

# OPRF MARINT Monthly Report

## July 2010



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

Publisher: Masahiro Akiyama

Staff writers:

Kazumine Akimoto, Takehisa Imaizumi, Tetsuo Kotani, Masahiro Kunimi, Aki Mori,

Wakana Mukai, Eiji Sakai, Takehisa Tomomori, Hideshi Ueno, Yuko Takada

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## **Retrospect: the First Half of 2010**

**Maritime Security:** On July 15, the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) published a report on the incidents of piracy and armed robbery against ships noted in the world during the first half of 2010 (1 January – 30 June, 2010). The number of the incidents (attacks/cases) reported during the first half of 2010 was 196. The attacks during the first half of 2010 decreased considerably compared to 240 cases during the first half of 2009 (406 cases throughout a year). According to the report, the main reason for a decrease of the incidents in the first half of 2010 is that the number of the incidents in the Gulf of Aden has remarkably decreased to 33 cases compared to 86 cases during the first half of 2009. However, the number of the incidents in the areas around the “Horn of Africa”- the Gulf of Aden, off Somalia (including the Indian Ocean) and the Red Sea is 97, which occupies nearly 70 percent of all incidents. In particular, the Report says the attack area by Somali pirates is expanding beyond longitude 69 degrees east in longitude and as far as latitude 12 degrees south in the Indian Ocean and some attacks are noted in the sea more than 1,000 nautical miles away from the coast.

On the other hand, on July 27, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP) issued a Half Yearly Report (January–June 2010) which deals with incidents of piracy and armed robbery against ships noted in Asia. According to the Report, a total of 71 incidents (attacks/cases) of piracy and armed robberies against ships were

reported during the first half of 2010. Of these, 58 were actual attacks, and 13 were the attempted cases. The number of incidents in the first half of 2010 was 71 cases, which was a drastic increase compared to 43 incidents (38 actual attacks and five attempted cases) in 2009. According to the data, over all, there was a decline in the number of the incidents reported in each half year during the past three years. However, the number of incidents in the first year of 2010 has drastically increased. This was owing to an increase of incidents in Bangladesh, Indonesia, the South China Sea (SCS), and Vietnam. According to the Report, by location, the incidents have most frequently been noted off the islands of Anambas, Natura, Mangkai and Subi Besar in the SCS. Of them, seven incidents occurred off the islands of Anambas and Mangkai, and four incidents occurred off the islands of Natuna and Subi Besar of Indonesia. In Vietnam, many incidents occurred in the anchorage of Vung Tau in the south.

Regarding the pirate incidents in the first half of 2010, the following feature was noted. As piracy became rampant in March, 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 vessel” and a skiff, as well as releasing another skiff with pirate suspects on board. In addition, if the maritime patrol aircraft and the ship-borne helicopters of each nation find a pirate group operating with a “mother vessel” and two skiffs,

they report it to the naval vessels in the vicinity, and the boarding team sent from the naval vessels used to take the similar procedures.

Furthermore, it was also remarkable in March that, when a Panamanian-flagged cargo vessel was attacked by pirates on March 23, 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.

On April 4, the South Korean-operated very large crude oil carrier (VLCC) MT *Samho Dream* was hijacked in the Indian Ocean 970 nautical miles east from Somali coast. The supertanker is carrying as much as \$170 million worth of Iraqi crude oil. It was the third time that the VLCC was hijacked by Somali pirates.

In the first half of 2010 there were three cases in which the vessels were freed by force. On April 5, Dutch naval frigate conducted an operation to rescue the German-flagged container vessel which was boarded by pirates 500 nautical miles east off the Somali coast, arresting 10 suspected pirates and securing the safety of 13 crewmembers. On April 6, there was a release of the tanker by the Russian navy. The Russian antisubmarine destroyer stormed the tanker. Liberating the vessel, the warship detained ten pirate suspects. Later, on the 7th, the Russian navy released ten pirate suspects they had detained, embarking them in a skiff, but they did not reach the Somali coast. On June 3, security forces from Somalia's semiautonomous Puntland region stormed a cargo vessel which had been hijacked on the previous day, and freed it. In addition, although it was not a release by force, on June 2, the crew of the North Korean-flagged general cargo ship retook their ship which had been hijacked by Somali pirates on February 3, 2010.

On June 14, the EU Foreign Affairs Council agreed to prolong the counter-piracy operation, the Operation Atalanta, for another two years, until December 2012. The Council also agreed in principle to extend the area of operations further to the East and South in order to respond to the increased range of pirates' attacks.

On the other hand, there was a new move on establishing a system of punishing the pirates. Under these circumstances, on April 27, the United Nations (UN) Security Council unanimously adopted the resolution 1918. Moreover, it calls on all States, including States in the region, to criminalize piracy under their domestic law and favorably consider the prosecution of suspected, and imprisonment of convicted, pirates apprehended off the coast of Somalia, consistent with applicable international human rights law. On 17 June, a Dutch court convicted five Somali suspects of piracy and sentenced them to five years each in prison in the first piracy case to come to trial in Europe.

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

On February 1, the U.S. Department of Defense released the Quadrennial Defense Review Report (QDR2010) for the first time since an inauguration of President Barack Obama. The QDR2010 lists in order of priority (a) victory against war on terror, (b) the prevention and deterrence of conflicts, (c) defeat of adversaries

and readiness for various measures against emergencies, and (d) management and strengthening of the All-volunteer Force. On the other hand, on February 5, Russian President Dmitry Medvedev approved the “The Military Doctrine of the Russian Federation” by presidential decree, and released its content on the next day of the 6th. The text revised the previous “The Military Doctrine of the Russian Federation” signed on April 21, 2000 over a span of ten years.

On February 1, the South Korean Navy has mobilized its first fast-response combat unit. It is composed of the country's first Aegis combat destroyer, ROKS *King Sejong the Great* and six *KDX-II* class destroyers (4,500 displacement tons). The unit will be made up with two squadrons based at naval bases in Busan and Jinhae. When the second Aegis-class destroyer, ROKS *Yulgok Yi Yi* is put into operation in August 2010, each squadron will be composed of one Aegis destroyer and three *KDX-II* class destroyers.

On February 17, Lt. Gen. Keith Stalder, the commander of the U.S. Marine Corps of the Pacific, said during a speech in Tokyo that the U.S. bases in Okinawa are strategically necessary. He pointed out, “In order to fulfill our alliance responsibilities to defend Japan, the Marine Corps, the expeditionary, rapidly deployable branch of the U.S. military and the only forward-deployed and available U.S. ground force between Hawaii and India, must be based on Okinawa and must have its helicopters near its ground forces.”

On April 19, an expert of the Federation of American Scientist (FAS), Hans M. Kristensen, said the Chinese navy constructed a demagnetization facility near an East Sea Fleet submarine base. According to Kristensen, the

new demagnetization facility is located less than 10 km from the Kilo submarine base at Maocao Nong approximately 40 km southeast of Ningbo in the Zhejiang province. The facility of the East Sea Fleet is the second spotted at Chinese naval bases, and the first such facility was identified at the South Sea Fleet base near Yulin on Hainan Island. Nuclear-powered submarines including SSBNs are based at the North Sea and South Sea Fleets, but not at the East Sea Fleet. Kristensen suspects that the North Sea Fleet will also construct demagnetization facility soon. From early April to 20, ten warships of the Chinese navy, including submarines conducted the exercise in the East China Sea and area west of Okinotori Islands, which attracted domestic and external attentions.

On May 20, the South Korean joint civilian-military investigation team that had been investigating the sinking of the South Korean navy's patrol ship ROKS *Cheonan* on March 28 officially announced that they reached a conclusion that the ship “was sunk by the attack of a torpedo made by North Korea.” Yoon Duk-yong, co-head of the investigation team said at an interview, “*Cheonan* was cut by a shock wave and bubble jet effect caused by an underwater explosion by a torpedo and sunk. Weapon system was confirmed to be a high-explosive torpedo with a net explosive weight of about 250 kilograms, manufactured by North Korea.”

On June 15, Russia launched a new type of nuclear-powered attack submarine, the first unit of the *Yasen/Graney* class named *Severodvinsk*, which took 17 years to build. Russia plans to build at least six of the *Yasen/Graney* class nuclear submarines, and work began in 2009 on the second submarine in the *Yasen/Graney* class dubbed the *Kazan*.

On June 26, top leaders of the United States and South Korea had a talk in Toronto in Canada, and agreed to postpone Washington's transfer of wartime command of allied South Korean forces to Seoul until 2015 from April 2012 which had been set previously.

**Maritime Boundaries:** On January 2, the Vietnamese Ministry of Foreign Affairs spokeswoman said that China's "Island Protection Law" has no impact on Vietnamese sovereignty over the Hoang Sa (Paracel) and Truong Sa (Spratly) Archipelagoes, as Vietnam has confirmed its sovereignty over the two archipelagoes many times. On the other hand, China wants to transform Hainan province into a major tourism destination over the next decade and expand oil and natural gas exploration in the area. While Hainan is Chinese territory, island chains that Beijing says fall within Hainan's jurisdiction remain in dispute, most notably the Paracel and Spratly groups. On January 6, Wei Liucheng, the China's Communist Party secretary of Hainan province, brushed off concerns that its plans to develop a southern island province would worsen a territorial dispute considered one of Asia's potential flash points. On May 6, a Vietnamese foreign ministry spokesperson said China's ban on fishing in waters in the South China Sea (called the East Sea in Vietnam), including the areas under Vietnam's sovereignty, is "totally worthless." (The ban will take effect from May 16-August 1.) Additionally, on May 25, Vietnamese naval commander Nguyen Van Hien asked fishermen to sail out to sea as usual despite China's ban on fishing in the East Sea. Naval commander said, "The specific means to make sure our fishermen are safe sailing out is that the navy is patrolling closely the waters that fall under Vietnam's economic privileges." Hien said Vietnam will

intensify patrolling from now on.

According to the Chinese media such as Xin Hua and others, on January 4, a naval survey team of the China's East Sea Fleet (ESF) constructed at Waikiejiao in the East China Sea (ECS), 33 00.9' N and 121 38.4' E, 13, permanent facilities - stone tablets and lighthouses to clarify its territorial waters' baseline in the oil-rich area.

On May 26, a plenary session of the upper house passed unanimously the legislation that the state instead of local authorities shall improve the port facilities in the specific, isolated island which becomes a foothold of the exclusive economic zone (EEZ) in Japan's southernmost and easternmost ends and others. The new law is slated to take effect within three months after promulgation.

On April 27, Russia and Norway reached the accord of resolving a 40-year-old dispute over dividing the Barents Sea and part of the Arctic Ocean into clear economic zones extending to the edge of Europe's northern continental shelf. A number of oil or gas fields identified by Russian seismic surveys in the 1980s are thought to straddle the line. The agreement could herald oil and natural gas exploration in this region.

**Diplomacy and International Relations:** The two US media - the New York Times dated February 15 and UPI dated February 17 carried an article that India is worried that China is building ports in South Asia. On June 6 India signed an agreement with Sri Lanka on a series of economic, diplomatic cooperation covering broad areas from loans to major infrastructure construction program of Sri Lanka and promotion of cultural exchanges. Most of Indian economic assistance will be invested in the northern region which had long been controlled by a minority group of Tamils and had been ruined by many

years of internal war. In addition, India will open a consulate in Jaffna and Hambantota respectively. In Hambantota, a deep-water port is under construction with the assistance of the Chinese government. Indian experts are paying attentions to the aid games between China and India over Sri Lanka, as a “new great game” over the control of the Indian Ocean will be a major subject of relations between China and India, and Sri Lanka is geographically situated in its center.

On June 17 to 18 June, in Washington D. C., four institutions – the Ocean Policy Research Foundation (OPRF), The Nippon Foundation, Center for a New American Security (CNAS), and the U. S. Sasakawa Peace Foundation – joined together to hold a symposium entitled *150 Years of Amity & 50 Years of Alliance: Toward a Power-Sharing Alliance*. The items of discussions in the symposium were summarized by Richard Danzid of CNAS and Masahiro Akiyama of OPRF, both of whom co-chaired the Symposium, and they were announced as a joint statement at the end of the conference. The joint statement was handed over to the foreign minister and defense minister respectively on July 9.

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

On January 16, Bangladesh Prime Minister (PM) Sheikh Hasina announced that Bangladesh would soon take initiatives to prepare and develop the Chittagong and Mongla sea-ports and also its road and other related infrastructures for

movement of goods to, and from, India through road and rail. According to the PM, large investments will be required for the purpose and also to make the same facilities available to Nepal and Bhutan at the both sea-ports of Bangladesh.

On the other hand, on May 14, Essar Projects (India) Ltd. signed a contract with the Ministry of External Affairs, Government of India to execute Port and Inland Water Transport components of the “Kaladan Multi Modal Transit Transport Project” to be executed in Myanmar. The contract involves the construction of two jetties at Sittwe and Paletwa in Myanmar, dredging and construction of cargo barges etc. to facilitate cargo movement along the river Kaladan. This project is being executed by the Government of India to ease the movement of goods from mainland India to the North-Eastern states of India. It is to be executed within 36 months.

On February 6, Japan and Gujarat government of India signed a Memorandum of Understanding (MOU) to upgrade existing Alang shipyard in Bhavnagar. Based on the MOU, Japan will provide technology transfer and financial assistance to upgrade the yard at Alang to the international standards.

On February 12, Vietnamese SP-PSA International Port successfully handled a trial call by the MV *Albert Maersk* of the Maersk Line. MV *Albert Maersk* is 352m-long and has a capacity of 109,000 DWT (8,272TEU). It is the largest ship ever to call at a Vietnamese port, whether by length, deadweight tonnage or container capacity. On the other hand, 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 March 9 and 10. 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. Also, on April 28, Europe's largest STX Europe launched its shipyard in Vung Tau, in connection with the naming of the grand new first vessel. The STX Vietnam Offshore shipyard is a modern shipyard in Vietnam, set up for the highest international standard. At the full operation, the yard can reach a capacity of four medium size vessels per year.

According to South Korean newspaper *The Korea Herald* dated March 9, 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.

On May 7, the Indonesian port authority announced its plans to build a new large-scale container port outside Jakarta / Tanjung Priok. The Japan International Cooperation Agency (JICA) is presently carrying out a feasibility study for the project. Once fully completed, the new port would be able to accommodate large mainline container vessels and provide an annual handling capacity of 10 Million TEU.

On June 7, the UK Hydrographic Office (UKHO) announced the completion of Chinese coastal coverage under its Admiralty Vector Chart Service (AVCS). Users of the service can now access electronic navigation charts covering the Chinese mainland as far as the Pearl River, the Coast of Hainan Island and major ports such as Shanghai, Shenzhen and Qingdao.

On June 22, Hanjin Shipping received its first 10,000TEU class containership named MV *Hanjin Korea*. It is the first of the series of five 10,000TEU class ships ordered from Samsung Heavy Industries. The vessel will be deployed in Asia-Europe trade soon after the delivery, sometime in the beginning of July. Meanwhile,

the rest of the series are scheduled to be delivered by year 2011.

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

On March 1, 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.

The study, published in the magazine *the New Scientist*, the June 5 issue, predicts that the islands of Tuvalu, Kiribati and the Federated States of Micronesia are among those which have grown because of coral debris and sediment, and are growing, not sinking. These islands will still be there in 100 years' time. However, it is still unsure whether many of them will be inhabitable.

**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 of April edition, 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.’”

Under these circumstances, Robert D. Kaplan, a journalist of the U. S. magazine, *The Atlantic*, and a senior fellow of the Center for a New American Security (CNAS), published an interesting article entitled “The Geography of Chinese Power” in the U.S. magazine, *Foreign Affairs*, May/June. In the article, Kaplan discusses the background of the Chinese advance into the oceans from geo-political points of view. He says that, at present, “a Greater China” is being formed in “the Eastern Hemisphere,” in which the PLAN is a driving force. In the intelligence assessment of May edition, presenting the key points of Kaplan’s article, OPRF has made an analysis of geopolitical implications which China’s advance into the oceans involves and connotations to the security of Japan.

On the other hand, for the United States as the maritime power, the Pacific Ocean could become an area which is either advantageous or disadvantageous for the United States, depending upon how the balance of naval power is shifted. Therefore, it goes without saying that the buildup of naval power is of importance, in order to compete with China for its advances into the oceans. In February 2010, the United States Navy submitted a long-range shipbuilding plan over the coming 30 years (FY2011 Plan) to the congress. Responding to the plan, the U. S.

