

OPRF MARINT Monthly Report

August 2010



CONTENTS

Intelligence Summary in August 2010

1. Information Digest

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

2. Intelligence Assessment

Introduction of the original article entitled;
“Five Dragons Stirring Up the Sea: Challenge and Opportunity in China’s Improving Maritime Enforcement Capability”

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

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

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Intelligence Summary in August 2010

Maritime Security: In August, there were two hijacking incidents. On the morning of August 2, Somali pirates hijacked the Panama-flagged cargo ship MV *Suez* (17, 300DWT). MV *Suez*, with a cargo of cement bags, was traveling in the Internationally Recommended Transit Corridor (IRTC) when attacked in the Gulf of Aden. Additionally, on the 5th, Somali pirates hijacked a Syrian cargo ship (St Vincent & Grenadines-flagged), MV *Syria Star* (18,800DWT), sailing in IRTC in the Gulf of Aden. However, on the 6th, Somali pirates abandoned the MV *Syria Star* off the Puntland coast. A German Navy's helicopter provided a rescue at the scene. On the early morning of the 3rd, the Norwegian chemical tanker was attacked by pirates in the Gulf of Aden. Adopting Best Management Practice (BMP) and counter measures with evasive maneuvering, and, with an involvement of a Spanish warship in the vicinity, the tanker could escape from hijacking. The boarding team of the Spanish navy's frigate SPS *Victoria* operating in the vicinity inspected the pirate boat, in which they found weapons. The seven pirates were released subsequently. The Norwegian shipping company said it was extremely disappointed with the Spanish Navy for the decision to free seven pirate suspects. On the 9th, upon receipt of a report from a Liberian-flagged tanker that it was under attack from pirates in the Gulf of Aden in IRTC, the US Navy's guided missile frigate of the NATO fleet directed their helicopter to prevent a pirate attack on the tanker. The boarding team of the frigate inspected the pirate skiff, and confiscated some pirate paraphernalia. However, pirate suspects were released subsequently. Regarding the release of pirate suspects, on the 9th, the International Tanker Organization (INTERTANKO) reacted angrily. In an internal statement to INTERTANKO members, managing director said: "While fully appreciating the military interception, we will be extremely dismayed if this is a further missed opportunity to bring pirates to justice."

On the 16th, the Thai government approved at the cabinet meeting the Defense Ministry's proposal for the navy to send vessels to help fight Somali pirates in the Gulf of Aden. According to a government spokesman, Thailand will send vessels carrying 371 personnel early in September for a 98-day joint operation.

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) gives a warning that there has been an increase in the number of incidents occurring in the vicinity of Pulau Mungging and Horsburgh Lighthouse in the last month. According to the ReCAAP, it appears that there has been a shift in the robbery incidents from south of Tanjung Ayam to east of Pulau Mungging. On the 11th, Deputy Director of the ReCAAP Information Sharing Center (ISC) Nicholas Teo said the threat to vessels in Asia is different to that in Somali. In Asia, as less serious attacks such as robberies are more common, he believes this has made some owners and crews complacent. Teo is also concerned that ships are taking too long to report incidents to authorities, because the earlier a report comes in, the easier it is to eradicate the problems in our area. Teo called for crew's understanding.

Military Developments: The Xinhua Net dated August 1 printed an article on the exercise in the South China Sea (SCS) which had been carried by the Chinese navy journal –“People’s Navy.” According to the report, the PLA Navy evaluates the joint live-ammunition training exercise of various naval units in the SCS, which was staged on July 26, as unique, as it involves the most overall training elements in the Chinese naval history, the highest number of missiles fired, adoption of the highest level of information, and the most complicated anti-war type and practical drills in electromagnetic environments.

On the 2nd, the Russian Navy chief said Russia's naval supply and maintenance site near Syria's port of Tartus will be modernized to accommodate heavy warships. According to the Russian navy chief, the first stage of development and modernization will be completed in 2012, adding it could then serve as a base for guided-missile cruisers and even aircraft carriers. The port facility is being renovated to serve as a foothold for a permanent Russian naval presence in the Mediterranean.

The destroyer “*Guangshou*” and the frigate “*Chaohu*” of the fifth Chinese naval escort flotilla on an anti-piracy mission visited Egypt, Italy, Greece and Myanmar on their way home.

On the 5th, South Korean military force has launched its biggest-ever anti-submarine exercises in the Yellow Sea. Some 4,500 personnel, 25 ships, and 50 planes are taking part in five days of drills.

