syvatitel Nikolay was supposed to be laid. The first of the new *Borei*-class SSBN's was *Yury Dolgoruky*, which was the first new generation SSBN's with long-range intercontinental missiles to be put on sea since the last *Delta*-class submarine was taken into service by the Northern fleet in 1992. *Yury Dolgoruky* has been undergoing sea- and diving-tests in the White Sea area since summer in 2009. Each of the *Borei*-class submarines is supposed to carry 16 Bulava missiles. But several firing tests of the Bulava missiles failed. And when the missile is unreliable, the submarine that is supposed to carry them is unreliable as a weapon. Two other *Borei*-class SSBN's - *Aleksandr Nevskiy* and *Vladimir Monomakh* - are currently under construction at the Sevmashtop yard in Severodvinsk near Arkhangelsk. It is 13 years since the keel of *Yuri Dolgoruky* was laid and the current *Delta-IV* class strategic submarines sailing for the Northern fleet are starting to get old and needs replacement one day. Therefore, the latest failure of the Bulava missile made many high ranking officials in the Russian navy shaky. Some believes the *Borei*-class construction program will be scrapped, but when the construction will start is so far unclear.

【Related Story】**“Russia's SSBN plan and present SSBN forces” (RIA Novosti, December 18, 2009)**

As to *Borei*-class strategic ballistic missile submarines (SSBN's) - Project 955, Russia plans to build eight units in the next 10 to 12 years. The first Project 955 SSBN and the second Project 955 SSBN are expected to be launched in 2010 and 2011 respectively.

On the other hand, the core of Russia's SSBN forces currently consists of 11 units - five Project 667BDR SSBN's (*Delta-III*) armed with R-29R SLBM's and six Project 667BDRMs SSBN's (*Delta-IV*) armed with R-29RM and R-29RMU Sineva SLBM's. Nevertheless, the Project 667BDR SSBN's will be retired in the next five to seven years and the Project 667BDRM SSBN's in 10 to 20 years.

【Related Story 2】**“Bulava SLBM plans not cancelled: Russian defense minister” (RIA Novosti, December 24, 2009)**

On the 25th, Russian defense minister Anatoly Serdyukov said the Russian military will not abandon plans to develop the Bulava submarine-launched ballistic missile (SLBM). So far, only five of 12 Bulava launches have been officially reported as being successful. But defense minister insisted there is no alternative to the Bulava SLBM. The three-stage solid-propellant ballistic missile Bulava (SS-NX-30) SLBM carries up to 10 MIRV warheads and has a range of over 8,000 kilometers (5,000 miles). The Bulava (SS-NX-30) SLBM, along with Topol-M land-based ballistic missiles (ICBM), is expected to become the core of Russia's nuclear triad.

December 24 “Indian military to take over 2nd largest private shipyard” (AFP, December 24, 2009)

On the 24th, India announced plans to shift control of a major shipyard to the military amid complaints of delays in constructing tactical submarines. According to Information Minister Ambika Soni, the cabinet would transfer control of the country's second largest shipyard, Hindustan Shipbuilding Yard at Vishakhapatnam, to the military from the shipping industry. The announcement came in response to expressed concern of the Indian navy about delays in constructing tactical submarines for the 134-ship navy. A \$6.6 billion project of the nation's indigenous submarine-building activity codenamed P75-India is to build six submarines by 2015.

December 28 “Russian SSN to be leased India passes final trials” (RIA Novosti, December 28, 2009)

Russia's nuclear attack submarine (SSN) *Nerpa* successfully passed final trials, a spokesman of the Russian Pacific Fleet said on the 28th. The submarine will be officially commissioned with the Russian Navy later, and will be subsequently leased to the Indian Navy. India reportedly paid \$650 million for a 10-year lease of the 12,000-ton *Akula II* -class SSN. The submarine will be subsequently operated in the Indian Navy under the name INS *Chakra*.

December 29 “US Navy receives new type of SSN” (Navy News Stand, December 29, 2009)

On the 29th, the US Navy took delivery of the sixth *Virginia*-class submarine, PCU *New Mexico* (SSN 779), from Northrop Grumman Shipbuilding (NGSB). (Note: PUU is Pre-Commissioned Unit.) PCU *New Mexico* (SSN 779) is the sixth *Virginia*-class submarine and the third delivered by NGSB.

In addition, USS *Texas* (SSN 775) was deployed to its new home-port in Pearl Harbor after completion of the *Virginia*-class submarines' first Arctic Ocean testing in November. USS *Hawaii* (SSN 776) was deployed to Pearl Harbor in August.

December 29 “Chinese navy expert floats idea of establishing naval base around Gulf of Aden”

On the 29th, Rear Admiral (RADM) Yin Zhou, Fellow of the Weapon Research Center of the Chinese navy and an expert on maritime affairs, suggested that China should establish a permanent base in the Gulf of Aden to support its anti-piracy operations. RADM Yin Zhou's proposal was posted on the defense ministry website. RADM Yin said supplying and maintaining the fleet off Somalia was challenging without such a base, and said other nations were unlikely to object. RADM Yin said a relatively stable, solid base, along with facilities for communications, would be an appropriate point for re-supply and repair, and would be beneficial to rest and recreation for the crews. But RADM Yin offered no suggestion on where such a base should be located, adding that any definite decision to establish such a base would have to be decided by the Communist Party.

1.3 Diplomacy and International Relations

December 21 “Burma assures China on pipeline and border security” (Reuters, December 21, 2009)

Recently, Myanmar has given China political assurance over an important crude oil pipeline and promised to maintain stability along the border after unrest in August pushed thousands of refugees into the Chinese side. The pledges were made during a visit by Chinese Vice-President Xi Jinping to Myanmar. China is Myanmar's main foreign backer, and China's overriding concern is a stable Myanmar to give its landlocked southwest access to the Indian Ocean. A crucial part of that relationship has been the long-mooted construction of oil and gas pipelines to China. China's top oil and gas firm CNPC has now received exclusive rights to build and operate the China-Myanmar crude oil pipeline. As part of the pipeline scheme, CNPC started building a crude oil port in Myanmar on October 31.

In a talk with Myanmar's leader, General Than Shwe, Chinese Vice-President Xi Jinping assured Myanmar of China's continuing support. Responding to this statement, Than Shwe said he would maintain peace and stability on the border between the two nations.

