

OPRF MARINT Monthly Report

March 2010



CONTENTS

Intelligence Summary in March 2010

1. Information Digest

- 1.1 Maritime Security
- 1.2 Military Development
- 1.3 Maritime Boundaries
- 1.4 Diplomacy and International Relations
- 1.5 Shipping, Shipbuilding and Harbors
- 1.6 Ocean Resources, Energy, Sea Environment and Others

2. Intelligence Assessment

- New Strategic Structure over the Global Commons

This monthly report was summarized and produced by OPRF staff writers based on their analyses and assessments of open source information.

Each source of information is described as an internet link in a bracket, which is available as URL online as of the end of March 2010.

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Intelligence Summary in March 2010

Maritime Security: In March Somali pirates intensified their activities again. In March seven hijacking incidents occurred. Additionally, there were reports that seven Indian dhows were hijacked. Moreover, the sea areas of their activities indicate the trend of expanding into the Indian Ocean. Although the ship was not hijacked, there was an incident, in which Somali pirates attacked a Greek bulk carrier from the late evening of the 5th to the early morning of 6th in the sea near the west coast of India. This incident shows that the pirates have the attacking capabilities in the sea near the shore of India far away from Somalia.

As piracy became rampant in this way, the fleets of EU, NATO, and CTF-51, joint anti-piracy taskforce, conducted positive counter-piracy operations, which was a significant feature in March. Sailing immediately to the scene of the attack, the warships belonging to these fleets were involved in about ten incidents, which include arresting pirate groups, each of which usually operated with one “mother ship” and two skiffs, interrogating pirate suspects, confiscating arms and equipment found, destroying a “mother ship” and a skiff, as well as releasing another skiff with pirate suspects on board.

Furthermore, it was also remarkable in March that, when a Panamanian-flagged cargo vessel was attacked by pirates on the 23rd, a team of the armed guards aboard the cargo vessel returned fire against the attacking pirates, shooting four pirates to death. It is regarded to be, perhaps, for the first time that the civilian guards shot the pirate suspects to death. The discussions about the right or wrong of boarding a team of the armed guards on merchant ships are expected to become louder.

Military Developments: According to China’s “Xinhua Net” dated March 3, Yi Zhuo, Chief of the People’s Liberation Army (PLA) Navy’s High-technology Consultative Commission, said the Chinese Navy is in need of having supply bases overseas like Hong Kong for the US aircraft carriers before establishing military bases overseas.

On 4th, China announced that China’s military budget in 2010 totals 532.1 billion yuan, which increased substantially by 7.5% compared to previous year. An increase by one digit number was for the first time ever since 1989. In China, the 3rd session (March 5-18) of the 11th National People’s Congress (NPC) was held, and the OPRF covered the remarks of key PLA representatives of NPC carried by the PLA Daily.

According to the U. S. newspaper, *The Washington Post* dated March 22, 180,000 residents of Guam are worried that the construction of a new Marine Corps base will overwhelm the island’s already inadequate water and sewage systems, as well as its port, power grid, hospital, highways and social services.

On the 26th, the South Korean patrol boat, Cheonan (1,200tons) sank near the Northern Limited Line (NLL), south of Baengnyeong Island. The cause of the sinking is unknown.

Maritime Boundaries: According to the BBC News dated the 24th, recent satellites images show that an island claimed by India and Bangladesh, the uninhabited territory off the mouth of the Hariabhanga River has disappeared beneath the seas. Sea levels in the Bay of Bengal have risen much faster over the past decade than they had done in the previous 15 years. It is said that in the coming decade other islands in the Sundarbans delta region at the Mouths of the Ganges will disappear beneath the waves in the same way.

Diplomacy and International Relations: On the 7th, Chinese Foreign Minister Yan Jiechi said at a press conference for reporters from the Chinese and foreign sides that both China and Japan should honor the spirits of the principled consensus on the East China Sea (ECS) and create conditions for its implementation, in order to make the ECS a “sea of peace, friendship and cooperation.”

The Indian Navy will assist Mauritius in conducting a hydrographic survey of the island nation for about four weeks beginning March 17. During the last four years, the Indian Navy has conducted about 10 hydrographic surveys in Mauritian waters.

Shipping, Shipbuilding and Harbors: According to South Koran newspaper *The Korea Herald* dated the 9th, North Korea recently gave Russia the right to use its Rajin seaport for 50 years and extended China's 10-year contract signed in 2008 by another 10 years.

The Japanese Land-Infrastructure-Transport and Tourism Ministry and the Vietnamese Transport Ministry held two working sessions—“The First Japan-Vietnam Field Conference (Ports and Railroads)” and “Japan-Vietnam Port Seminar” in Hanoi on the 9th and 10th. In these meetings, the Japan side agreed to provide capital to construction of the Cai Mep-Thi Vai port and Lach Huyen port as well as maintenance of the related infrastructure.

On the 17th, India’s Shipping Minister said the capacity of Indian port of handling cargoes is expected to reach 1.5 billion tons by the end of the year 2012. Of them, 12 major ports will be capable of handling one billion tons which is expected to increase from current 574.77 million tons.

Ocean Resources, Energy, Sea Environment and Others: On the 1st, the Stockholm International Peace Research Institute (SIPRI) released a report, which is an analysis of the Chinese moves toward advancing into an ice-free Arctic being navigable during summer months. ‘China is slowly but steadily recognizing the commercial and strategic opportunities that will arise from an ice-free Arctic,’ explains a fellow of the SIPRI who made the report.

On the 8th, Shell signed two contracts with the Technip and Samsung Heavy Industries consortium for the Prelude floating liquefied natural gas (LNG) project off the coast of Western Australia. By placing the maritime LNG facilities over offshore gas field, the costly pipelines connected to the shore and LNG facilities will become unnecessary.

On the 15th, the U.S. Geological Survey (USGS) released the result of an assessment on the undiscovered conventional oil and gas resources in 22 provinces of Southeast Asia. On the other

hand, on the 31st, announcing a series of energy policies, U.S. President Barack Obama approved an expansion of offshore gas and oil drilling sectors in the Atlantic Ocean and others.

Intelligence Assessment: In the recent years, there has been a confrontation called the “Freedom of Global Commons” versus the “Anti-access” in the global security environment. The “Global Commons” is a concept in which, by considering four areas - sea, sky, space and cyber as a common property of mankind, we can make a free access to them in principle. On the other hand, the “Anti-access” is said to be a strategic concept, in which the nation establishes an exclusive space area in a specifically clear or ambiguous form from the standpoint of national interests and limits or denies an access of other nations to its area. In the intelligence assessment, the OPRF has made an analysis of this area from the standpoint of realism in geopolitics and international politics. The article is entitled “New Strategic Structure over the ‘Global Commons.’”

1. Information Digest

1.1 Maritime Security

March 1 “Somali pirates seize Saudi tanker” (Maritime Security Centre, Horn of Africa, Press Release, March 3, and Shiptalk, March 6, 2010)

A Saudi Arabia-flagged product tanker was hijacked by Somali pirates outside the Internationally Recognized Transit Corridor (IRTC) in the Gulf of Aden on the 1st.

An outline of the article: According to EU NAVFOR, the Saudi Arabia-flagged Product tanker, *Al Nisr Al Saudi* (5,136DWT), was hijacked by Somali pirates outside the Internationally Recognized Transit Corridor (IRTC) in the Gulf of Aden on the 1st. The ship was heading from Japan to Jeddah. It has a crew of 14, of which the master of the ship is Greek and the rest are Sri Lankan. The ship was not registered on the Maritime Security Center, Horn of Africa (MSCHOA). The tanker was carrying no cargo when captured. The hijackers have demanded a \$20 million ransom. Her previous name was “Koyomaru.” Having only been purchased from Koyo Kaiun by Greek shipping company in February, the vessel was on its maiden voyage from Japan to Jeddah.

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=309>

<http://www.shiptalk.com/?p=3702>

March 1 - 2 “NATO fleet destroys pirate mother boats” (NATO Allied Maritime Command Headquarters, News Release, March 3, 2010)

Between the 1st and 2nd of March, the Danish warship HDMS *Abaslon*, the flagship of the TF-508, NATO's anti-piracy task force in the region, located, intercepted and disposed of two mother skiffs used by pirates in waters off the coast of Somalia. A total of three pirate mother skiffs have been intercepted and disposed of by the HDMS *Abaslon* since 28 February.

An outline of the article: Between the 1st and 2nd of March, the Danish warship HDMS *Abaslon*, the flagship of the TF-508 participating in NATO's anti-piracy mission of “Operation Ocean Shield,” located, intercepted and disposed of two mother skiffs used by pirates in waters off the coast of Somalia. The *Absalon* found the mother skiffs fully loaded with pirate equipment and supplies, which were disposed of by *Absalon*'s ordnance disposal team. The suspected pirates were set off at the Somali coastline. A total of three pirate mother skiffs have been disposed of by the HDMS *Abaslon* since 28 February. The NATO's anti-piracy task force TF-508 consists presently of three ships - USN destroyer USS *Boone*, Royal Navy's frigate HMS *Chatham*, and Royal Danish Navy's command and support ship HDMS *Absalon* as flagship.

Refer to the article on the Web site:

<http://www.manw.nato.int/pdf/Press%20Releases%202010/Jan%20-%20May%202010/SNMG1%202010%2013.pdf>

March 3 “Somali pirates hijack Kenya fishing boat” (Reuters, March 9, 2010)

On the 3rd, Kenyan-flagged fishing boat FV *Sakoba* was hijacked by Somali pirates approximately 400 nautical miles east of Dares Salaam in Tanzania. The pirates may be intending to use it as their mother boat.

An outline of the article: According to Andrew Mwangura of the East African Seafarers' Assistance Program, the Kenyan-flagged fishing vessel FV *Sakoba* was hijacked by pirates off the Somali coast approximately 400 nautical miles east of Dar es Salaam in Tanzania on the 3rd. Andrew Mwangura said pirates may have taken the fishing vessel for possible use as a 'mother ship.' Ten Kenyans, one Spaniard, one Pole, one Cape Verdean, a Namibian and two Senegalese made up the ship's 16-crew. The ship has been operating since 2005 in Kenyan and Tanzanian waters, with a Kenyan flag, licensed by the Kenyan fisheries.

Refer to an article on the Web site:

<http://www.finanznachrichten.de/nachrichten-2010-03/16329245-pirates-seize-kenyan-flagged-fishing-vessel-020.htm>

March 4 “Chinese 5th naval fleet sets sail to waters off Somalia” (CCC TV.com, March 4, 2010)

The destroyer *Guangzhou* and supply ship *Weishanhu* of China's 5th naval fleet to waters off Somalia set sail from the port Sanya in Hainan Province on the 4th.

An outline of the article: On the 4th, China's 5th naval fleet to waters off Somalia set sail from the port Sanya in Hainan province. The fleet consists of the destroyer, *Guangzhou* and supply ship, *Weishanhu* with about 800 persons. Consisting of the guided missile destroyer “Guangzhou” and supply ship “Weishanhu,” the escort task force will rendezvous with another missile frigate “Chaohu” which has been on a mission in the Gulf of Aden and waters off Somalia in advance. The commander of the fleet is Chinese Navy South Sea Fleet deputy chief of staff, Navy Captain Zhang Wendan, and the fleet will be stationed there over the next four months. (Arriving at the area on the 15th, the fleet commenced the mission.)

Refer to the article on the Web site:

<http://english.cctv.com/program/chinatoday/20100304/101123.shtml>

March 4 “Singaporean navy says terror attacks planned on tanker in Malacca Straits” (The Bangkok Post, March 4, 2010)

On the 4th, the Singaporean navy issued a warning that a terrorist group is planning attacks against oil tankers in the Malacca Strait, and advised all shipping to be on the alert.

An outline of the article: On the 4th, the Singapore Navy Information Fusion Center issued a warning that a terrorist group is planning attacks against oil tankers in the Malacca Strait. It added that does not preclude possible attacks on other large vessels with dangerous cargo. According to the Singaporean navy, the terrorists' intent is probably to achieve widespread publicity and showcase that it remains a viable group," the navy said in its advisory. The navy recommended that ships should strengthen their onboard security measures, increase awareness

and report on any suspicious indications to the association.

