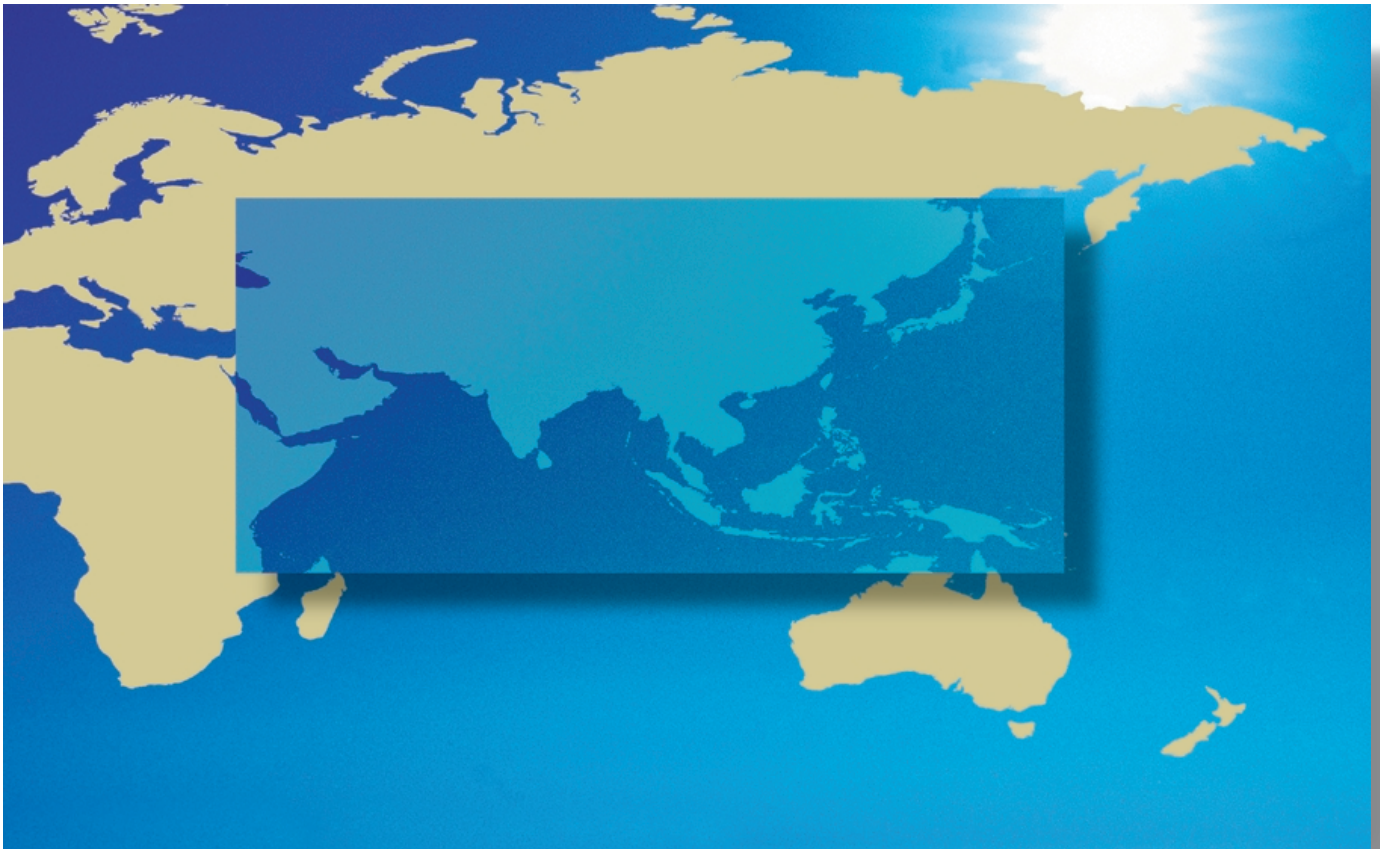


# OPRF MARINT Monthly Report

## January 2010



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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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## **Retrospect: the Second Half of 2009**

**Security:** In the second half of 2009 the activities of Somali pirates were intensified. There were seven hijacking 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 particularly strengthened patrolling activities in the waters near the sea off the Seychelles. As a noteworthy hijacking incident, on October 19, a Chinese-flagged bulk carrier was captured in the Indian Ocean, 350 nautical miles North East of the Seychelles and 700 nautical miles off the East coast of Somalia. It was for the first time a Chinese ship had fallen into the hands of pirates in the Indian Ocean. In November pirate activities in the Indian Ocean were noticeable. In particular, in the sea off Somali coast in Indian Ocean pirates attacked three very large crude oil carriers (VLCCs), of which one was hijacked. It was the second seizure of VLCCs by Somali pirates since it was last noted in November 2008. 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 December 2, the “Joint War Committee” of London-based Insurance underwriters 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.

*Reuter’s News* dated December 1 reported 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.

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

On August 17, the North Atlantic Organization (NATO) commenced a new phase of anti-piracy operation, Operation Ocean Shield. This new mission builds on the experience gained during Operation Allied Protector, NATO’s previous counter-piracy mission, and develops a distinctive NATO role based on the broad strength of the Alliance by adopting a more comprehensive approach to counter-piracy efforts.

On November 30, the UN Security Council unanimously adopted the resolution 1897. The resolution 1897 renewed for another 12 months the authorization for States and regional organizations fighting piracy to enter the Somali territorial waters and undertake all necessary measures that are appropriate in Somalia provided they have the transitional government’s consent.

Denmark’s shipping company Clipper Group has announced it is carrying up to six Russian marines at a time onboard its vessels for transit through the Gulf of Aden. It appears to be the first publicly-acknowledged instance of a private sector ship-owner using military forces to protect vessels against piracy in the Gulf of Aden. Other governments are making armed forces personnel available, albeit on tight conditions and at high costs. Owners of vessels that are both Belgian-owned and Belgian-flagged can hire teams of eight men flown in from bases in Dubai, Djibouti and Mombasa, at a

cost of €115,000 (\$170,884). Nobody is yet known to have taken up the offer. France has adopted a similar policy, and some French owners may have availed themselves of the facility, albeit without seeking publicity.

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

*The PLA News* dated August 24 (Online) carried an article on a status of the Japanese Maritime Self - Defense Force (JMSDF) with a photograph of the “*Hyuga*” which was signed by Den Shizeng. It commented that, in the Asia-Pacific region, apart from the U. S. Navy, the JMSDF is one of the most powerful naval forces, which has relatively strong, ocean-going, and mobile operational capabilities.

The two-day meeting based on the Military Maritime Consultative Agreement (MMCA) between the experts of the United States and China was held in Beijing on August 26-27. China side asked the U.S. side to decrease and eventually stop U.S. military air and sea surveillance and survey operations in China's exclusive economic zone (EEZ).

On September 14, the US Navy's new amphibious assault ship USS *Makin Island* (46,295 tons) pulled into North Island Naval Air Station following a two-month journey from Northrop Grumman's Ingalls Shipbuilding yard in Pascagoula, Mississippi and sailing around the southern tip of South America. USS *Makin Island*

will be commissioned here on October 24. USS *Makin Island* is an energy-saving vessel like a big hybrid car, which is using both gas turbine engines and electric motors. The motors are used at low speeds, and the engine kicks in at high speeds.

On September 17, Malaysia's first French-made *Scorpené*-class submarine, KD *Tunku Abdul Rahman*, arrived at its home base at Sepanggar, Sabah in eastern Malaysia. At the ceremony Royal Malaysian Navy Chief Admiral Abdul Aziz welcomed KD *Tunku Abdul Rahman* as a deterrent for would-be perpetrators, and suggested that the boat will be used to enforce Malaysia's territorial claims.

On October 1, the U.S. Navy formally established Carrier Strike Group (CSG) 1 in San Diego, California. The flagship for CSG 1 is USS *Carl Vinson* (CVN 70). CGS 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.

In the South China Sea no clue to the solution of disputes over territorial rights of the islands or jurisdiction over the maritime areas was in sight. In company with an increase of resources and energy demands, the conflicts over acquisition rights of the seabed resources are getting severe. Under these circumstances, protests over the submissions of the continental shelf among others between the related nations have been repeated. On the other hand, security environment is suddenly becoming unstable, as the capture of the fishing boats has frequently been repeated. In the intelligence assessment of the November Report, the Ocean Policy Research Foundation (hereafter OPRF) has made an assessment on the unstable

issues in the South China Sea over the territorial rights, resources and national security viewed from the military side with a title of “Military side views about the South China Issues,” quoting from various sources, including the international conferences recently held and theses published.

On December 18, 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.

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 “danger” 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-ship ballistic missile which was suddenly launched on a day in peacetime in 2015. In the intelligence assessment of the December 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:** On July 15, the U. S. Senate Committee on Foreign Relations held public hearings on the maritime disputes and sovereignty issues in East Asia. Senator Jim Webb (Democrat), chairman of the

subcommittee, said in his opening remarks that the South China Sea region has enjoyed relative peace for the last 30 years, but China's efforts to expand its control over the area threatens to upset the balance in the area. The witnesses, including Scot Marciel, Deputy Assistant Secretary of State for East Asian and ASEAN Affairs, Department of State; and Robert Scher, Deputy Assistant Secretary of Defense for South and Southeast Asia, Department of Defense, attended the hearings. Regarding the recent rivalry among the concerned nations over the maritime borders in the SCS, the OPRF has summarized the present status and issues by analyzing the testimonies in the aforementioned public hearings and other sources of information. In the intelligence assessment of the August Report.

On September 15, regarding the document that Japan has submitted to the United Nations (UN) Commission on the Limits of the Continental Shelf (CLCS) over extending the outer limits of the continental shelf, China requested the CLCS not to deliberate on the document submitted by Japan over its extension of the outer limits of the continental shelf. (Japan submitted the document of extending the outer limits of the continental shelf over the seven maritime regions on November 12, 2008.)

On November 8, Wen Jiabao, China's premier, pledged \$10 billion in new low-cost loans to Africa over the next three years at China-Africa summit Egypt. Wen defended his country's engagement on the continent against accusations that it was plundering the region's oil and minerals.

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, Resource, Environment and Miscellaneous:**

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

Japan's Mitsui O.S.K. Lines, Ltd. (MOL) announced the concept for next-generation, environment-friendly car carrier. According to MOL's homepage, MOL has named the concept car carrier “*ISHIN-I* (Ishin one),” which stands for “Innovations in sustainability backed by historically proven, integrated technologies.” This means that “In whatever economic environment we are placed, it is a technological innovation supported by a history of our company that seeks the coexistence of the sustainable growth of an enterprise and the protection of the global environment.” On December 2, MOL announced the completion of the concept for its second in a series of next-generation vessels, *ISHIN-II*. According to the MOL 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.

On October 6, 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. According to *Lloyd's List* dated December 2, 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. 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.

The British newspaper, *The Daily Mail* (Net editions), dated September 16 carried a long article which says that, due to the worldwide recession, the biggest gathering of merchant ships in maritime history lies at anchor off the southern end of the Johore State in Malaysia east of Singapore, 50 nautical miles south of the Singapore Port. According to credit rating agency Moody's, Asian shipping companies face the prospect of having their ships seized by creditors within the next year. Cargo shipping rates have fallen dramatically since the beginning of the global recession, and as a result, many ships are sitting empty outside of ports with little prospect of new contracts.

According to a statement posted on its website of the China National Petroleum Corp (CNPC) dated November 3, the country's top oil producer kicked off construction of a pipeline across Myanmar. 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 December 8. When gas production begins, the well's future deliverability could exceed 140 million cubic feet 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. On December 28, the Russian Prime Minister 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 Kozumino in the Far East. Kozumino is the final point of the East-Siberia - Pacific Ocean (ESPO) pipeline project.

## Major Events in January 2010

**Maritime Security:** On the 1st, Somali pirates hijacked two vessels. A Singaporean-flagged chemical tanker MT *Pramoni* (20,000 DWT) was seized in the Gulf of Aden. Additionally, on the 1st, Somali pirates captured another British-flagged cargo ship transporting cars MV *Asian Glory* (13,383 DWT) in waters about 1,000 kilometers east of Somalia.

On the other hand, on the 18th, Somali hijackers released the Greek-flagged very large crude oil carrier (VLCC) MT *Maran Centaurus*. MT *Maran Centaurus* was hijacked about 700 miles northeast of Seychelles on November 29, 2009. Two men who claimed to be among the pirates involved in the attack said they had received \$7 million, including \$5.5 million dropped by helicopter onto the tanker deck and an additional \$1.5 million wired to a bank account.