On the 8th, the U.S. 7th Fleet kicked off naval engagement activities with the Vietnam People's Navy off Da Nang in central Vietnam to commemorate the 15th anniversary of normalization of relations between the United States and Vietnam. From the U. S. side, Task Force 73 composed of USS *George Washington* (CVN 73), USS *John S. McCain* (DDG 56), USS *Curtis Wilbur* (DDG 54), USS *Chung-Hoon* (DDG 93) and USS *McCampbell* (DDG 85) were involved. After the exercises, the USS *John S. McCain* visited Da Nang on August 10.

On August 16 - September 3, the Royal Australian Navy will host the international maritime exercise, called Exercise KAKADU 2010, off the coast of Darwin. More than 3,000 personnel, ships, and aircraft from four nations - Thailand, Singapore, New Zealand and Japan - will participate in the exercise.

Greg Sheridan, Foreign Editor of the Australian newspaper, *The Australian*, and a visiting scholar at The Woodrow Wilson International Center for Scholars, has contributed an article to *The Australian* dated the 19th. In the article, Sheridan mentions: The new Australian prime minister is going to have to face a complex security equation in the Asia-Pacific. It will be characterised by increasing competition between the US and China. One decision that might very well be required is whether to offer the American military significantly greater basing facilities at Darwin.

On the 16th, the US Defense Department released an annual report on the Chinese military trends - Annual Report to Congress: Military and Security Developments Involving the People's Republic of China 2010. The report was issued extremely late this year, compared to other years in the past when it was released in around March. Moreover, the title of the report is different from the “Annual Report to Congress: Military Power of the People’s Republic of China” in the

previous years. On the 18th, responding to the Pentagon report on China's military development, a spokesman of China's Defense Ministry emphasized: China has and will always adhered to the path of peaceful development and has pursued a defensive national defense policy. The country will neither enter an arms race nor use its military to threaten any other country.

The Japanese government is to build its foreign military base in Djibouti. The plan is aimed at strengthening and sustaining its fight against Somali pirates, Japanese ambassador to Ethiopia, Kin-ichi KOMANO, has announced. After the signing of a land leasing agreement a few weeks ago between Japan and Djibouti allowing the construction of a military facility in Djibouti, Japan will be the third country to have a military base in Djibouti next to US and France.

Maritime Boundaries: Michael Richardson, a fellow of the Institute of Southeast Asian Studies in Singapore, has contributed an article titled "Chinese patience limited over maritime underbelly" to the Singaporean daily newspaper *The Strait Times* dated the 2nd. In this article Richardson mentions that, although China hopes to enhance its security by supporting its rapidly developing economy, and establishing the buffer-zone into the distant sea, the China's exclusive economic zone (EEZ) has not a large expanse. Richardson discusses the major points over the background of a Chinese claim of sovereignty over the South China (SCS), and suggests even the possibility of the use of force.

On the 29th, Singapore and Indonesia ratified the treaty between the two countries relating to the delimitation of the territorial seas in the western part of the Strait of Singapore. They signed the exchange of the instruments of ratification at the Singaporean foreign ministry. The territorial sea boundary line agreed in this treaty is the continuation of the territorial sea boundary line as previously agreed upon in the treaty signed by both sides on May 25, 1973. On the one hand, Indonesia and Singapore still need to settle their borders on the eastern parts in the Singapore Strait. On the other, Malaysia too has not settled its territorial sea boundary line with Indonesia on the eastern part of the Singapore Strait. Prior to them, on the 20th, Indonesian President Susilo Bambang Yudhoyono ordered immediate sea border talks with Malaysia during a meeting with Foreign Minister and Fisheries and Maritime Affairs Minister. The Indonesian Maritime Affairs Minister said the talks could hopefully be stated as early as in September.

On the 26th, China said it had used a small, manned submarine to plant the national flag deep beneath the South China Sea, where Beijing claims dominium.

Diplomacy and International Relations: On the 5th, Vietnamese foreign ministry spokeswoman accused China of violating its sovereignty by conducting seismic exploration near the Paracel Islands in the South China Sea.

On the 6th, Chinese Vice Foreign Minister Cui Tiankai said on the sidelines of the 22nd Post-Forum Dialogue Meeting of the Pacific Islands Forum (PIF) held in Port Villa, capital of Vanuatu, that the Chinese government emphasizes friendly, cooperative relations with the Pacific Islands.