Refer to the article on Web site:

<http://www.bangkokpost.com/news/asia/170431/singapore-says-terror-attacks-planned-on-oil-tankers>

【Related Story】

“Indonesia increased patrols to in the Malacca Strait” (The Jakarta Post, March 6, 2010)

Indonesian police and the navy have stepped up patrol in the Malacca Strait following a warning of terrorist attacks. In addition, three littoral states - Indonesia, Singapore and Malaysia - are intensifying the security coordination between them.

An outline of the article: Indonesian police and the navy have stepped up patrol in the Malacca Strait following a warning of terrorist attacks. The navy has deployed 17 patrol ships and the police have also assigned snipers from the anti-terror special squad in three of the patrolling ships. On the 5th, naval base commander in Tanjung Pinang said, “We’re taking this warning seriously. We followed up the warning by stepping up patrol there.” The naval base commander said that security coordination has also been made between Indonesia, Singapore and Malaysia following the warning.

Refer to the article on the Web sites:

<http://www.thejakartapost.com/news/2010/03/06/patrols-increased-counter-terror-threats.html>

March 5 -7 “EU Fleet intercepts 5 pirate groups”(EU NAVFOR Press Release, March 5 and March 8, and Fred Fry International, March 6, 2010)

Having intercepted five pirate attack groups, EU NAVFOR destroyed mother ships and skiffs and took over 40 pirates into custody on the 5th through the 7th.

An outline of the article: On the morning of the 5th, the French navy intercepted a pirate group of one mother ship and two skiffs in the southern Indian Ocean, between the Seychelles and Mombasa. The helicopter launched from French navy frigate FS *Nivose* detected the skiffs some 350 nautical miles east of the Somali coast. The French Boarding Team, while approaching the skiffs, observed objects being thrown overboard. On arrival at the scene they found 11 suspected pirates and pirate paraphernalia in the skiffs including a rocket launcher, grappling hooks and several fuel barrels. The mother ship and one skiff have been destroyed and the 11 suspected pirates taken into custody. Later on the same day, in another area, the *Nivose* intercepted the group of one mother ship and two skiffs and took 11 pirate suspects in custody.

According to an announcement of the EUNAVFOR, between the 5th and the 7th, the Command ship of the EUNAVFOR, Italian naval supply vessel ITS *Etna*, and French frigate FS *Nivose* in cooperation with the Maritime Patrol Aircraft from Luxemburg, Spain and Sweden were involved in the captures of five pirate action groups, including the above-mentioned two incidents, destruction of mother ships and skiffs, and the arrest of over 40 pirates.

Below are the scenes of interceptions of pirate suspects by the boarding teams of the French and Italian navies.

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=312>

<http://www.mschoa.org/display.aspx?articlename=315>

<http://fredfryinternational.blogspot.com/2010/03/french-navy-catches-22-pirates.html>



FS *Nivose* boarding team and mother skiff

Source: Fred Fry International, March 6, 2010



ITS *Etna* Boarding team and skiff

Source: EU NAVFOR Press Release, March 8

【Related Story 1】

“French navy hands over 22 pirate suspects to Puntland authorities” (Shiptalk, March 15, 2010)

On the 13th, French navy handed over 22 suspected Somali pirates to semi-autonomous Puntland’s authorities. They will be arraigned in local courts.

An outline of the article: On the 13th, French navy handed over 22 suspected Somali pirates to semi-autonomous Puntland’s authorities and they will be arraigned in local courts. At the same time, the French navy handed over two skiff boats and video evidence showing the kind of weapons the suspects were carrying. Puntland’s deputy police commissioner said, “This video shows their intention was not fishing ... or other civilian work. The French navy threw the confiscated weapons and ammunition into the ocean.”

Refer to the article on the Web site:

<http://www.shiptalk.com/?p=3797>.

【Related Story 2】**“German navy captures another pirate group” (EU NAVFOR Press Release, March 14, 2010)**

On the 11th, the NAVFOR German navy frigate FGS *Emden* intercepted another pirate group consisting of a mother ship and two small skiffs in the vicinity of waters where aforementioned five groups were kept in custody.

An outline of the article: On the 11th, the NAVFOR German navy frigate FGS *Emden* intercepted another pirate group consisting of a mother ship and two small skiffs in the vicinity of waters where aforementioned five groups were kept in custody. Having detected the pirate mother ship, EU NAVFOR Luxemburg Patrol aircraft reported on it to German warship FGS *Emden*. On approach by FGS *Emden*, two small skiffs attempted to flee the scene and pirate paraphernalia consisting of ladders and hooks were seen being jettisoned overboard. FGS *Emden*'s helicopter prevented the trio from fleeing and boarding parties were sent onboard. FGS *Emden* returned all suspected pirates to the mother ship, destroyed one of the skiffs, and retained the third skiff as evidence.

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=325>

March 5 “Somali pirates hijack Norwegian tanker” (BBC News, March 5, and Shiptalk, March 6, 2010)

A Norwegian tanker registered in the Marshall Islands was hijacked by Somali pirates off Madagascar in the Indian Ocean on the 5th.

An outline of the article: On the 5th, Somali pirates seized a Norwegian tanker registered in the Marshall Islands, MT *UBT Ocean* (9,224DWT), off Madagascar in the Indian Ocean. MT *UBT Ocean* was carrying oil from the United Arab Emirates to Tanzania. MT *UBT Ocean* has a 21-member crew on board. This hijacking came just hours after French warship captured eleven suspected Somali pirates in the Indian Ocean some 350 nautical miles off the Somali coast. (Refer to the article mentioned previously.)

Refer to the article on the Web site:

<http://news.bbc.co.uk/2/hi/africa/8552887.stm>

<http://www.shiptalk.com/?p=3697>

March 5 “Somali pirates attack Greek ship near waters off west of India” (Trade Winds, March 8, 2010)

A bulk carrier owned by the Greek shipping company was attacked by the pirates in the sea near the shore of Western India between the late evening of the 5th and the early morning of the 6th. The status of this incident bears the hallmark of a Somali pirate attack, which shows they have ability to strike even in the sea near the shore of Western India, at much further distances from Somalia's coast.

An outline of the article: The Malta-flagged bulk carrier owned by the Greek shipping

company MV *Melina 1* (27,500DWT) was assaulted by the pirates between the late evening of the 5th and the early morning of the 6th. The pirates chased the bulk carrier for 12 hours, attempting to board the ship several times. According to the shipping company, two skiffs and three mother boats were involved in the raid. No shots were fired during the attack and there are no reports of any injuries to the 23 Ukrainian and Filipino crew. MV *Melina 1* was en route from Ukraine to Paradip (on the east coast) when the incident occurred some 200 miles west of India's Lakshadweep Islands which are about 150 miles west of the coast of Kerala state. Having been informed, the Indian Navy and Coast Guard dispatched elite marine commandos, a coastguard vessel and an attack helicopter to escort the bulk carrier. Although no pirate suspects were found following the assault, the incident bears all the hallmarks of a Somali pirate attack. If Somali pirates were involved, the attack could signal their ability to strike at much further distances from Somalia's coast.

Refer to the article on the Web site: Available to the subscribers only.

March 7 "Somali pirates release Thai fishing vessel" (CNN, March 7, 2010)

On the 7th, Somali pirates released a Thai fishing vessel which they had seized on 29 October 2009. How much money was paid as a ransom remains unknown.

An outline of the article: Somali pirates released the Thai fishing vessel FV *Thai Union 3* on the 7th. Although a ransom was paid, they did not say how much money was handed over. The *Thai Union 3* had been held at the Somali port al Heradeere since October 29, 2009, when it was seized about 200 miles north of the Seychelles islands and 650 miles from the Somali coast.

Refer to the article on the Web site:

<http://edition.cnn.com/2010/WORLD/africa/03/07/somalia.thailand.pirates/index.html>.

March 10 "Saudis sign Djibouti Code of Conduct" (IMO Press Briefing, March 10, 2010)

On the 10th, Saudi Arabia signed the Code of Conduct on the Suppression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (Djibouti Code of Conduct), which is a regional accord among African and Arab countries to oppose piracy.

An outline of the article: On the 10th, Saudi Arabia signed the Djibouti Code of Conduct, becoming the 13th country to do so. It is a regional accord among African and Arab countries to oppose piracy, which is officially called the Code of Conduct on the Suppression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden.

Refer to the article on the Web site:

http://www.imo.org/Newsroom/mainframe.asp?topic_id=1859&doc_id=12603

March 10 "NATO extends anti-piracy mission through 2012" (NATO, Weekly press briefing, March 10, and NATO Allied Maritime Command Headquarters, News Release, March 10, 2010)

On the 10th, the North Atlantic Council has decided to extend NATO's anti-piracy mission

(code-named Operation Ocean Shield) until the end of 2012. The current operational period last until the end of August 2010.

An outline of the article: On the 10th, a NATO spokesman announced that the NATO decided to extend NATO's counter-piracy mission (code-named Operation Ocean Shield) through 2012. The current operational period expires at the end of August 2010. This is based on the assessment that this mission is making a demonstrable contribution to increase safety for shipping and reduces success rates for hijackings by pirates.

The Standing NATO Maritime Group 1 was relieved by Standing NATO Maritime Group 2 on the 10th. Accordingly, the NATO task force TF-508 consists presently of five ships: HMS *Chatham* (Flagship - Royal Navy), USS *Cole* (US Navy), TCG *Gelibolu* (Turkish Navy), HS *Limnos* (Greek Navy), and ITS *Scirocco* (Italian Navy).

Refer to the articles on the Web sites:

http://www.nato.int/cps/en/natolive/opinions_62136.htm

<http://www.manw.nato.int/pdf/Press%20Releases%202010/Jan%20-%20May%202010/SNMG%20Operational%20Handover12Mar10.pdf>

March 11 “Armed robbers attack chemical tanker off Malaysia” (ReCAAP ISC, March 11, 2010)

On the 11th, boarding a Dutch chemical tanker via the aft, robbers armed with knives left the ship after stealing some engine spare parts. The tanker lay at anchor 2.6nm southwest of Tanjung Ayam in Malaysia when the incident occurred. ReCAAP ISC said this is the second attack to have taken place within the vicinity of Tanjung Ayam in the past month. Additionally, on the 20th, a Malta-flagged tanker was boarded by five robbers armed with knives while at anchor southwest of Tanjung Ayam. The crew members were not injured and nothing was stolen. According to the ReCAAP ISC, it was the third time that the incident occurred around Tanjung Ayam, and the authorities are calling to be alert to the possibility of incidents.

An outline of the article: According to the ReCAAP Information Sharing Center (ISC), robbers armed with knives attacked the Dutch chemical tanker MV *Theodor Storm* (2,500TEU) lying at anchor 2.6nm southwest of Tanjung Ayam in Malaysia on the 11th. The robbers boarded the tanker via the aft and tied up the watchman in the engine room and left the ship after stealing some engine spare parts. According to ReCAAP ISC, this is the second attack to have taken place within the vicinity of Tanjung Ayam in the past month. The first incident occurred on February 13 when the MISC chartered 2,500-teu containership MV *Theodor Storm* (2,500TEU) was boarded by five robbers, who later escaped empty handed. The ReCAAP ISC advises ship masters to maintain vigilance and adopt precautionary measures when anchored in this area. The ReCAAP ISC is stressing that early detection of boarding by suspicious personnel is the best deterrent as demonstrated in the incident involving MV *Theodor Storm*.