Congressional Budget Office (CBO) released the report evaluating the FY2011 Plan particularly from the budgeting areas in May. In the Intelligence Assessment in this monthly we have introduced an outline of the long-range shipbuilding plan of the United States Navy based on these reports.

## Intelligence Summary in July 2010

**Maritime Security:** In July, there was only one hijack by Somali pirates. On the 5th, a Marshall Islands-flagged chemical tanker operated by the Greek shipping company, MT *Motivator* (13,000DWT), was hijacked by Somali pirates in the Bab el -Mandeb strait. On the other hand, three vessels hijacked were released.

On the 19th, Somali pirates freed the Kenya-flagged fishing vessel FV *Sakoba* which had been hijacked in the Indian Ocean on March 3 and the Marshall Islands-flagged chemical tanker MT *UBT Ocean* which had been hijacked off Madagascar on March 3. On the 28th, pirates released the Turkish bulk carrier (Malta-flagged) MV *Frigia* (35,300DWT) which had been hijacked off Somali coast on March 23.

Having arrived in the west of the Gulf of Aden, the 6th Chinese naval escort flotilla (CNEF) made a rendezvous with 5th CNEF on July 14 to formally relieve it on the 16th. The missile destroyer “*Guangzhou*” and missile frigate “*Chaohu*” of the 5th CNEF left the area on the 19th to make friendly visits to Egypt, Italy, Greece, Myanmar and others. According to the PLA Daily dated the 8th, the Chinese naval supply ship “*Weishanhu*” participated in the first, second, and fifth Chinese naval escort flotillas on an anti-piracy mission in the Gulf of Aden and off Somalia, and her duty period in the area has reached a total of one year.

On the 5th, India signed a series of agreements with Mauritius on providing an offshore patrol vehicle and increasing cooperation for early tsunami warning systems. Moreover, on the 19th, India and Seychelles agreed to take forward their cooperation to tackle the spread of piracy in the Indian Ocean Region. India agreed to provide Seychelles with one new Dornier and two Chetak helicopters, at the earliest.

On the 26th, the Seychelles' Supreme Court convicted and sentenced 11 Somalis who had tried to seize a Seychelles coast guard vessel guilty. Each of the 11 was sentenced to 10 years in prison. There are 29 other suspected and accused Somali pirates who are still awaiting trial in Seychelles or transfer from the Republic of Seychelles to Somalia. Prior to this, on the 14th, Seychelles and the United States signed the memorandum of understanding (MOU) concerning the transfer of suspected pirates and seized property.

While steaming to Chiba, Japan, the Marshall Islands-flagged VLCC *M. STAR* (160,292GRT) owned by MOL suffered hull damage caused by an explosion which seemed to be an attack from external sources at about 00:30 (Local Time) on July 28 in the Oman territorial waters west of the Strait of Hormuz. No serious injury to the tanker's crew of 31, although one of the crew was slightly injured, and no oil leaked from the hull. *M. STAR* continues her voyage, making for the UAE port of Fujairah, where the damage and its causes will be thoroughly investigated.

**Military Developments:** In this area, military exercises of China, Russia, and two nations of U. S. and South Korea were noteworthy. On the 3rd, the 6th Chinese naval escort flotilla on an anti-piracy mission arrived in the waters around Natuna Islands, Indonesia in the South China

Sea (SCS), where its landing ship “*Kunlan Shan*” conducted her first training exercise of launching the hovercraft in the “distant sea” on the 3rd. Additionally, on the 5th, the flotilla conducted the exercise of launching the hovercraft from the landing ship “*Kunlan Shan*” and simulated escort drills with merchant ships sailing in the exercise area, and others on the 5th. The report says this is the first training exercise for the hovercraft in the open sea since it was launched in December 2009. On June 30 - July 5, the East Sea Fleet of the Chinese People’s Liberation Army Navy (PLAN) organized a large naval and air force formation consisting of dozens of warships and 10-plus warplanes to have a routine naval and air force exercise with actual-troops and live-ammunitions in a sea area of the East China Sea off Zhejiang Province. On the 26th, the PLA navy conducted a live ammunition training exercise in the South China Sea involving multiple members of naval joint forces organized by the South Sea Fleet. A member of the Central Military Commission (CMC) and Chief of General Staff General Bingde inspected the exercise, and a member of CMC and Commander of the PLA Navy General Wu Shengli also attended the exercise. In the exercise major destroyers of the North Sea Fleet, East Sea Fleet, and South Sea Fleet participated, and conducted the exercise which included long-range precision attacks toward the sea under the “complicated electro-magnetic environment,” air control operations, anti-air defense of the surface fleet under complicated electro-magnetic environment, and others.

The Russian Navy's Northern, Black Sea and Pacific fleets are currently involved in the Vostok-2010 large-scale military exercises in Siberia and the country's Far East, which are being held on June 30 –July 8. The exercises involve several dozen warships and support ships. The Northern and Black Sea fleets have contributed their largest and most powerful warships - the *Pyotr Veliky* (Peter the Great) and *Moskva* guided missile cruisers, respectively.

On the 25th, the United States and the Republic of Korea (ROK) began a joint military exercise codenamed “Invincible Spirit” in the Sea of Japan (SOJ). Prior to the exercise, Adm. Mike Mullen, Joint Chiefs of Staff chairman, said, “The point of the exercise is to ensure that our relationship with the South is very strong . . . and also send the message to the North Koreans that their behavior is completely counter to international norms, completely unacceptable.” To put on the military fireworks display, the United States and South Korea dispatched about 20 ships including the USS *George Washington*, a nuclear powered aircraft carrier, 8,000 sailors and airmen, and 200 aircraft including F-22 fighter planes to participate in the four-day exercise in the Sea of Japan (SOJ).

According to the U. S. magazine – *Time* dated July 8, three U. S. Navy’s *Ohio* class cruise missile submarines (SSGNs) appeared simultaneously in the sea off China at the end of June. The *Ohio* class cruise missile submarines are four of the 18 *Ohio* class ballistic missile submarines (SSBNs), which were converted to the platforms carrying a maximum of 154 cruise missiles and 60 special operations troops. On the day, China was found to be surrounded by at the maximum of 642 cruise missiles.

**Maritime Boundaries:** On the 13th, the Japanese government decided at a cabinet meeting the

basic plan which is based on a “law of preserving the low-tide lines and maintaining the key-point facilities” to manage and control specific remote islands in an effort to maintain and preserve its exclusive economic zone (EEZ) wide with them. The law requires to secure strategic base points by maintaining the port facilities on the Okinotori Islands in the southernmost Japanese territory and on the Minamitori Island in the easternmost Japanese territory which are designated as the “specific remote islands,” and to revitalize resource development of rare metals and others as well as fishery.

**Diplomacy and International Relations:** On the 23rd, at the annual U. S.-ASEAN post-ministerial meeting of the ASEAN Regional Forum (ARF) held in Hanoi, U. S. Secretary of State Hillary Rodham Clinton stressed, “The United States has a national interest in freedom of navigation, open access to Asia’s maritime commons, and respect for international law in the South China Sea.” China has reacted angrily to an announcement by Secretary of State Hillary Rodham Clinton. A spokesman of the Chinese Foreign Ministry said, “What will be consequences if this issue is turned into an international or multinational one? It will only make matters worse and the resolution more difficult.”

**Shipping, Shipbuilding and Harbors:** According to Fairplay Daily News dated the 2nd, US Congress has passed the Cruise Vessel Security and Safety Act of 2010 in response to incidents of passengers falling overboard and shipboard assaults. When signed by President Barack Obama, the new law will apply to any cruise ship that calls in a US port with at least one US passenger aboard. Within 18 months of Obama’s signature, cruise lines will be required to ensure that all ship rails are at least 42 inches (107cm) high from the deck and that all stateroom and crew cabin doors are equipped with peepholes. Cruise lines found in violation face a penalty of \$25,000/day and could be barred from entry into US ports. President Obama signed the Cruise Vessel Security and Safety Act of 2010 on the 27th.

According to Xinhua dated 13 July, COSCO Pacific, a port operator subsidiary of China’s State-owned shipping giant China Ocean Shipping (Group) Co (COSCO), has signed a \$4.2 billion deal to take over management of an Athens container port, the Piraeus port, and lease it for 35 years. According to the contract signed in June, COSCO will spend \$707 million to upgrade port facilities, build a new pier and almost triple the volume of cargo the port can handle. COSCO aims to make the container port a hub to rival Rotterdam-Europe’s largest port.

**Ocean Resources, Energy, Sea Environment and Others:** The Taiwanese giant oil skimmer, MT *A Whale* (319,869DWT), will begin the experimental work of recovering the oil spill in the Gulf of Mexico on the 3rd. The ship works by taking in water through 12 vents, separating the oil and pumping the cleaned water back in the Gulf. It is able to process up to 21 million gallons of oil-fouled water a day.

The cargo ships of Denmark-based Maersk, the world’s largest shipping line, with more than 600 ships, are traveling at lower speeds today than sailing clippers such as the *Cutty Sark* did

more than 130 years ago. Since two years ago many ship owners have been adopting “slow steaming” which lowered speeds from the standard between 25 knots and 20 knots to speeds of 12 knots. This policy reduces fuel consumption and greenhouse gas emissions by 30%. It is believed that the company has saved more than £65m on fuel since it began its go-slow. According to Maersk, when speed is reduced by 20%, fuel consumption is reduced by 40% per nautical mile. Introduction of slow steaming has been the most important factor in reducing our CO2 emissions in recent years.

**Intelligence Assessment:** In the July edition of OPRF MARINT Monthly report, the OPRF carried its assessment on the report on piracy and armed robberies against the ships in the first half of 2010 (January 1- June 30) which was published by the International Maritime Bureau (IMB) and the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) respectively.

On July 15, the IMB issued a report on the incidents of piracy and armed robbery against ships noted in the world during the first half of 2010 (January 1–June 30) through the Piracy Reporting Center (PRC) based in Kuala Lumpur. In Assessment 1 [in this Monthly report] the OPRF has summarized the characteristics of the piracy and armed robberies against ships that occurred in the world in the first half year of 2010, which were viewed from the IMB report.

On July 27, the ISC of the ReCAAP issued a Half Yearly Report (January 1–June 30, 2010) which deals with incidents of piracy and armed robbery against ships in Asia. In Assessment 2 in this Monthly report the OPRF has summarized the status and trends of the piracy and armed robberies against ships in Asia in the first half of 2010, which were viewed from the ReCAAP report.

# 1. Information Digest

## 1.1 Maritime Security

### July 5 “Somali pirates hijacks Greek ship in Bab el Mandeb strait”(EU NAVFOR Press Release, July 5, and BBC News, July 5, 2010)

On the 5th, a Marshall Islands-flagged chemical products tanker operated by the Greek shipping company, MT *Motivator* (13,000DWT), was seized by Somali pirates in the Bab el Mandeb strait.

An outline of the article: On the 5th, a Marshall Islands-flagged chemical products tanker operated by the Greek shipping company, MT *Motivator* (13,000DWT) was seized by Somali pirates about 50 miles north of the Bab el Mandeb strait. After notification that MT *Motivator* was under small arms fire from a pirate attack on July 4, no contact had been available with the vessels until the hijack was confirmed early on July 5. There is an all-Filipino crew of 18 onboard the tanker loaded with lubricants oil.

Refer to the article on the Web site: MT MOTIVATOR hijacked in the southern Red Sea

<http://www.eunavfor.eu/2010/07/mt-motivator-hijacked-in-the-southern-red-sea/>



MT *Motivator*



Attack Position

Source: Left: EU NAVFOR Press Release, July 5, 2010

Right:

[http://3.bp.blogspot.com/\\_E-QOnTGFX\\_o/TDIIy61rGrI/AAAAAAAAAKB4/d04rk2FL-v0/s1600/Capture.JPG](http://3.bp.blogspot.com/_E-QOnTGFX_o/TDIIy61rGrI/AAAAAAAAAKB4/d04rk2FL-v0/s1600/Capture.JPG)

### July 5 “India to supply patrol ship to Mauritius” (New Kerala, July 5, 2010)

On the 5th, India and Mauritius signed a series of agreements that will see New Delhi provide Port Louis with an offshore patrol vessel and increase cooperation for early tsunami warning systems.

An outline of the article: On the 5th, Indian External Affairs Minister S. M. Krishna on a visit to Mauritius signed a series of agreements with his Mauritius counterpart that will see New Delhi provide Port Louis with an offshore patrol vessel and increase cooperation for early tsunami warning systems. The patrol ship will be built by the shipbuilders in Kolkata and will be financed by a USD \$10 million grant and a \$48.5m line of credit to Mauritius. Mauritius' geographical location makes it strategically important for the Indian Navy, and New Delhi has been taking

steps to further increase its diplomatic and naval ties with Port Louis. In June this year, the Indian Navy completed training of Mauritian National Coast Guard commandos in anti-piracy and maritime intervention operations.

Refer to the article on the Web site: India to supply patrol ship to Mauritius

<http://www.newkerala.com/news/fullnews-140271.html>

### **July 8 “Supply ship ‘Weishanhu’ records 1 year anti-piracy mission” (PLA Daily Net Edition, Gulf of Aden, July 8, 2010)**

According to the PLA Daily dated the 8th, the Chinese naval supply ship “*Weishanhu*” participated in the first, second, and fifth Chinese naval escort flotillas on a anti-piracy mission in the Gulf of Aden and off Somalia, and her duty period in the area has reached a total of one year.

An outline of the article: According to the PLA Daily dated the 8th, the Chinese naval supply ship “*Weishanhu*” participated in the first, second, and fifth Chinese naval escort flotillas on a anti-piracy mission in the Gulf of Aden and off Somalia, and her duty period in the area has reached a total of one year. The *Weishanhu* entered the port of Aden on February 23, 2009, where she got the first overseas replenishment as a Chinese naval ship, which established a combination of supply methods by underway replenishment between the ships at sea and by routine port visits.

Refer to the article: Original text in Chinese;

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/08/content\\_32744.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/08/content_32744.htm)

### **【Relates Story】**

### **“6th, 5th Chinese naval escort flotillas on a anti-piracy mission rendezvous west in the Gulf of Aden for turnover” (PLA Daily Net Edition, Gulf of Aden, July 15, July 17, July 20, 2010)**

Arriving in the west of the Gulf of Aden, the 6th Chinese naval escort flotilla (CNEF) made a rendezvous with 5th CNEF on July 14 to formally relieve on 16th. The missile destroyer “*Guangzhou*” and missile frigate “*Chaohu*” of the 5th CNEF left the area on the 19th to make friendly visits to Egypt, Italy, Greece, Myanmar and others.

An outline of the article: Arriving in the west of the Gulf of Aden, the 6th Chinese naval escort flotilla (CNEF) made a rendezvous with 5th CNEF on July 14 to formally relieve on 16th. The 5th CNEF left the area for home on 19th. On the 14th, Zhang Wendan, commander of 5th CNEF, and Chen Yan, political commissar, handed over the conditions of the area, status of escorting, methods of escort, features of piracy in the Gulf of Aden, discipline, and others to the 6th CNEF, and commenced joint escort. According to the report, having arrived in the Gulf of Aden and Somali waters on March 14, the 5th CNEF secured 100 percent safety for 588 domestic and foreign vessels, which marked the highest number of vessels escorted by the Chinese navy. On the 16th, although the 6th CNEF formally succeeded the escort duty from 5th CNEF, methods of escort, and scope of escort are basically the same as those of the 5th CNEF, which would be adjusted, if necessary. The missile destroyer “*Guangzhou*” and missile frigate “*Chaohu*” of the 5th

CNEF left the area on the 19th to make friendly visits to Egypt, Italy, Greece, Myanmar and others.