On the 4th, the Philippine Department of Labor and Employment (PDLE) ordered its seafarers to go through anti-piracy training before they will be allowed to board ships. It will be mandatory from January 15. According to the PDLE, the training lasts eight hours, and sailors will be taught how to use fire hoses and maneuver their vessels to prevent pirates from scaling them.

In the intelligence analysis in this monthly report, the OPRF has summed up the annual report on the incidents of piracy and armed robberies against ships which were released by the International Maritime Bureau (IMB) and the Information Sharing Center (ISC) under the Regional Cooperation Agreement against Piracy (ReCAAP).

The Self Defense Force (SDF) commenced escort operations for private merchant vessels in the Gulf of Aden on March 30, 2009 based on the maritime policing operations in Article 82 of Self Defense Law. The SDF has been conducting escort operations by anti-piracy activities based on anti-piracy law since July 28. According to website of the Defense Ministry, the SDF completed 100 times of escort operations in all on January 24 since it started escort operations under the maritime police operations. The "Topic" in this monthly report is a summary of the results of anti-piracy operations by the SDF in the year 2009 which was released on the websites of the Defense Ministry and the Construction and Transport Ministry.

**Military Development:** According to the *China Daily* dated January 2, the Chinese Defense Ministry said in a statement that its Navy does not need a supply base in the Gulf of Aden to support ships operating against Somali pirates, and at-sea supply and the use of bases set up by other countries is sufficient. The Defense Ministry responded to a recommendation from Yin Zhou (a retired Rear Admiral, PLAN), a senior fellow now working at the Navy's Equipment Research Center, to build a Chinese base around the Gulf of Aden on December 29, 2009.

On January 6, Commander, Submarine Force, U.S. Pacific Fleet announced that USS *North Carolina* (SSN 777) will be the third *Virginia*-class submarine home-ported at Naval Station Pearl Harbor this summer. Recognizing the importance of the Pacific region and the increased threat posed by the proliferation of submarines in the western Pacific, the US Navy said they will deploy



60 percent of its submarines in the Pacific by the end of 2010. USS *Freedom* (LCS 1), the Navy's first littoral combat ship (LCS), arrived at Naval Station Mayport, Fla., on January 26 to begin final preparations for her maiden deployment. While in Mayport, USS *Freedom* will undergo various final checks in preparation for expected missions in the U.S. Southern Command/Commander, U.S. 4th Fleet Area of Responsibility. US aircraft carrier USS *George H.W. Bush* (CVN 77) departed Northrop Grumman Newport News Shipbuilding in Newport News, Va., for 7-month sea trials on January 27 after a seven-month maintenance period.

On the 29th, the U.S. Defense Department reported to the Congress and the Chinese government on the sale of \$6.4 billion worth of weapons to Taiwan including Patriot PAC3 anti-missile systems. On the 30th, Chinese Foreign Ministry spokesman said they would postpone military exchange programs and security talks between the two countries, which was a measure against U. S. arms sales to Taiwan.

**Maritime Boundaries:** On the 2nd, the Vietnamese Ministry of Foreign Affairs spokeswoman said that China's "Island Protection Law" has no impact on Vietnamese sovereignty over the Hoang Sa (Paracel) and Truong Sa (Spratly) Archipelagoes, as Vietnam has confirmed its sovereignty over the two archipelagoes many times. Moreover China wants to transform Hainan province into a major tourism destination over the next decade and expand oil and natural gas exploration in the area. While Hainan is Chinese territory, island chains that Beijing says fall within Hainan's jurisdiction remain in dispute, most notably the Paracel and Spratly groups. On the 6th, Wei Liucheng, the China's Communist Party secretary of Hainan province, brushed off concerns that its plans to develop a southern island province would worsen a territorial dispute considered one of Asia's potential flash points. On the other hand, on the 4th, Vietnamese Foreign Ministry spokeswoman said the Chinese plan "seriously violates Vietnam's sovereignty, causes tension and further complicates the situation."

In addition, China is planning to make Hainan Province as one of the largest sight-seeing spots and to develop oil and natural gas in its surrounding areas in ten years to come. Although Hainan Island is Chinese territory, a large part of the Paracel and Spratly Archipelagoes in the surrounding waters which China declares to be included in the administrative district of Hainan Province is a target of territorial disputes. On the 6th, Wei Liucheng, China's Hainan Province Party committee secretary, denied anxiety that the plan would worsen the territorial disputes in the surrounding waters that are said to be a flashpoint in Asia. On the other hand, on the 4th, Vietnamese foreign ministry's spokeswoman said, "Any plan by China is a grave violation of Vietnamese sovereignty, which heightens tensions and complicates the situation."

On the 10th, Bangladesh government officials said Bangladesh and Myanmar agreed to resolve their maritime dispute over the natural gas and mineral-rich zone in the Bay of Bengal in accordance with the principles of "equidistance and equity of resources."

**Shipping, Shipbuilding and Harbors:** Researchers at the Korean Advanced Institute of Science and Technology are considering whether to commercialize an idea called a mobile harbor.

Researchers describe the mobile harbor as a system for loading and unloading container ships even if the coastal area is too shallow for them to dock.

Single-hull vessels in India had originally been exempt from the ban until 2015, but India's Directorate General of Shipping (DGS) has now ruled against the extension. In a circular the DGS said that the special exemption granted to Indian single-hull tankers shall apply only to such tankers registered before December 31, 2009. The decision was mainly aimed at checking foreign owners who were looking to bring their single-hull tankers that cannot be deployed after December 2010 to India.

The world's most advanced super-large crude oil tanker *Xin Buyang* built at Guangzhou Zhongchuan Longxue Shipbuilding base of the company will make its maiden voyage in the latter half of January. The *Xin Buyang* displaces 308,000 tons and the deck is 333 meters long. It features China's independent technology in research and development, designing and construction.

On the 16th, Bangladesh Prime Minister (PM) Sheikh Hasina announced that Bangladesh would soon take initiatives to prepare and develop the Chittagong and Mongla sea-ports and also its road and other related infrastructures for movement of goods to, and from, India through road and rail. According to the PM, large investments will be required for the purpose and also to make the same facilities available to Nepal and Bhutan at the both sea-ports of Bangladesh.

**Ocean Resources, Energy, Sea Environment and Others:** On the 22nd, the U.S. Navy and Department of Agriculture (USDA) signed a memorandum of understanding to advance the use of bio-fuels and renewable energy in the naval fleet. The strategic objective of the cooperative agreement is to reduce the Navy's reliance on foreign energy while at the same time decreasing the amount of money it spends on gasoline.

# 1. Information Digest

## 1.1 Maritime Security

### January 1 “Somali pirates hijacked two vessels in a day” (Reuters, January 1, and VOA News, January 2, 2010)

On the 1st, Somali pirates hijacked two vessels. A Singapore-flagged chemical tanker MT *Pramoni* (20,000 DWT) was seized in the Gulf of Aden. Prior to the incident, the vessel was on its way from Genoa, Italy to Kandla, India. The ship has a crew of 24, including 17 Indonesians, five Chinese, one Nigerian and one Vietnamese. (Reuters, January 1)

Additionally, on the 1st, Somali pirates captured another British-flagged cargo ship transporting cars MV *Asian Glory* (13,383 DWT) in waters about 1,000 kilometers east of Somalia. The ship's 25-member crew includes 10 Ukrainians, eight Bulgarians, five Indians and two Romanians.



MT *Pramoni*



MV *Asian Glory*

Source: Left: <http://www.shipspotting.com/modules/myalbum/photo.php?lid=974558>

Right: Fairplay Daily News, January 4, 2010

### 【Related Story 1】

#### “Somali pirates free Pakistani fishing boat” (EU NAVFOR Public Affairs Office, Press Release, January 4, 2010)

On the 2nd, Somali pirates released a Pakistani fishing vessel, FV *Shazaib* with all Pakistani crew of 29, in the Indian Ocean approximately 900 nautical miles north of Seychelles. FV *Shazaib* had been seized in the Indian Ocean 320 nautical miles east of Socotra Island on December 5, 2009. FV *Shazaib* which had been operating as a mother ship was involved in the hijacking of the British-flagged car carrier MV *Asian Glory*. After the hijacking, FV *Shazaib* was abandoned by the pirates and subsequently rescued by the French frigate of the EU NAVFOR FS *Surcouf*.

### 【Related Story 2】

#### “Bulgaria considers dispatching frigate” (Ecoterra International, January 6, 2010)

On the 4th, Rear Admiral (RADM) Plamen Manoushev of Bulgarian navy said in an interview

with the Bulgarian national television that he was contemplating dispatching the frigate *Druzki* to the Gulf of Aden. According to RADM Manoushev, the frigate is ready to be dispatched anytime, but the only obstacle remains financial support. The admiral said about 6 million leva (4.1 US dollars) are needed in case of two-month deployment of a frigate to the Gulf of Aden.

### **January 1 “Chinese naval escort taskforce extended escort area to east off GOA, Somalia” (PLA Daily Net Edition, Gulf of Aden, January 1, and January 13, 2010)**

On the 1st, Chinese naval escort taskforce extended the escort area over 50 miles east in the Gulf of Aden (GOA) and off Somalia. This follows an extension of 120 miles further east made by the third naval escort taskforce. Senior Captain Qiu Yanpeng, commander of the fourth Chinese naval escort taskforce, said that the extension of the escort area would show a determination of the Chinese navy to secure the safety of the vessels against the piracy which are getting rampant day after day and would embody an image of China as a responsible, great power.

Additionally, according to the *PLA Daily* dated January 13, Rear Admiral Gu Likang, deputy commander of the fourth escort taskforce, said in an interview with the *PLA Daily* briefly as follows.

- (1) The “extension” of the piracy activities is a challenge to the escort taskforces of not only China but also other nations. Somalia has a long coastal line exceeding 3,000 miles, and it is difficult for it to prevent piracy.
- (2) As pirates appear frequently in the vicinity of the eastern end of the area in the eastern part of Somalia where the Chinese navy is operating, China has decided to expand the escorting area. Although we are burdened with more manpower and equipment due to an expansion of the escorting coverage, we have a mission of the prevention of piracy incidents in the escorting area.
- (3) As pirates are not military enemy and we are limited by the related laws, there are various difficulties in preventing piracy with military force. In addition, pirates are using every shrewd trick in their attacks.

### **January 4 “Piracy money influx triggers surge in property prices in Nairobi, Kenya” (AP, January 4, 2010)**

According to the *Associated Press (AP)* report dated January 4, a sudden surge in property prices in Nairobi, the Kenyan capital, has invited the protest from general public alleging an influx of the piracy booty from Somalia triggered the rise of property prices beyond the reach of common man. A government spokesman told that there was suspicion that a portion of the ransom monies has been used in the purchase of property in several countries including Kenya. Kenya might be the most attractive spot for pirates to launder their money because it shared roughly 800 km border with Somalia, and had investment opportunities with a large Somali community of up to 200,000 people. In the neighborhood of Nairobi, there is a town now called “Little Mogadishu” which has witnessed sudden rise of large business and apartment buildings in a short span of time. In the suburbs of Nairobi, homes which were bought for \$200,000 five years ago are sold for \$500,000 today.

Roger Middleton, a piracy expert at the London-based think tank Chatham House said Somali pirates had been paid more than \$100mn in ransoms the last two years. The average ransom is also up, from \$1mn per vessel a year ago to about \$2mn today. During a week from the year-end of 2009 (two vessels were captured on 28 December) to the first week in the beginning of the year 2010, four vessels were hijacked. The situation is only expected to be worsened if Kenyan government does not take stringent measures to counter the alleged ransom money in property transactions.

#### **January 4 “The Philippine government obligates its seafarers to get anti-piracy training” (Shiptalk, January 4, 2010)**

On the 4th, the Philippine Department of Labor and Employment (PDLE) ordered its seafarers to go through anti-piracy training before they will be allowed to board ships. It will be mandatory from January 15. According to the PDLE, the training lasts eight hours, and sailors will be taught how to use fire hoses and maneuver their vessels to prevent pirates from scaling them. They will also learn how to manage hostage crises if they are taken captive. The program is based on one used by the International Association of Independent Tanker Owners (INTERTANKO), which operates about 80 percent of the world’s tankers. Sailors will not be armed and training classes will not include the handling of firearms.

The Philippines supplies about a third of the 1.5 million commercial seafarers worldwide. Somali pirates have kidnapped 470 Filipinos since 2006, and are still holding at least 74 aboard six ships.