December 29 “Prime ministers of Japan, India meet, issue joint statements” (Japanese Foreign Ministry HP, December 29, 2009)

Visiting India on December 27-29, Japanese Prime Minister Yukio Hatoyama had a top meeting with Indian Prime Minister Manmohan Singh on the 29th. The two Prime Ministers issued a joint statement entitled “New Stage of Japan-India Strategic and Global Partnership.” The joint statement reaffirms that Japan and India will further develop and strengthen the “Strategic and Global Partnership” between the two nations. In the joint statement two the two Prime Ministers expressed their satisfaction at the finalization of the Action Plan with specific

measures to advance security cooperation based on the Joint Declaration on Security Cooperation between Japan and India issued in October 2008. The two Prime Ministers committed to enhancing the security cooperation between Japan and India according to the Action Plan, and to deepening their discussion through the newly-established framework at the Subcabinet/ Senior Official – level 2 plus 2 dialogue, which was endorsed in the Action Plan.

Notes: Joint Statement between Japan and India ;

http://www.mofa.go.jp/mofaj/area/india/visit/0912_02.html

Ditto in English;

<http://www.mofa.go.jp/region/asia-paci/india/pmv0912/joint.html>

Action Plan;

http://www.mofa.go.jp/mofaj/area/india/visit/actionplan_09.html

Ditto in English;

<http://www.mofa.go.jp/region/asia-paci/india/pmv0912/action.html>

1.4 Shipping, Resources, Environment, and Miscellaneous

December 2 “US delays enforcement of law for scanning containers for two years” (Fairplay Daily News, December 2, 2009)

On the 2nd, the US Department of Homeland Security confirmed a two-year delay in enforcement of a US law requiring scanning of all inbound boxes. The 9/11 Commission Act of 2007 decreed that by July 2012, all US-bound boxes must be scanned prior to being placed on a vessel at a foreign port, with unscanned containers barred from US entry. The mandate was vehemently criticized as being impossible to achieve. DHS will offer an extension to all foreign ports until July 2014. It will provide a blanket extension on the belief that port-by-port extensions could potentially give a competitive advantage to some ports and lead to trade disruptions.

December 2 “COSCO investigates nuclear powered merchant ships” (Lloyd's List, December 2, 2009)

China Ocean Shipping Group (COSCO) is studying the possibility of nuclear powered merchant ships as it looks for alternatives to fossil fuels in the future. COSCO president and chief executive Wei Jiafu said that the industry needed to consider alternatives oil to power ships. Capt Wei noted the use of nuclear energy to power ships was technically possible but the issue was whether society would be able to accept the concept. He told that, if they could prove they are able to use nuclear energy on ships safely, this could be one of the solutions, adding that Cosco will head the research.

Moreover, Capt Wei called on international industry organizations such as Intertanko and the International Chamber of Shipping to support the safe use of nuclear energy to power ships. While expressing serious concerns about the practicality of using nuclear power, Intertanko

managing director Peter Swift said there would also be public resistance and an issue of having enough trained engineering staff to operate nuclear reactors onboard merchant vessels. On top of the manpower issue would be the economics of using nuclear energy and whether ports of other nations would be willing to accept such nuclear powered merchant vessels.

December 2 “MOL Completes Concept for 2nd in Series of New-Generation Vessels: *ISHIN-II* Ferry” (Mitsui O.S.K. Lines, Ltd. HP, December 2, 2009)

On the 2nd, Mitsui O.S.K. Lines, Ltd. announced the completion of the concept for its second in a series of next-generation vessels, *ISHIN-II*. According to the Mitsui O.S.K. Lines, Ltd. HP, the concept for its second in a series of next-generation vessels, which will be technically practical in the near future, is the ferry, which is an environment-friendly means of transport, and plays a key role in the modal shift. It maximizes advancement of technologies already developed and adopted, will further reduce the environmental burden, and will enhance comfort for passengers. The features of the ferry “*ISHIN-II*” are as follows:

- (1) Use of LNG as fuel; Underway: Cleaner exhaust gas and makes larger reduction of CO2 emissions.
- (2) Use of shore power supply system; While in port, and at berth: Achieves zero emission by use of electricity supplied from shore and rechargeable batteries. Optimize electricity supplied from ferry berth, achieving zero emission while in port and at berth.
- (3) Emphasis on comfort: Passengers can travel in freedom and comfort, with the catch phrase “Let's Stay Aboard.” The design minimizes vibration and noise in passenger spaces, while maximizing comfort, convenience, and service quality for passengers.

Notes: ISHIN stands for “Innovations in Sustainability backed by Historically proven, Integrated technologies.” (Regarding the first ISHIN concept, a next-generation, environment-friendly car carrier, refer to OPRF MARINT Monthly Report, September 2009, 1. 4 Shipping, Resource, Environment and Miscellaneous.)

December 4 “USCG's tighter ballast-water standard severely criticized” (Fairplay Daily News, December 4, 2009)

The USCG is considering a two-phase regulation to mandate that commercial vessels install ballast-water management systems that prevent non-indigenous species from being introduced into US waters. According to the regulation, new vessels would have to meet Phase One requirements by January 1, 2012. The Phase Two deadline – which requires certain organisms found in ballast water to be reduced 1,000 times by volume – is January 1, 2016. Deadlines for existing vessels would be at the time of the vessel's first dry docking to be conducted after 1 January 2014 for Phase One and after January 1, 2016 for Phase Two. A comment period over the proposal ended on December 4.

In its comments, the World Shipping Council (WSC) estimated the cost to install equipment to meet proposed standards at \$900,000 to \$2.3M per ship. WSC also noted that aside from costs, the proposal leaves the door open for individual states to require their own, stricter ballast-water

requirements. WSC also noted that aside from costs, the proposal leaves the door open for individual states to require their own, stricter ballast-water requirements. It is simply not reasonable for ships to be expected to comply with different ballast-water treatment standards in the various US states they call, WSC argued.

December 4 “DSME wins order for offshore wind farm planter” (Marine Log, December 4, 2010)

RWE Innogy, a unit of German power utility RWE AG, has awarded Korean shipyard Daewoo Shipbuilding & Marine Engineering Co., Ltd, (DSME) a contract to build a specialist ship for the construction of offshore wind farms. The contract also includes the option for two further identical construction ships. The value of the contract for each ship is around Euro 100 million. The first ship should be completed in 2011. According to RWE Innogy GmbH, the building of their own construction ships will overcome one of the most important supply bottlenecks they face in the construction of wind farms at sea. These ships will give them a decisive time and cost advantage in the North Sea and further afield in implementing their ambitious plans to expand wind energy.