According to the Xinhua report dated the 31st, “*Guangzhou*” and “*Chaohu*” completed a friendly visit to Egypt on 30 July. During the visit, Rear Admiral Zhang Wendan, commander of the 5th CNEF, and Rear Admiral Chen Yan, political commissar, visited Chief of Staff of Egyptian navy and frigates of the Egyptian navy. (Xinhua, July 2010)

Refer to the article: Original text in Chinese

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/15/content\\_33345.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/15/content_33345.htm)

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/17/content\\_33500.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/17/content_33500.htm)

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/20/content\\_33792.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/20/content_33792.htm)

[http://news.xinhuanet.com/mil/2010-07/31/content\\_13943276.htm](http://news.xinhuanet.com/mil/2010-07/31/content_13943276.htm)

### **July 14 “Seychelles, U.S. signs MOU on handover of pirate suspects and seized property” (eTurboNews, July 15, 2010)**

On the 14th, Seychelles and the United States signed the memorandum of understanding (MOU) concerning the transfer of suspected pirates and seized property.

An outline of the article: On the 14th, Seychelles signed the memorandum of understanding (MOU) concerning the transfer of suspected pirates and seized property with the United States. The MOU stipulates the conditions of transfer of suspected pirates and seized property in the Western Indian Ocean, the Gulf of Aden, and the Red Sea, which is a result of ongoing cooperation between the two governments to ensure regional security. The United States is negotiating to discuss the similar MOU with countries such as Mauritius, Kenya, and Tanzania.

Refer to the article: Seychelles and the USA sign piracy agreement

<http://www.eturbonews.com/17292/seychelles-and-usa-sign-piracy-agreement>

### **July 19 “India, Seychelles agree to expand Cooperation for Maritime Security in Indian Ocean Region” (WAVE Maritime Newsletter For Seafarers, July 19, 2010)**

On the 19th, India and Seychelles agreed to take forward their cooperation to tackle the spread of piracy in the Indian Ocean Region (IOR). India agreed to provide Seychelles with one new Dornier and two Chetak helicopters, at the earliest.

An outline of the article: On the 19th, India and Seychelles agreed to take forward their cooperation to tackle the spread of piracy in the Indian Ocean Region (IOR). On the request of the Seychellois leadership, India also agreed to extend help for maritime and Exclusive Economic Zone (EEZ) surveillance operations and capacity building of its Forces. India had already announced its \$ 5 million assistance for defense-related projects for Seychelles. Indian Defense Minister AK Antony agreed to provide Seychelles with one new Dornier and two Chetak helicopters from the Hindustan Aeronautics Limited for maritime surveillance, at the earliest. During this period, India will provide one of her in-service Dornier Aircraft to carry out maritime surveillance. He said the Indian Navy will also make additional visits in 2010 to conduct surveillance and hydrographic survey.



Refer to the article on the Web site: India and Seychelles agree to expand Cooperation for Maritime Security in Indian Ocean Region

<http://wavesnewsletter.com/?p=747>

### **July 20 “Somali pirates free two hijacked ships” (Xinhua, July 20, 2010)**

On the 19th, Somali pirates released the Kenyan-flagged fishing boat FV *Sakoba* and The Marshall Islands-flagged chemical tanker MT *UBT Ocean*.

An outline of the article: On the 20th, Andrew Mwangura, the head of the East African Seafarers Assistance Program, confirmed that the pirates had released two hijacked vessels on the 19th. According to the report, those vessels released are the Kenyan-flagged fishing boat FV *Sakoba* and the Marshall Islands-flagged chemical tanker MT *UBT Ocean*. FV *Sakoba*, with 16 crew members onboard, was taken hostage in waters off the Kenyan and Seychellois coasts on March 3. MT *UBT Ocean*, with 21 crew members on board, was hijacked while traveling off the coast of Madagascar on March 5.

According to an international maritime body, Ecoterra International, as of July 20, Somali pirates are holding at least 21 foreign vessels plus one barge with at least 387 seafarers.

Refer to the article on the Web site: Somali pirates release two ships

[http://news.xinhuanet.com/english2010/world/2010-07/20/c\\_13406594.htm](http://news.xinhuanet.com/english2010/world/2010-07/20/c_13406594.htm)

### **July 26 “Seychelles sentences 11 Somali pirates to 10 years” (CNN, July 27, 2010)**

On the 26th, the Seychelles' Supreme Court convicted and sentenced 11 Somalis who had tried to seize a Seychelles coast guard vessel, guilty. Each of the 11 was sentenced to 10 years in prison. There are 29 other suspected and accused Somali pirates who are still awaiting trial in Seychelles or transfer from the Republic of Seychelles to Somalia.

An outline of the article: On the 26th, the Seychelles' Supreme Court convicted and sentenced 11 Somalis who had been accused of trying to seize the *Topaz*, a Seychelles coast guard vessel, guilty. According to the statement, each of the 11 was sentenced to 10 years in prison; of them, eight of the Somalis were sentenced for committing an act of piracy and the other three for aiding and abetting an act of piracy. On December 5 and 6, 2009, the pirates who were in two small boats attacked the Seychelles coast guard vessel *Topaz* with automatic weapons. This is the first time that international piracy cases were prosecuted in the Seychelles. There are 29 other suspected and accused Somali pirates who are still awaiting trial in Seychelles or transfer from the Republic of Seychelles to Somalia.

Refer to the article: Seychelles convicts 11 Somali pirates

<http://edition.cnn.com/2010/WORLD/africa/07/27/seychelles.pirates/index.html?iref=allsearch#fbid=q90TgW2Yzmq>

### **July 28 “Somali pirates frees Turkish vessel” (Trade Winds, July 29, 2010)**

On the 28th, Somali pirates freed a Turkish bulk carrier (Malta-flagged), MV *Frigia* (35,300DWT). MV *Frigia* was seized in the Somali Basin on March 23 while en route to Thailand

from Egypt. All 21 crew are in good health. A ransom of nearly \$4m is believed to have been dropped onboard on the morning of 28th.

An outline of the article: On the 28th, Somali pirates freed a Turkish bulk carrier (Malta-flagged), MV *Frigia* (35,300DWT). MV *Frigia* was seized in the Somali Basin on March 23, while en route to Thailand from Egypt. It has been held since then off the Puntland town of Garacad, All 21 crew, comprising 19 Turks and 2 Ukrainians, are in good health. Although the Turkish lawyer would not comment on the issue of a ransom, prior to the release, a ransom of nearly \$4m is believed to have been dropped onboard on the morning of 28th.

Refer to the article: Pirates free Turkish ship; Access is available to subscribers only.

### **July 28 “MOL VLCC suffered hull damage off west of Hormuz” (Mitsui O.S.K. Lines Press Release, July 28, 2010)**

On the 28th, while steaming to Chiba, Japan, the Marshall Islands-flagged VLCC, MT *M. STAR* (160,292GRT) owned by MOL, suffered hull damage caused by an explosion which seemed to be an attack from external sources at about 0530 JST (00:30 Local Time) on July 28, in the Oman territorial waters west of the Strait of Hormuz. No serious injury to the tanker’s crew of 31, although one of the crew was slightly injured, and no oil leaked from the hull. *M. STAR* continues her voyage, making for the UAE port of Fujairah, where the damage and its causes will be thoroughly investigated.

An outline of the article: According to the press release issued by Mitsui O.S.K. Lines (MOL), Ltd. on the 28, the Marshall Islands-flagged VLCC, MT *M. STAR* (160,292GRT) owned by MOL, suffered hull damage caused by an explosion which seemed to be an attack from external sources at about 0530 JST (00:30 Local Time) on July 28, in the Oman territorial waters west of the Strait of Hormuz. No serious injury to the tanker’s crew of 31 (15 Indians, and 16 Filipinos), although one of the crew was slightly injured, and no oil leaked from the hull. According to the MOL, although the ship is without any trouble for navigation, MT *M. STAR* continues her voyage, making for the UAE port of Fujairah, where the damage and its causes will be thoroughly investigated. MT *M. STAR* took on crude oil on July 27, at the UAE Port of Das Island, after which it departed for Chiba Port in Japan.

Refer to the article: Crude oil tanker “*M. STAR*” suffered hull damages in the waters west of the Hormuz Strait

<http://www.mol.co.jp/pr-j/2010/j-pr-1040.html>



Left: The damaged *M Star* oil tanker at sea near the port of Fujairah in the United Arab Emirates  
[http://2.bp.blogspot.com/\\_E-QOnTGFX\\_o/TFHfhTft0sI/AAAAAAAAAKHQ/f70TKsq1Lic/s1600/30shipspan-cnd-articleLarge.jpg](http://2.bp.blogspot.com/_E-QOnTGFX_o/TFHfhTft0sI/AAAAAAAAAKHQ/f70TKsq1Lic/s1600/30shipspan-cnd-articleLarge.jpg)

Right: [http://2.bp.blogspot.com/\\_E-QOnTGFX\\_o/TFAscXBOYvI/AAAAAAAAAKGw/cQ1R8tLoMtQ/s1600/hormattack.jpg](http://2.bp.blogspot.com/_E-QOnTGFX_o/TFAscXBOYvI/AAAAAAAAAKGw/cQ1R8tLoMtQ/s1600/hormattack.jpg)

## 1.2 Military Developments

### July 1 “89th Anniversary of Establishment of Communist Party of China: PLA Daily Editorial” (PLA Daily, July 1, 2010)

On the 89th anniversary of the establishment of the Communist Party of China (CPC) the PLA Daily dated July 1 carried an editorial entitled “Let’s make an effort to improve a scientific level for establishing the CPC in the military,” and confirmed the absolute leadership of the CPC to the military.

An outline of the article: On the 89th anniversary of the establishment of the Communist Party of China (CPC) the PLA Daily dated July 1 carried an editorial entitled “Let’s make an effort to improve a scientific level for establishing the CPC in the military,” and confirmed the absolute leadership of the CPC to the military. Main points in the editorial are as follows.

- (1) The CPC that has celebrated the 89th anniversary of its foundation is standing on a new historic point in the administration, reform and openness, market economy, and outer environment. Strengthening and improvement of establishing the CPC is an inevitable option.
- (2) In such a situation, the establishment of the CPC in the military is important. Joint steps with the establishment of the CPC are the military tradition and political excellence. However, there are some areas in which the level of establishing the CPC is insufficient to meet the requirements of missions in a new situation.
- (3) Absolute leadership of the CPC in the military is a fundamental principle of the establishment of the military, which ensures an improvement of a scientific level of establishing the CPC in

the military.

- (4) We must firmly control the influence of wrong thoughts such as “making the military free from CPC or politics” and “making the military nationalized,” among others, keep the CPC’s political and organizational discipline rigid, put through the support of the CPC and the Central Military Commission (CMC), and listen to the instructions of the CPC, CMC, and President Hu Jintao tightly.

Refer to the article: Original text in Chinese;

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/01/content\\_32032.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/01/content_32032.htm)

### **July 2 “Malaysia receives second sub after transfer” (The Star Online, July 3, 2010)**

After departing Toulon, France, the Malaysia’s second unit of the *Scorpene* class submarine KD *Tun Razak* arrived in Lumut base on the 2nd. Joining the first unit of the same class KD *Tunku Abdul Rahman*, KD *Tun Razak* will eventually be in commission at the Sepangar Bay Naval Base in Kota Kinabalu, Sarawak (Borneo).

An outline of the article: On the 2nd, Malaysia’s second unit of the *Scorpene* class submarine KD *Tun Razak* arrived in Lumut base after 47 days since it had set sail from Toulon, France on April 30. KD *Tun Razak* successfully submerged 40 days out of the 47 days it was out at sea. Joining the first unit of the same class KD *Tunku Abdul Rahman*, KD *Tun Razak* will eventually be in commission at the Sepangar Bay Naval Base in Kota Kinabalu, Sarawak (Borneo).

Refer to the article on the Web site: Malaysia: "Royal welcome for second sub"

<http://thestar.com.my/news/story.asp?file=/2010/7/3/nation/6600180&sec=nation>

### **July 3 “6th Chinese naval escort flotilla conducts exercise in SCS” (PLA Daily Net Edition, South China Sea, July 3 and July 5, 2010)**

The 6th Chinese naval escort flotilla on an anti-piracy mission arrived in the waters around Natuna Islands, Indonesia in the South China Sea (SCS), where its landing ship “*Kunlan Shan*” conducted her first training exercise of launching the hovercraft in the “distant sea” on the 3rd. Additionally, the flotilla conducted the exercise of launching the hovercraft from the landing ship “*Kunlan Shan*” and simulated escort drills with merchant ships sailing in the exercise area, and others on the 5th.

An outline of the article: According to the PLA Daily Net Edition dated July 3, having departed from Zhangjiang on June 30, the 6th Chinese naval escort flotilla on an anti-piracy mission arrived in the waters around Natuna Islands, Indonesia in the South China Sea (SCS) after a 70-hour continual navigation. In this area the landing ship “*Kunlan Shan*” conducted her first training exercise of launching the hovercraft in the “distant sea.” The commander of the 6th Chinese naval escort flotilla on an anti-piracy mission, Wei Xueyi, Chief of Staff of the South Sea Fleet, told the reporters of the PLA Daily as follows. According to Wei, a success of current exercise will enhance the mobility of the “*Kunlan Shan*” and the hovercraft in the distant sea and it will be useful for escort missions, including the rescue, transport, and monitoring, among others.

According to the PLA Daily Net Edition dated the 5th, the 6th Chinese naval escort flotilla on an anti-piracy mission conducted the exercise of launching the hovercraft from the landing ship “*Kunlan Shan*” and simulated escort drills with merchant ships sailing in the exercise area, and others. The report says this is the first training exercise for the hovercraft in the open sea since it was launched in December 2009.

Refer to the article: Original text in Chinese;

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/05/content\\_32429.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/05/content_32429.htm)

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/06/content\\_32542.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/06/content_32542.htm)

Chinese navy's first hovercraft takes part in training (People daily Online, July 6, 2010)

<http://english.peopledaily.com.cn/90001/90776/90786/7054607.html>



Landing ship “*Kunlan Shan*” prepares for launching hover craft  
Chinese navy's first hovercraft takes part in training.

<http://english.peopledaily.com.cn/90001/90776/90786/7054607.html>

People daily Online, July 6, 2010



Chinese navy's first hovercraft takes part in training

Source: People daily Online, July 6, 2010

**July 5 “China ends sea-and-air exercise in East China Sea” (Global Times, June 29, and China Military Online, July 7, 2010)**

On June 30 - July 5, the East Sea Fleet of the Chinese People’s Liberation Army Navy (PLAN) organized a large naval and air force formation consisting of dozens of warships and 10-plus warplanes to have a routine naval and air force exercise with actual-troops and live-ammunitions in a sea area of the East China Sea off Zhejiang Province. On the other hand, regarding this exercise, there was a speculation from some specialists that the exercise may have been intended as response to the joint military drill by the US and South Korea which was originally set to begin in the Yellow Sea during the last ten days of June. (OPRF comment: The actual exercise was postponed until the period between June 25 and July 5, and the exercise area was also changed to the Sea of Japan.)

An outline of the article: On June 30 - July 5, the East Sea Fleet of the Chinese People’s Liberation Army Navy (PLAN) organized a large naval and air force formation consisting of dozens of warships and 10-plus warplanes to have a routine naval and air force exercise with actual-troops and live-ammunitions in a sea area of the East China Sea off Zhejiang Province. According to the report, this routine exercise further deepened the study on combat application of weapons and equipment and effectively improved the capability of the ship formation in implementing combat tasks in complicated electromagnetic environment. It not only explored new fighting methods and training methods, but tested the comprehensive offense and defense capability of the navy and air force in coordination.