Refer to the article on the Web site:

[http://www.recaap.org/incident/pdf/incident/2010/Incident%20Alert%2011%20March%202010%20\(SP%20Athens\).pdf](http://www.recaap.org/incident/pdf/incident/2010/Incident%20Alert%2011%20March%202010%20(SP%20Athens).pdf)

【Related Story】

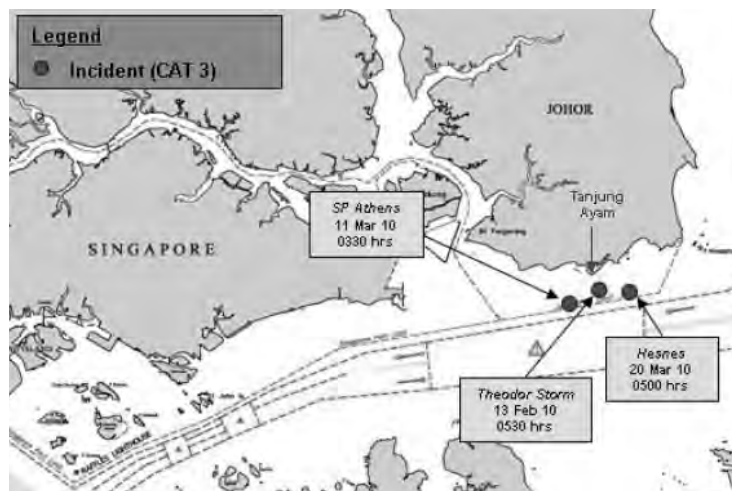
“Armed robber attack third ship off southern end of Malaysia in 5 weeks” (ReCAAP ISC, March 20, 2010)

On the early morning of the 20th, the Maltese-flagged tanker was boarded by five robbers armed with knives while the ship was at anchor off the southwest of Tanjung Ayam at the southern tip of Malaysia. The crew was not injured and nothing was stolen.

An outline of the article: On the early morning of the 20th, the Maltese-flagged tanker MT *Hesnes* (68,1752DWT) was boarded by five robbers armed with knives while the ship was at anchor off the southwest of Tanjung Ayam at the southern tip of Malaysia. The crew sighted the robbers, alerted the other crew and raised the emergency alarm. Upon hearing the alarm, the robbers escaped in a small craft. The crew was not injured and nothing was stolen.

Refer to the article on the Web site:

[http://www.recaap.org/incident/pdf/incident/2010/Incident%20Alert%2020%20Mar%2010%20\(Hesnes\).pdf](http://www.recaap.org/incident/pdf/incident/2010/Incident%20Alert%2020%20Mar%2010%20(Hesnes).pdf)



A map showing the location of the three incidents

Source: RICAAP ISC, March 20, 2010

March 13 “Swedish navy's corvette sails for Somalia” (EU NAVFOR Press Release, March 17, 2010)

On the 13th, Swedish navy's corvette HMS *Carlskrona* sailed for waters off Somalia. The HMS *Carlskrona* is to become the next flag ship of the EU NAVFOR Task Force. Also, the Swedish Coast Guard has already deployed a Maritime Patrol Aircraft (MPA) DASH-8Q-300 to Seychelles on a four-month mission since March.

An outline of the article: On the 13th, the Swedish navy's corvette HMS *Carlskrona* left the Karlskrona naval base in the southern part of Sweden for waters off Somalia. Succeeding the Italian navy's frigate, HMS *Carlskrona* is to become the next flag ship of the EU NAVFOR Task Force. HMS *Carlskrona* is to arrive in the Gulf of Aden in the middle of April, and will be formally handed over command of the EU NAVFOR Task Force from Italian warship ITS *Etna* upon arrival.

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=326>



On March 13, the next Flagship of EU NAVFOR Somalia - Operation Atalanta, the Swedish Warship HMS *Carlskrona*, departed from Karlskrona in the south of Sweden.

Source: EU NAVFOR Press Release, March 17, 2010

March 16 “Somali pirates release Singaporean vessel” (BBC News, March 16, 2010)

On the 16th, Somali pirates released the Virgin Island-flagged chemical tanker MT *Theresa VIII* (22,294DWT) which they had hijacked on November 16, 2009. A ransom is said to be about 3.5 million US dollars.

An outline of the article: On the 16th, Somali pirates released the Virgin Island-flagged chemical tanker MT *Theresa VIII* (22,294DWT) operated by the Singaporean shipping company. MT *Theresa VIII*, with 28 North Korean crew members, was hijacked off the Somali shore, while heading for Mombasa in Kenya on November 16, 2009. A ransom of about \$3.5m is said to have been paid.

Refer to the article on the Web site:

<http://news.bbc.co.uk/2/hi/africa/8570243.stm>

March 17 “Indian defense minister stresses to include fishermen in maritime security network” (Sify News, March 17, 2010)

On the 17th, Indian Defense Minister A.K. Antony stressed there was a need to incorporate fishermen into the maritime intelligence network.

An outline of the article: On the 17th, Indian Defense Minister A.K. Antony stressed there was a need to incorporate fishermen into the country's maritime intelligence network. Speaking at a function held to mark the commissioning of Indian Coast Guard (ICG) Ship, Antony said: “the fishermen need to be involved in the coastal security framework to act as our eyes and ears.” In addition, Antony underlined the growing importance of the ICG, especially in view of the delineation of the continental shelf and the resulting increase in the exclusive economic zones.

Refer to the article on the Web site :

<http://sify.com/news/include-fishermen-in-coastal-security-antony-news-national-kdroOcebifh.html>

March 17 “Dutch warship intercepts pirate suspects in the IO” (EU NAVFOR Press Release, March 17, 2010)

On the 17th, having encountered in the Indian Ocean two small skiffs which appeared to be pirates making a fast approach on her, the EUNAVFOR Dutch frigate kept 10 pirate suspects temporarily, but freed them later.

An outline of the article: On the 17th, the EUNAVFOR Dutch frigate HNLMS *Tromp* encountered in the Indian Ocean two small skiffs which appeared to be pirates making a fast approach on her. Firing the warning shots, the HNLMS *Tromp* warned the pirates that the ship they were targeting was a warship, which also deployed its helicopter to intercept the pirate suspects. An EU NAVFOR Maritime Patrol Aircraft (MPA) from Sweden was also on the scene, tracking the suspected pirates’ mother ship. In the skiffs ammunition and some rocket propelled grenades were found. After search was over, 10 suspects were held on board the warship before being released to one of their boats. HNLMS *Tromp* destroyed the mother ship and another skiff and reported the incident to the Seychelles Coast Guard. This is the 11th Pirate Attack Group that EU NAVFOR has been involved in disrupting in the last 2 weeks.

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=327>



HNLMS *Tromp* arrests Somali pirates

Source: Netherlands Ministry of Defense

http://www.defensie.nl/marine/missies/nieuws/wfp/2010/03/17/46149951/Fregat_pakt_opnieuw_Somalische_piraten

【Related Story】

“Dutch navy detains 12 pirate suspects, release them afterwards” (Herald Sun, March 29, 2010)

Also on the 29th, Dutch navy frigate HNLMS *Tromp* halted a pirate group which was composed of a mother ship and two skiffs with warning shots, and detained 12 pirate suspects, but released them because of a lack of physical evidence.

An outline of the article: On the 29th, responding to information from a German patrol plane, the Dutch frigate HNLMS *Tromp* pursued a pirate group which was composed of a mother ship and two skiffs off the coast of Somalia. When HNLMS *Tromp* came within eight nautical miles of

the pirates, the pirate group stormed HNLMS *Tromp* on the assumption that the frigate was a merchant vessel. Realizing they were trying to storm a warship, the pirates made haste trying to get away, throwing overboard a number of weapons and ladders. Firing the warning shots, the frigate forced the pirate boats to come to a halt. Marines searched the boats and detained 12 people on board. Later, because of a lack of physical evidence, marines put all the pirates on board the mother boat to send them back to Somalia, and destroyed the two attack boats.

Refer to the article on the Web site:

<http://www.heraldsun.com.au/news/breaking-news/somali-pirates-mistakenly-attack-dutch-warship/story-e6frf7jx-1225846679092>

March 21 “Kenya arrests Somali pirates for 1st time” (Reuters, March 21, 2010)

On the 21st, Kenyan security forces arrested 11 Somali pirate suspects in Kenyan waters for the first time.

An outline of the article: On the 21st, Kenyan security forces arrested 11 Somali pirate suspects in Kenyan water. According to the security authorities, it was after pirates had failed to hijack the fishing boat that the security forces arrested the pirates. The security authorities confiscated the guns from the pirates. It was for the first time that Kenya arrested the pirate suspects.

Refer to the article on the Web site:

http://www.khaleeitimes.com/displayarticle.asp?xfile=data/international/2010/March/international_March862.xml§ion=international&col

March 22 “RI, Philippine navies agree to step up sea patrols around sea borders” (Antara News, March 22, 2010)

On the 22nd, Indonesia and the Philippines agreed to intensify sea patrols to deal with arms smuggling and terrorism.

An outline of the article: On the 22nd, Indonesia (RI) and the Philippines agreed to intensify sea patrols to deal with arms smuggling and terrorism. Indonesian Naval Chief of Staff Admiral Agus Suhartono said, “In April we will conduct joint patrols to curb smuggling activity and terrorist acts.” According to Admiral Agus Suhartono, Philippine-registered ships which employ Indonesian nationals often carry basic necessities to be exchanged with marine products in the coastal areas of North Maluku. “The crew members often capitalize on the situation to smuggle in weapons. But when we are about to catch them they throw the weapons into the sea. So we have difficulty catching them red-handed,” he said.

Refer to the article on the Web site:

<http://www.antara.co.id/en/news/1269276289/ri-philippine-navies-to-step-up-sea-patrols>

March 23 “Spanish navy captures pirate suspects off Somali coast” (EU NAVFOR Press Release, March 24, 2010)

On the 23rd, having inspected a mother ship and two skiffs off the Somali coast, the EU

NAVFOR frigate ESPS *Navarra* from the Spanish Navy destroyed the mother boat and kept six pirate suspects in custody. These pirate suspects attacked the Panamanian-flagged cargo ship, but they were repelled in the fight by the armed security team of the vessel and tried to flee the area. In the fight with the armed security team four were dead.

An outline of the article: On the 23rd, the Panamanian-flagged cargo ship MV *Almezaan* was under attack from Somali pirates off the coast of Somali while steaming to the Mogadishu in Somalia. The armed security team on board the ship returned fire, repelling the first attack. Although pirates continued to pursue, they were repelled and fled the area. Upon receipt of a rescue signal EU NAVFOR frigate ESPS *Navarra* from the Spanish Navy raced to the scene of the incident. Launching its helicopter, ESPS *Navarra* stopped the mother ship and two skiffs by firing warning shots, and a team from ESPS *Navarra* boarded a skiff. In the first skiff they found three suspected pirates and, in the second, three suspects and a fourth individual, who had died. The body was transferred to ESPS *Navarra*, and an investigation indicated that the individual had died from small caliber gunshot wounds. The mother ship was destroyed and the remaining six suspects were kept in custody onboard ESPS *Navarra*.

On the 25th, the six were freed because the captain of the ship they were accused of attacking declined to identify them for the purposes of legal action. The men were placed in a skiff and released. (The New York Times, March 26, 2010)

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=334>



Pirate mother ship destroyed

Source: Fairplay Daily News, March 24, 2010

【Related Story】

“Armed Security team shot pirate suspects dead” (BBC News, March 24, 2010)

Private guards on board the Panamanian-flagged cargo ship MV *Almezaan* fought back the pirate suspects who attacked the vessel and shot the four suspects dead in what may have been the first such incident.

An outline of the article: Private guards on board the Panamanian-flagged cargo ship MV *Almezaan* fought back the pirate suspects who attacked the vessel and shot the four suspects dead in what may have been the first such incident. Several organizations, including the International Maritime Bureau (IMB), have expressed concern that the use of armed security

contractors could encourage pirates to be more violent when taking a ship. MV *Almezaan* was attacked three times in a year by Somali pirates. The vessel has been detained 12 days since it was hijacked in the Gulf of Aden on November 7, 2009.

Refer to the article on the Web site:

<http://news.bbc.co.uk/2/hi/africa/8584604.stm>



Pirates have targeted the MV *Almezaan* three times in the past year

Source: BBC News, March 24, 2010

March 23 “Somali pirates hijack 2 ships in a day” (EU NAVFOR Press Release, March 23, 2010)

On the 23rd, Somali pirates hijacked two ships in a day. The Bermuda-flagged reefer ship was hijacked 180 miles south of Mazera Island off the coast of Oman while steaming from Egypt to Iran. Another ship, Malta-flagged bulk carrier, was hijacked about 1,000 nautical miles from the coast of the northern part of Somalia. This area is closer to India than to Somalia in the Indian Ocean, which is about 400 nautical miles away from the normal patrol area of the EU NAVFOR.