The specific ships are the first of their type in the world. They are self propelled platforms with a length of 109 meters and a width of 40 meters. The ships can simultaneously transport and install up to four turbines in the multi-megawatt class. Featuring satellite control, these ships can be fixed with centimeter-precision for construction work at sea and operate in water depths of more than 40 meters. The specific ships are intended for use in the construction of the offshore wind farms planned by RWE Innogy. The company currently has plans for two wind farms in the German part of the North Sea. RWE Innogy is planning construction of a further offshore wind farm off the Welsh coast and has just this week commissioned the “Rhyl Flats” wind farm (90 MW) in Liverpool Bay off the Welsh coast. The company has already been operating the “North Hoyle” offshore wind park (60 MW) there since 2004. RWE Innogy also has a 50 percent share in the “Greater Gabbard” wind farm off the East coast of England. This wind farm is currently under construction and will have a total capacity of more than 500 MW on completion in 2011. Furthermore, RWE Innogy is involved in the construction of the first Belgian offshore wind farm, “Thornton Bank” which will have a total capacity of 300 MW. The first expansion phase of this wind farm is already in commercial operation with an installed output of 30 MW.

【Related Story】

“9 European nations sign up to develop offshore wind grid” (U.K. Department of Energy & Climate Change, Press Release, December 7, 2009)

According to the press release from the British Department of Energy & Climate Change (DECC) dated December 7, environmental ministers from nine countries including Britain, Germany, France, Belgium, the Netherlands, Luxembourg, Denmark, Sweden and Ireland had the meeting in Brussels and signed the agreement to develop an integrated offshore grid in the North and Irish Seas on the 7th. The initiative is called “The North Seas Countries' Offshore Grid Initiative.” The idea of a grid spanning European waters should make supplies of electricity more

secure for the participating countries by making it easier to optimize offshore wind electricity production. It will also help the EU as a whole to meet its renewable energy target for 2020. The intention is to prepare at working level a strategic work plan in early 2010 with the aim of coordinating offshore infrastructure development. This would be enshrined in a Memorandum of Understanding to be signed later in 2010.

December 7 “South Korea to ban single-hull tankers from 2011” (Lloyd's List, December 7, 2009)

South Korea has confirmed it will ban single-hull tankers from its waters from 2011. According to South Korea's Ministry of Land, Transport and Maritime Affairs (MOLTMA), South Korea plans to reduce the percentage of single-hulled tankers calling at its ports in 2010 to 15% all of tanker calls from 22% in 2009. South Korean oil companies only hired 27 single-hulled very large crude carriers (VLCC's) in 2009. Following the Hebei Spirit spill in December 2007 South Korean MOLTMA officials indicated the country accelerate the ban on single-hull tankers from the original planned date of 2015. Currently, the estimated 820 single-hulled vessels are still trading. The announcement by South Korea that it will ban single-hull tankers from 2011 further reduces the employment options of the single-hulled vessels. China already confirmed it would ban single-hulled vessels from calling at its ports from the beginning of 2010.

December 8 “CNOOC to increase oil output in south SCS” (ZACKS, December 8, 2009)

China National Offshore Oil Corporation (CNOOC), the country's largest offshore oil explorer, intends to double its production in the western South China Sea (SCS). According to CNOOC, production from this area may touch 20 million cubic meters by 2015 from 10 million cubic meters in 2008. Other major production areas in offshore China are Bohai Bay, eastern SCS and the East China Sea. The western SCS is, however, an important area where company's oil and gas properties are located. Approximately 24% of the company's total year-end 2008 proved reserves were located in the western SCS. CNOOC and its partners are planning to invest nearly \$29 billion through 2020 to develop energy reserves in the SCS.

【Related Story 1】

“CNOOC planning to drill deep-water wells in SCS” (Trading Markets, December 7, 2009)

China National Offshore Oil Corporation (CNOOC) plans to drill deep-water wells in the South China Sea (SCS) in 2010. CNOOC will possibly drill one-to-two wells or even more in the 1,500-to-1,800-meter-deep area in the SCS, disclosed an official of the company. It expects to join hands with international partners. The company is believed to spend a few years ahead on the formation of an important production base in the SCS, whose deep-water area contains estimated reserves of 22 billion barrels of oil equivalent.

【Related Story 2】**“CNOOC discovers new natural gas reserve in SCS” (Husky Energy HP, December 8, and Trading Markets, December 9, 2009)**

CNOOC Ltd. and its Canadian partner Husky Energy discovered new gas resources in the South China Sea (SCS), following the Liwan 3-1 discovery in 2006, CNOOC Ltd. announced on the 8th. The newly discovered Liuhua 34-2 gas-field in the SCS's 29/26 deepwater block was capable of producing a daily 55 million cubic feet of natural gas during test drilling in a water depth of 1,145 meters. When gas production begins, the well's future deliverability could exceed 140 mmcf per day. Husky Energy is planning an appraisal well to determine the full potential of the LH34-2 field in 2010, and first gas production is targeted to be in the 2013 timeframe.

【Related Story 3】**“CNOOC to build gas terminal Zhuhai” (Alibaba.com, December 7, 2009)**

China National Offshore Oil Corp (CNOOC) will build a terminal in Zhuhai to receive natural gas from China's first deepwater field in the South China Sea. The terminal includes one production area, one living area and two berths with a docking capacity of 30,000 metric tons and 5,000 metric tons each, encompassing an area of 1.45 million square meters. Liwan 3-1 is China's first deepwater gas discovery operated by Husky Energy, The site will have an initial production capacity of 8 billion cubic meters per year, or 774 million cubic feet per day, and its reserves are estimated at 4 to 6 trillion cubic feet.

December 9 “Revenue at Egypt's Suez Canal has fallen in November” (Trade Winds, December 9, 2009)

Total revenue at Egypt's Suez Canal was \$365.5m in November, compared to \$419.8m during the same period in 2008, dropping 13% year-on-year in November. Revenue was \$398.9m in October. Ship transits in November fell to 1,418, from 1,770 a year ago. Suez traffic in November slowed in what analysts say is usually a quiet month. But the canal has been hit by the slump in world trade and the re-routing of ships round South Africa to avoid pirates in the Gulf of Aden.