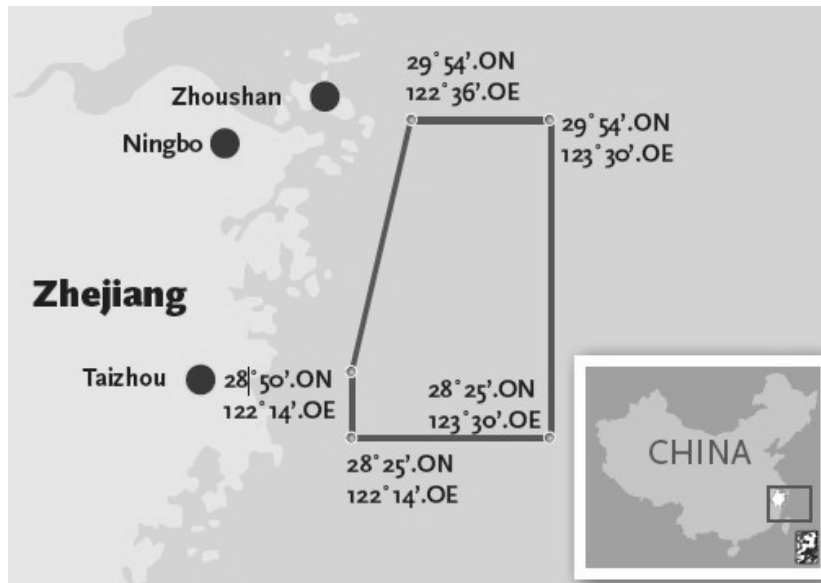
According to the Chinese newspaper, Global Times Net Edition dated June 29, there was a speculation from some specialists that the exercise may have been intended as response to the joint military drill by the US and South Korea which was originally set to begin in the Yellow Sea during the last ten days of June. (OPRF comment: The actual exercise was postponed until the period between June 25 and July 5, and the exercise area was also changed to the Sea of Japan.) It is reported that if the aircraft carrier enters the Yellow Sea, China's territorial sea, the entire North China region and the Liaodong Peninsula would be within its range, which was deemed a provocation to China, according to a Hong Kong-based expert. The expert mentioned: “The location of the Chinese drill is set to be held in the East China Sea, which would make the foreign navies entering the Yellow Sea uneasy.” He pointed out that the East China Sea is the only way into the Yellow Sea, and it would be easy to form a favorable war situation for the Chinese navy to shut the foreign vessels up and beat them.

Refer to the article on the Web site: PLA's navy drill draws speculation

<http://military.globaltimes.cn/china/2010-06/546416.html>

East China Sea Fleet organizes sea-and-air exercise

[http://eng.chinamil.com.cn/news-channels/china-military-news/2010-07/07/content\\_4254385.htm](http://eng.chinamil.com.cn/news-channels/china-military-news/2010-07/07/content_4254385.htm)



Exercise Area

Source: Global Times, June 29, 2010

Scene of the maneuvers



The ship formation

Source:

[http://eng.chinamil.com.cn/news-channels/china-military-news/2010-07/07/content\\_4254385\\_4.htm](http://eng.chinamil.com.cn/news-channels/china-military-news/2010-07/07/content_4254385_4.htm)



Destroying the incoming missiles

Source:

[http://eng.chinamil.com.cn/news-channels/china-military-news/2010-07/07/content\\_4254385\\_6.htm](http://eng.chinamil.com.cn/news-channels/china-military-news/2010-07/07/content_4254385_6.htm)

### **July 6 “Chinese navy’s transit of Miyako channel is normal activity: China’s Defense Ministry spokesman”(PLA Daily Net Edition, July 7, 2010)**

Regarding an announcement of the Japanese Defense Ministry that the Chinese naval vessels sailed into the Pacific Ocean through the high sea between the Okinawa Main Island and Miyako Island on July 4, a spokesman of the Chinese Defense Ministry said in a press interview on July 6 it was “a normal activity in accordance with an international law.”

An outline of the article: According to the PLA Daily, regarding an announcement of the Japanese Defense Ministry that one destroyer and frigate sailed into the Pacific Ocean through the high sea between the Okinawa Main Island and Miyako Island on July 4, a spokesman of the Chinese Defense Ministry said in a press interview on July 7 said, “The passage of the Chinese navy through the Miyako channel is a normal activity in accordance with an international law, and it is unnecessary for Japan side to publish such information.”

Refer to the article: Original text in Chinese;

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/07/content\\_32660.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/07/content_32660.htm)

### **July 7 “Russian Navy participates in large military exercises in Far East” (RIA Novosti, July 7, 2010)**

The Russian Navy's Northern, Black Sea and Pacific fleets are currently involved in the Vostok-2010 large-scale military exercises in Siberia and the country's Far East, which are being held on June 30–July 8. The exercises involve several dozen warships and support ships. The Northern and Black Sea fleets have contributed their largest and most powerful warships—the *Pyotr Veliky* (Peter the Great) and *Moskva* guided missile cruisers, respectively.

An outline of the article: The Russian Navy's Northern, Black Sea and Pacific fleets are



currently involved in the Vostok-2010 large-scale military exercises in Siberia and the country's Far East, which are being held on June 30 –July 8. The exercises involve several dozen warships and support ships. The Northern and Black Sea fleets have contributed their largest and most powerful warships - the *Pyotr Veliky* (Peter the Great) and *Moskva* guided missile cruisers, respectively. Naval forces are carrying out simulated combat missions, including anti-submarine warfare (ASW), attacks on warships, repelling a simulated amphibious landing and supporting its own amphibious-landing operation aimed at seizing an enemy beachhead. The Navy is also practicing cooperation with Air Force units to repel simulated air strikes. Due to the financial limitations, considering the numbers of building capital warships are likely to be limited in the next few decades, the prompt inter-fleet re-deployment of capital warships is becoming a key element of this strategy. These maneuvers are one element of the Vostok-2010 exercises. This time, the Navy has established a taskforce comprising two guided missile cruisers and three anti-submarine warfare ships.

Refer to the article on the Web site: Russian Navy participates in Vostok-2010 military exercises

<http://en.rian.ru/analysis/20100707/159728960.html>



Amphibious-landing operation aimed at seizing an enemy beachhead

Source: RIA Novosti, July 7, 2010

### **July 8 “Three U.S. Navy’s cruise missile subs deployed near Asian waters, China’s near sea at same time” (Time, July 8, 2010)**

According to the U. S. magazine – *Time* dated July 8, three U. S. Navy’s *Ohio* class cruise missile submarines (SSGNs) appeared simultaneously in the sea off China at the end of June. The *Ohio* class cruise missile submarines are four of the 18 *Ohio* class ballistic missile submarines (SSBNs), which were converted to the platforms carrying a maximum of 154 cruise missiles and 60 special operations troops. On the day, China was found to be surrounded by at the maximum of 462 cruise missiles. Bonnie Glaser, a China expert at the Center for Strategic and International Studies in Washington, says, “It sends a signal that nobody should rule out our determination to

be the balancer in the region that many countries there want us to be.” There is no doubt that Beijing will stand up and take notice.

An outline of the article: According to the U. S. magazine – *Time* dated July 8, three *Ohio* class cruise missile submarines (SSGNs) appeared simultaneously in the sea off China at the end of June. The *Ohio* class cruise missile submarines are four of the 18 *Ohio* class ballistic missile submarines (SSBNs), which were converted to the platforms carrying a maximum of 154 cruise missiles and 60 special operations troops. According to the report, the USS *Ohio* popped up in the Philippines’ Subic Bay on June 28, the USS *Michigan* arrived in Pusan, South Korea on the same day, and the USS *Florida* surfaced at the joint British and U, S. naval base of Diego Garcia in the Indian Ocean on the same day. On the day, China was found to be surrounded by the maximum of 462 cruise missiles. In June, the United States Navy announced that four *Ohio*-class cruise missile submarines left their home-port of Kings Bay in Georgia simultaneously and entered operational status. The U, S. government has been shifting the weight of power deployments from the Atlantic to the Pacific, which is a part of such policy. “There’s been a decision to bolster our forces in the Pacific,” says Bonnie Glaser, a China expert at the Center for Strategic and International Studies in Washington. “There is no doubt that China will stand up and take notice.” “It sends a signal that nobody should rule out our determination to be the balancer in the region that many countries there want us to be,” Glaser says. U.S. officials deny that any message is being directed at Beijing, saying the Tomahawk triple play was a coincidence. However, there is no doubt that Beijing will stand up and take notice.

Refer to the article on the Web site: U.S. Missiles Deployed Near China Send a Message  
<http://www.time.com/time/nation/article/0,8599,2002378,00.html>

### **July 11 “India to receive 6 new generation subs” (The Times of India, July 11, 2010)**

The Indian Navy is now set to procure six new-generation submarines worth over Rs 50,000 crore. Under the program—called Project-75 India (P-75I)—apart from stealth, land-attack capability and the ability to incorporate futuristic technologies, all the six new submarines will be equipped with air-independent propulsion (AIP) systems to boost their operational capabilities. Navy expects to receive the first unit of P-75I in the next six to seven years.

An outline of the article: The Indian Navy is now set to procure six new-generation submarines worth over Rs 50,000 crore. The Defense Acquisitions Council (DAC), chaired by defense minister A K Antony, has finally decided that three of the six submarines will be constructed at Mazagon Docks (MDL) in Mumbai and one at Hindustan Shipyard Ltd (HSL) in Visakhapatnam, with the help of a foreign collaborator. Under the program—called Project-75 India (P-75I) — apart from stealth, land-attack capability and the ability to incorporate futuristic technologies, all the six new submarines will be equipped with air-independent propulsion (AIP) systems to boost their operational capabilities. The selection of the foreign collaborator for P-75I will, of course, take time. Navy has reasons to be worried. By 2015 or so, it will be left with just half of its present fleet of 15 ageing diesel-electric submarines—10 Russian *Kilo*-class, four German HDWs and one *Foxtrot*-class. Moreover, it has been hit hard by the almost three-year

delay in the ongoing Project-75 for six French *Scorpen*-class submarines at MDL, under which the vessels were to roll out one per year from 2012 onwards, with price escalation pushing the total cost beyond Rs 20,000 crore, as was first reported by TOI.

Though India does not have nuclear submarines and SLBM capabilities at present to complete its "nuclear triad", it hopes to move forward by inducting the *Akula*-II class attack submarine, INS K-152 *Nerpa* on a 10-year lease from Russia in October this year, and then the first indigenous nuclear submarine INS *Arihant* by early-2012.

Pakistan, incidentally, already has its first Mesma AIP-equipped submarine, PNS *Hamza*, the third of the French *Agosta*-90B class submarines it has inducted since 1999. It is now looking to induct three advanced Type-214 German submarines with AIP. China, in turn, has 62 submarines, with 10 of them being nuclear-propelled.

Refer to the article on the Web site: Biggest military deal: Six subs for Rs 50,000 crore

<http://timesofindia.indiatimes.com/india/Biggest-military-deal-Six-subs-for-Rs-50000-crore/articleshow/6152862.cms>

### **June 13 “US naval ship visits Sri Lanka after 27 years” (U.S. Navy News Stand. July 14, 2010)**

On the 13th, a U. S. amphibious transport dock ship USS *Pearl Harbor* (LSD 52) arrived in Trincomalee, Sri Lanka, to participate in exercise Benevolent Phoenix 2010. The USS *Pearl Harbor* (LSD 52) became the first U.S. war ship since 1983 to visit Sri Lanka after 27 years.

An outline of the article: On the 13th, a U. S. amphibious transport dock ship USS *Pearl Harbor* (LSD 52) arrived in Trincomalee, Sri Lanka, to participate in exercise Benevolent Phoenix 2010. USS *Pearl Harbor* (LSD 52) became the first U.S. war ship since 1983 to visit Sri Lanka after 27 years. During the visit, the ship will participate in a variety of drills with Sri Lankan navy.

Refer to the article on the Web site: USS Pearl Harbor Arrives in Trincomalee

<http://www.public.navy.mil/surfor/lsd52/Pages/USSPearlHarborArrivesinTrincomalee.aspx>

### **July 15 “US Navy starts building submarine base facilities in Guam” (Military News, July 21, 2010)**

On the 15th, the opening ceremony for the construction of submarine facilities was held at Polaris Point on U.S. Naval Base Guam. The facilities to be constructed are a two-story submarine learning center (SLC) and headquarters facility and a one-story torpedo exercise support facility. At present, Guam is homeport to three *Los Angeles*-class attack submarines - USS *Buffalo* (SSN 715), USS *City of Corpus Christi* (SSN 705) and USS *Houston* (SSN 713).

An outline of the article: On the 15th, the U. S. Navy's Submarine Squadron 15 celebrated the breaking of ground for the construction of submarine facilities at Polaris Point on U.S. Naval Base Guam. The facilities to be constructed are a two-story submarine learning center (SLC) and headquarters facility and a one-story torpedo exercise support facility. The headquarters facility will include offices and administrative spaces, an emergency control center, as well as material

and equipment storage rooms. The SLC will be a learning facility for academic and applied training, consisting of team trainers and simulators, classrooms and instructor offices. The task order is worth \$23.41 million. The mission of Submarine Squadron 15 is to prepare assigned units for forward-deployed operations in the Western Pacific and to maintain the highest level of readiness at all times. Guam is homeport to three *Los Angeles*-class attack submarines - USS *Buffalo* (SSN 715), USS *City of Corpus Christi* (SSN 705) and USS *Houston* (SSN 713).

Refer to the article on the Web site: Guam Gets New Sub Buildings

<http://www.military.com/news/article/navy-news/guam-gets-new-sub-buildings.html>

### **July 24 “Plan to upgrade and commission Soviet-era nuclear-powered cruisers: Russian Navy” upgrade” (RIA Novosti, July 25, 2010)**

Russian navy will upgrade and put on active duty three mothballed Soviet-era nuclear-powered missile cruisers by 2020. One of them, the *Pyotr Veliky*, is in active service as the flagship of the Northern Fleet. Cruisers *Admiral Nakhimov*, *Admiral Lazarev* and *Admiral Ushakov* will be modernized and returned to the Russian Navy's combat force in 10 years. Their equipment and weapons will be fully modernized.

An outline of the article: Russian navy will upgrade and put on active duty three mothballed Soviet-era nuclear-powered missile cruisers by 2020, a high-ranking Navy official told RIA Novosti on the 24th. Russia built four *Kirov* class nuclear-powered cruisers in 1974-1998. One of them, the *Pyotr Veliky*, is in active service as the flagship of the Northern Fleet. “Cruisers *Admiral Nakhimov*, *Admiral Lazarev* and *Admiral Ushakov* will be modernized and returned to the Russian Navy's combat force in 10 years,” the official said, adding that their equipment and weapons will be fully modernized. The *Kirov* class heavy cruisers are second in size only to aircraft carriers. The *Admiral Ushakov* (former *Kirov*) was commissioned in 1980 and suffered a reactor accident in 1990 while serving in the Mediterranean Sea. Repairs reportedly have never been carried out, due to lack of funds. The *Admiral Lazarev* (former *Frunze*) was commissioned in 1984 and mothballed in 1998. The *Admiral Nakhimov* (former *Kalinin*) was commissioned in 1988 and mothballed in 1999. The ship has been reportedly undergoing a major overhaul at the Severodvinsk Shipyard since 2005. The *Kirov* class main weapons include 20 SS-N-19 Shipwreck missiles, designed to engage large surface targets, and air defense is provided by 12 SA-N-6 Grumble launchers with 96 missiles and 2 SA-N-4 Gecko with 40 missiles.

Refer to the article: Russia plans to upgrade 3 nuclear-powered cruisers by 2020

[http://en.rian.ru/military\\_news/20100725/159939020.html](http://en.rian.ru/military_news/20100725/159939020.html)



The nuclear-powered missile cruiser Admiral Nakhimov

Source: RIA Novosti, July 25, 2010

### **July 25 “U.S., ROK begin joint exercises in SOJ” (The Washington Post, July 26, 2010)**

On the 25th, the United States and the Republic of Korea (ROK) began a joint military exercise codenamed “Invincible Spirit” in the Sea of Japan (SOJ). Prior to the exercise, Adm. Mike Mullen, Joint Chiefs of Staff chairman, said, “The point of the exercise is to ensure that our relationship with the South is very strong . . . and also send the message to the North Koreans that their behavior is completely counter to international norms, completely unacceptable.” To put on the military fireworks display, the United States and South Korea dispatched about 20 ships including the USS *George Washington*, a nuclear powered aircraft carrier, 8,000 sailors and airmen, and 200 aircraft including F-22 fighter planes to participate in the four-day exercise in the Sea of Japan (SOJ).

An outline of the article: On the 25th, the United States and the Republic of Korea (ROK) began a joint military exercise codenamed “Invincible Spirit” in the Sea of Japan (SOJ). The joint military exercise is designed to show off most clearly power and solidarity between the United States and the Republic of Korea (ROK) in a region since the sinking of the ROK navy’s corvette “Cheonan” in March. Prior to the exercise, Adm. Mike Mullen, Joint Chiefs of Staff chairman, said, “The point of the exercise is to ensure that our relationship with the South is very strong . . . and also send the message to the North Koreans that their behavior is completely counter to international norms, completely unacceptable.” One day before the exercise, North Korea had said that it would counter the military exercise with “powerful nuclear deterrence.” Facing vehement opposition from China, U.S. and South Korean officials decided to relocate the drills from the Yellow Sea to the SOJ. “We resolutely oppose any activities in the Yellow Sea that may threaten China's security,” said a Chinese Foreign Ministry spokesman.