#### **January 5 “Mauritius to allow armed guards on merchant vessels” (Afrique en ligne, January 6, 2010)**

On the 5th, Mauritian Foreign Affairs Minister Arvin Boolell said that armed security personnel would be permitted on board Mauritian-flagged vessels plying routinely the danger zone within the country's Exclusive Economic Zone (EEZ) around the Port-Louis. Speaking at interview after chairing a meeting on Piracy in the Indian Ocean, the minister expressed his country's concern about the threat of piracy in the Indian Ocean. He pointed out, given that the country's EEZ is vast, the risks of one of their Mauritian-flagged vessels coming under attack from pirates are extremely high.

#### **January 6 “Yemen navy charges fee for safe passage” (The Australian, January 6, 2010)**

Yemen's navy is charging commercial vessels up to \$US55,000 each to guarantee safe transit through the waters of the Gulf of Aden under a deal that has reaped about \$US30 million over 18 months. For the designated fee, the Yemen navy provides a dedicated warship traveling alongside a vessel, 40km off its coastline. Not one paying ship has been hijacked, and four attacks successfully repelled. A spokesman for the US military's Bahrain-based 5th Fleet said he had no knowledge of the deal.

### January 6 “Somali pirates attack Swiss ship” (World Radio Switzerland, January 12, 2010)

According to Swiss government, the Swiss-flagged ship MV *Turicum* came under attack from Somali pirates aboard three smaller vessels for three hours in the Arabian Sea. It was for the first time that a Swiss ship had been attacked by pirates. The ship was just under five nautical miles outside the zone protected by the European Union fleet. The ship’s captain fought off the pirates, keeping them at a distance of about 13 kilometers and preventing them from forcibly boarding. The ship was carrying more than 47 tons of timber, a heavy load which made it highly vulnerable.



MV *Turicum*

Source: <http://www.shipspotting.com/modules/myalbum/photo.php?lid=498677>

### January 8 “Somali pirates free Yemeni-flagged ship” (Xinhua, January 10, 2010)

Yemeni Interior Ministry said on the 10th that Somali pirates released the Yemeni-flagged container ship MV *Al-Mahmound 2* on the 8th. MV *Al-Mahmound 2*, carrying 15 crew members on board, was hijacked in the Gulf of Aden on December 8, 2009.

### January 16 “Turkish navy arrests pirate suspects” (Bosphorus Naval News, January 16, 2010)

On the 16th, an Indian-flagged vessel, MV *Jal Layak*, was attacked by six pirates boarding the skiff in the Internationally Recognized Transit Corridor (IRTC) through the Gulf of Aden 105 miles from Yemeni coast. Launching its helicopter, the Turkish frigate TCG *Gökova* patrolling in the vicinity deterred the pirate attack. Later the special force unit boarded the skiff, and kept six pirate suspects in custody. The special force confiscated a GPS set, three mobile phones, 10 knives, and one AK-47 rifle. The Turkish navy has kept a total of 35 pirate suspects in custody so far. Below is the scene at the time of the capture.



Source: Bosphorus Naval News, January 16, 2010

**January 16 “EU fleet commander visits Chinese naval escort task force” (PLA Daily Net Edition, Gulf of Aden, January 18, 2010)**

On the 16th, EUNAVFOR taskforce commander, Rear Admiral (RADM) of Italian navy Giovanni Gumiero visited the guided-missile frigate, *Ma'anshan* of the Chinese naval escort taskforce (CNETF) and talked with the CNETF commander, Senior Captain Qiu Yanpeng. According to a report of the *PLA Daily*, Qiu Yanpeng firstly thanked the EU taskforce for the supply of information in the escort process and hoped the two sides to keep communication and liaison and strengthen exchange and cooperation. RADM Giovanni Gumiero said that he was obliged that the CNETF had organized high-level and responsible escort operations and protected the Chinese and foreign merchant ships from piracy attacks.

**January 18 “Somali pirates release Greek VLCC” (The Wall Street Journal, January 19, 2010)**

On the 18th, Somali hijackers released the Greek-flagged very large crude oil carrier (VLCC) MT *Maran Centaurus*. MT *Maran Centaurus* was hijacked about 700 miles northeast of Seychelles on November 29, 2009. When held by pirates, MT *Maran Centaurus* was laden with two million barrels of crude oil (valued at about \$156 millions). Two men who claimed to be among the pirates involved in the attack said they had received \$7 million, including \$5.5 million dropped by helicopter onto the tanker deck and an additional \$1.5 million wired to a bank account. Over sharing part of the ransom, there was a battle between the two pirate groups involved in the attack and two of them are said to have been killed.



MT *Maran Centaurus*

Source: The Wall Street Journal, January 19, 2010)

**January 20 “Malaysia intensifies border security in State of Saba” (VOA News, January 20, 2010)**

The security authorities of the State of Saba in Malaysia have intensified security along the maritime border in response to deteriorating security situation in the southern part of the Philippines and travel warning from the United States. It is feared that that rebel groups may infiltrate freely into the State of Saba to escape the Philippine government's crackdown on the Islamic extremists. Therefore, the control of illegal immigrants inhabiting the State of Saba is being intensified. On the other hand, the United States is warning to avoid trips of their citizens to State of Saba. Responding to this situation, the police authorities of the State of Saba are strengthening the security to the east coast of the state and the surrounding islands where many tourists are visiting.

**January 22 “Chinese navy inspects pirate suspects” (PLA Daily Net Edition, the Gulf of Aden, January 24, 2010)**

On the 22nd, Chinese escort taskforce guided-missile frigate *Ma'anshan* received a rescue signal from two Chinese flagged-merchant vessels - *Lecong* and *Hongdao* - respectively that they were being chased by a white high-speed skiff. The *Ma'anshan* together with sister warships - *Chaohu* and *Wenzhou* - rushed to the scene. The ship-borne helicopter and the high-speed boat with Special Forces unit on board arrived at the scene. The Special Forces unit searched the pirate skiff, keeping the pirate suspects in custody. There were four pirate suspects in the skiff in which the objects including a fuel tank, anchor, and GPS were found. Confirming there was no threat to the merchant vessels, the Chinese navy released the suspects after giving them a warning. Below is the scene at the time.



Source: PLA Net Edition, the Gulf of Aden, January 24, 2010



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## Records of anti-piracy activities by the Self Defense Force in the Gulf of Aden (in the year 2009)

The Self Defense Force (SDF) commenced escort operations for private merchant vessels in the Gulf of Aden on 30 March 2009 based on the maritime policing operations in Article 82 of Self Defense Law. The SDF has been conducting escort operations by anti-piracy activities based on anti-piracy law since July 28. According to website of the Defense Ministry, the SDF completed 100 times of escort operations in all on January 24 since it started escort operations under the maritime police operations. Below is a summary of the results of anti-piracy operations by the SDF in the year 2009 which was released on the websites of the Defense Ministry and the Construction and Transport Ministry.

### 1. The First Surface Escort Force (March 14 – August 16) : Defense Ship

(hereafter Destroyer): Destroyer (DD) *Sazanami* and DD *Samidare*

Escort Period: March 30 – July 22

Number of escort times: 41 times, Number of vessels escorted: 121 vessels (Six Japanese-flagged vessels; 12 foreign-flagged vessels with Japanese crews; 103 foreign-flagged vessels operated by the Japanese shipping companies or foreign flagged vessels operated by foreign shipping companies, transporting Japanese cargoes, which are important for the stable economic activities for the Japanese people)

Number of vessels escorted on average: 3.0 vessels

### 2. The Second Surface Escort Force (July 6 – November 29): DD *Harusame*, DD *Amagiri*

Escort Period: July 28 – November 2

Number of escort times: 34 times (41st escort – 75th escort [under Anti-piracy Law]); Number of vessels escorted: 248 vessels (Two Japanese-flagged vessels; 88 foreign-flagged vessels operated by the Japanese shipping companies and 158 other foreign-flagged vessels; Number of vessels escorted on average: 7.3 vessels

### 3. The Third Surface Escort Force (October 3 - ) DD *Takamani*, DD *Hamagiri*

Period of Escort: November 7 –

Number of escort times: 25 times (76th – 100th escort [under Anti-piracy Measures Law]);

Number of vessels escorted: 193 (Two Japanese-flagged vessels; 49 foreign-flagged vessels with Japanese crew; 142 other foreign-flagged vessels)

Number of vessels escorted on average: 7.7 vessels

Moreover, the Fourth Surface Escort Force DD *Ohnami* left Yokosuka on 29 January 2009, and DD *Sawagiri* left Sasebo on 30 January.

In addition to the Surface Escort Force, air force which is composed of two P-3C maritime patrol aircraft has been deployed. The First Air Force Detachment conducted 590-hour flight operations

from July 11 to October 3, and confirmed approximately 5,000 vessels and provided foreign naval vessels and merchant vessels among others with information approximately 410 times. At present, the Second Air Force Detachment of two P-3C maritime patrol aircraft is carrying out the mission.

**Details of Escort Activities under Anti-piracy Law from 28 July to 31 December 2009 (from website of the Construction and Transport Ministry)**

Number of vessels escorted: Total 380 vessels (7.5 vessels on average)

(Reference) Escort activities under maritime policing operations: 3.0 vessels on average per day

**Details:**

1. Japanese-related vessels (vessels operated by the Japanese shipping companies) 125 vessels.

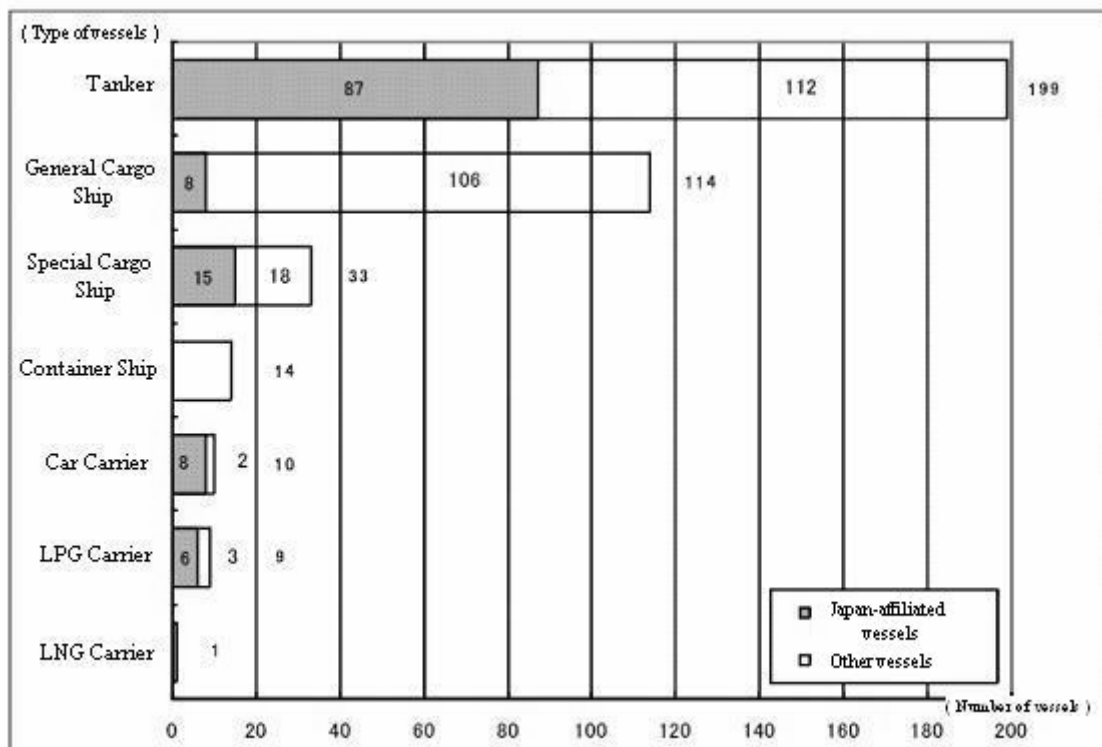
Of them, (1) Japanese-flagged: 3 vessels

(2) Foreign-flagged vessels operated by the Japanese shipping companies: 122 vessels

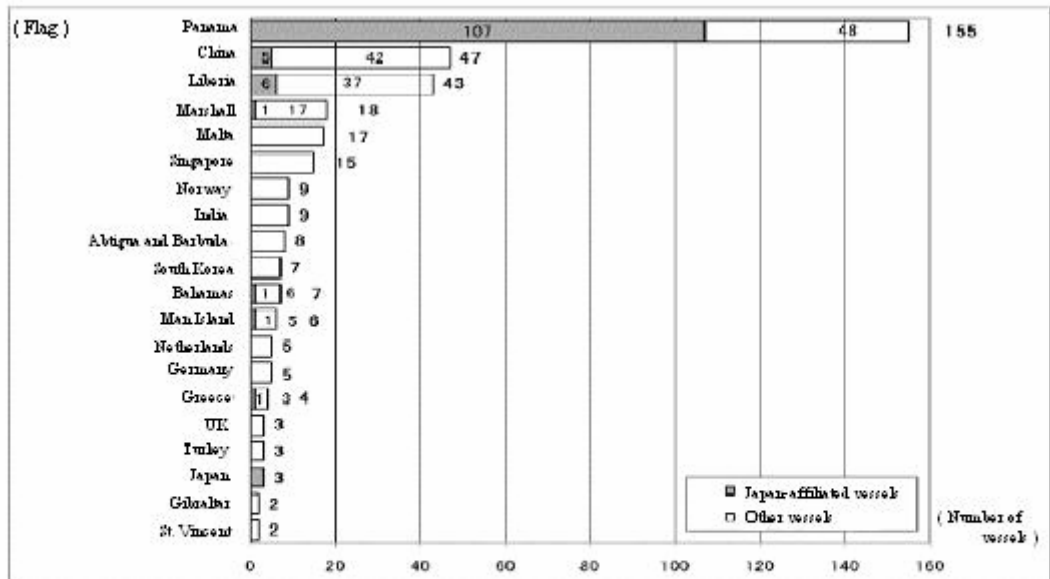
2. Other foreign-flagged vessels (Vessels operated by the foreign shipping companies): 255 vessels

Remarks: In the item 2. Other foreign-flagged vessels (Vessels operated by the foreign shipping companies) are included 18 Japan-related vessels of shipping owner of Japanese enterprises, shipping management companies and others.