Shipping, Shipbuilding and Harbors: According to the India's shipping ministry, India's major ports of Chennai, Tuticorin, Kandla and Mumbai have been ordered to install radiation monitoring portals by 2012. The ministry also intends to install both radioactive portals and X-rays at private and minor ports after 2012.

Suez Canal Authority revenues rose 6.1% year on year in July. The authority posted revenues of \$406.2M for July, from \$383.7M in the previous month and \$382.9M in July 2009. It expects revenues from the waterway to show robust growth rates after August, on the back of the recent deepening of the canal, a rebound in world trade activity and higher prices of oil in global markets.

Ocean Resources, Energy, Sea Environment and Others: A rise in the surface temperature of the Andaman Sea area, northwest of Indonesia, has devastated local coral populations, recent research shows. Marine biologists with the Wildlife Conservation Society, in an initial survey of the waters in May 2010, found that more than 60 percent of the coral had "bleached." By August, survey by researchers from Australia's James Cook University and Indonesia's Syiah Kuala University showed 80 percent of those bleached corals had since died.

On the 23rd, Singapore and South of Korea signed a Memorandum of Understanding (MOU) that will see the two states enhance their collaborative efforts to promote the safety of navigation and the protection of the marine environment.

Intelligence Assessment: The China's Maritime Law Enforcement posture is complicated and immature, compared to that of the maritime developed nations. The classification between maritime police functions and naval functions is ambiguous. Regarding such present situation and prospects of China's maritime law enforcement, this report presents the analytical contents on the "Five Dragons Stirring Up the Sea: Challenge and Opportunity in China's Improving Maritime Enforcement Capabilities" which was issued by the China Maritime Studies Institute, the U. S. Naval War College in this April.

1. Information Digest

1.1 Maritime Security

August 2 “Somali pirates hijack Panama-flagged vessel in GOA” (EU NAVFOR Public Affairs Office, Press Release, August 2, 2010)

On the morning of August 2, Somali pirates hijacked the Panamanian-flagged merchant vessel MV *Suez* (17,300DWT). MV *Suez*, with a cargo of cement bags, was traveling in the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden (GOA)

An outline of the article: On the morning of August 2, the Panamanian-flagged merchant vessel MV *Suez* (17,300DWT) reported being under small arms fire from a pirate attack, and minutes later she reported pirates on board, with no further information available. MV *Suez*, with a cargo of cement bags, was traveling in the Internationally Recommended Transit Corridor (IRTC) when attacked. MV *Suez* has a crew of 23, including Egypt, Pakistan, Sri Lanka and India Nationalities, and none of them has been reported injured. Immediately after the first report a helicopter was directed to the ship, but pirates had already taken over the command of the vessel.

Refer to the article on the Web site: MV SUEZ hijacked in the Gulf of Aden

<http://www.eunavfor.eu/2010/08/mv-suez-hijacked-in-the-gulf-of-aden/>



MV *Suez* (17,300DWT)

Source: EU NAVFOR Public Affairs Office, Press Release, August 2, 2010

August 3 “Spanish warship deters pirate attack” (EU NAVFOR Public Affairs Office, Press Release, August 3, 2010)

On the early morning of the 3rd, the Norwegian chemical tanker (Singaporean-flagged) MT *Bow Saga* (40,100DWT) was attacked by pirates in the Gulf of Aden, but the hijacking was prevented as the tanker conducted counter measures with evasive maneuvering and the Spanish warship made an intervention in the scene.

An outline of the article: On the early morning of the 3rd, the Norwegian chemical tanker (Singaporean-flagged) MT *Bow Saga* (40,100DWT) was attacked in the Gulf of Aden by a pirate skiff with seven people on board, which shot at the bridge and damaged the windows of the

tanker. MT *Bow Saga* adopted Best Management Practice and conducted counter measures with evasive maneuvering and the deployment of water hoses to prevent attempts to climb up onto the ship. Having heard a distress call from the tanker, the Spanish navy's frigate SPS *Victoria* operating in the vicinity reacted to the incident. The *Victoria* already had her helicopter in the air and was able to intervene only ten minutes after the call. The pirates stopped the attack and tried to flee. After warning shots, first from the helicopter and then from the *Victoria*, the pirates eventually stopped. The skiff was searched by a boarding team from the *Victoria* and weapons were subsequently found. The photograph shows a scene at the time.

Refer to the article on the Web site: EU NAVFOR warship SPS VICTORIA apprehends pirate attack skiff.