To put on the military fireworks display, the United States and South Korea dispatched about 20 ships including USS *George Washington*, a nuclear powered aircraft carrier, 8,000 sailors and airmen, and 200 aircraft including F-22 fighter planes to participate in the four-day exercise in the SOJ.

Refer to the article on the Web site: South Korea and U.S. send message to North Korea with drills in Sea of Japan

<http://www.washingtonpost.com/wp-dyn/content/article/2010/07/25/AR2010072500754.html>



The Los Angeles-class attack submarine USS *Tucson* (SSN 770) is underway ahead of the US nuclear-powered aircraft carrier USS *George Washington* (first row, 2nd L) and ROK Navy's Landing Platform Helicopter ship *Dokdo* (first row, 3rd L) during the US-ROK joint naval and air exercise in the open sea east of the Republic of Korea (ROK) July 26, 2010.

Source: China Daily, July 27, 2010

### **July 25 “Russia drops anti-terrorist operations in Med Sea to focus on anti-piracy off Somalia” (RIA Novosti, July 25, 2010)**

On the 25th, a spokesman for the Russian Naval General Staff said Russia suspended its participation in NATO's naval anti-terrorist operation in the Mediterranean Sea to focus on anti-piracy activity off Somalia. According the admiral, Russian is currently conducting two operations. Apart from anti-piracy activity, Russian navy is conducting with Turkish navy Operation Black Sea Harmony which is aimed at deterring terrorism and contributing to the security of the Turkish Straits.

An outline of the article: On the 25th, a spokesman for the Russian Naval General Staff said Russia suspended its participation in NATO's naval anti-terrorist operation in the Mediterranean Sea to focus on anti-piracy activity off Somalia. Under Operation Active Endeavour, NATO ships are patrolling the Mediterranean and monitoring shipping to help detect and protect against terrorist activity. The operation has been launched as NATO's response to the terrorist attacks against the United States of September 11, 2001. “The participation of Russian ships in efforts to provide security for shipping in the area of the Horn of Africa will compensate for Russia's non-participation in Active Endeavour. Today, sailors' lives are threatened to a greater extent in the Gulf of Aden than in the Mediterranean Sea,” the admiral said. “Currently, two operations are the most topical for us: the fight against piracy in the Gulf of Aden and Operation Black Sea

Harmony where the navies of Russia and Turkey are providing security for foreign ships in the Black Sea,” he said. Black Sea Harmony was initiated by Turkey in March 2004 in accordance with UN Security Council Resolutions aimed at deterring terrorism and contributing to the security of the Turkish Straits.

Refer to the article: Russia drops role in NATO's Med Sea operation to focus on piracy fight off Somalia

<http://en.rian.ru/russia/20100725/159941954.html>

### **July 26 “China’s CMC member, Chief of GS PLA Chen Bingde inspects SSF exercise” (PLA Daily Net Edition, Sanya, July 29, and Xinhua Net, July 30, Aug 1, 2010)**

On the 26th, the PLA navy conducted a live ammunition training exercise in the South China Sea involving multiple members of naval joint forces organized by the South Sea Fleet. A member of the Central Military Commission (CMC) and Chief of General Staff General Bingde inspected the exercise, and a member of CMC and Commander of the PLA Navy General Wu Shengli also attended the exercise. In the exercise major destroyers of the North Sea Fleet, East Sea Fleet, and South Sea Fleet participated, and conducted the exercise which included long-range precision attacks toward the sea under the “complicated electro-magnetic environment,” air control operations, anti-air defense of the surface fleet under complicated electro-magnetic environment, and others.

An outline of the article: According to the various reports, on 27th, the PLA navy conducted a live ammunition training exercise in the South China Sea involving multiple members of naval joint forces organized by the South Sea Fleet. A member of the Central Military Commission (CMC) and Chief of General Staff General Bingde inspected the exercise, and a member of CMC and Commander of the PLA Navy General Wu Shengli also attended the exercise. General Bingde stressed, “We must perform a series of important instructions of President Hu Jintao and requirements of the CMC, pay attention to building up systematic operational capabilities, and proceed with transformation of military training positively.”

According to the report, major destroyers of the North Sea Fleet, East Sea Fleet, and South Sea Fleet participated in the exercise, and conducted the drills which include long-range precision attacks toward the sea under “complicated electro-magnetic environment,” air control operations, anti-air defense of the surface fleet under complicated electro-magnetic environment, and others. According to the report, in the areas of training elements, number of live-shells used, and dimension in the area of sophisticated information war, it was emphasized that the exercise was conducted under the particularly complicated electro-magnetic environment in the naval history. According to the Xinhua, the exercise was staged in the three areas, in the scope of 18,000 square kilometers, and 71 missiles of type 16 were fired.

Refer to the article: Original text in Chinese;

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/29/content\\_34474.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/29/content_34474.htm)

[http://news.xinhuanet.com/mil/2010-07/30/content\\_13938342.htm](http://news.xinhuanet.com/mil/2010-07/30/content_13938342.htm)

[http://news.xinhuanet.com/mil/2010-07/30/content\\_13937530.htm](http://news.xinhuanet.com/mil/2010-07/30/content_13937530.htm)

[http://news.xinhuanet.com/mil/2010-08/01/content\\_13947419.htm](http://news.xinhuanet.com/mil/2010-08/01/content_13947419.htm)



“Chinese version of Aegis” air defense ship of the South Sea Fleet which participated in the exercise

Source: [http://news.xinhuanet.com/mil/2010-07/30/content\\_13938342.htm](http://news.xinhuanet.com/mil/2010-07/30/content_13938342.htm)



A missile mosquito craft moves during a live-ammunition military drill held by the South China Sea Fleet of the People's Liberation Army (PLA) Navy in the South China Sea July 26, 2010.

Source: Xinhua, July 29, 2010

**July 30 “Chinese navy’s trainig ship “Dzhenghe” departs for frienship visit to South Pacific Island nations” (PLA Daily Net Editions, Dalian, July 28, July 30, 2010)**

On the 30th, the Chinese navy’s training ship “*Dzhenghe*”, with the guided-missile frigate “*Mianyang*” in company, departed on a friendly visit to Papua New Guine, Vanuatu, Tonga, New Zealand and Australia. The cruise lasts for more than 80 days until the end of October.

An outline of the article: On the 30th, the Chinese navy’s training ship “*Dzhenghe*”, with the guided-missile frigate “*Mianyang*” in company, departed on a friendly visit to Papua New Guine, Vanuatu, Tonga, New Zealand and Australia. The crise lasts for more than 80 days until the end of October. According to the report, it is the first case that the frozilla is formed by the training ship and combatants for the overseas training cruise of the members aboard the training vessel and education of the personnel. The frozilla is commanded by Deputy Chief of Staff of PLA navy Rear Admiral Leng Zhenqing



Refer to the article: Original text in Chinese

[http://www.chinamil.com.cn/jfjbmap/content/2010-07/31/content\\_34661.htm](http://www.chinamil.com.cn/jfjbmap/content/2010-07/31/content_34661.htm)

### **1.3 Maritime Boundaries**

#### **July 13 “Japanese government decides basic plan for preserving interests in EEZ” (The Sankei News, July 13, 2010)**

On the 13th, the Japanese government decided at a cabinet meeting the basic plan which is based on a “law of preserving the low- tide lines and maintaining the key-point facilities” to manage and control specific remote islands in an effort to maintain and preserve its exclusive economic zone (EEZ) wide with them. The law requires to secure strategic base points by maintaining the port facilities on the Okinotori Islands in the southernmost Japanese territory and on the Minamitori Island in the easternmost Japanese territory which are designated as the “specific remote islands,” and to revitalize resource development of rare metals and others as well as fishery.

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Refer to the article on the Web site: Government makes a basic plan to secure the interests in the EEZ

<http://sankei.jp.msn.com/politics/policy/100713/plc1007131236007-n1.htm>

## 1.4 Diplomacy and International Relations

### July 23 “Freedom of navigation serves U. S. national interest: U. S. Secretary of State Clinton” (U.S. Department of State HP, July 23, 2010)

On the 23rd, at the annual U.S.-ASEAN post-ministerial meeting of the ASEAN Regional Forum (ARF) held in Hanoi U. S. Secretary of State Hillary Rodham Clinton stressed, “The United States has a national interest in freedom of navigation, open access to Asia’s maritime commons, and respect for international law in the South China Sea.”

An outline of the article: On the 23rd, at the annual U. S.-ASEAN post-ministerial meeting of the ASEAN Regional Forum (ARF) held in Hanoi U. S. Secretary of State Hillary Rodham Clinton set forth the position of the U. S. government over the South China Sea, an outline of which is as follows.

- (1) The United States has a national interest in freedom of navigation, open access to Asia’s maritime commons, and respect for international law in the South China Sea. We share these interests not only with ASEAN members or ASEAN Regional Forum participants, but with other maritime nations and the broader international community.
- (2) The United States supports a collaborative diplomatic process by all claimants for resolving the various territorial disputes. We oppose the use or threat of force by any claimant.
- (3) While the United States does not take sides on the competing territorial disputes over land features in the South China Sea, we believe claimants should pursue their territorial claims and the company and rights to maritime space in accordance with the UN convention on the law of the sea. Consistent with customary international law, legitimate claims to maritime space in the South China Sea should be derived solely from legitimate claims to land features.
- (4) The U.S. supports the 2002 ASEAN-China declaration on the conduct of parties in the South China Sea. We encourage the parties to reach agreement on a full code of conduct. The U.S. is prepared to facilitate initiatives and confidence building measures consistent with the declaration.

Additionally, regarding the issue of U. S. ratification of the Law of the Sea Convention, Secretary Clinton mentioned it has strong bipartisan support in the United States, and one diplomatic priorities of the Obama administration over the course of the next year is to secure its ratification in the Senate.

Refer to the article: China Warns U.S. Against Wading Into Islands Dispute  
[http://www.nytimes.com/2010/07/27/world/asia/27china.html?\\_r=1&ref=world](http://www.nytimes.com/2010/07/27/world/asia/27china.html?_r=1&ref=world)

#### 【Related Story 1】

### “China reacts angrily to Clinton’s address” (The New York Times, July 26, 2010)

China has reacted angrily to an announcement by Secretary of State Hillary Rodham Clinton. A spokesman of the Chinese Foreign Ministry said, “What will be consequences if this issue is

turned into an international or multinational one? It will only make matters worse and the resolution more difficult.”

An outline of the article: The U. S. newspaper, *The New York Times* dated the 26th, reports that China has reacted angrily to an announcement by Secretary of State Hillary Rodham Clinton, carrying an outline as follows.

- (1) A spokesman of the Chinese Foreign Ministry said, “What will be consequences if this issue is turned into an international or multinational one? It will only make matters worse and the resolution more difficult.”
- (2) The state-run news media are describing Mrs. Clinton’s speech as “an attack” and a cynical effort to suppress China’s aspirations — and its expanding might. “America hopes to contain a China with growing military capabilities,” ran an editorial on 26th in the Communist Party-run People’s Daily newspaper. *The Global Times*, an English-language tabloid published by People’s Daily, said, “China will never waive its right to protect its core interest with military means.”
- (3) Xu Liping, an expert on Southeast Asia at the Chinese Academy of Social Sciences in Beijing, said that the United States, long distracted by conflicts in Iraq and Afghanistan, was seeking to revive its influence in the region. “The U.S. feels like this is the time to play the political and military card since it’s very difficult for them to compete with China in the economic sphere,” he said.

Refer to the article: China Warns U.S. Against Wading Into Islands Dispute  
[http://www.nytimes.com/2010/07/27/world/asia/27china.html?\\_r=1&ref=world](http://www.nytimes.com/2010/07/27/world/asia/27china.html?_r=1&ref=world)

## 【Related Story 2】

### “Chinese DM spokesman stress sovereignty in SCS” (Xinhua, July 30, 2010)

On the 30th, a Chinese Defense Minister spokesman stressed that China has indisputable sovereignty over the islands and their surround areas in the South China Sea and China has sufficient historical and legal backing to support its claims.

An outline of the article: On the 30th, a Chinese Defense Minister spokesman stressed that China has indisputable sovereignty over the islands and their surround areas in the South China Sea and China has sufficient historical and legal backing to support its claims.

The points of the statement by Senior Col. Geng Yansheng, a Ministry of Defense spokesman, are as follows.

- (1) China is insisting to solve the differences based on the international law and peaceful talks and friendly consultations with related nations in the South China Sea.
- (2) China is against internationalization of the issues in the South China Sea. At the same time, China will, in accordance with the international law, respect the freedom of the passage of ships or aircraft from relevant countries in the South China Sea which are consistent with the international law.

Refer to the article: Original text in Chinese;  
[http://news.xinhuanet.com/mil/2010-07/30/content\\_13939278.htm](http://news.xinhuanet.com/mil/2010-07/30/content_13939278.htm)

## 1.5 Shipping, Shipbuilding and Harbors

### July 1 “Panama: Expansion Work begins on Panama Canal” (Latin American Herald Tribune, July 1, 2010)

Construction on a third set of locks for the Panama Canal began recently. The expansion project will double the Canal's capacity by 2025, and will permit the passage of post-Panamax container ships (which can carry 12,000 TEUs).

An outline of the article: According to the Venezuelan newspaper, *The Latin American Herald Tribune* dated July 1, 2010, construction on a third set of locks for the Panama Canal began recently. The USD \$3.12 billion expansion project (the Panama Canal Authority has estimated it to cost \$5.25b) will double the Canal's capacity by 2025. It will permit the passage of post-Panamax container ships which can carry 12,000 TEUs. So far, it can only carry maximum of 4,400 TEUs, as well as vessels as large as US Navy super-carriers. Canal revenue for 2025 is predicted at \$6.2b annually, which, if successful, will be a substantial increase from 2009's \$2.1b.

Refer to the article on the Web site: Panama: "Expansion Work Begins on Panama Canal"

<http://laht.com/article.asp?ArticleId=359567&CategoryId=14088>

### July 2 “US Congress passes cruise safety law” (Fairplay Daily News, July 2, 2010)

U.S. Congress has passed the Cruise Vessel Security and Safety Act of 2010 in response to incidents of passengers falling overboard and shipboard assaults. When signed by President Barack Obama, the new law will apply to any cruise ship that calls in a US port with at least one US passenger aboard. Within 18 months of Obama's signature, cruise lines will be required to ensure that all ship rails are at least 42 inches (107cm) high from the deck and that all stateroom and crew cabin doors are equipped with peepholes. Cruise lines found in violation face a penalty of \$25,000/day and could be barred from entry into US ports.

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Refer to the article on the Web site: US cruise safety law passed; Access is available to subscribers only.

**【Related Story】****“U.S. President Obama signs cruise ship safety law” (The Los Angeles Times, July 28, 2010)**

On the 27th, President Obama signed the Cruise Vessel Security and Safety Act of 2010. In the U.S., the \$40-billion cruise line industry creates more than 357,000 jobs. In a statement, the Cruise Lines International Assn., which is based in Fort Lauderdale, Fla., said the industry has always tried to make safety a priority on the ships. Some cruise ships are already equipped with 42-inch rails and security portholes, according to the group.

Refer to the article: Obama signs cruise ship safety bill

<http://articles.latimes.com/2010/jul/28/business/la-fi-cruise-ships-20100728>

**July 13 “COSCO acquires rights to Athens port” (Xinhau, July 13, 2010)**

Recently, COSCO Pacific, a port operator subsidiary of China's State-owned shipping giant China Ocean Shipping (Group) Co (COSCO), has signed a \$4.2 billion deal to take over management of an Athens container port, the Piraeus port, and lease it for 35 years. According to the contract signed in June, COSCO will spend \$707 million to upgrade port facilities, build a new pier and almost triple the volume of cargo the port can handle. COSCO aims to make the container port a hub to rival Rotterdam-Europe's largest port.