December 11 “Chinese high LNG import speeds up building domestic LNG carriers” (China Daily, December 11, 2009)

Statistics from Chinese Customs show that Beijing imported 4.39 million tons of liquefied natural gas (LNG) in the first 10 months of 2009. China imported 3.34 million tons and 2.91 million tons respectively in 2008 and 2007. According to director of China Shipbuilding Economic Research Center, China would need about 38 LNG carriers by 2010 and more than 65 by 2015 to transport gas. At present, Shanghai-based shipbuilder Hudong-Zhonghua is the first Chinese company that is piloting the building of an LNG carrier. According to Hudong-Zhonghua, they have just finished the last vessel in the first lot of five orders that they got. Each LNG carrier would have a storage capacity of 147,000 metric meters. Prior to this, only South Korea, Japan and a few countries in the Europe and North America are capable of building such ships. The

head with Hudong-Zhonghua told that, by diversifying into LNG carriers, Hudong-Zhonghua had greatly enhanced its shipbuilding techniques, which had also helped them to gain an edge over rivals especially during the economic downturn. Encouraged by the success of the Chinese firm, more domestic shipbuilders are now looking at moving into LNG carriers.

December 15 “Deep-sea glider makes successful Atlantic crossing” (The Washington Post, December 15, 2009)

Departing from the coast in New Jersey, USA, on April 27, 2009, an aquatic glider called the Scarlet Knight made an approximately 7,000-kilometer successful crossing of the Atlantic Ocean. Scarlet took 221 days before it was retrieved off the coast of western Spain on December 4. With its successful cruise, this deep-sea glider offers new possibilities for ocean and climate research. The deep-sea glider Scarlet which was developed by scientists and others of the Rutgers State University in New Jersey has, like an airborne glider, a wing which is two meters long and a tube-like unmanned glider with about two meters in diameter. It is capable of climbing from and descending into the water by using a device related to adjusting buoyancy, and controlling the direction by using the wing (see diagram below). After seven-month cruise, Scarlet sailed receiving navigational instruction from Rutgers University and others using a satellite phone. Apart from receiving the instruction on the surface, as Scarlet dived into waters, moving slowly to a depth of about 200 meters, it was not influenced by the oceangoing vessels and fishing nets or the bad weather.

At present, Scarlet collects oceanographic data by using three kinds of means - artificial satellites, 3,000 Algorithm floats drifting at a depth of about 2,000 meters, which measure oceanographic data and communicate with satellites while surfacing once every 10 days) and oceanographic research vessels. Of them, oceanographic research vessels cost at the maximum of 30,000 US dollars (USD) a day. However, in case of underwater gliders, it costs as low as 100,000 USD - 150,000 USD per unit, which is capable of accumulating data at a low cost, while carrying a various kinds of physical and chemical sensors. Incidentally, the US Navy has just purchased 150 deep-sea gliders.

Notes: <http://www.washingtonpost.com/wp-dyn/content/graphic/2009/12/15/GR2009121500606.html?sid=ST2009121500609>

<http://www.washingtonpost.com/wp-dyn/content/graphic/2009/12/15/GR2009121500610.html?sid=ST2009121500609>

December 17 “Vietnam, Cambodia signs treaty on freedom of navigation on Mekong waterways” (Mekong River Commission for Sustainable Development HP, December 17, 2009)

On the 17th, Cambodia and Viet Nam signed a treaty that will allow freedom of navigation on Mekong waterways between the two countries. The Treaty on Waterway Transportation signed in Phnom Penh legally binds Cambodia and Viet Nam to reducing the official restrictions that have existed for cross-border navigation. The move will free-up regional and international trade, help avoid delays and make river-based customs and immigration procedures more efficient. The agreement also introduces a range of other measures that should improve efficiency and safety for

vessels using the more than 65 Cambodian and Vietnamese registered internal ports.

December 17 “British Shipping to develop sailing coasters with new propulsion system” (Marine Log, December 17, 2009)

B9 Shipping is developing fossil fuel free 3,000 DWT, commercially competitive--in price and performance-- motor sailing coasters, to service coastal markets around the world. The ships are powered by a combination of proven technologies--conventional soft sails and biogas marine engines. According to the company, sixty percent of the ship's thrust will come from sails and 40% from engines fueled with biogas. The Shipping considers that the main market for the ships is transportation of biomass, wood chips and pellets, from the Baltic Sea area to England, and is also expecting demands for trade on the east coast of U.S.A. and Canada.

December 26 “China approves island protection law” (Xinhua, December 26, 2009)

On the 26th, the 12th conference of Standing Committee of the National People's Congress (NPC) of China ended the 5-day session, approving the “island protection laws.” Mentioning that the Standing Committee approved the “island protection laws,” Wu Bangguo, chairman of the Standing Committee of the NPC, stressed its significance by telling that the island protection law would play a key role in protecting islands' eco-system, rationally utilizing natural resources and safeguarding the country's marine rights.

December 28 “Russian Pacific oil terminal begins operations” (RIA Novosti, December 28, 2009)

On the 28th, the Russian prime minister (PM) Vladimir Putin took part in the official ceremony of pumping the first batch of Siberian oil into an oil tanker at the newly constructed oil-loading port of Kozmino in the Far East. Kozmino is the final point of the East-Siberia - Pacific Ocean (ESPO) pipeline project. Regarding the project, PM Putin stressed significance of the project, adding “It is an important event for Russia. It is a strategic project, which enables Russia to enter new markets in the Asia-Pacific region.”

The ESPO project is an artery which is designed to pump up to 1.6 million barrels (220,000 tons) of crude per day from Siberia to Russia's Far East and then on to China and the Asia-Pacific region. The project's first leg envisages the construction of a 2,757-kilometer pipeline with a capacity of 220.5 million barrels (30 million tons) of oil per year. It will link Taishet, in East Siberia's Irkutsk Region, to Skovorodino, in the Amur Region. The second stretch will run 2,100 kilometers from Skovorodino to a port of shipment [in the Pacific Ocean]. It will pump 367.5 million barrels of oil annually.