An outline of the article: On the 23rd, two vessels were hijacked by Somali pirates in one day. One Bermuda-flagged refrigerator vessel MV *Talca* (11,055DWT) was seized 180 nautical miles south of Mazera Island off the coast of Oman while transiting from Egypt to Iran. It occurred just after it had passed through the International Recommended Transit Corridor (IRTC). The ship has 25 crew members – 23 from Sri Lanka, one from the Philippines and one from Syria.

The other vessel, the Maltese-flagged bulk carrier MV *Frigia* (35,000DWT), was captured in the Indian Ocean, approximately 1,000 nautical miles from northern coast of Somalia. This position is closer to India than Somalia and is approximately 400 nautical miles outside the normal EU NAVFOR operation area. This area is closer to India than Somalia, and is about 400 miles way from the normal patrolling area of the EU NAVFOR. The MV *Frigia* was en route from Egypt to Thailand. MV *Frigia* has a crew of 21 - 19 Turkish and 2 Ukrainian.

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=332>



MV Frigia

Source: <http://www.shipspotting.com/modules/myalbum/photo.php?lid=971611>

March 29 “Norway, Indonesia agree to improving security in Malacca Strait” (The Norwegian Embassy in Indonesia, Press Release, March 29, 2010)

On the 29th, Norway and Indonesia reached an agreement regarding Norwegian assistance of about 15 million US dollars (USD) to establishing a system for monitoring the vessel traffic off the coast of Sumatra-side in the Malacca Straits as well as enhancing the search and rescue organization in this region.

An outline of the article: On the 29th, Norway and Indonesia signed an agreement regarding Norwegian assistance to establishing a system for monitoring the vessel traffic off the coast of Sumatra-side in the Malacca Straits. The goal of the agreement between the two nations regarding strengthening of security in the Malacca Strait is to improve maritime safety in coastal areas of the northern part of the Malacca Straits and to enhance the search and rescue organization in this region. The total cost of the project is expected to be approximately 15 million USD, containing both a loan and a grant contribution from Norway.

Refer to the article on the Web site:

http://www.norway.or.id/Norway_in_Indonesia/Society-Policy/Press-Release-Indonesia-and-Norway-to-cooperate-on-improving-maritime-security-in-Malacca-straits/

March 29 “Somali pirates hijack Panamanian-flagged vessel” (EU NAVFOR Press Release, March 29, 2010)

On the 29th, Panamanian-flagged Roll on Roll off vessel was hijacked by Somali pirates 10 nautical miles off the port of Aden, Yemen. The vessel, carrying a mixed cargo of general mechanical equipment, was bound for Jebel Ali in the UAE.

An outline of the article: On the 29th, Somali pirates hijacked the Panamanian-flagged Roll on Roll off vessel *MV Iceberg 1* (4,500DWT) 10 nautical miles off the port of Aden, *MV Iceberg 1*, carrying a mixed cargo of general mechanical equipment, was bound for Jebel Ali in the UAE. The vessel has a crew of 24, consisting of persons from Yemen, India, Ghana, Sudan, Pakistan and the Philippines.

Refer to the article on the Web site:

<http://www.mschoa.org/display.aspx?articlename=337>



MV *Iceberg 1*

Source: Fairplay Daily News, March 29, 2010

March 29-30 “Seychelles coast guard destroys a pirate's mother ship, releases 27 hostages” (France 24.com, March 30, 2010)

On 29-30 March, a Seychelles coastguard vessel rescued 27 fishermen off southeast of Seychelles and repelled a pirate group which was composed of a mother ship and two skiffs. One skiff was sunk, and the mother ship exploded into flame. The second skiff managed to escape.

An outline of the article: On the 29th, the Seychelles coastguard (CG) vessel found a pirate group which was composed of a mother ship and two skiffs off southeast of Seychelles. Taking six fishermen from Seychelles and 21 fishermen from Iran as hostages onboard, the group was towing an Iranian dhow they had hijacked. The CG vessel found 27 hostages being held on the deck of the dhow. Having fired a warning shot, the CG vessel decided to attack the pirate boat, and unleashed a deluge of bullets into the dhow's engine compartment. One person suffered a gunshot wound to the arm by fire. All on board jumped into the ocean and was rescued. After several hours the CG vessel came under attack from a pirate group which was composed of a mother ship and two skiffs. The CG vessel returned fire and a skiff was sunk, and the mother ship exploded into flame. The second skiff managed to escape. The whereabouts of pirates are unknown.

Refer to the article On the Web site:

<http://www.france24.com/en/20100330-seychelles-coastguard-destroys-two-pirate-boats>

March 31 “US Navy vessel detains 11 pirate suspects, releases later” (U.S. Navy News Stand, April 2, 2010)

On the 31st, the Sierra Leone-flagged tanker was attacked about 500 km north-west of the Seychelles by a pirate group which was composed of a mother ship and two skiffs. The boarding team dispatched from the Flagship of Combined Task Force (CTF) 151, USS *Farragut* (DDG 99), kept 11 suspected pirates in custody. After the investigation, eleven suspected pirates were released on the two small skiffs, while the mother ship was destroyed.

An outline of the article: On the 31st, the Sierra Leone-flagged tanker MV *Evita* came under attack about 500 km north-west of the Seychelles by a pirate group which was composed of a

mother ship and two skiffs. The pirates fired rifles and rocket propelled grenades at the vessel in an attempt to force it to stop. The MV *Evita* was able to evade attack by adopting industry recommended BMP ('best management practices'); increasing its speed and firing flares at the pirates to warn them off. The Master of MV *Evita* informed the International Maritime Bureau (IMB) based in Kuala Lumpur and the UK Maritime Trade Operations (UKMTO) office in Dubai.

A Swedish Maritime Patrol Aircraft (MPRA), from EU NAVFOR, located the suspected pirate skiffs. A SH-60B Seahawk helicopter from the Flagship of Combined Task Force (CTF) 151, USS *Farragut* (DDG 99), monitored the pirates. The boarding team dispatched from the USS *Farragut* (DDG 99) kept 11 suspected pirates aboard three boats in custody. The MPRA had previously witnessed the suspected pirates throwing ladders and equipment overboard. Having confirmed that eleven suspected pirates no longer have means to conduct another attack, the boarding team released them on two small boats. The mother ship was destroyed along with fuel. Below is the scene at the time.

Refer to the article on the Web site:

http://www.navy.mil/search/display.asp?story_id=52370



Source: Left: MINDEF, Singapore, April 1, 2010

Right: <http://www.navy.mil/management/photodb/photos/100331-N-8959T-308.jpg>

March 31 “Somali pirates hijack Dubai-based vessel” (The Times of India, March 31, 2010)

On the 31st, Somali pirates hijacked a Dubai-based cargo vessel outside the port of Mogadishu.

An outline of the article: On the 31st, Somali pirates have hijacked a Dubai-based cargo vessel MV *Al-Barari* outside the port of Mogadishu. The ship was anchored near Mogadishu port after unloading the cargo it had brought from Dubai. The vessel was crewed by eleven from India.

Refer to the article on the Web site:

<http://timesofindia.indiatimes.com/india/Somali-pirates-hijack-another-vessel-11-Indians-held-hostage/articleshow/5748032.cms>

March 31 “Turkish navy detains 9 pirate suspects” (Bosphorus Naval News, April 1, 2010)

On the 31st, Turkish frigate to SNMG-2 arrested nine suspected pirates inside IRTC in the

Gulf of Aden. With the latest arrest, the number of arrested pirates by Turkish Navy rose to 53.

An outline of the article: On the 31st, Turkish frigate to SNMG-2 TCG *Gelibolu* sighted a suspiciously acting skiff inside IRTC in the Gulf of Aden. On 31 March 2010, Turkish frigate to SNMG-2, TCG *Gelibolu*, sighted a suspiciously acting skiff inside IRTC, 80 miles off the shore. Closing the skiff, the frigates issued warnings to the boat. As the skiff tried to escape, the frigate arrested nine pirate suspects on board. With the latest arrest, the number of arrested pirates by Turkish navy rose to 53.

Refer to the article on the Web site:

<http://turkishnavy.blogspot.com/2010/04/tcg-gelibolu-captures-9-pirates.html>

March 31“Seven Indian dhows may have been hijacked off East African coast: India bans sailing of dhows” (VOA News, March 31, 2010)

The Directorate General of Shipping in Mumbai recently issued to the small-scale shipping companies an order that India banned mechanized sailing vessels, known as dhows, from sailing into waters off the East African coast. The dhows appear to be involved in illicit trading out of a port controlled by a terrorist organization.

An outline of the article: The Directorate General of Shipping in Mumbai recently issued to the small-scale shipping companies an order that India banned mechanized sailing vessels, known as dhows, from sailing into waters off the East African coast. The dhows appear to be involved in illicit trading out of a port controlled by a terrorist organization. The order was issued after seven India-flagged vessels, with 97 sailors on board, were reported missing and presumed hijacked by pirates off the Seychelles and the East African coast. The vessels, all under 400 tons each, are based out of several ports in India's Gujarat State. Reports say the missing ships had been visiting the rebel-held port of Kismayo in Somalia. According to the Indian navy, ship operators are reluctant to inform authorities for fear of the fact that they would be prevented from going to these areas, taking their safety into consideration. The dhows are part of a centuries-old tradition of Gujaratis trading between the African east coast and the Arabian Peninsula.

Refer to the article on the Web site:

<http://www1.voanews.com/english/news/asia/Hijacked-Indian-Vessels-Put-Focus-on-Illicit-Maritime-Trade--89592857.html>



A typical dhow operating in the Indian Ocean

Source:

<http://www1.voanews.com/english/news/asia/Hijacked-Indian-Vessels-Put-Focus-on-Illicit-Maritime-Trade--89592857.html>

1.2 Military Development

March 2 “East Timor approves construction of provisional dock for frigates” (Macau Hub, March 3, 2010)

On the 2nd, the government of East Timor approved construction of provisional dock in the port of Hera as a base for two frigates acquired from China. The aim of acquiring the two vessels is to improve patrol of the coast, which is seen as vulnerable, particularly within Timor’s Exclusive Economic Zone (EEZ), where illegal fishing has been recorded.

An outline of the article: The government of East Timor approved construction of provisional dock in the port of Hera as a base for two frigates acquired from China on the 2nd. According to a statement of the State Secretariat of the Council of Ministers, construction of this transitional port meets the urgent need for a dock for two frigates acquired recently from China and which are due soon to arrive in East Timor. The acquisition of two “Shanghai III” ships is part of the strategy to restructure the naval component of East Timor’s Armed Forces (F-FDTL), and the Timor government is planning to build a new naval base eventually. The frigates with a 700 mile range are able to operate for long periods out at sea. The aim for acquiring the two ships is to improve patrol of the coast, which is seen as vulnerable, particularly within Timor’s Exclusive Economic Zone (EEZ), where illegal fishing has been recorded.

Refer to the article on the Web site:

<http://www.macauhub.com.mo/en/news.php?ID=9019>

March 3 “Chinese Navy needs overseas access points for supply: PLA Navy’s high-tech consultative committee chief” (Xinhua Net, March 3, 2010)

According to Yi Zhuo, Chief of the People’s Liberation Army (PLA) Navy’s High-tech Consultative Commission, the Chinese Navy needs overseas access points for supply like Hong Kong for the US aircraft carriers before establishing military bases overseas.