An outline of the article: Recently, COSCO Pacific, a port operator subsidiary of China's State-owned shipping giant China Ocean Shipping (Group) Co (COSCO), has signed a \$4.2 billion deal to take over management of an Athens container port, the Piraeus port, and lease it for 35 years. According to the contract signed in June, COSCO will spend \$707 million to upgrade port facilities, build a new pier and almost triple the volume of cargo the port can handle. The move is part of an effort to create a network of ports, logistics centers and railways to distribute Chinese products across Europe - in essence a modern Silk Road - hastening the speed of East West trade and creating a valuable economic foothold on the continent. By the end of the year China is expected to make a joint bid with a Greek company to create a 200 million euro (\$252.2 million) logistics hub at Attica, near the port, to distribute goods from China into the Balkans and the rest of the continent. The Chinese are also in talks to buy a share in the struggling State-owned railway in Greece.

Refer to the article on the Web site: COSCO acquires rights to Athens port

[http://news.xinhuanet.com/english2010/china/2010-07/13/c\\_13397633.htm](http://news.xinhuanet.com/english2010/china/2010-07/13/c_13397633.htm)

**July 22 “Indonesia is planning to upgrade ports’ infrastructure of Belawan etc. in Sumatra” (Bisnis Indonesia Online, July 22, 2010)**

Indonesia is upgrading the ports' infrastructure and supra-structure, especially those in Port of Belawan and Belawan International Container Terminal (BICT). When completed, Port of Belawan can serve as a hub port in compared to the same projects for the ports of Tanjung Perak in Surabaya and Tanjung Priok in Jakarta.

An outline of the article: On the 22nd, PT Pelabuhan Indonesia (Pelindo) I, a state-owned port operator, Medan Office has announced that this year it allocates IDR1.3 trillion to finance

renovation project for the ports in Belawan, Aceh, and Riau Islands. The fund allocation will be used to upgrade the ports' infrastructure and supra-structure, especially those in Port of Belawan and Belawan International Container Terminal (BICT). According to Medan Office, some constructions are on process and hopefully it will be completed in 2011-2012. When it gets operational, Port of Belawan can serve as a hub port in compared to the same projects for the ports of Tanjung Perak in Surabaya and Tanjung Priok in Jakarta.

Refer to the article: Pelindo I upgrades ports' infrastructure

<http://www.bisnis.com/en/corporate/1id195033.html>

## 1.6 Ocean Resources, Energy, Marine Environment and Others

### July 3 “Taiwanese giant oil skimmer begins test work of recovering the oil spill in Gulf of Mexico” (AP, July 3, 2010)

The Taiwanese giant oil skimmer, MT *A Whale* (319,869DWT), will begin the experimental work of recovering the oil spill in the Gulf of Mexico on the 3rd. The ship works by taking in water through 12 vents, separating the oil and pumping the cleaned water back in the Gulf. It is able to process up to 21 million gallons of oil-fouled water a day.

An outline of the article: The Taiwanese giant oil skimmer, MT *A Whale* (319,869DWT), will begin the experimental work of recovering the oil spill in the Gulf of Mexico on the 3rd. According to a Taiwanese shipping company, Today Makes Tomorrow (TMT) which owns the vessel, the company created MT *A Whale* by retrofitting an oil tanker. The ship, which is 10 stories high, works by taking in water through 12 vents, separating the oil and pumping the cleaned water back in the Gulf. It is able to process up to 21 million gallons of oil-fouled water a day.

Refer to the article on the Web site: Giant oil skimmer being tested in Gulf of Mexico

[http://news.yahoo.com/s/ap/20100703/ap\\_on\\_bi\\_ge/us\\_gulf\\_oil\\_spill](http://news.yahoo.com/s/ap/20100703/ap_on_bi_ge/us_gulf_oil_spill)



MT *A Whale*

Source: <http://www.shipspotting.com/modules/myalbum/photo.php?lid=1119896>

**July 26 “Slow speed reduces CO2: Maersk shipping line” (Shiptalk, July 26, 2010)**

The cargo ships of Denmark-based Maersk, the world’s largest shipping line, are traveling at lower speeds today than sailing clippers such as the *Cutty Sark* did more than 130 years ago. Since two years ago many ship owners have been adopting “slow steaming” which lowered speeds from the standard between 25 knots and 20 knots to speeds of 12 knots. This policy reduces fuel consumption and greenhouse gas emissions by 30%. It is believed that the company has saved more than £65m on fuel since it began its go-slow. According to Maersk, when speed is reduced by 20%, fuel consumption is reduced by 40% per nautical mile. Introduction of slow steaming has been the most important factor in reducing our CO2 emissions in recent years.

An outline of the article: The cargo ships of Denmark-based Maersk, the world’s largest shipping line, with more than 600 ships, are traveling at lower speeds today than sailing clippers such as the *Cutty Sark* did more than 130 years ago. A combination of the recession and growing awareness in the shipping industry about climate change emissions encouraged many ship owners to adopt “slow steaming,” which lowered speeds from the standard between 25 knots and 20 knots to speeds of 12 knots (about 14mph). Travel times between the US and China, or between Australia and Europe, are now comparable to those of the great age of sail in the 19th century. American clippers reached 14 to 17 knots in the 1850s, with the fastest recording speeds of 22 knots or more. Maersk has adapted its giant marine diesel engines to travel at super-slow speeds without suffering damage. This reduces fuel consumption and greenhouse gas emissions by 30%. It is believed that the company has saved more than £65m on fuel since it began its go-slow. Ship engines are traditionally profligate and polluting. Designed to run at high speeds, they burn the cheapest “bunker” oil and are not subject to the same air quality rules as cars. In the boom before 2007, the Emma Maersk, one of the world’s largest container ships, would burn around 300 tons of fuel a day, emitting as much as 1,000 tons of CO2 a day – roughly as much as the 30 lowest emitting countries in the world. According to Maersk, when speed is reduced by 20%, fuel consumption is reduced by 40% per nautical mile. Introduction of slow steaming has been the most important factor in reducing our CO2 emissions in recent years.

Refer to the article: Slow Boats

<http://www.shiptalk.com/?p=5267>

## 2. Intelligence Assessment

### 2.1 Piracy and Armed Robbery against Ships during the first half of 2010 ~Characteristics viewed in the IMB Report~

On July 15, 2010, the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) published a report on the incidents of piracy and armed robbery against ships noted in the world during the first half of 2010 (January 1–June 30) through the Piracy Reporting Center (PRC) based in Kuala Lumpur. Below is a summary of the characteristics of the incidents of piracy and armed robbery against ships viewed from the IMB report (hereinafter referred to as Report) noted during the first half of 2010.

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

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

The number of the incidents reported during the first half of 2010 was 196, of which the actual cases were 101. Of them, 31 were hijacks, and 70 were cases boarded. Of 95 attempted attacks, 48 were cases fired upon and 47 were attempted cases. However, The IMB is regarding there are a great number of the unreported cases apart from the reported cases, advising the shipping owners and captains of the ships to report all piratical attacks and suspicious movements of the crafts to the bureau.

The attacks during the first half of 2010 decreased considerably compared to 240 cases during the first half of 2009 (406 cases throughout a year: hereafter numbers are described in braces). In the first half of 2009 only, there was an unusual increase, which almost equaled a number noted throughout each year in the past six years. Looking at the incidents for the past six years, the number during the first half of a year and the number throughout a year of each year are as follows: 127 cases during the first half (276 cases throughout a year) of 2005, 127 cases during the first half (239 cases throughout a year) of 2006, 126 cases during the first half (263 cases throughout a year) of 2007, and 114 cases during the first half (293 cases throughout a year) of 2008, are noted respectively. According to the report, the main reason for a decrease of the incidents in the first half of 2010 is, as it is to be mentioned later, that the number of the incidents in the Gulf of Aden has remarkably decreased to 33 cases compared to 86 cases during the first half of 2009.

Looking from the locations of the incidents, of 196 incidents, 146 cases occurred in the seven



areas as follows. In order of frequencies, 51 cases off Somalia (including the Indian Ocean), 33 cases in the Gulf of Aden, 16 cases in Indonesia, 15 cases in the South China Sea, 14 in the Red Sea, nine cases in Malaysia (off east coast) and eight cases in Bangladesh were noted. Table 1 shows a trend of the incidents (including attempted cases) which occurred during the first half of each year in the recent six years in Asia and other areas where the incidents frequently occurred.

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

Locations	2010	2009	2008	2007	2006	2005
Indonesia	16	3	13	24	33	42
Malacca Straits	1	2	2	2	3	8
Malaysia	9	9	6	6	9	2
Philippines	2	1	4	1	2	
Singapore Straits	1	2	2	3	3	6
Thailand/Gulf of Thailand	1	1		2	1	1
South China Sea	15	7		1	1	4
Vietnam	7	5	3	3	1	3
Bangladesh	8	5	7	5	22	8
India	4	6	7	5	3	8
Gulf of Aden *	33	100*	19*	7	9	4
Somalia	51	44	5	17	8	8
Red Sea **	14					
Nigeria	6	13	18	19	7	7
Tanzania	1	5	7	7	1	2
Arabian Sea ***	2	1		4	1	2
Indian Ocean ****		1				
Oman *****		2				
<b>Sub Total for six months</b>	<b>196</b>	<b>240</b>	<b>114</b>	<b>126</b>	<b>127</b>	<b>127</b>
<b>Total at year end</b>		<b>406</b>	<b>293</b>	<b>263</b>	<b>239</b>	<b>276</b>

Source: Made from Table 1 in the Report during the first half of 2010, pp.5-6. The total of the incidents covers all areas targeted in the Report.

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

It shows there were 98 incidents in the Gulf of Aden, off Somalia, and the Red Sea in the surrounding areas of the “Horn of Africa,” which occupy nearly 70 percent of the incidents.

Although the number of incidents [in the first half of 2010] was decreasing compared to the number in the first half of 2009, an increase of piracy in the surrounding area of the “Horn of Africa” was conspicuous [in the first half year of 2010]. According to the Report, in addition to two cases in the Arabia Sea, the incidents by Somali pirates in the first half of 2010 reached 100, of which 27 cases (11 cases in the Gulf of Aden and 16 cases of Somalia, including the Indian Ocean) were hijacks, and 544 crew members were taken hostages. As of the end of June, 18 ships have been detained, and 360 persons have been taken hostages. (Notes: According to an analysis of the OPRF based on additional information, there were 15 incidents in the Gulf of Aden, 20 incidents off Somalia, including the Indian Ocean, which totals 35 incidents in all. Refer to Enclosure: Status of hijacks in the Gulf of Aden and off Somalia.)

In the Gulf of Aden naval vessels from the concerned nations are deployed, which, the Report evaluates, has been instrumental in bringing down the attack there. Moreover, the Report expects the naval presence in this area continues. The Report points out that the other important factor in the pirate attacks being brought down is the actions of self-defense by sailing vessels, and the adoption of anti-piracy manual, the Best Management Practices (BMP), by the shipping industry bodies. According to the Report, because of the commencement of the SW monsoon in June, the pirate attacks are increasing in the Gulf of Aden and the Red Sea, in particular, in the southern area and Bab El Mandeb Strait – an area not directly affected by the SW monsoon. (Refer to an Enclosure.)

Regarding the status off the east coast of Somalia, the Report says the attack area by Somali pirates is expanding beyond longitude 69 degrees east and as far as latitude 12 degrees south. In these waters, pirates are believed to be using “mother vessels” and some attacks have taken place in the area more than 1,000 nautical miles from the coastline. Therefore, the IMB in cooperation with the Maritime Security Center – Horn of Africa (MSCHOA), suggests that vessels not making scheduled calls to ports in Somalia should keep as far away as possible from the Somali coast, preferably more than 600 nautical miles from the coastline and, when routing north/south, they consider keeping east of 60 degree E longitude. As the sea gets rough in the Indian Ocean because of SW monsoon, there was no incident in June. (Refer to an Enclosure.)

On the other hand, as the Table 1 shows, in Southeast Asia, the incidents of attacks in the South China Sea doubled from seven attacks (six boarded and one hijacked) to 15 attacks (one hijacked, nine boarded, two fired upon, 3 boarded/attempted), which was remarkable. In the South China Sea, areas around Anambas and Natuna Islands were most frequently infected. In Indonesia, there were 16 incidents (11 actual and five attempted cases) in the first half of 2009, which was a drastic increase from three incidents (one boarded and two attempted cases) in the first half year of 2009. Most of the incidents boarded occurred while the ships were at anchor or berthed, which were incidents at a low level. According to the report, most of the incidents were not stated.

## 2. Characteristics viewed from Activities

The Table 2 shows the status of attacks by location noted frequently in the areas in Asia and others during the first half of 2010. Table 3 shows the status of the ships during attacks by location noted in the first half of 2010.

Table 2: Status of attacks noted frequently in areas in Asia and others during 1st half of 2010

Location	Actual Attacks		Attempted Attacks	
	Boarded	Hijacked	Fired Upon	Attempted Boarding
Indonesia	10	1		5
Malacca Straits				1
Malaysia	5	2		2
Philippines	1			1
Singapore Straits	1			
Thailand	1			
South China Sea	9	1	2	3
Vietnam	7			
Bangladesh	8			
India	4			
Gulf of Aden *	1	11	13	8
Red Sea **			4	10
Somalia		16	27	8
Tanzania	1			
Nigeria	3		2	1
Arabian Sea ***				2
<b>Sub Total</b>	<b>70</b>	<b>31</b>	<b>48</b>	<b>47</b>
<b>Total</b>	<b>196</b>			

Source: Made from Table 2 in the Report during the first half of 2010, p. 8. The total of the incidents covers all areas targeted in the Report.

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

Table 3: The status of the ships during attacks by location noted in the first half of 2010

Location	Actual			Attempted		
	B	A	S	B	A	S
Indonesia	2	8	1	1	2	1
Malacca Straits						1
Malaysia		5	2		1	1
Philippines		1				1
Singapore Straits			1			
Thailand			1			
China		1				
South China Sea			10			5
Vietnam	1	5	1			
Bangladesh	1	7				
India		4				
Gulf of Aden *			12			21
Red Sea **						14
Somalia			16			35
Arabian sea ***						2
Tanzania		1				
Nigeria		2	1			
<b>Sub Total</b>	<b>5</b>	<b>50</b>	<b>46</b>	<b>2</b>	<b>9</b>	<b>84</b>
<b>Total</b>	<b>101</b>			<b>95</b>		

Sources: Made from Table 3 and Table 4 in the Report during the first half of 2010, p. 9. The total of the incidents covers all areas targeted in the Report.

Remarks: B = Berthed, A = Anchored, S = Steaming

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

According to these data, the feature of the attacks by Somali pirates is clear. The incidents, including the attempted cases, by Somali pirates in the Gulf of Aden, Red Sea, Arabian Sea, and off Somalia including the Indian Ocean, occurred while the ships were steaming. These incidents show the feature of Somali pirates that they attack the steaming ships by “mother vessels” and skiffs –small high speed boats. On the other hand, in case of Southeast Asia, most attacks are made by boarding, and in most cases they were attacked while the ships were anchored. In case of the incidents in the South China Sea, according to the report, they get onboard the vessels underway during the evening, and steal the property of the crew and equipment of the vessels. The ships targeted are mostly the tugs and barges.

In addition, in the first half of 2010, there were five locations where more than three attacks

were reported in ports and anchorages, totaling 24 cases. This shows a decrease in number compared to seven locations during the first half of 2009, totaling 35 cases. According to the Report, five locations in the first half year of 2010 were Chittagong in Bangladesh with eight cases, Callao in Peru with five cases, Lagos in Nigeria with four cases and Vung Tau in Vietnam with four cases and Abidjan in Ivory Coast with three cases.

The number of incidents by types of the ships actually attacked, including the attempted cases, during the first half year of 2010 was noted as follows. First, the highest number of 39 attacks, including attempted case, was noted for the chemical tankers; second, 33 for containers. Following are 30 for bulk carriers, 23 for general cargoes, 18 for crude oil tankers, 12 for fishing vessels, 12 for product tankers, seven for tugs, four for LPG tankers, three for dhows, three for refrigerated cargoes, three for vehicle carriers, two for Ro Ro's. According to the Report, chemical tankers, product tankers, containers, bulk carriers, and general cargos occupy the greater part of the vessels which were hijacked in the past six years. The vessels hijacked by Somali pirates include all types of vessels. The report points out that the vessels attacked were targets of opportunities, and pirates did not necessarily target the specific vessels by type. By type, it is noteworthy that the Marshall Islands-flagged VLCC operated by South Korean shipping company MT *Samho Dream* (319,000DWT) was hijacked 970 nautical miles east of Somali in the Indian Ocean on April 4. It was the third VLCC hijacked by Somali pirates. (The vessel is still under the custody of pirates when the Report in the first half of 2010 was released on July 15.)