2. Intelligence Assessment

Review of the Article “How the United States Lost the Naval War of 2015”

In the U.S. journal *Orbis*, Winter 2010, the article entitled “How the United States Lost the Naval War of 2015”(hereafter this article) by James Kraska, a guest investigator at Marine Policy Center, Woods Hole Oceanographic Institution, was carried.¹

This article is pointing out a “vulnerability” of strategy which will be a basis of military buildup and operations of the present U.S. Navy - “A Cooperative Strategy for 21st Century Seapower” and Global Maritime Partnership Concept- by recounting a scenario in which the US Navy’s nuclear-powered aircraft carrier, USS *George Washington* was sunk in the East China Sea (ECS) after having been hit by a Chinese anti-ship ballistic missile which was suddenly launched on a day in peacetime in 2015.

Possibly, it was because more attention may have been paid to such an amazing scenario as a sudden firing of Chinese anti-ship ballistic missiles that the critical opinions were given to the author to the effect that this article aims to mischievously incite others to make war with China, or to turn your eyes away from the importance of anti-terrorism war. However, what the author intends to say seems to be in another place. Isn’t the United States Navy assuming that the armed conflicts between the States will begin with the asymmetric wars? Are there any inconsistencies between the “Partnership” which is the basis of the U.S. Maritime Strategy and “Essence of the Armed Forces?” If so, as the author says it will occur in 2015, it will not be long before a danger becomes a reality, or an open seam of inconsistencies comes to the surface, and from that time, the United States Navy may lose supremacy in the world oceans.

In this year of 2010 “The Quadrennial Defense Review” will be submitted to the congress. According to the reports of the mass media and the Department of Defense, reactions to the activities of the Chinese navy in the South China Sea (SCS) and improvements of capabilities of the allies among others will be incorporated in the program. In addition, the year of 2010 is the 50th anniversary of the revision of the Japan-US Security Treaty, and various arguments about the status of Japan-US alliance will be made. Under these circumstances, it is worth reading over this article in detail.

In this chapter the OPRF has introduced the gist of this article and opinions contributed by the readers and commented on the essence of today’s US Maritime Strategy as well as connotations of the Japan-US alliance.

¹ James Kraska, “How the United States Lost the Naval War of 2015”, *Orbis*, Winter 2010, pp.35-46. James Kraska is a guest investigator at the Marine Policy Center, Woods Hole Oceanographic Institution and the former Oceans Policy Adviser for the Director of Strategic Plans & Policy, Joint Chiefs of Staff.

This article is available at following URL:
<http://www.fpri.org/orbis/5401/kraska.navalwar2015.pdf>

1. Gist of article

The gist of this article is as follows.

- By 2015, U.S. command of the global commons could no longer be taken for granted. The oceans and the airspace above them had been the exclusive domain of the U.S. Navy and the nation's edifice of military power for seventy-five years. The unique capability to project decisive power rapidly in any corner of the world gave the United States deterrent power and unrivalled military influence. However, all that changed in 2015, when the nuclear-powered aircraft carrier, USS *George Washington*, forward-deployed to Yokosuka, Japan, sunk to the bottom of the ECS.
- In the United States the series of political, diplomatic and strategic missteps had been unfolding for more than two decades. During this period, globalization, developments in the international law of the sea, and the revolution in military affairs aided the emergence of China and other new naval powers. Globalization was a democratizing force among navies. Together with wealth, not only military-related technologies but also doctrine, training and operational art of the foreign countries flowed into China. As a result, force structure and war-fighting skills of the Peoples' Liberation Army (PLA) Navy were vastly improved, and weapons were rapidly modernized in the form of making generational leaps. A collection of coastal states unfriendly to the United States had invested heavily in asymmetric anti-access technologies and strategies to counter the power of U.S. naval forces. These asymmetric military powers were built by the cause of Iraqi defeat in the Gulf War, to say in another word, as a lesson that they could not deny the access of the United States Navy. China has developed weapons of the future from the lessons of the Gulf War. One "game-changing weapon" was, namely, one of anti-ship ballistic missiles. Without warning, on a day in 2015, a Chinese anti-ship ballistic missile struck directly the USS *George Washington* underway in the ECS.
- A visit of Taiwanese President Lee Teng-hui (then) to the United States was a source of the Taiwan Strait Crisis in 1995 – 1996. The United States sent two aircraft carriers – USS *Nimitz* and USS *Independence* to the Taiwan Strait. After this crisis China embarked on massive naval buildup. Accepting the big waves by the two US aircraft carrier battle groups as a lesson, China began to acquire the weapons which could eliminate the aircraft carriers of the United States Navy to be deployed to the Western Pacific. China ordered *Sovremenny*-class destroyers and *Kilo*-class submarines from Russia. PLA Navy introduced the sophisticated *Song*-class diesel electric submarine. In one incident in October 2006, one of *Song*-class submarines reportedly quieter than the U.S. *Los Angeles*-class attack submarines surfaced inside the protective screen of the aircraft carrier USS *Kitty Hawk*.
- While the U.S. Pacific Fleet was in panic after USS *Kitty Hawk* embarrassment over its vulnerability to Chinese diesel-electric boats, Navy Pentagon had just briefed President Bush on its new strategy. The "Thousand Ship Navy," would evolve into the concept of a "global maritime partnership (GMP)" and the service chiefs for the Navy, Marine Corps and Coast Guard would jump on board in 2007 and sign the "Cooperative Strategy for 21st Century Seapower (hereafter called Cooperative Maritime Strategy)." These cooperative maritime