An outline of the articles: The Xinhua Net dated March 2 reported as an opinion of Yi Zhuo, Chief of the People’s Liberation Army (PLA) Navy’s High-technology Consultative Commission, the Chinese Navy is in need of having overseas access points for supply like Hong Kong for the US aircraft carriers before establishing military bases overseas. As for the reasons, Yi Zhao pointed out; (a) China needs a large amount of money for improving the working conditions of its military personnel, and (b) what is necessary for the PLA Navy’s fleet escort force is supply points, not the military bases. In Yi’s opinion, the supply point is the same as “Hong Kong where the U.S. aircraft carriers get provisions and it is different from Singapore where the U. S. military base is located.” Yi Zhuo was with a positive attitude to establishing supply bases overseas until the end of the year 2009. (See the OPRF MARINT Monthly, December 2009, 1. 2 Military.)

Refer to the article on the Web site:

<http://mil.nen.com.cn/military/130/3451130.shtml>

March 4 “China’s military spending rises by 7.5% in 2010” (The New York Times, March 5, 2010)

On the 4th, China announced its total military spending in the year 2010 is to be 532.1 billion yuan, a rise of 7.5% over the previous year. An increase of less than double digits has been noted for the first time since the year 1989.

An outline of the article: On the 4th, Li Zhaoxing, a spokesman for the National People’s Congress, China’s legislature, announced that a total amount of military spending in 2009 to be submitted to the legislature is earmarked to be 532.1 billion yuan (\$77.9 billion), an increase by 7.5 percent from actual spending in last year. A rate of this increase is about half the official increase in recent years and the first to fall below 10 percent since 1989. Mr. Li said that the government had always tried to limit military spending and that it had set the defense spending at a reasonable level to ensure the balance between national defense and economic development.

Refer to the article on the Web site:

<http://www.nytimes.com/2010/03/05/world/asia/05china.html?ref=world>

【Related Story 1】**“NPC PLA commissar: China’s defense spending continues at low level” (PLA Daily, Net Edition, March 7, 2010)**

Ding Jiye, deputy head of the General Logistics Department of the People's Liberation Army (PLA), told that, although China’s defense spending is increasing, the defense spending still fell short, and this trend will be expected to continue in the long term.

An outline of the article: In the interview with the PLA Daily, Ding Jiye, deputy head of the General Logistics Department of the People's Liberation Army (PLA), a representative of the PLA in the 3rd meeting (held between 5 and 18 March) in the 11th National People's Congress (NPC), stressed that China’s military budget in 2010 increased by 7.5% compared to previous year, but decreased remarkably compared to the past several years, and the ratio of defense expenditure in the gross domestic product (GDP) is more or less 1.4% which continues to be less than average level in the world. Ding Jiye also said, although China’s defense spending is increasing, the defense spending still fell short, and this trend will be expected to continue in the long term. Furthermore, Ding Jiye emphasized that the PLA should: (a) improve the servicemen's living standards, as well as basic military facilities; (b) promote informationization; and (c) maintain the balance in improving its capability to deal with varied threats and complete diversified tasks in the national security and pursue low cost with high efficiency.

Refer to the article on the Web site:

http://www.chinamil.com.cn/jfjbmap/content/2010-03/07/content_22249.htm

Reference:

A comparison of the budgets, nuclear forces, and conventional capabilities of the U.S. and Chinese Military

	China	USA
FY 2010 Defense Budget*	\$77.95 billion	\$663.8 billion
Active Personnel	2,285,000	1,580,255
DEPLOYED Nuclear Warheads (Estimates) **	100 - 200	2,200**
Total Warheads **	100 - 200	9,326
Total Submarines	65	71
Ballistic Missile Submarines (SSBN)	3	14
Submarines (Tactical)	62	57
Aircraft Carriers	0	11
Fixed Wing Aircraft	2,866	7,367
Reserve Aircraft	0	132
Aerial Refueling Tanker	18	512
Helicopters	657	5,322
Reserve Helicopters	0	92
Drone / Unmanned Aerial Vehicles	Unknown	4,076
Waterborne Vessels	918	2,659
Battle Tanks	6,550+	5,850+
Artillery (Combined)	17,700	6,720

Note: All data compiled from The Military Balance 2010, except:

*Chinese budget announced by Government (Note: There is debate as to whether this reflects true spending), and *US budget announced by Department of Defense.

Source: Chad O'Carroll, The U.S. and China: A Military Comparison, The Center For Arms Control And Non-Proliferation, March 17, 2010
http://www.armscontrolcenter.org/policy/nuclearweapons/articles/the_us_and_china_a_military_comparison/

【Related Story 2】**“Remarks of PLA representatives in NPC”**

Below are outlines of remarks made by the representatives of the PLA in 3rd session (held between 5 and 18 March) in the 11th National People's Congress (NPC) which were carried in the PLA Daily Net Edition.

1. Guo Boxing, vice chairman of the Central Military Committee (CMC) and member of the Political Bureau of the Central Committee of the Communist Party of China attending the panel discussion of the representatives of the PLA, Guo Boxing emphasized: (a) completing diversification of capability to complete tasks by winning a local war under information-based conditions as the core of the issue, (b) safeguarding the national sovereignty, security and territorial integrity; (c) maintaining the interests of national development and social stability;

and (d) providing powerful security to overall development of the less stable communities. Regarding the escorting activities in the Gulf of Aden and waters off Somalia and peace-keeping operations, Guo Boxing stressed, We must continue to keep an image of a responsible, great power of China.” (PLA Daily, Net Edition, March 7, 2010)

Refer to the article on the Web site:

http://www.chinamil.com.cn/jfjbmap/content/2010-03/07/content_22216.htm

2. Liang Guanglie, Defense Minister

Liang Guanglie, Defense Minister (member of the CMC and state councilor) mentioned the points on the missions of the PLA at the panel discussion for a group of the representatives of the PLA as follows.

- (a) to strengthen the buildup of operational performance capability of intelligence system, and to try to improve core military capability;
- (b) to accomplish studies of defense mobilization law, accelerate the construction of the modern national defense mobilization system, so as to provide strategic support to national security and its development;
- (c) to strengthen buildup of coastal defense, maintain coastal security and stability, and secure safety for the development of the economic communities in the coastal regions and for a long range of stability of the nations. (PLA Daily, Net Edition, March 8, 2010)

Refer to the article on the Web site:

http://www.chinamil.com.cn/jfjbmap/content/2010-03/08/content_22274.htm

3. Wu Shengli, Commander of the PLA Navy (member of the CMC)

Wu Shengli, Commander of the PLA Navy, stressed the points on the missions of the Chinese navy as follows:

- (a) Adapting to the development of the national security situation, the PLA Navy will deploy and deepen the readiness for the armed conflicts, constantly improve the capability of coping with various security threats, in a bid to maintain national maritime security and development interests.
- (b) The PLA Navy will accomplish the escort activities in the distant sea at high level and contribute to the buildup of national economy and social development.
- (c) Obeying the general situation of national buildup and development, the PLA Navy will realize and scrutinize the problems from the global aspects, act under the general situation, share the danger with the Party, and take interests to the nation as well as happiness to the people. (PLA Daily, Net Edition, March 8, 2010)

Refer to the article on the Web site:

http://www.chinamil.com.cn/jfjbmap/content/2010-03/08/content_22274.htm

4. Zhang Deshun (Representative of PLA)

- (a) China is a great maritime nation and has a guideline of “power to prosper by sea” at a national strategic level.
- (b) At the same time, China maintains maritime interests, attaches greater importance to coastal defense, accelerates consultations on maritime borders with neighboring nations, enforces the

laws on China's territorial waters, contiguous waters, exclusive economic zones (EEZs) and continental shelves, and provides legislative supports for maintaining the security of the coastal defense and maritime interests. (PLA Daily, Net Edition, March 9, 2010)

Refer to the article on the Web site:

http://www.chinamil.com.cn/jfjbmap/content/2010-03/09/content_22446.htm

March 6 “USN’s newest Aegis vessel commissioned” (U.S. Navy News Stand, March 6, 2010)

The US Navy's *Arleigh Burke*-class guided-missile destroyer USS *Dewey* (DDG 105) - the 55th unit in its series – was commissioned on Naval Weapons Station Seal Beach, California on the 6th.

An outline of the article: The US Navy's newest Aegis vessel USS *Dewey* (DDG 105) was commissioned on Naval Weapons Station Seal Beach, California on the 6th. The USS *Dewey* (DDG 105) is the 55th unit of the *Arleigh Burke*-class guided-missile destroyer equipped with the Aegis systems, marking the first time a warship has been commissioned on Seal Beach.

Refer to the article on the Web site:

http://www.navy.mil/search/display.asp?story_id=51763



The *Arleigh Burke*-class guided-missile destroyer USS *Dewey* (DDG 105) departs Naval Weapons Station Seal Beach after her commissioning ceremony.

Source: http://www.navy.mil/view_single.asp?id=82952

March 8 “USN’s fleet replenishment ship to be reactivated” (NOSINT Blogspot.com, March 8, 2010)

The US Navy's fleet replenishment oiler USNS *Joshua Humphreys* is to be reactivated in the summer of 2010, and will engage in primary mission of providing fuel to warships of the US Navy and multinational forces in the U.S. 5th Fleet area of operations under the U. S. Fleet Forces Command.

An outline of the article: Completing a seventy-day regular overhaul, the US Navy's fleet replenishment oiler USNS *Joshua Humphreys* is to be re activated in the summer of 2010. The *Humphreys* was deactivated and joined the Navy's Inactive Ships program in 1996. The ship's primary mission is to provide fuel to Navy ships at sea and jet fuel to aircraft assigned to aircraft carriers. After being reactivated, by the direction of U.S. Fleet Forces Command, the *Humphreys* is to support counter-piracy and global war on terrorism operations in the U.S. 5th Fleet area of operations where the ship will serve as a duty oiler to U.S. and coalition warships.

Refer to the article on the Web site:

<http://nosint.blogspot.com/2010/03/usns-joshua-humphreys-to-be-reactivated.html>



USNS *Joshua Humphreys*

Source: [http://upload.wikimedia.org/wikipedia/en/f/ff/USNS Joshua Humphreys NISMF.jpg](http://upload.wikimedia.org/wikipedia/en/f/ff/USNS_Joshua_Humphreys_NISMF.jpg)

March 22 “Guam citizens worried about buildup of marine base” (The Washington Post, March 22, 2010)

According to the U.S. newspaper, *The Washington Post* dated March 22, 180,000 residents of Guam are worried that the construction of a new Marine Corps base will overwhelm the island's already inadequate water and sewage systems, as well as its port, power grid, hospital, highways and social services.

An outline of the article:

- (a) Residents of Guam are worried that the construction of a new Marine Corps base will overwhelm the island's already inadequate water and sewage systems, as well as its port, power grid, hospital, highways and social services. The Environmental Protection Agency (EPA) said in February that the military buildup project, as described in Pentagon documents, could trigger island-wide water shortages would overload sewage-treatment systems.
- (b) Besides a new Marine base and airfield, the buildup project includes port dredging for a nuclear-powered aircraft carrier. The EPA describes it as a project that would cause an unacceptable impact on 71 acres of a vibrant coral reef. The military, which owns 27 percent of the island, also wants to build a Marine firing range on land that includes one of the last undeveloped beachfront forests on Guam. The EPA graded the buildup plan as environmentally unsatisfactory and said it should not proceed as proposed.
- (c) Guam government officials put the total direct and indirect costs of coping with the buildup at about \$3 billion, including \$1.7 billion to improve roads and \$100 million to expand the already overburdened public hospital. On this island a third of the population receives food stamps and about 25 percent lives below the U.S. poverty level. That price tag cannot be paid with local tax revenue.
- (d) At the peak of construction, the buildup would increase Guam's population by 79,000 people, or about 45 percent. The EPA said the military plans, so far, to pay for public services for about 23,000 of the new arrivals, mostly Marines and their dependents who are relocating from the Japanese island of Okinawa. The federal government included

\$750 million in his budget to address the civilian impact of the relocation and has asked Congress for \$1 billion in 2011.