Type of Vessels



### Flag of vesseles



- ※ Countries which register less than one vessel but are not listed in this graph are as follows:  
Denmark, Switzerland, Belgium, Saudi Arabia, Vietnam, Egypt, Cayman Islands, The Philippines, Russia, Cyprus, Bermuda, and Barbados
- ※ Remarks: In the Chinese registered numbers is included Hong Kong.

## 1.2 Military Development

### January 1 “China’s MND summarizes views on military diplomacy” (PLA Daily Net Edition, January 1, 2010)

Director of Foreign Affairs Public Office under of the Ministry of National Defense (MND) of the People’s Republic China (PRC), Rear Admiral Qian Lihua, summarized his views in the PLA Daily dated January 1 on China’s military diplomacy in 2010, and the gist of the report is as follows.

- (1) Military exchanges at a high level promoted a strategic confidence between the Chinese military forces and foreign military forces. Vice Chairman of the Central Military Commission (CMC) Guo Boxiong, Commissars of Military and Foreign Affairs of CMC Xu Caihu, Minister of National Defense Liang Guanglie, and leaders of four departments – General Staff of the People’s Liberation Army (PLA), General Political Department, General Logistics Department, and General Armament Department- visited more than 20 countries and had discussions about defense and security matters more than ten times with officials of the defense departments of these countries.
- (2) Joint exercises with the military forces of foreign countries were held. They include the joint security exercise with Singaporean military forces, joint exercise of peace-keeping operations with Mongolia, joint training of medical rescue missions with Gabon “Peace Angel,” joint escort navigation exercise with Russian forces “Peace Blue Shield” and joint military mountain training with the Romanian forces “Friendship Operation.” These were the first events for the Chinese armed forces.
- (3) On the occasion of the military inspection parade on the 60th anniversaries of the establishment of the PRC and PLA, inviting military attaches from 102 countries, senior military officers from 29 nations, and air force leaders from the 34 capitals, the PLA projected the right image of the PLA’s peace, liberation, cooperation on the participants.
- (4) The PLA Navy promoted positively escort cooperation in the Gulf of Aden and waters off Somalia, making military exchanges with leaders of the foreign navies, judicial cooperation with coastal nations and logistic and supply cooperation. Additionally, the PLA Navy took the initiative in cooperating to take part in the escort missions by zone-defense in the Gulf of Aden, and hosted the “Conference for International Cooperation and Coordination on Shipping Escorts in the Gulf of Aden” in Beijing. Representatives from various countries attended the meeting.

### January 2 “No plan for African Navy base: China’s Defense Ministry” (UPI, January 2, 2009)

According to the *China Daily* dated January 2, the Defense Ministry said in a statement that its Navy does not need a supply base in the Gulf of Aden to support ships operating against Somali pirates, and at-sea supply and the use of bases set up by other countries is sufficient. The

Defense Ministry responded to a recommendation from Yin Zhou (a retired Rear Admiral, PLAN), a senior fellow now working at the Navy's Equipment Research Center, to build a Chinese base around the Gulf of Aden on December 29, 2009. (As for Yin Zhou's Concept, see OPRF MARINT Monthly Report, December 2009, 1. 2 Military, p. 14.)

### **January 6 “USS *North Carolina* to homeport in Pearl Harbor this summer” (U.S. Navy News Stand, January 7, 2010)**

On January 6, Commander, Submarine Force, U.S. Pacific Fleet announced that USS *North Carolina* (SSN 777) will be the third *Virginia*-class submarine home-ported at Naval Station Pearl Harbor this summer. In Pearl Harbor two *Virginia*-class submarines - USS *Hawaii* (SSN 776) and USS *Texas* (SSN 775) have already been deployed. USS *North Carolina* (SSN 777) was commissioned on May 3, 2008. Recognizing the importance of the Pacific region and the increased threat posed by the proliferation of submarines in the western Pacific, the 2006 Quadrennial Defense Review released in February 2006 mandated that 60 percent of the U.S. Navy's submarines be home-ported in the Pacific by the end of 2010.



USS *North Carolina* (SSN 777)

Source: <http://www.navy.mil/management/photodb/photos/080507-N-8655E-002.jpg>

### **January 11 “US Navy deploys P-3 maritime patrol aircraft in Seychelles” (Naval-Technology.com, January 11, 2010)**

The US Navy 6th Fleet command spokeswoman confirmed that the U. S. Navy deployed three P-3 Orion maritime surveillance aircraft to the Seychelles islands in December 2009. According to the spokeswoman, the P-3s are there to conduct surveillance missions that support US Africa Command's forces.

### **January 13 “EU fleet flag ship refuels South Korean destroyer at sea” (EU NAVFOR Public Affairs Office, Press Release, January 13, 2010)**

On the 13th, Italian naval frigate, ITS *Etna* of the EU fleet flag ship conducted refueling at sea to Korean destroyer, ROKS *Yi Sunshin* in the Gulf of Aden. During the refueling, Rear Admiral Giovanni Gumiero of the Italian navy invited the commander of the Korean destroyer to discuss strengthening of cooperative relations. “The refueling went very smoothly. It will be beneficial to strengthening relations with naval vessels of every nation deployed in this area,” the admiral

said. Below is a scene at the time.



Italian ship *Etna* (Front) refueling Korean warship *Yi Sunshin* (back) at Sea

Source: [http://www.eunavfor.eu/wp-content/uploads/ETNA-refuelling-at-Sea-CHUN\\_1.JPG](http://www.eunavfor.eu/wp-content/uploads/ETNA-refuelling-at-Sea-CHUN_1.JPG)

### **【Related Story】**

#### **“Italian warship fuels Pakistani frigate” (EU NAVFOR Public Affairs Office, Press Release, January 21, 2010)**

While patrolling in the Gulf of Aden, EU NAVFOR flag ship ITS *Etna* provided the Pakistan Navy frigate, PNS *Khaibar* with fuel and water on the morning of the 20th. Pakistan Navy frigate is patrolling in the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden, serving under the Command of CTF - 151.

#### **January 18 “Chinese navy’ s guided missile destroyer returns home after visiting South America” (PLA Daily Net Edition, Qingtao, January 19, 2010)**

On the 18th, the guided-missile destroyer of the Chinese North Sea Fleet, *Shijiazhuang* with ocean-going supply ship, *Hongzhehu* in company returned to Qingtao after visiting Chile, Peru, and Ecuador for 92 days from October 18, 2009. The two Chinese naval ships staged communication and maneuver exercises in ship formations with the navies of Chile and Peru.

#### **January 26 “US Navy’s first LCS begins final prep for deployment” (U.S. Navy News Stand, January 26, 2010)**

USS *Freedom* (LCS 1), the Navy's first littoral combat ship (LCS), arrived at Naval Station Mayport, Fla., on January 26 to begin final preparations for her maiden deployment. While in Mayport, USS *Freedom* will undergo various final checks in preparation for expected missions in the U.S. Southern Command/Commander, U.S. 4th Fleet Area of Responsibility.



USS Freedom (LCS 1)

Source: [http://www.navy.mil/view\\_single.asp?id=76601](http://www.navy.mil/view_single.asp?id=76601)

**January 27 “US aircraft carrier *H.W. Bush* departs for sea trial” (U.S. Navy News Stand, January 27, 2010)**

US aircraft carrier USS *George H.W. Bush* (CVN 77) departed Northrop Grumman Newport News Shipbuilding in Newport News, Va., for 7-month sea trials on January 27 after a seven-month maintenance period.



USS *George H.W. Bush* (CVN 77)

Source: [http://www.navy.mil/view\\_single.asp?id=80899](http://www.navy.mil/view_single.asp?id=80899)

**January 29 “U.S. sells weapons to Taiwan: Defense Department reports to Congress” (The Washington Post, January 30, 2010)**

On the 29th, the U.S. Defense Department reported to the Congress and the Chinese government on the sale of \$6.4 billion worth of weapons to Taiwan including Patriot PAC3 anti-missile systems. The United States is legally obligated to provide weapon sales for Taiwan, under the Taiwan Relations Act. Although arms sales include Blackhawk helicopters and communications equipment, the sale of 66 F-16 C/D fighters was postponed.

**【Related Story】****“China postpones US-China military exchanges” (Xinhua, January 30, 2010)**

On the 30th, a Chinese foreign ministry spokesman announced China will postpone the military exchanges and security talks between the United States and China. This policy was decided in response to the US arms sales to Taiwan.

**1.3 Maritime Boundaries****January 2 “Vietnam dismisses China’s new island law” (Thanh Nien News, January 2, 2010)**

On the 2nd, the Vietnamese Ministry of Foreign Affairs spokeswoman said that China’s “Island Protection Law” has no impact on Vietnamese sovereignty over the Hoang Sa (Paracel) and Truong Sa (Spratly) Archipelagoes, as Vietnam has confirmed its sovereignty over the two archipelagoes many times. The ministry’s spokeswoman said, “Any activities by other countries, including issuing legal regulations concerning the archipelagoes as well as Vietnam’s exclusive economic zone and continental shelf in the East Sea, are not legitimate.”

The standing committee of China’s National People’s Congress passed the “Island Protection Law” on December 26, 2009. In addition, China has repeatedly arrested Vietnamese fishermen for illegal fishing activities in the Gulf of Tonkin. In 2009, the Chinese captured 17 Vietnamese fishing boats and took in 210 fishermen off Quang Ngai Province of Vietnam. (Regarding the “Island Protection Law,” see the OPRF MARINT Monthly Report, December 2009, 1. 4 Shipping, Resources, Environment and Miscellaneous, p. 24.)

**January 6 “China’s Communist Party secretary of Hainan province downplays criticism over island development” (AP, January 6, 2010)**

China wants to transform Hainan province into a major tourism destination over the next decade and expand oil and natural gas exploration in the area. While Hainan is Chinese territory, island chains that Beijing says fall within Hainan’s jurisdiction remain in dispute, most notably the Paracel and Spratly groups. On the 6th, Wei Liucheng, the China’s Communist Party secretary of Hainan province, brushed off concerns that its plans to develop a southern island province would worsen a territorial dispute considered one of Asia’s potential flash points. “We will only develop tourism and economic and social growth within our territory and territorial waters. I don’t think our development will have any impact on others,” Wei Liucheng said.

On the other hand, on the 4th, Vietnamese Foreign Ministry spokeswoman said the Chinese plan “seriously violates Vietnam’s sovereignty, causes tension and further complicates the situation.”



### **January 10 “Bangladesh, Myanmar agree to resolve maritime dispute” (RTT News, January 11, 2010)**

On the 10th, Bangladesh government officials said Bangladesh and Myanmar agreed to resolve their maritime dispute over the natural gas and mineral-rich zone in the Bay of Bengal in accordance with the principles of “equidistance and equity of resources.” This follows an agreement reached at a two-day meeting of two nations held in the Bangladesh port city Chittagong. Bangladesh delegation said, “The meeting was fruitful. Both sides decided to demarcate the maritime boundary.” The two sides also decided to meet again in April in Myanmar to explore ways to implement the formula. The dispute over the maritime boundary emerged when Myanmar began exploring deep-sea mineral resources in the Bay of Bengal in 2009. India has also claimed resources in the Bay of Bengal claimed by Bangladesh, leading to a second border dispute.