- concepts were meant to be accessible to all nations, inclusive and inviting. Partnerships were sought for maritime humanitarian assistance, disaster relief and counter-piracy operations. Fleet commanders searched for opportunities to build partnership. Regional commanders of the U S Navy favored the benefits of partnership over the value of preserving navigational rights in the coastal areas. While the U.S. Navy struggled with how to conduct combined, lower-order maritime security operations, China was concentrating on how to win a naval war.
- The United States Navy was living off its legacy. The incessant “search for naval partnerships” was implemented on the vague recognition that President Reagan’s 600-ship Navy was a shell of its former glory. The country lay under the illusion of naval superiority, but it was a mirage. Given that a 1.0 force presence - maintaining one ship on station - typically requires three ships - one in work-ups and evaluation, getting ready to deploy, one on deployment, and one in the yard being refurbished after deployment - the 313 ships never really promised more than about 100 ships at sea at any given time, and these would be spread over the entire globe. While the U.S. Navy perhaps could outmatch any other navy in a fair fight, her rivals were not looking for a fair fight. Most partners with large naval force were Allies. Allies would prove more intent on avoiding war than deterring it. U.S. adversaries were thinking asymmetrically.
 - In 2015, China’s navy was somewhat smaller than the United States Navy. China, however, could marshal its entire national fleet for a crisis immediately off its shore. On the other hand, the United States would have to fight with the forces in Iraq and Afghanistan.
 - Leaving some doubts about whether or not the incident could be really called a war, the war was over almost as soon as it had started. On that day George Washington was conducting routine patrols off the coast of China to send a signal of U.S. resolve. China responded with a signal of its own - sinking the massive ship. The Chinese intermediate range ballistic missile fired pierced the aircraft carrier. The ship broke in two and sank in twenty minutes. The United States suffered its greatest defeat at sea since Pearl Harbor. The incident was immediately met with diplomatic solution between the two countries. No one in the West expected the dispute to spiral out of control.
 - While the Pentagon was reeling to determine exactly what happened, a well-orchestrated and pre-planned rescue effort was already underway by a flotilla of first responders from China. The Chinese media reported on the bravery of Chinese naval forces, fisheries enforcement police and common fishermen who happened to be in the vicinity of the disaster and were able to save numerous lives. Beijing denied the attack. China shuttled to the Security Council, claiming that an accident had created a radioactive incident in its fishing zone. The International Maritime Organization (IMO) had declared the area of the attack a marine sanctuary one year earlier, and China had publicly warned that foreign warships posed an environmental risk to the natural marine environment. The area activists from environmental NGOs began to monitor the situation. Although the Pentagon immediately ordered warships and aircraft toward the ECS, civil activities to stop the impending transit of U.S. warships through the Panama Canal and the Suez Canal spread in the regions.
 - Much as Secretary of State Colin Powell (then) had delivered evidence of Iraq’s secret weapons

of mass destruction at the Security Council in 2003, the U.S. ambassador to the UN provided details on Chinese missile telemetry to prove Beijing's complicity. But U.S. credibility was low, and China was in ascent. China's narrative shaped global media and public opinion: the incident was unfortunate and simply demonstrated to Japan and to the world the volatility and danger of U.S. nuclear-powered warships. The explosion was an accident and it would not have happened if the carrier had not been trying to intimidate China.

- A month would pass before the United States was able to position more than three aircraft carriers in the region, and then what? Many Asian governments tacitly supported the United States, but were afraid to do so publicly for fear of angering China. The highly capable fleet of the Japan Maritime Self Defense Force rested at anchor in Yokosuka, Sasebo and a handful of other bases throughout the country. But Japan was constitutionally prohibited from taking action on behalf of the United States, and realistically, what could it do? In Delhi, a common Chinese foe could not overcome the strength of the communists in the government who restrained Indian support for the United States.
- The once robust U.S. "freedom of navigation" program had atrophied by 2015. Looking back, there was the 2001 EP-3 incident, after which the Department of State deemed naval operations near China to be too overt, too provocative. As the Seventh Fleet became less visible in the ECS, China's sense of control over the littoral waters grew.
- History shows how the maritime balance of power can shift suddenly, rearranging global order. The sinking of the nuclear-powered aircraft carrier, USS *George Washington* transformed the structure of Asian security. Only more slowly did people begin to realize that the maintenance of world order had rested on U.S. military power, and the foundation of that power was U.S. command of the global commons. At that time, however, balance of power has shifted. The United States and its NATO partners who had become increasingly obsessed with counter-insurgency tactics and small wars doctrine in Iraq and Afghanistan, forgetting the lessons of great power conflict. The United States had been overlooking the asymmetric strategy. Unlike the United States, China used all levers of maritime power to achieve its goals. The U.S. Naval force plans had been in disarray for decades. The nation was implementing a "cooperative" naval strategy designed for peace—preventing brushfire wars rather than deterring great power conflict. Meanwhile, coastal states control over the offshore areas, and China championed "freedom of the seas" in the littorals.

2. Opinions contributed

After this article was made public, Asia Times carried another article entitled "China's Naval Prowess Overblown" by a freelance journalist, Peter J. Brown, on December 18.² The article has the content of criticizing James Kraska's article, the gist of which is as follows.

- This fictitious account appears to show a stark, one-sided portrayal of China

² Peter J. Brown, "China's Naval Prowess Overblown," *Asia Times Online*, December 18, 2009. This article is available at following URL:
<http://www.atimes.com/atimes/China/KL18Ad04.html>

as a hostile state ready to behave violently at all times. While there are valid points in Kraska's article, it is not what he is trying to say in his article that matters, but how he says it in his introduction to make his assertions. By endorsing the concept that China is contemplating acts of war, including a surprise attack on the US Navy in the near future, Kraska is ending 2009 on a very sour and controversial note. But the author is not breaking new ground by highlighting the increasing vulnerability of the US Navy and emphasizing that US aircraft carriers could be caught off guard in a surprise attack by China. These are concerns that are openly acknowledged and frequently discussed.

- Because reports of alleged acts of Chinese economic espionage in the US are on the rise, the US public is exposed to all sorts of conflicting messages about China and its intentions. The editor of *Orbis*, Mackubin (Mac) Owens who is an associate dean and professor of national security affairs at the US Naval War College mentions in his "Editor's Corner" as follows.

Obama has opened a dangerous new chapter in US history. President Obama has embarked on a grand strategy that seems to relegate the United States to the status of just one among many. This is a radical shift and a dangerous one. He will discover that the liberal world order that provides peace and prosperity does not arise spontaneously. It must be underwritten by American power.

This statement is not right. Obama's administration is gradually revising their overall approach to foreign policy. His decision to send more troops into Afghanistan is seen as evidence that he is inclined to rethink his stance.