- (e) Although Guam was not consulted in the decision to move 8,000 Marines, the government of Guam and most of its residents initially welcomed the buildup. The military enjoys deep respect here. Among the 50 states and four territories, this island regularly ranks first in recruiting success. Guam's killed-in-action rate is about four times as high as on the mainland. Guam is the only American soil with a sizable population to have been occupied by the Japanese that held the island for 2 1/2 years during World War II. As American forces liberated the island, people here still feel a debt to the United States. To repay it, they proudly call their island the "tip of the spear" for projecting U.S. military power in the Far East. Guam already has Navy and Air Force bases. Nuclear-powered attack submarines, F-22 fighter jets and B-2 stealth bombers frequent the island, which will soon be protected by its own anti-missile system.
- (f) The governor of Guam, Felix Camacho, asked the military in February to slow down the deployment of Marines until sufficient federal money arrives. But as a territory, and without a vote in Congress, the island has negligible lobbying power and no legal means of halting the buildup.

Refer to the article on the Web site:

<http://www.washingtonpost.com/wp-dyn/content/article/2010/03/21/AR2010032101025.html>

March 26 "South Korean navy patrol vessel sinks near NLL" (Defense News, March 26, 2010)

On the 26th, the South Korean patrol boat, *Cheonan* (1,200tons) sank near the Northern Limited Line (NLL), south of Baengnyeong island. The cause of the sinking is unknown.

An outline of the article: On the 26th, the South Korean patrol boat, *Cheonan* (1,200tons) sank near the North Korean border (NLL) south of Baengnyeong. Of 104 crewmembers, more than 40 people are missing. The South Korean navy is investigating the cause of the sinking.

Refer to the article on the Web site:

<http://www.defensenews.com/story.php?c=ASI&s=TOP&i=4556313>



The South Korean patrol boat, *Cheonan* sank near the Northern Limited Line (NLL), south of Baengnyeong island.

Source: The Korea Herald, March 27, 2010

March 30 “Russia set to float out 2nd stealth corvette” (RIA Novosti, March 30, 2010)

On the 31st, Russian navy’s second Project 20380 corvette is to be launched at the shipyard in St. Petersburg. The corvette has a displacement of 2,000 metric tons, maximum speed of 27 knots, and a crew of 100. Featuring stealth technology, the first Project 20380 is already deployed in the Baltic Fleet. Russian navy plans to build at the maximum of 30 ships.

An outline of the article: On the 31st, Russian navy’s second stealth corvette, the *Soobrazitelny*, is to be launched at the shipyard in St. Petersburg, a Russian Navy spokesman said on the 30th. The *Soobrazitelny* is the second Project 20380 corvette, featuring stealth technology. The first Project 20380, the *Steregushchy*, was put into service with Russia's Baltic Fleet in October 2008. Project 20380 corvette has a displacement of 2,000 metric tons, maximum speed of 27 knots, and a crew of 100. The Project 20380 corvette can be deployed to destroy enemy surface ships, submarines and aircraft, and to provide artillery support for beach landings. At present, two other ships of the same project, the *Boyky* and the *Stoyky*, are under construction. Russian navy plans to have up to 30 vessels of this class to ensure the protection of its coastal waters, as well as its oil and gas transportation routes, especially in the Black and the Baltic seas.

Refer to the article on the Web site:

http://en.rian.ru/military_news/20100330/158367699.html



Project 20380 corvette

Source: RIA Novosti, March 30, 2010

1.3 Maritime Boundaries

March 24 “Disputed Island between India and Bangladesh disappears beneath seas” (BBC News, March 24, 2010)

Recent satellites images show an island claimed by India and Bangladesh, the uninhabited territory off the mouth of the Hariabhanga River has disappeared beneath the seas. According to the School of Oceanographic Studies (SOS), sea levels in the Bay of Bengal have risen much faster over the past decade than they had done in the previous 15 years. It is said that in the coming decade other islands in the Sundarbans delta region at the Mouths of the Ganges will disappear

beneath the waves in the same way.

An outline of the article: Recent satellites images show an island claimed by India and Bangladesh, the uninhabited territory (which was known as New Moore Island to the Indians and South Talpatti Island to the Bangladeshis) off the mouth of the Hariabhanga River, has disappeared beneath the rising seas. According to the School of Oceanographic Studies (SOS), other nearby islands could also vanish beneath the waves. The now-vanished island was never more than two meters above sea level so far. Professor Sugata Hazra of the SOS told that the dispute for years over the maritime border between the two countries had been resolved by global warming. According to the Professor, sea levels in the Bay of Bengal have risen much faster over the past decade than they had done in the previous 15 years, and in the coming decade other islands in the Sundarbans delta region at the Mouths of the Ganges will disappear beneath the waves in the same way.

Refer to the article on the Web site:

http://news.bbc.co.uk/2/hi/south_asia/8584665.stm



Source: BBC News, March 24, 2010

1.4 Diplomacy and International Relations

March 7 “China’s FM: ‘Let’s make ECS a sea of peace, friendship and cooperation” (Xinhua, March 7, 2010)

On the 7th, Chinese Foreign Minister (FM) Yan Jiechi said at a press conference for reporters from the Chinese and foreign sides that both China and Japan should honor the spirits of the principled consensus and create conditions for its implementation, in order to make the East China Sea (ECS) a “sea of peace, friendship and cooperation.”

An outline of the article: On the 7th, Chinese FM Yan Jiechi said at a press conference for reporters from the Chinese and foreign sides on the relations between Japan and China. The gist of his report is as follows.

- (a) Both China and Japan should promote strategically mutual relations through the common efforts. Two nations must strengthen mutual understanding of wills and cooperation at

three levels that are bilateral, regional and global. Apart from the traditional areas, there is a chance of important cooperation in the area of energy, environment, cycle economy, and high technology.

- (b) In the cooperation in the Asia-Pacific region, varied mechanisms are developing at various levels and speeds, but we need to take open and tolerant attitudes. China supports the leading position of the ASEAN. China welcomes every area will make positive proposals and efforts over the integration of the regions, which is also an attitude of China itself.
- (c) Regarding the difference between China and Japan, the Chinese side is insisting on the appropriate solution through consistent consultation and negotiation. China has taken an active attitude, instead of a passive one, in addressing the issue. Both China and Japan have reached a principled consensus on the ECS issue, which is the result of efforts of both sides over a long period. We should not make light of it, and it is worthy of being evaluated highly. Both sides should honor the spirits of the principled consensus concerning the ECS, and create favorable conditions in order to make the ECS a “sea of peace, friendship and cooperation.”

Refer to the article on the Web site:

http://www.chinamil.com.cn/jfjbmap/content/2010-03/08/content_22294.htm

March 10 “China lending Sri Lanka fund for building airport” (BBC News, March 10, 2010)

China is lending big amount of fund to Sri Lanka for building its international airport and the railway network, about which India seems to be concerned.

An outline of the article: According to Sri Lanka's foreign ministry, China is to lend Sri Lanka about \$200m to build a second international airport in the island. In addition, another \$100m from Beijing will help boost the island's railway network. The new airport will be built near vast sea port at Hambantota, which is under construction with the financial assistance of China. Work has already started on the airport. The Sri Lankan government said China was supplying more than half of all the construction and development loans it was receiving. Regarding the moves, some officials in India have said they fear Beijing is trying to undermine Delhi's influence in the region through its vast economic assistance.

Refer to the article on the Web site:

http://news.bbc.co.uk/2/hi/south_asia/8560544.stm

March 17 “Indian Navy to assist hydrographic survey of Mauritius” (Defense News, March 18, 2010)

The Indian Navy will assist Mauritius in conducting a hydrographic survey of the island nation for about four weeks beginning March 17. During the last four years, the Indian Navy has conducted about 10 hydrographic surveys in Mauritian waters.

An outline of the article: According to an announcement of the Indian Defense Ministry dated the 17th, the Indian Navy will assist Mauritius in conducting a hydrographic survey of the island

nation for about four weeks beginning March 17. During the last four years, the Indian Navy has conducted about 10 hydrographic surveys in Mauritian waters, including those for Mauritian capital Port Louis harbor, Port Mathurin in Rodrigues Island, Carajos Cargados Shoals and Agalega Island. The Indian Navy has declared that it has to defend its economic and strategic interests. Defense Minister A.K. Antony said, "India has the potential and the capability to be a significant maritime player. I would even venture to say that the Indian Ocean could, in fact, be India's new 'Silk Route.' The Indian Ocean's littoral extends from South Africa to Australia." On the other hand, China also is trying to establish strategic links with Indian Ocean rim countries. China is building a naval base near Maldives in Marao.

Refer to the article on the Web site:

<http://defensenews.com/story.php?i=4544966&c=ASI&s=TOP>

1.5 Shipping, Shipbuilding and Harbors

March 1 "Hundreds of Norwegian crew had their health certificates withdrawn" (Trade Winds, March 1, 2010)

Hundreds of Norwegian crew had their health certificates withdrawn in 2009, due mainly to obesity.

An outline of the article: According to the Norwegian Center for Maritime Medicine, 511 Norwegian seafarers had their health certificates withdrawn in 2009, due mainly to obesity, which was up 20% from 2008. "Health problems among seafarers are growing, it is an international trend," the center's boss said. Crewmembers with a body mass index above 35 are not allowed to work at sea, unless they are granted an exemption.

Refer to the article on the Web site: Available to the subscribers only.

March 3 "Sending more money than ever before in 2009: Filipino seafarers" (Trade Winds, March 3, 2010)

The sum total of cash sent by Filipino seafarers to family members in the Philippines reached \$3.4bn in 2009, which is more than ever before.

An outline of the article: The sum total of cash sent by Filipino seafarers to family members in the Philippines reached \$3.4bn in 2009, which marked the highest amount ever noted in a year in the past. It is up 12% from \$3.03bn in 2008. According to the Trade Union Congress of the Philippines, Filipino seafarers based in Europe remitted \$1.15bn in 2009, up 79%. Asian-based Filipino seafarers sent back \$507.8m, up 55%, compared with 2008. But those working in the Americas returned only \$1.7bn, down 16%, compared with the previous year.

Refer to the article on the Web site: Available to the subscribers only.

March 3 “IMO drafts new guide for lifeboat-release mechanisms” (Lloyd’s List, March 3, 2010)

The International Maritime Organization (IMO) agreed new draft guidelines on release-mechanisms for lifeboats in an effort to reduce incidents in which lifeboats are accidentally released

An outline of the article: The International Maritime Organization (IMO) ’s sub-committee on ship design and equipment agreed new draft guidelines on release-mechanisms for lifeboats in an effort to reduce incidents in which lifeboats are accidentally released, particularly during drills and inspections.

There have been a number of injuries and fatalities to seafarers due to lifeboats, especially free-fall lifeboats, being released accidentally. The ‘Guidelines for evaluation and replacement of lifeboat on-load release mechanisms’ are expected to be approved by the IMO Maritime Safety Committee meeting in May 2010.

Refer to the article on the Web site: Available to the subscribers only.

March 9 “North Korea opens Rajin seaport to Russia and China” (The Korea Herald, March 9, 2010)

North Korea recently gave Russia the right to use its Rajin seaport for 50 years and extended China's 10-year contract signed in 2008 by another 10 years.

An outline of the article: South Korean newspaper *The Korea Herald* reported on the 9th that North Korea recently gave Russia the right to use its Rajin seaport for 50 years and extended China's 10-year contract signed in 2008 by another 10 years. China is investing tens of millions of yuan in modernizing the Rajin pier since Beijing took the right to use it. By using the Rajin port, China will be able to ship coal and other export items from its most underdeveloped northeastern provinces which lack transportation infrastructure. The opening of Rajin is an example of North Korea's latest moves to offer more trade and investment opportunities to neighboring China and Russia.

Refer to the article on the Web site:

http://www.koreaherald.co.kr/NEWKHSITE/data/html_dir/2010/03/09/201003090047.asp

March 9 “Japan helps building Vietnamese port (vietnamplus, March 10, and Japanese Land-Infrastructure-Transport and Tourism Ministry Web site, March 11, 2010)

On the 9th and 10th, the Japanese Land-Infrastructure-Transport and Tourism Ministry and the Vietnamese Transport Ministry held two working sessions - “The First Japan-Vietnam Field Conference (Ports and Railroads)” and “Japan-Vietnam Port Seminar” in Hanoi. In these meetings, the Japanese side agreed to providing capital for construction of infrastructure and systems to operated Cai Mep-Thi Vai port and Lach Huyen port.