## **1.4 Diplomacy and International Relations**

### **January 24 “Extroversion and Independence: Two trends of Japan’s defense in PLA Daily article” (PLA Daily Net Edition, January 24, 2010)**

*The PLA Daily* dated January 24 issued an article signed by Xu Wansheng, which reported that there are two trends of “Extroversion” and “Independence” in Japanese defense policy. In the formation and development of the trends the goal of the Japanese government for becoming a great political and military power is visible, the article says.

This article points out the following four items as indicating the trends that that the Japanese defense policy is “extrovert.”

- (1) Expansion of the space and its capability of dispatching the Self Defense Force overseas
- (2) Building of defense capabilities against ballistic missiles
- (3) Interest in security for the development and utilization of space as seen in settling on plans of “Space Basic Law in 2008” and “About the Basic Policy regarding the development and utilization of Space” in 2009
- (4) Policy of “setting up a maritime nation” which is seen in the anti-piracy measures off Somalia by the Maritime Self Defense Force

In addition, this article asserts it is easy to read true intentions that in the military activities of these “extrovert” postures Japan is emphasizing “independence” in building up the defense capabilities. According to the article, the “independence” is visible in (1) that Japan is shifting toward the posture of the “defense of the southwestern islands” (by strengthening airpower with deployment of F-15 fighter aircraft in Naha airbase, increasing the number of personnel in the garrison stationed in Okinawa, and reorganization of the brigade 15 into the “solitary island-type quick reaction brigade”(sic), and (2) that the Japan’s Democratic Party is emphasizing “equal Japan-U.S. relations.” (Hatoyama cabinet is negotiating with the United States side to change the

transfer plan of the US military forces stationed in Japan, and has withdrawn from refueling activity in the Indian Ocean on January 15, 2010, says the article.) But, regarding the “independence” in the Japan-US Alliance, the article evaluates that basically Japan will not revise the Japan-U.S. alliance, even though inconsistency between Japan and the United States is getting strong over the issue of moving the Futema Base.

## 1.5 Shipping, Shipbuilding and Harbors

### January 4 “Mobile Harbor Concept: Korean Advanced Institute of Science and Technology” (VOA News, January 4, 2010)

Researchers at the Korean Advanced Institute of Science and Technology are considering whether to commercialize an idea called a mobile harbor. Researchers describe the mobile harbor as a system for loading and unloading container ships even if the coastal area is too shallow for them to dock. Specially designed cargo barges would head out to meet and unload gigantic container ships along any coastline. The vessels will have the advantage of being able to navigate shallow water and squeeze through rivers. At the shore, they then will offload onto specially designed receiving platforms. According to an engineer, there are two technical challenges. The ocean is always rippling, and especially for smaller boats, it is extremely hard to load and unload containers in a stable way. One is how to stabilize the vessel itself in all those waves. The other is how to stabilize the loading equipment aboard the vessel. However, the realization of a mobile harbor concept is not far off, which will expand the container shipping market. In addition, it could save the cost of transporting the containers unloaded from larger ports by road. It will also help the environment.



A computer simulation demonstrates how smaller ships could unload containers from a larger cargo ship at sea

Source: VOA News, January 4, 2010

### January 8 “India bans passage of single-hull tankers” (Sustainable Shipping, January 8, 2010)

Single-hull vessels in India had originally been exempt from the ban until 2015, but India’s Directorate General of Shipping (DGS) has now ruled against the extension. In a circular the DGS said that the special exemption granted to Indian single-hull tankers shall apply only to such tankers registered before December 31, 2009. In addition, pending applications for registration of single tankers will be treated under the existing guidelines. India has been given a concession to operate existing ships until they are 25 years old. It currently has around 70 single-hull tankers that need to be phased out by 2015. According to Indian local media, the decision was mainly aimed at checking foreign owners who were looking to bring their single-hull tankers that cannot be deployed after December 2010 to India.

### January 11 “World’s super-modern, China-built VLCC to start maiden voyage soon” 1 (China.org.cn, January 11, 2010)

The world’s most advanced super-large crude oil tanker (VLCC), MT *Xin Buyang* built at Guangzhou Zhongchuan Longxue Shipbuilding base of the company will make its maiden voyage in the latter half of January. MT *Xin Buyang* displaces 308,000 tons and the deck is 333 meters long. It features China’s independent technology in research and development, designing and construction. Equipped with the most advanced automatic navigation system, MT *Xin Buyang* can withstand the worst weather on the seas and sail in 60 days around the world.



MT *Xin Buyang*

Source: [http://www.china.org.cn/china/2010-01/11/content\\_19212816.htm](http://www.china.org.cn/china/2010-01/11/content_19212816.htm)

**January 16 “Bangladesh starts to develop Chittagong port” (The Financial Express, January 17, 2010)**

On the 16th, Bangladesh Prime Minister (PM) Sheikh Hasina announced that Bangladesh would soon take initiatives to prepare and develop the Chittagong and Mongla sea-ports and also its road and other related infrastructures for movement of goods to, and from, India through road and rail. According to the PM, large investments will be required for the purpose and also to make the same facilities available to Nepal and Bhutan at the both sea-ports of Bangladesh. Hasina stressed: “At present we are using only 40 per cent of the capacity of the Chittagong ports. If we can maximize the 100 percent use of them, we will be significantly benefited.”

**January 19 “Liberian-flag fleet records net growth” (Shiptalk, January 19, 2010)**

The Liberian-flag fleet grew to a record 3,140 ships and 97.2m gross tons in 2009. This represents a net growth of 215 ships and 10.5m gross tons in total during the course of year 2009.

**1.6 Ocean Resources, Energy, Marine Environment and Others****January 22 “US Navy, USDA work on green fleet initiative” (UPI, January 22, 2010)**

On the 22nd, the U.S. Navy and Department of Agriculture (USDA) signed a memorandum of understanding to advance the use of bio-fuels and renewable energy in the naval fleet. The strategic objective of the cooperative agreement is to reduce the Navy's reliance on foreign energy while at the same time decreasing the amount of money it spends on gasoline. By 2020 the Navy plans to meet half of its fleet energy demand through alternative fuel resources. In addition, 50 percent of all onshore facilities will be net zero energy consumers by 2020.

## 2. Intelligence Assessment

### **Piracy and Armed Robbery against Ships in the year 2009 (1 January – 31 December 2009) ~From IMB Annual Report~**

On January 18, 2010, 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 in the year 2009 (January 1–December 31, 2009). Below is a summary of the characteristics of the incidents of piracy and armed robbery against the ships viewed from the IMB Annual Report (hereinafter referred to as the Report) noted in the year 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.

(In view of circumstances for the descriptions, related Tables and Charts were carried en bloc at the end of the report.)

#### **1. Characteristics viewed from numbers and locations of incidents (including attempted attacks)**

The number of the incidents (attacks/cases) reported in the year 2009 was 406. Of them, 202 were actual attacks. Of them, 49 were hijackings, and 153 were boarding. There were 204 attempted attacks. Of them, 120 were firing and 84 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 incidents in the year 2009 increased significantly, compared with 293 incidents in the year 2008. Looking at the status of incidents for the last five years, there were 276 in 2005, 239 in 2006, and 263 in 2007. Therefore, a total of 406 incidents in 2009 substantially surpassed an annual total of the incidents in each year of the past four years.

Looking at 406 incidents in 2009 from the locations (maritime areas of incidents), 287 cases, which were more than two-thirds of the total incidents, occurred in the seven areas as follows. There were 116 in the Gulf of Aden, 80 off Somalia, 28 in Nigeria, 17 in Bangladesh, 16 off Malaysia, 15 in the Red Sea, and 15 in Indonesia.

As shown in Table 1, there were 211 incidents in the Gulf of Aden, the Red Sea and off Somalia, which occupy a little more than half of all incidents in 2009, highlighting an abnormal feature in the surrounding area of the “Horn of Africa”. Moreover, in addition to four incidents off

Oman and one incident in the Arabia Sea and the Indian Ocean respectively, the total number of incidents attributed to the Somali pirates in 2009 stands at 217. Of them, 47 vessels were hijacked and 867 crewmembers were taken hostage. In 2008, 111 vessels were targeted by Somali pirates, resulting in 42 hijackings. Although the number of incidents in 2009 almost doubled, there were 47 hijackings, and the successful rate of hijackings remarkably declined. The Report estimates it can be directly attributed to the increased presence and coordination of the international navies along with heightened awareness and robust action by the Masters in transiting these waters. The reports also evaluates that the international navies play a critical role in the prevention of the piracy. (According to the assessment of the OPRF based on additional information, the hijackings by Somali pirates total 59 cases. Refer to “Status of Hijackings in the Gulf of Aden and off Somalia” in an enclosure in this monthly report.)

Table 1 : Trends of incidents (including the attempted attacks) that occurred frequently in Asia and other areas in the recent five respective years

Locations	2009	2008	2007	2006	2005
Indonesia	15	28	43	50	79
Malacca Straits	2	2	7	11	12
Malaysia	16	10	9	10	3
Philippines	1	7	6	6	
Singapore Straits	9	6	3	5	7
Thailand	1		2	1	1
South China Sea	13		3	1	6
Vietnam	9	11	5	3	10
Bangladesh	17	12	15	47	21
India	12	10	11	5	15
Gulf of Aden*	116	92	13	10	10
Red Sea**	15				
Somalia	80	19	31	10	35
Arabian Sea***	1		4	2	2
Indian Ocean***	1				1
Oman*****	4				
Seychelles		1			
Tanzania	5	14	11	9	7
Nigeria	28	40	42	12	16
<b>Total of year end</b>	<b>406</b>	<b>293</b>	<b>263</b>	<b>239</b>	<b>276</b>

Source : Made from Table 1 in the IMB Piracy and Armed Robbery against Ships, Annual Report (January 1 - December 31, 2009), pp. 5 - 6. 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. According to the classification of the report, one incident in the Indian Ocean is an attempted attack in the sea off Maldives at 0757N 06548E.

**Table 2** estimates actual rates of hijackings based on the assessments of monthly incidents (including actual and attempted cases) and their details in the Gulf of Aden (including the Red Sea) and off Somalia (including the Indian Ocean off Somalia's east coast) which are explained in the incidents in the Report. According to the study, more attacks were noted during the period from March to May. In particular, it was peculiar that the attacks increased in the Indian Ocean off the east coast of Somalia extending to the area off Kenya, and far away from the coast where no naval vessels of each nation were deployed. Almost no attacks were noted during the southwest monsoon season between July and September. However, as previously mentioned, attacks in the Indian Ocean remarkably increased in October again. On the other hand, the attacks in the Gulf of Aden decreased after July and there was no attack between June and November. Looking at the rate of success in hijackings in 2009, 20 out of 131 were hijackings, which was equal to 15.27 percent (%) of all incidents. This shows a reduction by half, compared with 32 hijackings out of 92 incidents in 2008, which is equal to 34.78%. On the other hand, regarding the incidents off Somalia, there were 27 hijackings out of 80 incidents, which was equal to 33.75%. In the year 2008, there were 10 hijackings out of 19 incidents, which was equal to 52.63%.

Table 2: Monthly attacks and successful rate (%) of hijackings in the Gulf of Aden (including the Red Sea) and off Somalia (including the Indian Ocean off east coast) in 2009

M	L*	Hijack	Attempted	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
10	A	0	5	5	0
	S	6	4	10	60.00

M	L*	Hijack	Attempted	Total	SR (%)
11	A	0	7	7	0
	S	4	12	16	25.00
12	A	2	2	4	50.00
	S	3	4	7	42.86
<b>Sub</b>	<b>A</b>	<b>20</b>	<b>111</b>	<b>131</b>	<b>15.27</b>
<b>Total</b>	<b>S</b>	<b>27</b>	<b>53</b>	<b>80</b>	<b>33.75</b>
<b>Total</b>		<b>47</b>	<b>164</b>	<b>211</b>	<b>22.27</b>

Source : Made from IMB Piracy and Armed Robbery against Ships, Annual Report (January 1 - December 31, 2009), Narrations of Attacks, pp. 60-66 and pp. 76-100.

Remarks : Locations: A = Gulf of Aden; S = Off Somalia (including the Indian Ocean off east coast)

There were a few attack incidents in the year 2008, but pirates achieved a hijacking at the ratio of once every two times.

According to the Report, the incidents by Somali pirates in this area continue despite deployment of the warships of international navies in the Gulf of Aden. Since February 1, 2009, Maritime Security Centre, Horn of Africa (MSCHOA) run by the European Union (EU) has established the Internationally Recommended Transit Corridor (IRTC). Naval and Air assets of the countries are strategically deployed within the area to protect and support merchant ships. Some vessels have been attacked and hijacked even in the corridor. The navigating vessels should continue to maintain 24-hour lookout. They are advised to register their details on the MICORA website and obtain information.