- Author says, "The US Naval force plans had been in disarray for decades." The US Navy may not be perfect but it outperforms all other navies on a daily basis. The operational plan has been carefully considered. Despite China's habit of displaying regional muscle and restlessness, the type of attack which invites and requires immediate escalation seen in the scenario seems farfetched at best. Any attack on the United States would involve Japan and the Republic of Korea. Australia and India, and perhaps Vietnam and Singapore would be compelled to take actions beneficial to the United States. Kraska also says, "The country lay under the illusion of naval superiority, but it was a mirage." But is to say so to suggest that someone else's navy is superior?
- Some Chinese Internet websites published a Chinese plan for an attack on Vietnam. Chinese government explains that such a talk is groundless fabrication. But Vietnam is buying weapons from Russia. Specifically, Vietnam is planning to spend almost US\$6 billion to acquire six super-quiet *Kilo*-class Project 636 diesel-electric submarines. The point here is that the Vietnamese are alarmed by the signals that a few Chinese are sending, and demand that something be done about it. China and the US already have a rocky relationship. One does not have to sink a US aircraft carrier in the ECS to call attention to this.

Against such an opposing argument, following opinions were contributed on the internet websites.

- China's action against the nuclear powered aircraft carrier USS *George Washington* takes

place in a void. Any conflict between China and the US would be a protracted one, and neither is particularly certain of the result.

- There would be a much broader participation of players in such a situation. Japan has constitutional constraints, and these would likely preclude an immediate military response beyond logistic support and such-like. I expect that these constraints would nevertheless be forgotten when US bases on Japanese territory are attacked. The ROK and Australia, two other US treaty allies in the region, have no such constraint. Vietnam might make a grab for the Spratlys. NATO would be drawn in under the same provision of the North Atlantic Treaty that saw it move into Afghanistan.
- If it was Mr Kraska's intention to spotlight US military vulnerabilities, the point is well taken. But, as pointed out in scenario, such wars aren't won or lost at the opening engagement.
- This is scenario war-gaming in the U. S. Naval War College tradition. More strongly, this could be read as a critique of the Cooperative Maritime Strategy (CMS). But the CMS is more about thinking how to avoid conflict more than fight it. It is unlikely that China will start a war in the scenario.

3. Analysis

As I have mentioned at the beginning of this report, isn't it considered that the main points of this article may be put in a place different from the place where the critical opinions delivered are focusing their attention? Scenario is only a tool which gives guidance to his assertions, and the main points of this article should be considered to be proposals for how the U. S. naval strategy should be. In addition, this article mentions an apprehension which could be pointed out only by the author who is a researcher of the United States Navy. It is necessary to read over this article carefully along with military rationality.

(1) Cooperative Maritime Strategy and GMP Concept

The Cooperative Maritime Strategy is considered to represent an integrated, creative maritime strategy propounded jointly by US Maritime Forces (Navy, Marine Corps, Coast Guard). This strategy is based on the recognition that the prosperity of the United States is inseparable from other nations' prosperities; US national interests will be assured by the promotion of a peaceful global system made up by interdependent networks of trade, finance, information, etc., and the system of exchange among nations is vulnerable to disruptions taking place in areas remote from the centers of the world. Among such disruptions are major power war, regional conflicts, terrorism, lawlessness, and natural disasters. The Strategy points out the necessity of using sea power to protect the US vital interests, while stating that no single nation is in possession of resources that guarantee the safety of the ocean, and thus emphasizing the necessity of operating an integrated multinational power for that purpose.

In 2005, prior to the appearance of the New Maritime Strategy, Admiral Mike Mullen, the Chief of Naval Operations (then), proposed Global Maritime Partnership (GMP). GMP is a concept in which the membership is to utilize various public and private assets and

organizations possessed by individual nations including maritime forces, for rescue operations for natural disasters and for the prevention of piracy, proliferation of weapons of mass destruction (WMD), and drug trafficking. This concept became the basis of the Cooperative Maritime Strategy later.

GMP is not what is led by the United States but a voluntary gathering which is not bound by the treaties and others. The conclusive objectives of the GMP will be keeping security to defend the maritime domains. It is to guarantee the security of the maritime space with multinational joint efforts, which is a concept of defending the global interests. This concept was once called "1,000-Ship Navy." There is no meaning of a fixed quantity in 1,000 ships, which is imaging a total of the naval vessels of the individual nations which share the common interests. Incidentally, a total number of the ships in the U. S. Navy is 313 as mentioned in this article.

(2) Questions about the Cooperative Maritime Strategy

In the Cooperative Maritime Strategy largely three questions are pointed out. Of them, two are questions about the naval strategy, and the last one is a question about the significance of the military power.

a. Questions about naval strategy

As the questions about the naval strategy, two are pointed out as follows.

One of them is concerned with how the Strategy will address large-scale state-to-state conflicts. The Strategy predicts, "Continued growth of many nations included in the global system may create increasing competition for resources and capital with other economic powers, transnational corporations and international organizations. Nations may expand wider claims of maritime sovereignty. Marine science technology development and the meltdown of Arctic ice caused by global warming may accelerate competition over marine resources." Thus, the Cooperative Maritime Strategy suggests the potential trans-border danger like terrorism, as well as the possibility of interstate military conflicts. As regards interstate warfare, the Cooperative Maritime Strategy recounts its deterrence by maintaining forward deployment; the implementation of local selective Sea Control in war time, and power projection to win a final victory. But the Cooperative Maritime Strategy fails to give any clear picture geographical positions of forward deployment, the scale of power, coordination with allies, and collaboration with strategically friendly nations besides the allies. Sea areas where to forward-deploy forces to prevent military conflicts between great powers must differ from those where operations should be done to contain global terrorism. How are Services of the military and their quantity? It is all right to be the same with anti-global terrorism? Are the weapons made during the Cold War era adequate? Can they respond to asymmetric wars? These questions come out. Considering the two-front operations of maintaining maritime security including anti-terrorism and deterring interstate conflicts, isn't it possible to compose deterrence because deployable scale of power of the U. S. Navy is, as the author points out, too small?

The second question is concerned with whether or not constabulary mission can be left to multinational efforts. The ocean is a common property of the mankind, and the international

community is responsible for securing it. In all cases, it cannot be safeguarded by the international frameworks alone. In 2004, when the Regional Maritime Security Initiative (RMSI) was released, Malaysia and Indonesia took the position of refusal. China accused that the United States might utilize RMSI as a pretext to make its military intervention in major choke points an accomplished fact. Afterwards, however, multilateral military drills were performed with the participation of the United States, and joint patrols were undertaken by the three littoral states along the Malacca-Singapore Straits. Although RMSI did not become a reality, yet, multilateral efforts have been intensified for constabulary operations in international straits and other important sea areas. The recent UN voting to empower member states to crack down piracy that occurs frequently off Somalia symbolizes a heightened recognition of the necessity of international constabulary efforts. But is it possible to get cooperation in all areas where the troubles may occur? Even if the initiative is employed for the purpose of world peace, the deployment of military power will bring about some change in power balance. If some countries may take the initiative as a threat to their security, will cooperative efforts be difficult?