Table 4 shows data of ships of various types hijacked in the Gulf of Aden and off Somalia in the first half of 2010. As shown in the chart, the vessels vulnerable to being attacked in the Gulf of Aden and off Somalia have relatively low freeboard when fully loaded, slow speed below 15 knots, and small crew (with 20 -25 on an average). (Table 4 indicates the data when unloaded.) Afore-mentioned VLCC MT *Samho Dream* was carrying Iraqi crude oil equivalent to 170 million US dollars.

Table 4: Data on major vessels hijacked in Gulf of Aden/off Somalia in 1st half of 2010

Name (Location)	Type	Date	DWT	Freeboard (ft)	Speed (k)	Crew
<i>Pramoni</i> (A)	Chemical & Oil Tanker	1.1	19,996	11	15	24
<i>Asian Glory</i> (Sy)	Car Carrier	1.2	13,363	16	18.6	25
<i>Al Nisr Al Saudi</i> (A)	Products Tanker	3.1	5,136	3	13.5	14
<i>UBT Ocean</i> (M)	Chemical & Oil Tanker	3.5	9,224	8	13	21
<i>Frigia</i> (I)	Bulk Carrier	3.23	35,246	2	13	21
<i>Talca</i> (O)	Reefer	3.23	11,055	12	18	25
<i>Iceberg I</i> (A)	Ro Ro Vessel	3.29	3,960	1	14	24
<i>Samho Dream</i> (S)	VLCC	4.4	319,430	26	16	24
<i>RAK Afrikana</i> (Sy)	Ro Ro Vessel	4.11	7,561	3	12	26
<i>Voc Daisy</i> (A)	Bulk Carrier	4.21	47,189	15	14	21
<i>Marida Marguerite</i> (A)	Chemical & Oil Tanker	5.8	13,168	14	13	22
<i>Panega</i> (A)	Products Tanker	5.11	5,848	6	13.5	15
<i>Eleni P</i> (O)	Bulk Carrier	5.12	72,119	16	14.5	24
<i>Golden Blessing</i> (A)	Chemical & Oil Tanker	6.28	14,445	9	13	19

Sources: The U.S. Department of Transportation, Maritime Administration, Horn of Africa Piracy, List of Ships Sea-jacked. The List is updated as occasion demands.

Looking at the ships attacked by nationality, of all incidents of 196 cases in the first half of the year 2010, 35 were Panama-flagged vessels (40 in the first half of 2009, 69 throughout the year), 28 Liberia-flagged vessels (22 in the first half of 2009, 38 throughout the year), 22 Singaporean-flagged vessels (15 in the first half of 2009, 32 throughout the year), 18 Marshall Islands-flagged vessels (18 in the first half of 2009, 29 throughout the year), 10 Malta-flagged vessels (16 in the first half of 2009, 31 throughout the year), Seven Malaysia-flagged vessels (One in the first half of 2009, two throughout the year), six Antigua Barbuda-flagged vessels (12 in the first half of 2009, 24 throughout the year), five Hong Kong-flagged vessels (12 in the first half of 2009, 21 throughout the year), five India-flagged vessels (four in the first half of 2009, eight throughout the year), five Taiwan-flagged vessels (one in the first half of 2009, two throughout the year) and others. For Japanese-flagged vessels, in the past six years, two vessels (throughout the year) in 2008, one vessel (throughout the year) in 2007, two vessel (throughout the year) in 2005. No vessel was attacked (throughout the year) in 2009, or in the first half of 2010.

On the other hand, looking at the operational status of the ships attacked by nationality of the countries where victim ships controlled / managed, the highest number falls on Singapore with 31 vessels (17 in the first half of 2009, 31 throughout the year) which is followed by Germany with 28 (38 in the first half of 2009, 64 throughout the year), Greece with 17 (33 in the first half of 2009, 59 throughout the year), UK with 9 (7 in the first half of 2009, 14 throughout the year), Japan

with eight (11 in the first half of 2009, 16 throughout the year), UAE with eight (five in the first half of 2009, nine throughout the year), Taiwan with seven (two in the first half of 2009, four throughout the year), Malaysia with seven (one in the first half of 2009, two throughout the year), ROK with seven (six in the first half of 2009, six throughout the year), Hong Kong with six (13 in the first half of 2009, 20 throughout the year), and others.

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

Looking at the status of violence to crew, as the Table 5 shows, in the past six years, the incidents that the crews were taken hostage have dramatically increased for the past six years, which occupies a greater part of violence. During the first half year of 2010, 597 persons were taken hostage, which dramatically increased by three times compared to the numbers during the same period in 2008. It increased more, compared with 562 in the first half of 2009 (1,052 cases throughout a year). On the other hand, looking at the incidents by location, they are concentrated in two locations. Of 597 hostage incidents, 186 cases in the Gulf of Aden and 358 cases in Somalia, totaling 544 in the area around “Horn of Africa,” It occupies a greater part of hostage incidents. Looking at violence, this area abounds in many cases of demanding ransom for the hostages, which shows a peculiarity of the attacks by Somali pirates. The other locations of many hostage incidents are in Southeast areas – 10 in Indonesia, 19 in Malaysia, and 22 in the South China Sea.

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

Types of violence	2010	2009	2008	2007	2006	2005
Hostage	597	561	190	152	156	31
Kidnapped	3	7	6	41	13	10
Threatened	9	6	4	3	9	2
Assaulted	1	3	5	20	2	1
Injured	16	19	19	19	12	4
Killed	1	6	7	3	6	
Missing		8	7			
<b>Sub Total</b>	<b>627</b>	<b>610</b>	<b>238</b>	<b>238</b>	<b>198</b>	<b>48</b>
<b>Total</b>		<b>1,166</b>	<b>1,011</b>	<b>438</b>	<b>317</b>	<b>509</b>

Source: Made from Table 8 in the Report, p. 11, in the Report during the first half of 2010.

Table 6 shows types of arms used by pirates in the incidents occurred during the respective first half year of the recent six years. Looking at this chart, you will find few changes in the trend that guns and knives are major arms of pirates for the past six years. On the other hand, looking at the types of arms to be used by pirates by location, of 100 attacks in which guns were used, 29 cases in the Gulf of Aden, seven case in the Red Sea, and 45 cases in Somalia are noted. The

incidents by Somali pirates occupy a greater part of the incidents. This will make us find how dangerous the Somali pirates armed with AK-47 rifles and RPG-7 rocket weapons are. In case of Southeast Asia, knives, not guns, are mainly used. In Indonesia, of 16 cases, one gun, five knives, one other weapon, and one case not stated were noted. In Malaysia, of nine cases, one gun, four knives, and four cases not stated were noted. In case of the South China Sea, of 15 cases, five guns, seven knives, three cases not stated were noted. In Southeast Asia, it was characteristic that guns are frequently used.

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

Types of Arms	2010	2009	2008	2007	2006	2005
Guns	100	151	39	37	34	35
Knives	35	36	31	29	41	43
Other weapons	2		2	5	6	7
Not stated	59	53	42	35	46	42
<b>total</b>	<b>196</b>	<b>240</b>	<b>114</b>	<b>126</b>	<b>127</b>	<b>127</b>

Sources: Made from Table 6 in the Report, p. 10, in the Report during the first half of 2010.

(By Hideshi UENO, editorial staff of OPRF MARINT Monthly Report)



Enclosure: Data made by OPRF

## Status of Hijacks in the Gulf of Aden &amp; off Somalia

## 1. Status of Hijacks in 2010 (As of June 30, 2010)

	Name of Ship	Date	Date freed (Days in custody)	Crew (Dead)	Type	Nationality
1	<i>Pramoni</i> (A)	1.1	2.25 (55)	24	Chemical & Products Tanker	Singapore
2	<i>Asian Glory</i> (Sy) 1	1.1	6.11 (161)	25	Car Carrier	United Kingdom
3	<i>Faize Osamani</i> (S) 1	1.6	2.1 (26)	14	Cargo Dhow	India
4	<i>Rim</i> (A) 2	2.3	6.2 (119)	17	General Cargo	North Korea
5	<i>Ariella</i> (A) 3	2.5	2.5 (Boarded)	25	Bulk Carrier	Antigua & Barbuda
6	<i>Abdul Razak</i> (A)	Around 2.22		9	Bulk Carrier	India
7	<i>Al Nisr Al Saudi</i> (A)	3.1		14	Products Tanker	Saudi Arabia
8	<i>Sakoba</i> (T)	3.3		16	Fishing Vessel	Kenya
9	<i>UBT Ocean</i> (M)	3.5		21	Chemical & Oil Tanker	Marshall Islands
10	<i>Al Asa'A</i> (A)	3.18		9	Cargo Dhow	Yemen
11	<i>Frigia</i> (I)	3.23		21	Bulk Carrier	Malta
12	<i>Talca</i> (O)	3.23	5.10 (47)	25	Reefer	Bermuda
13	<i>Az Zabaniyah</i> (A)	3.24	4.5 (17)	12 (1)	Fishing Vessel	Yemen
14	<i>Vishva Kalyan VRL No.2315</i> (S)	3.26	4.11 (16)	15	Cargo Dhow	India
15	<i>Iceberg 1</i> (A)	3.29		24	Ro Ro Vessel	Panama
16	<i>Jin-chun Tsai No. 68</i> (S)	3.30		14	Fishing Vessel	Taiwan
17	12 Indian Dhows (Sy)	Around 3.30	Ten vessels were released by around the middle of April.	About 100	Cargo Dhow	India
18	<i>Al-Barari</i> (S)	3.31		11	Bulk Carrier	Dubai

	Name of Ship	Date	Date freed (Days in custody)	Crew (Dead)	Type	Nationality
19	<i>Samho Dream</i> (S) 4	4.4		24	VLCC	Marshall Islands
20	<i>Taipan</i> (S) 5	4.5	4.5 (1)	15	Container Ship	Germany
21	<i>Yasin C</i> (K)	4.7	4.9 (2)	25	Bulk Carrier	Turkey
22	<i>RAK Afrikana</i> (Sy)	4.11		26	Ro Ro Vessel	St Vincent & Grenadines
23	3 Thai Fishing Vessels (I) <i>Prantalay No.11,12,14</i>	4.18		77	Fishing Vessel	Thailand
24	<i>Voc Daisy</i> (A)	4.21		21	Bulk Carrier	Panama
25	<i>Moscow University</i> (Ar) 6	5.5	5.6 (1)	23	Oil Tanker	Liberia
26	<i>Tai Yuan 227</i> (Sy)	5.6		28	Fishing Vessel	Taiwan
27	<i>Marida Marguerite</i> (A)	5.8		22	Chemical Tanker	Marshall Island
28	<i>Al Dhafir</i> (A)	5.8		7	Fishing Vessel	Yemen
29	<i>Panega</i> (A)	5.11		15	Products Tanker	Bulgaria
30	<i>Eleni P</i> (O)	5.12		26	Bulk Carrier	Liberia
31	<i>Al Jawat</i> (A)	5.25	5.26 (1)	5	Cargo Dhow	Yemen
32	Fishing Vessel (A)	5.28		9	Fishing Vessel	Yemen
33	<i>QSM Dubai</i> (A) 7	6.2	6.3 (1)	24	General Cargo	Panama
34	6 Fishing Vessel (A)	6.4	Forty-seven fishermen were released on the same day.	47	Fishing Vessel	Yemen
35	<i>Golden Blessing</i> (A)	6.28		19	Chemical Tanker	Singapore

Sources: Made from "Piracy And Armed Robbery Against Ships: Report for the Period, January 1–June 30, 2010," ICC International Maritime Bureau (IMB), July 15, 2010, pp.39-43. Somali Marine & Coastal Monitor (Ecoterra International). Worldwide Threat to Shipping Mariner Warning Information (Office of Naval Intelligence Civil Maritime Analysis Department, U.S. Navy). EU NAVFOR Somalia HP. List of Ships Hijacked (U.S. Department of Transportation Maritime Administration), and other Information.

Notes: The alphabetic letters in the parentheses in the "Name of Ship" column in the above Table are used to indicate the related areas as follows: (A): Gulf of Aden, including Red Sea; (Ar): Arabian Sea; (O): off Oman where hijacks were noted. On the Indian Ocean, (S): east off Somali coast; (K): off Kenya; (M): off Madagascar; (Sy): Sea near Seychelles Islands; and (T): off Tanzania; (I): Far into the Indian Ocean where

hijacks were noted.

Blur over the ship's name means information about the ship concerned was taken from the sources other than IMB Report.

- Note 1 : The Car Carrier MV Faize Osamani is believed to have been used as the pirate "mother-ship." On January 30, the vessel rendezvoused with MV Asian Glory which had left Somali coast on January 29 in the water some 150 nautical miles northeast of Socotra Island in the stormy weather. Five pirates that had seized the Dhow embarked the MV Asian Glory before abandoning the Dhow. Having continued to shadow the Dhow, the Danish frigate HDMS Absalon of the EU Naval Force (EU NAVFOR) provided some assistance to the crew after the pirates abandoned the vessel. (Trade Winds, February 2, EU NAVFOR Somalia, Press Release, February 2, and Ecottera International, February 4, 2010)
- Note 2 : The general cargo MV Rim is owned by Libyan Sea Shipping. On June 2, the crew of MV Rim retook their ship which had been hijacked by Somali pirates. Having captured the pirates, the crew killed five of them in the gun-battle, and seized a remaining pirate. On the other hand, one crew member was seriously injured in the struggle. Two days later, because of a trouble in the generator, being afraid of being hijacked by pirates again, crew abandoned the ship on the request of their master. (Fairplay Daily News, June 7, and Trade Winds, June 16, 2010)
- Note 3 : The bulk carrier MV Ariella was boarded by Somali pirates while sailing for Indonesia in a "Group Transit" within the International Recognized Transit Corridor (IRTC) with other vessels. Sending out a rescue message, the crew informed naval forces that they had secured themselves in a compartment onboard paving the way for a release by force. Within 15 minutes, French naval aircraft observed pirates on the deck of the vessel and passed its information to the Danish navy HDMS Absalon of the NATO fleet. The HDMS Absalon launched a helicopter and the Special Forces unit embarked the ship to rescue the crew. At the same time another Special Forces unit from the Russian frigate, Neustrashimy in the vicinity got on board the pirate boat and seized a skiff of the pirates. (EU NAVFOR Somalia, Press Release, February 5 and Trade Winds, February 5, 2010)
- Note 4 : The Marshal Islands-flagged, the South Korean-operated VLCC, MT Samho Dream (319,000DWT) was hijacked by Somali pirates in the Indian Ocean 970 nautical miles east from Somali coast on April 4. The tanker was carrying as much as \$170 million worth of crude oil and was bound for the U.S. Gulf Coast. MT Samho Dream has a crew of five South Koreans and 19 Filipinos. It was the third time that the VLCC was hijacked by Somali pirates. (Reuters, April 5, 2010)
- Note 5 : On the morning of April 5, the German-flagged container vessel MV Taipan (12,612DWT) was attacked and boarded by pirates 500 nautical miles east off the Somali coast, while sailing from Djibouti to Mombasa (Kenya). As the pirates boarded the ship, following Best Management Practice (BMP), MV Taipan crew retreated to a secure strong room and locked themselves in. They were able to stop all engines and thereby disable the ship, before alerting EU NAVFOR that the ship had been taken. The Dutch naval frigate HNLMS Tromp was sent immediately to the scene. Initially HNMLS Tromp attempted to negotiate with the pirates to avoid casualties but when it became clear that the pirates intended resisting, HNMLS Tromp launched a rescue operation. Six marines in a helicopter launched from the Tromp boarded the pirated ship, taking 10 pirates into custody. The crew of 13 (2 German, 3 Russian and 8 Sri Lankan nationals) were released unharmed. (EU NAVFOR Somalia, Press Release, April 5, 2010)
- Note 6 : On May 5, Somali pirates took the Liberian-flagged tanker MT Moscow University (106,500DWT) owned by the Russian shipping company in the Arabian Sea about 350 miles east of the Gulf of Aden. Carrying more than 86,000 tons of crude oil, the tanker, with 23 Russian crew members, was headed from the Red Sea to China. On the morning of the 6th, around 24 hours after MT Moscow University was boarded by armed pirates, the Russian antisubmarine destroyer "Marshal Shaposhnikov" stormed the tanker as it drifted in the Arabian Sea. The warship freed the tanker and arrested the pirates. There was no report that the crew members were hurt, but one pirate was said to be killed. (Trade Winds, May 5, 6, 7, 2010) According to the Russian Defense Ministry (RDM), the 10 pirate suspects were disarmed in waters 250 nautical miles from Somali coast on May 7. Having been released, these pirate suspects were embarked and sent adrift in a rubber boat without navigation equipment. According to the RDM, the boat disappeared from radars an hour later. They are presumed to have died. (RIA Novosti, May 11, 2010)