The feature of the incidents by Somali pirates in the year 2009 was noted in the change of attack areas. According to the Report, most of the incidents in 2008 were observed in the Gulf of Aden, but, as shown in Table 2, the attack areas were extended to the Indian Ocean of east coast of Somalia in 2009. In particular, after October, the incidents in the Indian Ocean (off east cast of Somalia; the Indian Ocean in Table 1 is excluded) were noticeable. There were 33 incidents, of which 13 were hijackings. Some of these incidents took place more than 1,000 nm from Somali coast. Pirates use “mother vessels” which are used to launch smaller boats or skiffs, most of which are fishing boats or dhows, to attack and hijack passing vessels. The IMB PRC in cooperation with the MSCHOA advises that vessels not making calls to Somalia should keep away more than 600 nautical miles from Somali coastline.

In order to deal effectively with an increase of pirate attacks in the Indian Ocean far away from Somali coast, EU nations agreed to extend their naval operations against Somali pirates as far as the Seychelles on May 19, 2009. The EU fleet deployed two anti-piracy surveillance planes – Swearingen Merlin III aircraft- to the Seychelles to strengthen anti-piracy activity in the area around the Islands in September in time for an expected surge in pirate activity. On November 10, EU and Seychelles signed a status agreement. In addition, from November 2 to January 2010 India strengthened patrol in the surrounding area by sending ocean-going patrol vessels to operate in the exclusive economic zones (EEZs) of the Seychelles and Mauritius. The U.



S. Navy sent unmanned aerial vehicles, Reapers, and P-3C maritime patrol aircraft to Seychelles.

On the other hand, in East Asia, 15 incidents occurred in Indonesia, which was a remarkable decrease from 28 incidents in the year 2008. The Report evaluates the efforts of Indonesian authorities concerned for a large decrease of the incidents every year. There were two incidents in the Malacca Strait, which was the same as the number in the year 2008. But the number of incidents in the Singapore was nine, which increased from six in 2008. This was a continuous increase over the past two years. In the South China Sea, there were 13 attacks on the navigating vessels. This was the largest number in the past five years. The report is pointing out that the attack incidents will continue to be increasing in the waters in Southeast Asia and the Far East.

## 2. Characteristics viewed from Activities

Table 3 shows the status of incidents by location noted frequently in the areas in Asia and others in the year 2009. Table 4 shows by location the status of the ships when they were involved in all incidents including attempted attacks. Regarding the status of the vessels when they were attacked, the Report says as follows. Of 202 actual attacks in the year 2009, the attacks made while the vessels were berthed in port totaled 16 cases, whereas the attacks made while the ships were anchored totaled 101 cases. The attacks made while the ships were steaming totaled 84 cases. There was one case on which information was not stated. Additionally, of 204 attempted attacks, one case occurred while the vessels were berthed, and 18 cases occurred while they were anchored. The remaining 185 cases occurred while the ships were steaming.

According to the Table 3 and Table 4, all attacks by Somali pirates were hijackings (and the attempted attacks) while the ships were steaming. They show a peculiarity of Somali pirates that attack the navigating vessels by mother vessels and small high-speed boats (skiffs). On the other hand, in Asia, although the attacks in the South China Sea are made while the ships were steaming, it is peculiar that all attacks include boarding cases. Most of the attacks in Bangladesh and India are made while the ships were berthed in port or anchored.

Additionally, in 14 locations (13 locations in 2008), more than three attacks were reported respectively while the ships were berthed or anchored in the year 2009, which totaled 83 cases (90 cases in 2008). Particularly, in order of the high frequency of the incidents, there were 17 cases (11 cases in 2008) in Chittagong in Bangladesh, 15 cases (22 cases in 2008) in Lagos in Nigeria, and 12 cases (five cases in 2008) in Callao in Peru. Incidents are increasing in Chittagong. According to the Report, the incidents here are spontaneous crimes, which have a peculiarity of stealing the ship equipment and others. In other countries in Asia, there were three incidents (three in 2008) in Kochin in India, three incidents (three in 2008) in Kakinada in India, three incidents (no attack of more than three times was listed in 2008) in Balongan in Indonesia, and three incidents (three in 2008) in Belawan in Indonesia. Jakarta-Tg. Priok in Indonesia which had recorded three incidents in 2008 was not listed in 2009. There were four incidents (none is listed in 2008) in Sandakan in Malaysia and three (six incidents in 2008) incidents in Vung Tau in Vietnam.

Table 3: Status of incidents noted frequently in areas in Asia and others in 2009

Locations	Actual attacks		Attempted Attacks	
	Boarded	Hijacked	Fired Upon	Attempted Boarding
Indonesia	10			5
Malacca Straits	2			
Malaysia	13			3
Philippines	1			
Singapore Straits	6			3
Thailand	1			
South China Sea	11	1	1	
Vietnam	9			
Bangladesh	14			3
India	10			2
Gulf of Aden*		20	64	32
Red Sea**			3	12
Somalia	1	26	45	8
Arabian Sea***				1
Indian Ocean***				1
Oman****		1	2	1
Tanzania	4			1
Nigeria	21	1	3	3
<b>Sub Total</b>	<b>153</b>	<b>49</b>	<b>120</b>	<b>84</b>
<b>Total</b>	<b>406</b>			

Source : Made from Table 2 in the IMB Piracy and Armed Robbery against Ships, Annual Report (January 1 - December 31, 2009), p. 8. 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 4: The status of the ships during all incidents noted by locations in 2009

Locations	Actual Attacks				Attempted Attacks			
	B	A	S	NS	B	A	S	NS
Indonesia	3	8				3	2	
Malacca Straits	2	5	6			1	2	
Malaysia			2					
Philippines			1					
Singapore Straits		4	2			2	1	
Thailand				1				
South China Sea			12				1	
Vietnam	1	7	1					
Bangladesh		12	2			2	1	
India	2	8				2		
Gulf of Aden*			20				96	
Red Sea**							15	
Somalia			27				53	
Arabian Sea***							1	
Indian Ocean****							1	
Oman*****			1				3	
Tanzania		4				1		
Nigeria	5	11	6		1	2	3	
<b>Sub Total</b>	<b>16</b>	<b>101</b>	<b>84</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>185</b>	
<b>Total</b>	<b>202</b>				<b>204</b>			

Sources : Made from Table 4 and Table 5 in the IMB Piracy and Armed Robbery against Ships, Annual Report (January 1 -December 31, 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 incidents are attributed to Somali pirates.

### 3. Characteristics of vessels attacked

What types of vessels were attacked as the targets of the pirates/robbers? In the year 2009, 22 types of ships (26 types in 2008) were involved in attacks (including attempted attacks). Of them, the highest number of 109 cases (48 in 2008) was noted for the bulk carriers, which was followed by the number of 63 cases (43 in 2008) for containers. Here, a significant increase in the number of attacks on the bulk carriers was noted.

Table 5 shows types of vessels (more than three) attacked in the year 2009, and trends of the vessels during the past five years. 46 chemical tankers and 22 product tankers are described together in the Report. Table 6 shows data on major types of vessels (top-seven) hijacked in the Gulf of Aden/off Somalia in 2009. Here is shown the data of typical ships taken from information of the U. S. Department of Transport in order of upper-positioned, seven types of ships - Bulk Carrier,

Container, General Cargo, Chemical / Product Tanker, Tanker Crude Oil, Tug and Trawler / Fishing Vessel. As shown in Table 6 on average, the vessels vulnerable to being hijacked in the Gulf of Aden and off Somalia have relatively low freeboard (Table 6 indicates the data when unloaded), slow speed (below 15 knots), and a small crew (of more or less 20 - 25 persons on average).

Table 5: Types of ships (3 or more) attacked and trends in the past 5 years

Type	2009	2008	2007	2006	2005
Bulk Carrier	109	48	32	57	81
Container	63	49	53	49	30
General Cargo	53	38	36	30	46
Chemical / Product Tanker	68	55	52	35	43
Tanker Crude Oil	41	30	25	9	22
Tug	16	16	7	9	13
Trawler / Fishing Vessel	16	9	16	18	7
Ro-Ro	8	1	3	2	5
Yacht	6	9	8	10	7
LPG Tanker	5	6	5	4	5
Vehicle Carrier	4	3	1	1	2
Refrigerated cargo	4	8	7	3	3
Dhow	3	1	3	2	

Sources : Made from the IMB Piracy and Armed Robbery against Ships, Annual Report (1 January - December 31, 2009), Table 11, pp. 14-15; Chart D, p. 15.

Table 6: Data on major types of vessels (top-seven) hijacked in the Gulf of Aden/off Somalia in 2009

Name	Type	GRT	DWT	Freeboard(ft)	Speed(k)	Crew
<i>Saldanha</i>	Bulk Carrier	38,886	75,707	17	14.5	22
<i>Ariana</i>	Ditto	37,955	69,041	17	12.5	24
<i>De Xin Hai</i> (德新海)	Ditto	40,892	76,432	16	14.6	25
<i>Navios Apollon</i>	Ditto	29,499	52,068	17	15.6	19
<i>Hans Stavanger</i>	Container	15,988	20,526	11	18	24
<i>Maersk Alabama</i>	Ditto	14,120	17,375	18	18	20
<i>Kota ajar</i>	Ditto	16,772	24,637	13	19	21
<i>Malaspina Castle</i>	General cargo	21,173	32,587	14	15	24
<i>Victoria</i>	Ditto	7,767	10,683	9	14.7	11
<i>Marathon</i>	Ditto	1,655	2,579	4	13	8
<i>Theresa VIII</i>	Chemical / Product Tanker	12,728	22,294	10	13	28
<i>St James Park</i>	Ditto	7,926	13,927	8	13.5	26
<i>Maran Centaurus</i>	Tanker Crude	156,565	300,294	30	15	28
<i>Buccaneer</i>	Tug	1,672	2,524	4	12	16
<i>Alakrana</i>	Trawler / Fishing Vessel	3,716	na	2	19	36

Source : Made from the data in "List of Ships Sea-jacked, Horn of Africa Piracy, Maritime Administration, US Department of Transport." (The List has been irregularly revised.)

Looking from the type of a vessel, one of notable incidents in the year 2009 was a hijacking of a very large crude oil tanker (VLCC). Somali pirates hijacked a Greek-registered VLCC, MT *Maran Centaurus* (300,264DWT), in the Indian Ocean some 800 nautical miles northeast of Seychelles on November 29. The tanker was carrying 2 million barrels crude oil equivalent to 156 million US dollars. When attacked, it was sailing to New Orleans in the US from Saudi Arabia slowly - between 11 and 15 knots. It is the second time that the VLCC was hijacked since MT *Sirius Star* (318,000DWT) was ever seized by pirates on November 15, 2008. (The vessel was released on November 15, 2009 after a ransom of 3 million US dollars was paid.)

Looking at the vessels attacked in the year 2009 by registration, of 406 ships, the highest number of 69 (52 in 2008) ships was Panamanian-registered, which was followed by the number of 38 (19 in 2008) ships, which was Liberian-registered. The following are 32 (25 in 2008) Singaporean-registered ships, 29 (15 in 2008) Marshall Islands-registered ships, 24 (14 in 2008) Antigua Barbuda-registered ships, 21 (10 in 2008) Hong Kong (SAR)-registered ships, 21 (10 in 2008) Malta-registered ships, 18 (12 in 2008) Bahamas-registered ships, 13 (14 in 2008) Cyprus-registered ships, and 10 (three in 2008) Italia-registered ships. In case of Japanese-registered vessels, two (one in 2007, none in 2006, and two in 2005) ships were attacked in the year 2008, but no ship was attacked in the year 2009.

Looking at the vessels by registration, one Chinese bulk carrier was notable. On October 19, MV *De Xin Hai* (德新海) 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. 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 that a Chinese ship had fallen into the hands of pirates in the Indian Ocean. The hijacking happened about 1,000 nautical miles away from the Gulf of Aden where a fleet of Chinese warships was escorting merchant vessels through the waters. (MV *De Xin Hai* was released on December 27 after a ransom of between US\$3.5m and \$4 was paid.)

On the other hand, in view of the operational status of the vessels attacked by countries where victim ships were controlled / managed, the highest number of 64 (41 in 2008) German ships was noted, which was followed by 59 (23 in 2008) Greek ships, 45 (31 in 2008) Singaporean ships, 16 (16 in 2008) Japanese ships, 11 (eight in 2008) Indian ships, and 10 (12 in 2008) Norwegian ships.