As a comment similar with two opinions above-mentioned, the Heritage Foundation issued a report titled "Securing the high seas: America's Global Maritime Constabulary Power" in March 2008.³ The report says the GMP concept will be unfeasible in East Asia --- especially so, as far as the Malacca-Singapore Straits and the South China Sea are concerned --- due to strategic differences, territorial disputes, financial constraints, etc. Furthermore, tensions are increasing in Asia --- potential conflicts in the Taiwan Strait or with the North Korea, and India's naval buildup stemming from its mounting vigilance against China's advent to the Indian Ocean. The report acknowledges the national fleet is important, but at the same time suggests the Navy should rely on the Coast Guard for constabulary mission as much as possible, and should focus its resources on revitalizing its combat capability.

In the ECS, SCS, the Malacca Strait, the Hormuz Strait, and in the Arctic Ocean which many nations regard as strategically important, securing safety with multinational cooperation will be considerably difficult. When there are differences of interests among the nations concerned including the littoral nations, the deployment of the U. S. maritime force is not necessarily accepted as a whole.

b. Questions about essence of war and significance of military power

In this article there is a description that "Globalization was a democratizing force among navies." This point is important. Certainly, by globalization, various kinds of ideas have come to be concentrated on one goal, by which the conclusions including many senses of values have come to be drawn. In the same way, GMP concept has come to include various senses of values in the global interests of so called maritime security. As seen in the scenario in the article, the

³ Heritage Special Report, "Securing the high seas: America's Global Maritime Constabulary Power," The Heritage Foundation, March 2008. This report is available at following URL: http://www.heritage.org/Research/NationalSecurity/upload/SR_20.pdf

Chinese attack with an anti-ship ballistic missile is replaced by environmental problems through democratic interactions of the partnership, and there might be a case in which it may be settled diplomatically.

Primarily, as Carl von Clausewitz pointed out, if war is “the continuation of policy with other means,” military power is used to defend the interests of the nation when diplomacy has come to a deadlock. Should military power be prepared to exert its significance even in the situation shown in the scenario in this article?

The scenario in this article mentions “The nations which have big navies were mostly the allies. Allies asked to avoid the war rather than deterring it.” GMP is only possible in the world where all countries that become partners share common values and interests. There, allies are, as all other nations are, one of the partners, and there are areas where it is difficult for them to act for the interests of the United States only.

(3) Aims of Article

As I have mentioned above, if the questions about the Cooperative Maritime Strategy are listed, it seems that there are points which concur with what this article mentions. In this article are shown apprehensions about negative interactions to national security, preparations for interstate armed conflicts, preparation for asymmetric operations and others which are brought by globalization. In particular, what the author wanted to point out may be preparation for asymmetric war in the interstate conflicts. In American *Weekly Standard* (December 17, 2009) was carried an article on the relationship of the US Cooperative Strategy for 21st Century Seapower to the challenges of naval hostilities in the Strait of Hormuz; *The return of sea control? by Michael Auslin*,⁴ Resident Scholar in Foreign and Defense Policy Studies at the American Enterprise Institute, This paper points out the weakness of the United States Navy when Iran staged an asymmetric war with Iranian submarines and mines in the Hormuz Strait. Both the ECS and Hormuz Strait and China and Iran are different in the regions and parties, but the areas in the presentation are the same, which are the preparations for the asymmetric war in the interstate conflict.

If we look in this way, we can say there are timely and relevant remarks in this article. Today, the largest operation which the United States is confronting is the war on terror. In the war on terror cooperation with the various countries is indispensable. There the need of GMP concept is understandable. In addition, at present when the probability of a large scale of interstate armed conflicts is low, it is understandable that we are unable to invest a large amount of national resources in the naval power. But, when the countries that intend to challenge the control of the United States conduct without any warning the asymmetric war, and, if the United States cannot settle it effectively, it is fully considered that the sea control of the United States Navy will be temporarily weakened, regardless of whether or not it is permanently collapsed like a scenario in this article. In the contemporary international community of globalization the influence upon

⁴ This article is available at following URL:
<http://www.aei.org/article/101441>

political, economical and security areas by this activity will be incalculable.

(4) Connotation over Japan-US alliance

During the Cold War period, under the concept of the “600-Ship Navy” and in accordance with the Maritime Strategy established in 1986, the United States Navy deployed the naval vessels on a world scale so as to contain the Soviet forces even under the ice. The Japanese Maritime Self Defense Force (JMSDF) collaborated with the United States Navy in the Western Pacific. In East Asia, Japan-US naval alliance may be said to have concluded the Cold War as the Cold War.

International relations are uncertain and fluid. Under the situation where a shortage of the natural resources and energy is becoming serious on a world scale, it is considered that negative interactions in globalization is bringing tension among the states. In the era today preparation for preventing the occurrence of the interstate military conflicts is required. For this objective, what we should bear in mind in the maritime security is not to destroy the naval balance of power.

In East Asia we must maintain a strong posture of Japan-US alliance. What we should consider will be definite quantitative target figures of deployed forces of the US Navy and the JMSDF and the operational measures which are necessary for deterring the occurrence of the interstate conflicts.

In the strategic environment in East Asia, stability has been maintained by the Japan-US security system and the bases of the U. S. military forces based on the Japan-US security system. In the foreseeable future, no system can be found that guarantees the security in East Asia except the Japan-US alliance system. Forty-four percent of U. S. naval forces deployed overseas have bases in Japan, which is a cornerstone of security in East Asia. In order to prevent the unexpected military conflicts with China that is accelerating advances overseas it will be necessary to build joint strategy simulating various situations and to show it within and outside the country. This article mentions in the scenario that the allied nations would prove more intent on avoiding war than deterring it. Such kind of allied relations may encourage other nations to be an ambitious for starting an asymmetric war without warning.

We must be ready to read carefully the hidden meaning in the Japan-US military alliance in Kraska’s article.

(By Kazumine AKIMOTO, Senior Research Fellow, OPRF)

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