An outline of the article: On the 9th and 10th, the Japanese Land-Infrastructure-Transport and Tourism Ministry and the Vietnamese Transport Ministry held two working sessions – “The

First Japan-Vietnam Field Conference (Ports and Railroads)” and “Japan-Vietnam Port Seminar” in Hanoi. In these meetings, regarding the Cai Mep-Thi Vai port in the southern coastal province of Ba Ria-Vung Tau which has been carried out with Japan's official development assistance (ODA) resource, the Japanese International Cooperation Agency (JICA) agreed to provide additional capital to increase the receiving capacity of the Cai Mep-Thi Vai port for 100,000 ton ships from its current limit of 65,000-80,000 ton ships. The Lach Huyen port project in the northern part of Ho Chi Ninh City will be invested under the form of a Public-Private Partnership (PPP). The first phase will entail to construction of a 700m-long wharf, capable of simultaneously receiving two 100,000-ton ships and a logistic system. Regarding the Lach Huyen port, three major Japanese firms are conducting surveys to provide capital for construction of infrastructure and systems. The JICA agreed to fund the construction of a road and a bridge linking Lach Huyen port to the Hanoi-Hai Phong highway.

Refer to the article on the Web site:

http://www.vpa.org.vn/detail_temp.jsp?id=1546

Refer to the article on the Web site of the Japanese Land-Infrastructure-Transport and Tourism Ministry:

http://www.mlit.go.jp/report/press/sogo06_hh_000029.html

March 17 “India’s port capacity largely increased” (Hellenic Shipping News, March 18, 2010)

On the 17th, India’s Shipping Minister said the capacity of Indian port of handling cargoes is expected to reach 1.5 billion tons by the end of the year 2012. Of them, 12 major ports will be capable of handling one billion tons which is expected to increase from current 574.77 million tons.

An outline of the article: On the 17th, India’s Shipping Minister G K Vasani said the capacity of Indian ports is likely to reach 1.5 billion tons by the end of the year 2012. Shipping Minister G K Vasani said, “We are hopeful of raising ports capacity to 1.5 billion tons by the end of the Eleventh Five Year Plan (2007-12) and expect to take 12 major ports capacity to 1 billion tons from the present 574.77 million tons (MT).” Furthermore, the Minister expects about 200 non-major ports will have a capacity of 580 million tons by the end of March in 2012. According to the Rs one lakh crore “National Maritime Development Program (NMDP)” they are implementing now, out of this Rs 55,804 crore is for ports while remaining will go for shipping and inland waterways sector.

Refer to the article on the Web site:

http://www.hellenicshippingnews.com/index.php?option=com_content&task=view&id=92207&Itemid=36

1.6 Ocean Resources, Energy, Marine Environment and Others

March 3 “SIPRI: China prepares for an Arctic” (SIPRI, March 1, 2010)

On the 1st, the Stockholm International Peace Research Institute (SIPRI) has released a report that China is preparing to operate in the ice-free Arctic Ocean being navigable during summer months.

An outline of the article: On the 1st, the Stockholm International Peace Research Institute (SIPRI) released a report entitled ‘China prepares for an ice-free Arctic.’ The report is an analysis of the Chinese moves toward advancing into an ice-free Arctic being navigable during summer months. The report says that the ice-free Arctic is the China’s shortest sea route to Europe which enables China to make an access to the natural resources and heighten an incentive to promote closer relations with the Arctic states, especially the Nordic countries-- Denmark, Iceland, Norway, Sweden and Finland. At the same time, the report is pointing out it also raises the possibility of new international tensions. According to the report, the Chinese Government has allocated extra resources to Arctic research and decided to build a new high-tech polar expedition ice-breaker toward the exploitation of navigation routes and future development the natural resources. China also seeks a more active role in the Arctic Council. (China is applying for a qualification of a permanent observer status.)

From the standpoint of (a) shortened trade routes to European and North American markets and (b) possible access to untapped natural resources, SIPRI’s Beijing-based Linda Jakobson compiled the report to assess China’s Arctic interests in developing Chinese economy, based upon information obtained from Chinese officials, scholars and other sources. ‘China is slowly but steadily recognizing the commercial and strategic opportunities that will arise from an ice-free Arctic,’ explains Jakobson.

Refer to an article on the Web site:

<http://www.sipri.org/media/pressreleases/100301chinaarcticreport>

The full text of the report:

<http://books.sipri.org/files/insight/SIPRIInsight1002.pdf>

March 5 “Scientific, environmental organizations call on the UK government to establish a protected area in the BIOT” (Shiptalk, March 6, 2010)

Responding to calls from the scientists and conservation organizations among others, the UK government is studying to establish a protected area in the British Indian Ocean Territory (BIOT). A final decision is expected sometime soon.

An outline of the article: More than 275,000 people in the British Indian Ocean Territory (BIOT) and leading scientific and conservation organizations from the UK and around the world have called on the UK government to establish a protected area in the BIOT, which is comprised of the Chagos Islands and its surrounding waters. If established, the Chagos Protected Area would be the largest marine reserve in the world. Closing its three-month consultation with islanders on March 5, 2010, the UK government will now consider the creation of a Chagos Protected Area. A final

decision is expected not before long. By creating a Chagos Protected Area and prohibiting extractive activities, such as fishing, the government would safeguard the rich marine biodiversity of the Chagos Islands and their surrounding waters. The Chagos form an archipelago comprising 55 islands spread over 210,000 square miles, and the islands have some of the cleanest seas in the world and contain as much as half of the Indian Ocean's remaining healthy coral reefs.

Note: The BIOT was established in 1965 as an overseas territory of the UK, comprising the Chagos Archipelago and its surrounding individual islands. The largest island in the southern end of BIOT is Diego Garcia, where the US military facilities are located.

Refer to an article on the Web site:

<http://www.shiptalk.com/?p=3694>

March 8 “Shell signs contracts for building floating LNG facilities” (Marine Log, March 9, 2010)

On the 8th, Shell signed two contracts with the Technip and Samsung Heavy Industries consortium for the Prelude floating liquefied natural gas (LNG) project off the coast of Western Australia. By placing the maritime LNG facilities over offshore gas field, the costly pipelines connected to the shore and LNG facilities will become unnecessary.

An outline of the article: On the 6th, Shell signed two contracts with the Technip and Samsung Heavy Industries consortium for the Prelude floating liquefied natural gas (LNG) project off the coast of Western Australia. The floating LNG facility will be built, when the final investment decision for the Prelude project is made. Technip and Samsung will jointly design the 468 m long by 74 m wide floating facility for construction at Samsung's shipyard in South Korea. Delivery is envisaged for 2016, and the contract is estimated to be worth \$4 billion to \$5 billion. The floating design will allow Shell to place gas liquefaction facilities over offshore gas fields, precluding the need for long-distance pipelines and extensive onshore infrastructure.

Refer to the article on the Web site:

<http://www.marinelog.com/DOCS/NEWSMMIX/2010mar00091.html>



The floating LNG facility (image)

Source: Marine Log, March 9, 2010

March 15 “USGS releases assessment of undiscovered oil and gas resources in 22 sectors in SE Asia” (U.S. Geological Survey, News, March 15, 2010)

On the 15th, the U.S. Geological Survey (USGS) released the result of an assessment on the undiscovered conventional oil and gas resources in 22 provinces of Southeast Asia.

An outline of the article: On the 15th, the U.S. Geological Survey (USGS) released the result of an assessment on the undiscovered conventional oil and gas resources in 22 provinces of Southeast Asia which was conducted as part of the USGS World Petroleum Resources Project. According to the result, it is estimated that in 22 provinces of Southeast Asia there are undiscovered conventional oil resources, with a range from 8,922 to 41,558 MMBO and the mean total is 21,632 million barrels of oil (MMBO); On the other hand, there are undiscovered conventional gas, with a range from 128,908 BCFG to 557,051 BCFG and the mean total is 298,761 billion cubic feet (BCFG).

Refer to the article on the result of an assessment on the Web site:

<http://pubs.usgs.gov/fs/2010/3015/pdf/FS10-3015.pdf>

March 31 “U.S. President Obama approves offshore gas and oil drilling” (CBC News, March 31, 2010)

On the 30th, announcing a series of new energy policies, U.S. President Barack Obama approved an expansion of offshore gas and oil exploration in the Atlantic Ocean among others.

An outline of the article: On the 30th, U.S. President Barack Obama made an address at Andrews Air Force Base in Maryland, and announced a series of new energy policies. In this address, the president announced new plans to expand offshore gas and oil exploration in the Atlantic Ocean, reversing a 29-year ban on most offshore drilling except in the Gulf of Mexico, in order to help wean the country from its dependence on foreign oil. However, regarding an exploration in the Bristol Bay area in Alaska, Obama did not approve it in favor of environmental protection. Also, testing by the U.S. Air Force of jet engines that use biofuel is included in a series of energy policies.

Refer to the article on the Web site:

<http://www.cbc.ca/world/story/2010/03/31/us-obama-offshore-drilling.html>

President’s address (Remarks by the President on the energy security at Andrews air force base, March 30, 2010):

<http://www.whitehouse.gov/the-press-office/remarks-president-energy-security-andrews-air-force-base-3312010>

Offshore gas and oil drilling sites in the U.S. mainland and Alaska Region based on data released by the U.S. Department of the Interior, News, March 31, 2010:

U.S. mainland: http://www.doi.gov/news/doinews/2010_03_31_news.cfm

Alaska Region: <http://www.doi.gov/whatwedo/energy/ocs/AlaskaRegion.cfm>

2. Intelligence Assessment

New Strategic Structure over the Global Commons

In the recent years, there has been a confrontation called the “Freedom of Global Commons” versus the “Anti-access” in the global security environment. The “Global Commons” is a concept in which, by considering four areas - sea, sky, space and cyber- as a common property of mankind, we can make a free access to them in principle. On the other hand, the “Anti-access” is said to be a strategic concept, in which the nation establishes an exclusive space area in a specifically clear or ambiguous form from the standpoint of national interests and limits or denies an access of other nations to its area. In a broad sense, attacks on vessels and aircraft by terrorists and others, destruction of satellites, and interference in cyber among others are taken as “Anti-access.” This article makes an analysis of the strategy of the new concept “Freedom of the Global Commons” versus new strategy “Anti-access,” from the viewpoint of geopolitics and realism in international politics.

1. New geopolitics

In the lecture entitled “The Geographical Pivot of History” at the Royal Geographic Society, Sir Halford John Mackinder made clear to the world for the first time in history about the concept of the geopolitics. Afterwards, Mackinder’s geopolitics was described in detail in his book entitled “Democratic Ideals and Reality” as so-called the heartland theory. Mackinder views the world geography as land and sea, and takes geopolitics as a confrontation between the land power and sea power. Later, Nicholas J. Spykman showed rim-land concept in his “The Geography of the Peace” and advocated the status of the U. S. strategy in the world politics from the standpoint of geopolitics. Expecting the developments of aircraft, Spykman is advocating the importance of the airpower. Any way, the areas of classical geopolitics are land power, sea power and airpower.

However, at present, all areas of politics, economy, community, culture, military and others are moving by utilizing cosmos and cyber space. Present geopolitics needs to be discussed pluralistically by intermingling land and sea, sky, cosmos, and cyber space.