Note 7 : On June 2, Somali pirates hijacked a Dubai-owned, Panamanian-flagged general cargo ship, MV QSM Dubai (15,000-dwt) in the Gulf of Aden. The ship, with 24 crew members, was en route from Brazil to the port of Berbera in the northern Somalia region of Somaliland with a cargo of sugar. (Trade Winds, June 2, 2010) On June 3, security forces from Somalia's semiautonomous Puntland region stormed a hijacked cargo vessel, MV QSM Dubai, and freed it. Authorities decided to try and free the ship by force after pirates refused pleas to surrender and instead killed the captain, said the minister of marine transport and ports in the region. Two officers were wounded during a rescue operation but ultimately all seven pirates were detained. (AP, June 3, 2010)

## 2. Ships hijacked in 2009 and released after January 2010 (As of June 30, 2010)

	Name of Ship	Date	Date freed (Days in custody)	Crew (Dead)	Type	Nationality
1	<i>Win Far 161</i> (Sy)	4.6	2.11 (301)	30 (3)	Fishing Vessel	Taiwan
2	<i>Shгаа-Al-Madhi</i> (A)	4.8		13	Fishing Vessel	Sudan
3	<i>Al Khaliq</i> (Sy)	10.22	2.9 (110)	24	Bulk Carrier	Panama
4	<i>Lynn Rival</i> (Sy)	10.23		2	Yacht	United Kingdom
5	<i>Thai Union 3</i> (Sy)	10.29	3.7 (130)	25	Fishing Vessel	Thailand
6	<i>Filitsa</i> (Sy)	11.11	2.1 (81)	22	General Cargo	Marshall Islands
7	<i>Theresa VIII</i> (S)	11.16	3.16 (120)	28	Chemical Tanker	Virgin Island
8	<i>Red Sea Spirit</i> (A)	11.20			General Cargo	Panama
9	<i>Maran Centaurus</i> (Sy)	11.29	1.18 (49)	28	VLCC	Greece
10	<i>Shazaib</i> (Sy)	12.6	1.2 (27)	29	Fishing Vessel	Pakistan
11	<i>Nefeya</i> (S)	12.6		13	Cargo Dhow	India
12	<i>Al Mahmoud 2</i> (A)	12.18	1.8 (21)	15	Cargo Vessel	Yemen
13	<i>Socotra 1</i> (A)	12.25		6	Cargo Dhow	Yemen
14	<i>Navios Apollon</i> (Sy)	12.28	2.28 (62)	19	Bulk Carrier	Panama
15	<i>St James Park</i> (A)	12.28	5.13 (128)	26	Chemical Tanker	United Kingdom

Sources: "Piracy And Armed Robbery Against Ships: Report for the Period, January 1 – December 31, 2009," ICC International Maritime Bureau (IMB), January 18, 2010, pp.60-66, p.72. "Piracy And Armed Robbery Against Ships: Report for the Period, January 1 – June 30, 2010," ICC International Maritime Bureau (IMB), July 15, 2010, pp.39-43. Somali Marine & Coastal Monitor (Ecottera International). Worldwide Threat to Shipping Mariner Warning Information (Office of Naval Intelligence Civil Maritime Analysis Department, U.S. Navy), List of Ships Hijacked (U.S. Department of Transportation Maritime Administration). EU NAVFOR Somalia HP. and other Information.

Notes: The alphabetic letters in the parentheses in the "Name of Ship" column in the above Table are used to indicate the related areas as follows: (A): Gulf of Aden, including Red Sea; (O): off Oman where hijacks were noted. On the Indian Ocean, (S): east off Somali coast; (K): off Kenya; (M): off Madagascar; (Sy): Sea near Seychelles Islands; and (T): off Tanzania where hijacks were noted. Blur over the ship's name means information about the ship concerned was taken from the sources other than IMB Report.

## **Piracy and Armed Robbery Against Ships in Asia in 1st Half of 2010 ~from ReCAAP Half Yearly Report~**

On July 27, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP) which was established, based on ReCAAP, issued a Half Yearly Report (January–June 2010) which deals with incidents of piracy and armed robbery against ships. While the similar report of the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) covers world-wide areas, the ReCAAP covers the regional areas stretching from the Arabian Sea to northeast Asia via southern rim of the Eurasian continent. In addition, while the IMB makes use of reports from non-government vessels and shipping owners as its main sources of information, ReCAAP has 15 Focal Points as sources of information – one point in each of 14 member-countries plus one in Hong Kong – which are linked with ISC based in Singapore. [Focal point is not operation center.] Also, ReCAAP is Information Sharing Web which is composed of Focal Points, which are mutually connected with one another. The Focal Point of a country is located in the Coast Guard, Maritime Police, Ministry or Agency in charge of marine transportation and maritime affairs or navy. (In case of Japan, it is located in the Maritime Safety Agency.) Also, the Focal Point of respective country is coordinating with law enforcement agencies, navy, port authorities, custom authorities, and shipping circles among others. Moreover, the ReCAAP is using data from the International Maritime Organization (IMO), IMB and others. (ReCAAP are abbreviations that are made up of initial letters used at the head of the following words - the Regional Cooperation Agreement Against Piracy. Fourteen member-nations are India, Sri Lanka, Bangladesh, Myanmar, Thailand, Singapore, Cambodia, Laos, Vietnam, Brunei, Philippines, China, Republic of Korea and Japan. Malaysia and Indonesia are non-members.)

The following are the patterns and trends of the incidents of piracy and armed robbery against the ships viewed from the ReCAAP report noted in the Asian region during the first half of 2010 (January 1–June 30) (hereafter the Report).

### **1. Definitions of “Piracy” and “Armed Robbery against Ships” adopted by ReCAAP**

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

### **2. Characteristics viewed from numbers and locations of actual and attempted incidents**

According to the Report, a total of 71 incidents (attacks/cases) of piracy and armed robberies

against ships were reported during the first half of 2010. Of these, 58 were actual attacks, and 13 were the attempted cases. Looking at the incidents per month, there were 12 incidents (nine actual attacks and three attempted cases) in January, seven incidents (six actual attacks and one attempted case) in February, seven incidents (six actual attacks and one attempted case) in March, 16 incidents (14 actual attacks and two attempted cases) in April, 10 incidents (eight actual attacks and two attempted cases) in May, and 19 incidents (15 actual attacks and four attempted cases) in June. The number of incidents in the first half of 2010 was 71 cases, which was a drastic increase compared to 43 incidents (38 actual attacks and five attempted cases) in 2009.

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

	2010.1-6		2009.1-6		2008.1-6		2007.1-6		2006.1-6	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
East Asia										
China	1									
Sub Total	1									
South Asia										
Arabian Sea							1	3		
Bangladesh	9	2	4	1	6	2	5		16	8
Bay of Bengal	1						1			
India	5		4		7	1	3		1	
Sub Total	15	2	8	1	13	3	10	3	17	8
Southeast Asia										
Gulf of Thailand	1									
Indonesia	12	6	3	2	9	1	18	5	23	9
Malaysia	9		8	1	4		4	1	9	1
Myanmar			1							
Philippines	1		2	1	3	1		1	1	
South China Sea	10	3	7		3	1	1	1	3	
Straits of Malacca & Singapore	2	2	3		1	3	1	1	3	1
Thailand			1				1		1	
Vietnam	7		5		3		3		2	
Sub Total	42	11	30	4	23	6	28	9	42	11
<b>Total</b>	<b>58</b>	<b>13</b>	<b>38</b>	<b>5</b>	<b>36</b>	<b>9</b>	<b>38</b>	<b>11</b>	<b>60</b>	<b>19</b>
<b>Overall Total</b>	<b>71</b>		<b>43</b>		<b>45</b>		<b>49</b>		<b>79</b>	

Source: Made from data in ReCAAP ISC Half Yearly Report (January 1–June 30, 2010), Table 3, p.16.

Remarks: Act = Actual Incidents, Att = Attempted Incidents

Table 1 shows the number of incidents reported in the ReCAAP's responsible areas in each first half year during the past five years. According to the data, over all, there was a decline in the number of the incidents reported in each half year during the past three years. However, the number of incidents in the first year of 2010 has drastically increased. This was owing to an increase of incidents in Bangladesh, Indonesia, the South China Sea (SCS), and Vietnam. According to the Report, by location, the incidents have most frequently been noted off the islands of Anambas, Natuna, Mangkai and Subi Besar in the SCS. There were 11 incidents (nine actual attacks and two attempted cases) in the first half year of 2010, and, in fact, seven incidents occurred in June. (On 18 June, the ReCAAP ISC issued a special report on the frequent occurrence of the incidents by pirates. Please refer to the OPRF MARINT Monthly report, June 2010, 1.1 Maritime Security.) Of them, seven incidents occurred off the islands of Anambas and Mangkai, and four incidents occurred off the islands of Natuna and Subi Besar of Indonesia. In Vietnam, six incidents occurred in the anchorage of Vung Tau in the south.

### 3. Evaluation on significance of incidents

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

In evaluation of the violent factor the report uses as criteria (1) types of weapons used (violence is the most forceful when more highly efficient weapons than knives and others are used; (2) treatment of the crew (violence is the most intensive if the crew are killed or kidnapped); and (3) numbers of the pirates /robbers who engaged in an attack (in this case, the more the numbers are, the greater the violence develops, and the organized crime will possibly increase.)

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

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

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

Table 2 classifies the actual incidents noted during the first half of each of past five years into one of three Categories. According to these data, the number of incidents of Category 1 is consistent with the trend observed throughout the same period in the past five years. It is also the same that more than half of incidents belong to Category 3. On the other hand, there has been a



jump in the number of incidents of Category 2 in the past two years. According to the Report, of 22 incidents of Category 2 in the first half year of 2010, 11 incidents, a half of all, have occurred in the SCS and off Pulau Mangkai, Indonesia. The three incidents of Category 1 were hijackings of tug boats & barges.

Table 2: Number of actual incidents by Categories in 1st half of each of past 5 years

	2010.1-6	2009.1-6	2008.1-6	2007.1-6	2006.1-6
CAT 1	3	3	3	2	2
CAT 2	22	16	7	6	22
CAT 3	33	19	26	30	36

Source: Made from data in ReCAAP Half Yearly Report (January 1-June 30, 2010), Chart 2, p.15.

As for an evaluation of violence factor, according to the Report, looking from the type of weapons used, of 58 actual incidents in the first half of 2010, 28 incidents involving the use of knives, machetes and others (such as steel pipes, crowbars etc.), nine incidents involving the use of guns and knives, one incident involving the use of more sophisticated weapons, and 20 incidents, where weapons used are not stated, were noted. Such a trend is the same in the past five years, but a total of 28 incidents of using knives, machetes and others (such as steel pipes, crowbars etc.) were the highest number ever noted in the past five years. (There were 24 incidents during the same period in 2006, 16 incidents during the same in 2007, 12 incidents during the same period in 2008, and 14 incidents during the same period in 2009.) Additionally, nine incidents involving the use of guns and knives have surpassed seven cases which had been the highest number in record during the same period in the past years (of 2006, 2008, and 2009).

Regarding the treatment of crew, in the first half of 2010, there was one incident of crew being kidnapped cum crew abandoned, one incident of crew abandoned and 11 incidents of the crew taken hostage. According to the Report, one incident of crew being kidnapped cum crew abandoned was noted in hijacking of the tug & barge on February 6. The incident which occurred in the sea around Pulau Tioman off the east coast of Malaysia was Category 1. In this incident the Chief Engineer of tug boat was kidnapped. The rest of the crew were abandoned and left adrift in a life raft and later rescued. One incident in which the crew of tug boat was abandoned occurred on April 27 in the sea around Pulau Bintan, Indonesia. It was a hijacking of Category 1. Left adrift in a life raft, the crew was later rescued.

As to the number of robbers and pirates, of 58 actual incidents in the first half of 2010, 41 incidents involving a group of 1-6 robbers, 11 incidents involving groups of 7-9, and six incidents involving groups of more than nine robbers were noted. In the past five years most incidents involved between one to six pirates/robbers. According to the Report, of six actual incidents involving pirates/robbers operating in groups of more than nine men, three incidents occurred in the Chittagong Port, Bangladesh, and anchorages. Of them, two were Category 2 and one was Category 3. The rest of three incidents were noted in the SCS off the east coast of Malaysia. Of

them, one was Category 1 and two were Category 2.

With regard to analysis of economic factor (losses), of 58 actual incidents in the first half of 2010, three incidents of hijackings/missing of ships, 13 incidents where cash and property were robbed, 29 incidents where stores/engine spare parts were stolen, one incident where unsecured items were stolen, and 12 incidents which were not reported or unidentified were noted. According to the Report, three incidents of hijackings/missing of ships are Category 1, in which tug boats were hijacked, but they were later found and the crew rescued. Looking at the trends in the past five years, majority of the incidents involved the theft of crew's properties, stores and engine spare parts of ships among others, which is an overall trend of the incidents of piracy in the responsible areas of the ReCAAP. The ratio of incidents of robbing cargo and hijacking ships is small in the overall ratio. Here, it contrasts with piracy incidents off Somalia and Aden.

#### 4. Features viewed from status

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

Table 3- Status of ships attacked during the actual incidents in 1st half of each of past 5 years

Status of Ship		2010.1-6	2009.1-6	2008.1-6	2007.1-6	2006.1-6
Actual Incidents	A / B	37	21	22	31	37
	Underway	21	17	14	7	23
Attempted Incidents	A / B	6	3	3	6	11
	Underway	7	2	6	6	8
<b>Total</b>		<b>71</b>	<b>43</b>	<b>45</b>	<b>50</b>	<b>79</b>

Source : Made from data in ReCAAP Half Yearly Report (January 1-June 30, 2010), Table 5, p. 20.

Remark : A / B = Anchored / Berthed

According to the Report, looking at the status of the ships at the time of the actual incidents, majority of them were Category 3 cases, in which the ships were attacked at anchor/at berth. This has been a trend in these years. Of 37 actual incidents involving ships that were anchored or berthed during the first half of 2010, 29 were Category 3 incidents and eight were Category 2 incidents. On this matter, this status is assessed to reflect the overall significance of the piracy incidents in the ReCAAP targeting areas. On one hand, of 21 incidents where ships were attacked while underway, three cases of Category 1 and 14 cases of Category 2 were noted. Three incidents of Category 1 were hijackings of the tug & barge aforementioned.

On the other hand, looking at the ships involved in actual incidents in the first half in 2010 by type, of the 71 incidents, the highest number of 25 incidents involved various kinds of tankers – chemical, product, LPG, and oil. Other incidents involve 12 containers and bulk carriers respectively, 10 general cargo ships, nine tugs & barges, plus one fishing boat/trawler, pipe carrier, and Ro-ro Cargo Ship respectively. In the first half of the year 2006 bulk carriers were

most frequently attacked, but in the past four years since 2007 tankers have been most frequently targeted. According to the Report, of 25 incidents in which various tankers were attacked, 19 were actual attacks, of which nine cases were Category 2. Except one incident, they were attacked by armed robbers of a group of more than six men armed with knives and machetes. Majority of the incidents reported loss of cash and property of crews and stores of the vessels. There was another incident in the Vung Tau anchorage in Vietnam, in which the crew was attacked by two robbers armed with guns and cargo paint was stolen.

(By Hideshi UENO, editorial staff of OPRF MARINT Monthly Report)

# **Ocean Policy Research Foundation**

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

The "Ship & Ocean Foundation" is operating under the name of "Ocean Policy Research Foundation"