#### **4. Types of violence to crews and peculiarities of weapons used**

Looking at the status of violence (or damage) to crew, as Table 7 shows, the incidents in which the crews were taken hostage dramatically increased, occupying a greater part of violence. In the year 2009, 1,052 persons were taken hostage, which increased by more than 100 persons compared with the numbers of 889 persons in 2008. On the other hand, looking at the incidents by location, of 1,052 hostage incidents, 352 cases in the Gulf of Aden and 506 cases in Somalia were noted respectively, occupying more than 80 percent of the hostage incidents. 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. According to the Report, as of the end of December, 12

vessels are being held for ransom with 263 crew members of various nationalities as hostages.

**Table 8** shows types of arms used by pirates in the incidents occurred in the year 2009. There are few changes in the trend that guns and knives are major arms of pirates for the past five years. On the other hand, looking at the types of arms to be used by pirates by location, of a total of 240 attacks in which guns were used, 105 cases in the Gulf of Aden, eight cases in the Red Sea, 76 cases in Somalia, and three cases in Oman, which occupied a greater part of the incidents, were noted. This will make us find how dangerous the Somali pirates armed with AK-47 rifles and RPG-7 rocket weapons are. It is also peculiar that guns have been frequently used in the attacks in Nigeria.

**Table 7: Types of violence noted frequently in Asia and other areas in 2009**

Locations	Hostage	Threatened	Assault	Injured	Killed	Missing	Kidnap
Indonesia	3	1		1			
Malacca Straits							2
Malaysia	38	2					
Singapore Straits	13						
Thailand				1	1		
South China Sea	31		2	1			
Vietnam	4	1				7	
Bangladesh	4	3					
India	1						
Gulf of Aden	351			4	3	1	
Somalia	506			6	1		
Oman	10						
Kenya							3
Tanzania	2						
Nigeria	61	4		44			7
<b>Sub Total</b>	<b>1,052</b>	<b>14</b>	<b>4</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>12</b>
<b>Total</b>	<b>1,166</b>						

Source : Made from Table 9 in the IMB Piracy and Armed Robbery against Ships (January 1 - December 31, 2009), pp. 12-13. The total of the incidents covers all areas targeted in the Report.

Table 8: Types of arms used frequently by pirates in Asia and other areas

Locations	Guns	Knives	Other Weapons	Not Stated
Indonesia	1	7		7
Malacca Straits	2			
Malaysia	2	5		9
Philippines				1
Singapore Straits	2	4		3
Thailand		1		
South China Sea	2	11		
Vietnam	1	2	1	5
Bangladesh		13	1	3
India		3	1	8
Gulf of Aden*	105			11
Red Sea**	8			7
Somalia	76			4
Arabian Sea***				1
Indian Ocean***				1
Oman*****	3			1
Tanzania		2		3
Nigeria	22	2	2	2
<b>Sub Total</b>	<b>240</b>	<b>70</b>	<b>6</b>	<b>90</b>
<b>Total</b>	<b>406</b>			

Source : Made from Table 11 in the IMB Piracy and Armed Robbery against Ships, Annual Report (January 1 - December 31, 2009), pp. 14-15. The total of the incidents covers all areas targeted in the Report.

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

## **Piracy and Armed in Asia in the year 2009** **~ReCAAP Annual Report~**

On January 29, 2010, 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 in the year 2009 (January 1 - December 31, 2009) (Hereafter ReCAAP Report).

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 in the year 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 ReCAAP report, the number of the incidents reported in the year 2009 was 101, of which 81 were actual incidents and 20 were attempted incidents. Looking at the trend quarterly, there were 15 incidents (including one attempted incident) in the first quarter (January



– March). The number of incidents increased to 28 (including four attempted incidents) in the second quarter (April – June), and 26 (including six attempted incidents) in the third quarter (July-September), respectively. In the fourth quarter (October - December), there were 32 (including nine attempted incidents).

The numbers of the incidents noted in the locations targeted by the ReCAAP in the past five years are shown in Table 1. According to the data, despite fluctuations, the numbers of the incidents remain at the same level, compared with the numbers of incidents in the past three years. Looking from the locations of incidents, it is notable that the incidents have been increasing in the South China Sea.

Table 1: Numbers of Incidents by Location in the past five years

Locations	2009		2008		2007		2006		2005	
	Ac	Att	Ac	Att	Ac	Att	Ac	Att	Ac	Att
<b>East Asia</b>										
China	1						1		4	
<b>Sub total</b>	<b>1</b>						<b>1</b>		<b>4</b>	
<b>South Asia</b>										
Arabian Sea					1	3		1		
Bangladesh	14	4	10	2	12	1	30	14	15	4
Bay of Bengal					1					1
India	8	2	10	1	8		3		12	2
Sri Lanka						1	1			
<b>Sub total</b>	<b>22</b>	<b>6</b>	<b>20</b>	<b>3</b>	<b>22</b>	<b>5</b>	<b>34</b>	<b>15</b>	<b>27</b>	<b>7</b>
<b>Southeast Asia</b>										
Gulf of Thailand									1	
Indonesia	14	5	22	1	33	7	39	10	62	10
Malaysia	12	3	13		7	1	10	1	2	
Myanmar	1									
Philippines	4	1	6	2	5	1	3	2		
South China Sea	11	2	5	2	1	5	3		3	6
Straits of Malacca	6	3	6	4	3	4	6	7	8	8
Thailand	1	1			1		1			
Vietnam	8		11	1	5		3		10	
<b>Sub total</b>	<b>57</b>	<b>15</b>	<b>63</b>	<b>10</b>	<b>55</b>	<b>18</b>	<b>65</b>	<b>20</b>	<b>86</b>	<b>24</b>
<b>Total</b>	<b>80</b>	<b>21</b>	<b>83</b>	<b>13</b>	<b>77</b>	<b>23</b>	<b>100</b>	<b>35</b>	<b>117</b>	<b>31</b>
<b>Overall Total</b>	<b>101</b>		<b>96</b>		<b>100</b>		<b>135</b>		<b>148</b>	

Source : ReCAAP Annual Report (January 1 - December 31, 2009), p.10, Table 1.

Remarks: Ac = Actual Incidents, Att = Attempted Incidents

### 3. Evaluation of Significance of Incidents viewed from ReCAAP Report

The distinctive feature 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 ReCAAP 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 ReCAAP 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. Looking at the details of the incidents involving ships at anchor/berth and incidents involving ships while underway, as a whole, the number of the incidents while the ships were at anchor/berth is overwhelmingly greater than the number of the incidents while ships were underway. This is a feature of the incidents in the areas targeted by the ReCAAP.

Table 2: Numbers of actual incidents by categories in the past five years (As for figures in parenthesis, the first figure shows number of incidents while the ships were at anchor/berth, and the second figure shows number of incidents while the ships were underway.)

	2009	2008	2007	2006	2005
CAT-1	4 (1, 3)	4 (0, 4)	5 (0, 5)	3 (1, 2)	8 (2, 6)
CAT-2	31 (9, 22)	22 (6, 16)	15 (9, 6)	38 (18, 20)	33 (21, 12)
CAT-3	46 (44, 2)	57 (53, 4)	57 (53, 4)	59 (52, 9)	76 (65, 11)

Source : Made from ReCAAP Annual Report (January 1- December 31, 2009), Chart 1, p. 9; and Chart 4, p. 15.

According to the ReCAAP Report, looking at the status of the ships at the time of the actual incidents during the past five years, most of the incidents belong to Category 3 incidents, in which

ships' equipment and others were stolen. Of 54 actual incidents involving ships that were anchored or berthed in the year 2009, 44 were Category 3 incidents and nine were Category 2 incidents. On this matter, this status is assessed to be reflecting the overall significance of the piracy incidents in the ReCAAP targeting areas. On the other hand, of 27 incidents in which ships were attacked while underway, three Category 1 incidents and 22 Category 2 incidents were noted. Looking at the trend in the past five years, of incidents in which the ships were attacked while underway, many of them were Category 1 incidents and Category 2 incidents. The actual incidents in the South China Sea occurred while the ships were underway. Of 11 incidents, 10 cases were Category 2 and one case was Category 3.

According to the ReCAAP Report, as for an evaluation of violence factor, looking from the type of weapons used, of 81 actual incidents in the year 2009, 36 incidents involving the use of knives, nine incidents involving the use of guns and knives, one incident involving the use of other weapon, and 33 incidents in which weapons used are not stated were noted. According to the ReCAAP Report, as for the type of weapons used in the past five years, knives have been most frequently used. This is different from Somali pirates armed with machine-guns and RPG's. Of nine 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 incidents, 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 in the year 2009, there were two incidents in which members of the crew were killed, and one incident in which they were missing, two incidents in which crew were kidnapped, one incident in which crew were discarded, 12 incidents in which crew were held hostage, five incidents in which crew were assaulted, six incidents in which crew were threatened, and 52 incidents in which crew were not injured or unreported. The ratio of incidents in which each crew members were involved in all actual incidents has been nearly constant during the past five years.

As to the number of pirates/armed robbers (hereafter men), of 81 actual incidents in the year 2009, 63 incidents involving a group of 1-6 men, 12 incidents involving groups of 7-9 men, and six incidents involving groups of more than nine men were noted. 70 percent of the total number of incidents involved between one to six men. Twelve incidents involving groups of 7-9 men doubled the number in 2008. This follows the 13 cases which was the highest in the past five years. According to the ReCAAP Report, of six incidents which was attacked by the groups of more than nine men, three incidents were the cases while underway and the other three incidents were attacks while at Chittagong Anchorage in Bangladesh.

With regard to analysis of economic factor, of 81 actual incidents in the year 2009, one incident of ship being hijacked/missing, no incident of cargoes robbed, 32 incidents in which cash and property were robbed, 42 incidents in which stores/engine spare parts were stolen, one incident in which unsecured items were stolen, and 15 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. Types of ships attacked**

On the other hand, looking at the ships involved in actual incidents in the year 2009 by type, of a total of 101 incidents, the highest number of 29 incidents involved various kinds of tankers - chemical, product, LPG, and oil. Tankers were followed by 23 bulk carriers, 21 containers, and 16 tug boats. Additionally, they were followed by eight general cargo ships, plus two fishing boat/trawler, and others respectively.

According to the ReCAAP Report, 24 of the 29 incidents involving tankers occurred at the ports and anchorages in India, Malaysia, and Indonesia. Most of them were Category 3 incidents. The other five incidents occurred while the tankers were underway. Of them, three incidents occurred while tankers were steaming in the South China Sea.

Enclosure: Information Data made by OPRF

## Status of Hijackings in the Gulf of Aden and off Somalia

## 1. Status of hijackings in 2009 (As of December 31, 2009)

	Name of Vessels	Date of incident	Day freed (Day held)	Crew (killed)	Type of Vessels	Flag
1	<i>Blue Star</i> (A)	1.1	3.4 (62)	28	General Cargo	St Kitts & Nevis
2	<i>Sea Princess II</i> (A)	1.3	4.26 (115)	15 (1)	Product Tanker	Panama
3	<i>Vitoria Four</i> (K)	1.8	1.8 (Boarded)		Fishing Vessel	Tanzania
4	<i>Longchamp</i> (A)	1.29	3.28 (58)	13	LPG Tanker	Bahamas
5	<i>Safmarine Zambezi</i> (T)	2.14	2.14 (Boarded)		Fishing Vessel	Liberia
6	<i>Saldanha</i> (A)	2.22	4.25 (62)	22	Bulk Carrier	Malta
7	<i>Serenity</i> (Sy)	3.16	6.9 (81) Crew freed	3	Yacht (Catamaran)	Seychelles
8	<i>Titan</i> (A)	3.19	4.15 (27)	24	Bulk Carrier	St. Vincent & Grenadines
9	<i>Al Rafiquei</i> (S)	3.21	3.21 (Boarded)	16	Cargo Dhow	India
10	<i>Nipayia</i> (S)	3.25	5.9 (45)	19	Chemical Tanker	Panama
11	<i>Bow Asir</i> (S)	3.26	4.10 (15)	27	Chemical Tanker	Bahamas
12	<i>Indian Ocean Explorer</i> (Sy)	3.28	6.22 (86)	7	Oceanographic Research Cruiser	Seychelles
13	<i>Shehenshah-E-Madina</i> (A)	3.30	4.4 (4)	18	Cargo Dhow	India
14	<i>Tanit</i> (Sy) 1	4.4	4.10 (6)	5 (1)	Yacht	France
15	<i>Hansa Stavanger</i> (K)	4.4	8.3 (121)	24	Container Ship	German
16	<i>Al Ghaith</i> (S)	4.5	4.7 (2)	7	Tug	Yemen
17	<i>Al Shahir</i> (A)	4.5	Around 4.22 (around 17)	14	Fishing Vessel	Yemen
18	<i>Win Far 161</i> (Sy) 2	4.6		30	Fishing Vessel	Taiwan
19	<i>Malaspina Castle</i> (A)	4.6	5.9 (33)	24	General Cargo	Panama
20	<i>Maersk Alabama</i> (S) 3	4.7	4.8 (1)	20	Container Ship	United States
21	<i>Shгаа-Al-Madhi</i> (A)	4.8		13	Fishing Vessel	Sudan