In the Astropolitics today satellite orbits where human activities are extended are the stage. The satellite orbits are divided into three stages – low altitude orbit between 150km and 800km from the surface of the earth, mid-altitude orbit between 800km and 1,500km, and high altitude orbit beyond 35,000km. If the orbit gets lower, detailed analyses of the objects are available, circular orbit sessions increase and intervals of observations get shorter. If the orbit gets higher, circling sessions decrease, degrees of analysis capabilities are reduced, but observation in a stationary state becomes possible. Over the equator, outside the low altitude orbits there is a stationary orbit region against the surface of the earth which is able to usually maintain the same positional relation with a point on the earth, which is valuable for use. The orbit of the satellite is selected in accordance with the purpose, which is changeable. The Hohmann Transfer is used to

change the orbits. In brief, it is the method of transferring to another orbit by changing an angle of parabola of circular orbit. Comparing the cosmos to the sea, a satellite orbit is similar to a sea-lane. By utilizing the satellites, we can get great benefits in the areas of communications, intelligence, scientific research and survey, military and others. Taking the sea power theory of Alfred Thayer Mahan, we can say, "The nation that has effectively utilized the satellite orbit can get prosperity." It means in other words "the space power brings wealth to a nation." Also, if we could put the satellite orbit under our control, we could make space exclusive in accordance with the situation." In other words, we may find the idea the "command of space" will be the core of the space power. In 1976 nine equatorial states adopted the "Bogota Declaration." which asserts that "national sovereignty extends to geostationary orbit." The declaration claimed the right of equatorial states to exercise national sovereignty over the arcs of the geostationary orbit that are directly over the territories. It was indeed the declaration recognizing the worth of "command of space."

Cyber space has already been influencing greatly on the geopolitics as a means of command and control and communications and information. At present, control by computer communication has become essential for sea transport and air transport, and the military platforms and weapons of naval vessels and others are systematized by cyber nets. Here, to say in Mahan's way, like sea power, the nations that have effectively utilized the cyber space or the nations that have exercised the cyber power will get the prosperity. In addition, if we control the cyber nets, we could utilize the cyber space exclusively according to necessity. It is Command of the Cyber Net. The act of jamming computer networks or confusing them by sending virus among others is occurring frequently today. It will be implemented as a national act in war time, which is the cyber war.

2. Global Commons

The 90 percent of the international trade are run by maritime transport. The international civil aircraft are carrying 2.2 billion people and commodities which is equivalent to 35 percent in cost of the international trade. Additionally, space provides a platform for communications, research and survey while cyber net plays the epoch-making role in transmitting information and possessing it commonly. The oceans, sky, space, and cyber space are common properties of mankind which support a global economy. In the United States it is called Global Commons. The concept of Global Commons is similar to Mahan's Sea Power theory. Mahan calls the sea-lane a great highway, and pleads for the way of national prosperity based on a precondition of free navigation. Today "a great highway" extends across the sky to space and the cyber net supports it. Free use of Global Commons is positioned as the basis for the prosperity of the world.

In this chapter I would like to summarize the understanding and tasks of Global Commons, citing information from *Contested Commons: The Future of American Power in a Multipolar World*, published by Center for New American Security (CNAS) in January 2010 (hereafter the CNAS report).

As for the Global Commons which is composed of maritime, air, space, and cyber elements, the

CANS report mentions that under the present circumstances the United States is exerting great power, but, in the future which will become more multi-polar, the power of the United States will be relatively declining. Also it says we should make it a premise that they cannot defend the free use of the global commons by one nation. Based on this, the CANS report says, as it is facing challenges from the states and non-state entities,

The United States should pursue policies as follows.

First is to build global regimes; America should work with the international community, including allies, friends, and potential adversaries, to build regimes to preserve the principle of free use of the global commons.

Second is to engage pivotal powers; The United States should play a pivotal role to have international will and build capacities to sustain free access to global commons.

And third is to re-shape American hard power to defend the contested commons; The Pentagon should prepare hard power for effectively responding to the situation when the security of global commons has collapsed.

In the third point, by using the words of command of commons, it is urging deployment of military bases on a global scale and the importance of diplomacy. Here, command of commons is a general term of command of the sea, air, space and cyber. At the same time, the CANS report mentions that, although many America's allies are showing less willingness to defend global commons and employ military force, and free ride on America, they should recognize that the freedom of global commons which America defends alone is unstable. Moreover, the CANS report points out that the new Maritime Strategy - *a Corporative Strategy for 21st Century Sea power - released in 2007* is exactly the strategy of defending the free use of the global commons.

Well then, what is the challenge to global commons? The CANS report is pointing out Anti-access by states or non-state maritime armed groups (MAG) as its key players.

3. What is Anti-access strategy?

The incident in which Russia placed a titanium national flag on the bottom under the North Pole on August 2007 was received as an indication of Russian will to make Russia's continental shelf as a *fait accompli*. Russia is inclined to insist on exclusive rights to the Arctic Ocean, and is adding varied restrictions to navigating the Northern Sea Route (NSR) by the foreign-registered vessels. It is a Russian revelation of Anti-access in the Arctic Ocean.

At present, the South China Sea (SCS) is said to be an area where Anti-access is the most tangible. In the SCS a U. S. Navy's EP-3 aircraft and a fighter of the People's Liberation Army (PLA) collided in 2001, and in 2009 there were acts of interference to U.S. Navy's research vessel USNS *Impeccable* by Chinese fishing boats and others. The incidents were caused by the differences between China that regards the act of obstructing the peace of the coastal nations in the exclusive economic zone (EEZ) as a violation of the United Nations Convention on the Law of the Sea (UNCLOS) and the United States that regards navigation freedom in the international waters as a principle. In other words, both cases are regarded to be the conflicts between the freedom of global commons and anti-access.

China is insisting on various rights in the SCS. The so-called U-shape line encircled the SCS is said to have appeared in the maps in the ancient Ming dynasty. As to the Ming dynasty, it was the age when Admiral Zhen He repeated grand voyages in the Indian Ocean. At that time, the SCS was really the sea of the Ming dynasty. Zhen He's fleet expanded sea power into the Indian Ocean by making the SCS as its main base. During the age of Ming the SCS was a beachhead for an expedition in the open ocean and an exclusive base space. Due to aggressions by the northern equestrian people and deteriorating economy, Zhen Hu's expedition was terminated in 1433, and later, after a half century, sea power of the Occident appeared in the Indian Ocean. Disappearance of Ming's sea power was a start of the declining history of China.

In 1947 after the end of the World War 2, China's national government revived the U-shape map. Today, as if we were to obey an expansion of the Chinese navy, the U-shaped map has come to be taken up as an issue in the international conferences and articles on the oceans. China does not indicate clearly what kind of significance and rights the Chinese "U-shaped lines" has. At the international conferences on the maritime security, it can be heard from China: "Historically, China has been especially involved in the developments in the SCS;" "The development in the SCS has been deeply related with China;" and "Looking from history, the islands in the inner side of the U-shaped line belong to sovereignty of China." Considering from these words, China seems to regard that the inner side area within U-shaped line is Beijing's historical area, and the various rights should be given to them, and China owns the islands there. In the SCS, the activities of the PLA navy are being intensified. The PLA Navy has been expanding the defense zone since the establishment of the nation. Referring to *A Modern Navy with Chinese Characteristics*, published by U.S. Office of Naval Intelligence, let's trace the genealogy of the strategy of the PLA Navy.

The PLA Navy, which Mao asserted to build as "a strong navy for the purpose of fighting against imperialist," had a primary mission of coastal defense from its inauguration to mid-1980s. Admiral Liu Huaqing who became commander of the navy in 1982 expanded the defense zone, and began to strengthen the naval power by advocating the "offshore defense." The "offshore" involves the Yellow Sea, East China Sea (ECS), SCS, the Sea around the Spratly Islands and Taiwan, the Areas inside and outside the Okinawa island chain, and the northern part of the Pacific Ocean. The crisis in the Taiwan Strait in 1996 gave China an opportunity of moving toward modernization of the PLA navy. China began to develop the weapon systems that can match the U.S. Navy's deployment of the aircraft carrier battle groups and modernize the PLA navy. Simultaneously, China decided to seek "distant sea defense" strategy to prevent the enemy's invasion in the forward sea area. However, "distant sea" in the "offshore defense" is an operational area which is necessary for the protection of the Chinese national interests, and there is no geographical definition on the area. The SCS is the beachhead for the "offshore defense" and "U-shaped line area" is said to be China's absolute sea control area. For China, the SCS is a space where any military power of other nations, particularly the deployment of the United States Navy is not permitted. In the SCS the sea-lane which is the artery of economic activities is running and the developments offshore resources of gas and oil are expected. Also, for the United States, the

SCS is the maritime area where the free access is necessary from the significance of deployment of the military power. The SCS is now a space where “freedom of global commons” versus “Anti-access” is getting clear.

The PLA Navy has continued to be modernized and expanded since 1990s, and by the end of 2009 it has 26 destroyers, 48 frigates, more than 80 missile craft, 58 amphibious ships, 40 mine warfare ships, 53 conventional attack submarines, 6 nuclear powered attack submarines, 3 nuclear powered ballistic missile submarines, in addition to as many as 300 auxiliary vessels and support craft. PLA navy is building a large scale of submarine base in Hainan Island. On the other hand, they are putting to sea an old Soviet-made aircraft carrier imported from Russia after conversion, and are tackling developments of anti-ship ballistic missiles and anti-carrier detection and monitoring weapon systems. The anti-ship ballistic missile (ASBM) which is under development is reported to be a conversion type of DF-21 medium-range ballistic missile with a range of 1,500km, which covers an entire area of the SCS, if launched from Hainan Island. China succeeded in launching an anti-satellite missile in January 2007. There is a danger in the SCS where the conflict between access in space which includes sea, sky, orbit and cyber space and anti-access will escalate, as seen in a scenario of “How the United States lost the naval war of 2015” which was presented in the OPRF MARINT Monthly Report, December 2009.

4. Realism and Anti-access Strategy in International Politics

When we discuss present relations between the United States and China, knowledge about styles of behaviors which have probability by realism in international, political system composed of sovereign states is important. Regarding the essence of realism, there are three explanations by dividing it as a whole. In the early period of the Cold War realism advocated by Hans Morgenthau had a position that “the great Powers are essentially aggressive.” In the latter period of the Cold War, in *Theory of International Politics* written by Kenneth N. Waltz, the author advocated “The goal of the State is the security of its own State, and the State seeks a balance of power necessarily from the structure of international systems.” The concept of defensive realism came to be accepted. After the Cold War, John J. Mearsheimer advocated in his book *The Tragedy of Great Power Politics* that “The ultimate goal of the State is to get the hegemony.” Thus Mearsheimer advocated a concept of offensive realism. Regarding the difference from the classical realism advocated by Morgenthau, the offensive realists represented by Mearsheimer explain their difference from classic realism as follows. It is not that “The great Powers are aggressive in nature,” but “The great Powers seek to maximize their relative power with other States in order to secure their own survival.” Here, both defensive realism and offensive realism stand on the same understanding regarding the structure of the international system. Namely, the structure of the international system is anarchic, therefore, and the concept is drawn that we cannot help relying on our own country for our security. Additionally, the difference between them is how to obtain the security of its country.

Looking at three patterns of realism through the background of the times, each realism is said to relevant. In another word, in the former period of the Cold War until the end of the 1960s the

East and West competed to enlarge their camps with each other. In the latter period of the Cold War until the end of the 1980s the East and West sought a balance between the two camps. In another word, it was the period when the nations made their efforts to maintain the security of their own countries. The offensive realism symbolizes the present time which is multi-polar and unstable. From such understanding, if we assume that both the United States and China implement realistic politics in the international politics, we should suppose that it will be necessarily offensive realism. Namely, both the United States and China are considered to seek the policy of “maximizing the power in a relative way.” The power game between the United States that is the leader of the world today and China that is strengthening the relative power will be visible in the form of “freedom of global commons” versus “Anti-access” in some strategically important areas and maritime areas in the future. There is no mistake in this assessment. We must assume that in some situation between the United States and China claims of “freedom of global commons” versus “anti-access” will be interchangeable.

The aforementioned CNAS report seeks the United States to take leadership with the aim of constructing global regime to secure the freedom of global commons, and to equip the necessary hard power. On the other hand, calling the Indian Ocean as a heartland of the 21st century, as to the national security, the CNAS report advises the United States to depend on the regional framework that is introducing the market principle. In the recent years, without taking sides with Liberalism and Realism, the concept of “constructivism,” which is said to build up security community by jointly possessing the interests with not only friendly nations but also competing nations except hostile nations, is rising. Is the CNAS report seeking constructive strategy in American foreign policy? In case we assume the days when China will seek offensive realism, can we say that the regional framework will lead to securing the freedom of global commons?

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