	Name of Vessels	Date of incident	Day freed (Day held)	Crew (killed)	Type of Vessels	Flag
22	<i>Momtaz 1</i> (A) *4	4.10	8.14 (125)	18	Fishing Vessel	Egypt
23	<i>Samarah Ahmed</i> (A) *4	4.10	8.14 (125)	18	Fishing Vessel	Egypt
24	<i>Baccaneer</i> with 2 <i>Barges</i> (A)	4.11	8.9 (120)	16	Tug & Barge	Italy
25	<i>Irene E. M.</i> (A)	4.13	9.14 (153)	21	Bulk Carrier	St.Vincent & Grenadines
26	<i>Sea Horse</i> (S)	4.14	4.20 (6)	20	General Cargo	Togo
27	<i>Pompei</i> (Sy)	4.18	6.28 (71)	10	General Cargo	Belgium
28	<i>Farel Ali</i> (A) *	4.18	7.15 (88)	9	Fishing Vessel	Yemen
29	<i>Afraaf</i> (A) *	4.18	7.15 (88)	9	Fishing Vessel	Yemen
30	<i>Patriot</i> (A)	4.25	5.15 (20)	17	Grain Carrier	Malta
31	<i>GNA</i> (A) 5	4.26	4.27 (1)	23	Product Tanker	Yemen
32	<i>Al Mezaan</i> (S)	5.2	5.6 (4)	17	General Cargo	Panama
33	<i>Ariana</i> (T) 6	5.2	12.10 (220)	17	Bulk Carrier	Malta
34	<i>Victoria</i> (A)	5.5	6.18 (44)	11	General Cargo	Antigua & Barbuda
35	<i>Marathon</i> (A)	5.7	6.23 (47)	8 (1)	General Cargo	Netherlands-Antilles
36	<i>Vishwa Kalyan</i> (S)	6.3	6.13 (15)		Dhow	India
37	<i>Charelle</i> (O)	6.12	12.3 (174)	10	General Cargo	Antigua & Barbuda
38	<i>Horizon 1</i> (A) 6	7.8	10.5 (89)	23	Bulk Carrier	Turkey
39	<i>Nafeya</i> (A)*7	7.10	7.15 (5)	14	Dhow	India
40	<i>Alakrana</i> (Sy)	10.2	11.17 (46)	36	Fishing Vessel	Spain
41	<i>Kota Wajar</i> (Sy)	10.15	12.28 (84)	21	Container Ship	Singapore
42	<i>De Xin Hai</i> (Sy) 8	10.19	12.27 (79)	25	Bulk Carrier	China
43	<i>Al Khaliq</i> (Sy)	10.22		26	Bulk Carrier	Panama
44	<i>Lynn Rival</i> (Sy) 9	10.23		2	Yacht	United Kingdom
45	<i>Thai Union 3</i> (Sy)	10.29		27	Fishing Vessel	Thailand
46	<i>Delvina</i> (S)	11.5	12.17 (42)	21	Bulk Carrier	Marshall Islands
47	<i>Al Mezaan</i> (A)	11.7	11.19 (12)	17	General Cargo	Panama
48	<i>Filitsa</i> (Sy)	11.11		22	Bulk Carrier	Marshall Islands
49	<i>Theresa VIII</i> (S)	11.16		28	Chemical Tanker	Kiribati
50	<i>Shree Narayan</i> (Sy)	11.18	11.27 (9)	14	Cargo Dhow	India

	Name of Vessels	Date of incident	Day freed (Day held)	Crew (killed)	Type of Vessels	Flag
51	<i>Red Sea Spirit</i> (A)	11.20			General Cargo	Panama
52	<i>Maran Centaurus</i> (Sy) 10	11.29		28	Crude Oil Tanker (VLCC)	Greece
53	<i>Shazaib</i> (S)	12.6		29	Fishing Vessel	Pakistan
54	<i>Laxmi Sagar</i> (S)	12.10	12.15 (5)		Dhow	
55	<i>Nefeya</i> (S)	12.16		13	Cargo Dhow	India
56	<i>Al Mahmound 2</i> (A)	12.18		15	Cargo & Fishing Vessel	Yemen
57	<i>Socotra 1</i> (A)	12.25		6	Cargo Dhow	Yemen
58	<i>Navios Apollon</i> (Sy)	12.28		19	Bulk Carrier	Panama
59	<i>St James Park</i> (A)	12.28		26	Chemical Tanker	United Kingdom

Sources : "Piracy And Armed Robbery Against Ships: Report for the Period, January 1 – December 31, 2009," ICC International Maritime Bureau (IMB), January 18, 2010, pp.60-66, and p.72; Somali Marine & Coastal Monitor (Ecottera International), Worldwide Threat to Shipping Mariner Warning Information (Office of Naval Intelligence Civil Maritime Analysis Department, U.S. Navy), List of Ships Hijacked (U.S. Department of Transport, Maritime Administration), and others.

Note : The alphabetic letters in the parentheses in the 'Name of Ship' column in the above Table are used to indicate the related areas as follows: (A) Gulf of Aden, (K) off Kenya, (O) off Oman, (S) off Somalia, (Sy) the Indian Ocean in the sea off Seychelles, and (T) off Tanzania where hijackings were noted. Blur over the ship's name means that information about the ship concerned was taken from the sources other than IBM2009 Annual Report.

Remarks\* : These fishing boats are regarded to be used as pirate mother ships. Farel Ali and Afraaf were released by Yemeni security force afterward. (IMB Report, July 15, 2009)

Note 1. Two French couples with a child were on board the yacht. On April 10, French military special force conducted the rescue operations and rescued four including a child. But the owner of the yacht met his death. French troops killed two pirates and captured three. It was the third liberation by force by the French troops. (BBC News, April 11, 2009)

2. The ship concerned is regarded to have been involved in attacking MV *Maersk Alabama* on April 7. (Ecottera International, January 2, 2010) The ship had an address written in Chinese characters - 穩發 (Win Far)161.

3. The ship concerned was boarded by four pirates. The pirates left the ship by the rescue boat, holding the ship's captain as a hostage. On April 12, U. S. Navy Seal snipers conducted an operation to rescue a cargo ship captain unharmed. During the operation snipers killed three Somali pirates, holding one as a captive on. (American Forces Press Service, April 12, 2009)

4. According to IMB annual report, these two Egyptian fishing boats paid a ransom and was released with its 18 crewmembers on August 14. On the other hand, according to a local newspaper, two fishing vessels (with 17 crewmembers each) escaped from Somali pirates after seizing the weapons from the pirates on August 13. Two pirates were killed in a shoot-out, several were captured, and one was rescued after being stabbed and thrown into the sea. (Khaleej Times, August 14, 2009) One of Egypt's main security agencies played a key role in the operation to free the fishermen. (AFP, August 16, 2009)

5. Yemeni security force released the vessel concerned on April 27. The vessel was sailing without an oil, when hijacked. Special Forces killed five pirates in combat and put at least nine in custody. (Fairplay Daily News, April 27, 2009)

6. While MV *Ariana* has two female crew, MV *Horizon 1* has one.

7. The ship concerned was used as pirate mother boat when pirates attacked the Liberian-flagged VLCC, MT *A Elephant* (264,800 DWT) in the Gulf of Aden on July 13. Having tracked the pirate ship, the French naval frigate FS *Aconit*, together with the Indian navy frigate INS Godavari, captured the boat and freed the 14 Indian crew-members. However, they found pirates had already abandoned the ship and fled to the Somali coast in two speedboats. (Trade Winds, July 13. and Maritime Global Net, July 15, 2009)

8. The ship had an address written in Chinese characters-德新海 (*De Xin Hai*).
9. Crewed by a British couple, the yacht disappeared after sending a rescue message from an area 60 miles away from Victoria, the capital of Seychelles. Afterwards, the yacht was found by the Royal Navy, but the British couple is reportedly held on land close to Harardheere on the coast of central Somalia. (Ecoterra International, January 8, 2010)
10. A Greek-flagged VLCC, MT *Maran Centaurus* (300,264DWT), was hijacked by Somali pirates in the Indian Ocean about 800 nautical miles northeast of Seychelles. The tanker was carrying oil equivalent to 20 million US dollars. When attacked, it was sailing to New Orleans in the US from Saudi Arabia slowly - between 11 and 15 knots. (The New York Times, November 30, and BBC News, November 30, 2009) It is the second time that the VLCC was hijacked since MT *Sirius Star* (318,000DWT) was ever seized by pirates on November 15, 2008.



## 2. Ships hijacked in 2008 &amp; Ships released after January 2009

Name of Vessels	Date of incident	Day freed (Day held)	Crew (killed)	Type of Vessels	Flag
<i>Yenegroa Ocean</i> (S)	8.4	2009.6.6 (304)	11	Anchor Handling Tug Supply Ship	Panama
<i>Faina</i> (S)	9.25	2009.2.5 (133)	21(1)	Ro-Ro vessel	Belize
<i>African Sanderling</i> (A)	10.15	2009.1.11 (88)	21	Bulk Carrier	Panama
<i>Yasa Neslihan</i> (A)	10.29	2009.1.7 (69)	20	Bulk Carrier	Marshall Island
<i>CEC Future</i> (A)	11.7	2009.1.16 (71)	13	General Cargo	Bahamas
<i>Stolt Strength</i> (A)	11.10	2009.4.21 (162)	23	Chemical Tanker	Philippines
<i>Karagol</i> (A)	11.12	2009.1.13 (63)	14	Chemical Tanker	Turkey
<i>Tian Yu.8</i> (S)	11.13	2009.2.8 (88)	24	Fishing Vessel	China
<i>Sirius Star</i> (K)	11.15	2009.1.9 (56)	25	Crude Oil Tanker	Liberia
<i>Chemstar Venus</i> (A)	11.15	2009.2.12 (90)	23	Chemical Tanker	Panama
<i>Delight</i> (A)	11.18	2009.1.9 (53)	25	Bulk Carrier	Hong Kong
<i>Biscaglia</i> (A)	11.28	2009.1.22 (55)	28	Chemical Tanker	Liberia
<i>Al-Qana's</i> (A)	12.10	2009.1.2 (23)	8	Fishing Boat	Yemen
<i>Masindra 7</i> with <i>Barge</i> (A)	12.16	2009.8.2 (299)	11	Tug & Burge	Malaysia
<i>Bosphorus Prodigy</i> (A)	12.16	2009.2.3 (48)	11	General Cargo	Antigua & Barbuda

Sources : As for hijackings, information was taken from "Piracy And Armed Robbery Against Ships: January 1 – December 31, 2008," ICC International Maritime Bureau, January 16, 2009, pp.55-61, and "Piracy And Armed Robbery Against Ships: Report for the Period, January 1 – December 31, 2009," ICC International Maritime Bureau (IMB), January 18, 2010, pp.60-66, and p.72; As for the dates of the ships released, information was taken from Ecottera International, Worldwide Threat to Shipping Mariner Warning Information (Office of Naval Intelligence Civil Maritime Analysis Department, U.S. Navy), NATO Shipping Centre Briefing Slide, List of Ships Hijacked (U.S. Department of Transport, Maritime Administration), and other related information data.

Note : (A) Gulf of Aden, (K) off Kenya, and (S) off Somalia in above Table indicate the locations where the hijackings were noted.

## Links

Afrique en ligne	<a href="http://www.afriquejet.com/">http://www.afriquejet.com/</a>
AP	<a href="http://www.ap.org/">http://www.ap.org/</a>
Bosphorus Naval News	<a href="http://turkishnavy.blogspot.com/">http://turkishnavy.blogspot.com/</a>
China Daily	<a href="http://www.chinadaily.com.cn/">http://www.chinadaily.com.cn/</a>
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EU NAVFOR Somalia	<a href="http://www.eunavfor.eu/">http://www.eunavfor.eu/</a>
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Ministry of Land, Infrastructure, Transport and Tourism of Japan	<a href="http://www.mlit.go.jp/index_e.html">http://www.mlit.go.jp/index_e.html</a>
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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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