<http://www.eunavfor.eu/2010/08/eu-navfor-warship-sps-victoria-apprehends-pirate-attack-skiff/>



Left: MT *Bow Saga*

Source: <http://www.shipspotting.com/modules/myalbum/photo-443150-Bow+Saga>

Right: The skiff was searched by a boarding team from SPS *Victoria*

Source: EU NAVFOR Public Affairs Office, Press Release, August 3, 2010

【Related Story 1】

“Only 24 hours to prosecute left: Reason for release” (Trade Winds, August 5, 2010)

Strict Spanish law, a public holiday in Kenya and a lack of legal frameworks conspired to set free seven pirates.

An outline of the article: Strict Spanish law, a public holiday in Kenya and a lack of legal frameworks conspired to set free seven pirates. As the arresting party was a Spanish warship, authorities had only 24 hours from the time of arrest until charges could be brought against the men. A lack of a proper legal framework in Spain or Norway to deal effectively with pirates meant the piracy body had to turn to Kenya as the only option. However, their efforts were thwarted by a public holiday in Kenya.

Refer to the article on the Web site: ‘Only 24 hours to prosecute’; Access is available to subscribers only.

【Related Story 2】**“Norwegian shipping company blames Spain for releasing pirate suspects” (Trade Winds, August 5, 2010)**

The Norwegian shipping company Odfjell said it was extremely disappointed with the Spanish Navy for the decision to free seven pirate suspects.

An outline of the article: The Norwegian shipping company Odfjell said it was extremely disappointed with the Spanish Navy for the decision to free seven pirate suspects. Seven Somali pirate suspects who tried to hijack MT Bow Saga were sent back to Puntland on the 4th despite calls from shipping body INTERTANKO and others to have them prosecuted. Odfjell said, “This is the wrong signal to give to our seafarers. It is just showing that this problem has not been addressed properly.” The incident has reinvigorate Odfjell’s desire to see ships avoid the region altogether and instead take the much longer and, thus, more expensive route around the Cape of Good Hope.

Refer to the article on the Web site: ‘Odfjell seeks Aden boycott’ ; Access is available to subscribers only.

【Related Story 3】**“US Navy’s warship prevents pirate attack in Gulf of Aden” (NATO Allied Maritime Command Press Release, August 9, 2010)**

On the 9th, upon receipt of a report from a Liberian-flagged tanker, MV *Ice Explorer* (146,300DWT), that it was under attack from pirates in the Gulf of Aden in the Internationally Recommended Transit Corridor (IRTC), the US Navy’s guided missile frigate of the NATO fleet directed their helicopter to prevent a pirate attack on the tanker.

An outline of the article: On the 9th, upon receipt of a report from a Liberian-flagged tanker, MV *Ice Explorer* (146,300DWT), that it was under attack from pirates in the Gulf of Aden in the Internationally Recommended Transit Corridor (IRTC), the US Navy’s guided missile frigate USS *Kauffman* of the NATO fleet directed their helicopter to prevent a pirate attack on MV *Ice Explorer*. USS *Kauffman*’s helicopter crew observed the pirates dumping weapons and other objects in the water. USS *Kauffman* approached the pirate skiff and her boarding team confiscated some pirate paraphernalia.

Refer to the article on the Web site: USS KAUFFMAN prevents pirate attack in Gulf of Aden <http://www.manw.nato.int/pdf/Press%20Releases%202010/Jun%20-%20Dec%202010/SNMG1/SNMG1%202010%2018.pdf>

【Related Story 4】**“INTERTANKO angry as US Navy releases pirates” (Lloyd’s List, August 10, 2010)**

On the 9th, INTERTANKO has reacted angrily after the boarding team of US Navy missile frigate USS *Kauffman* had released suspected pirates.

An outline of the article: On the 9th, INTERTANKO head Peter Swift reacted angrily after the boarding team of the US Navy missile frigate USS *Kauffman* had disrupted a pirate raid, only to release the men caught red-handed in their attempt to capture the MT *Ice Explorer*. This is the second

such incident in less than a week, after the chemical tanker MT *Bow Saga* on August 3. Ship-owners believe that navies are reluctant to take pirates into custody, often because of the difficulties in prosecuting them in their domestic jurisdictions. In an internal statement to INTERTANKO members, managing director Mr. Swift said: “While fully appreciating the military interception, we will be extremely dismayed if this is a further missed opportunity to bring pirates to justice.”

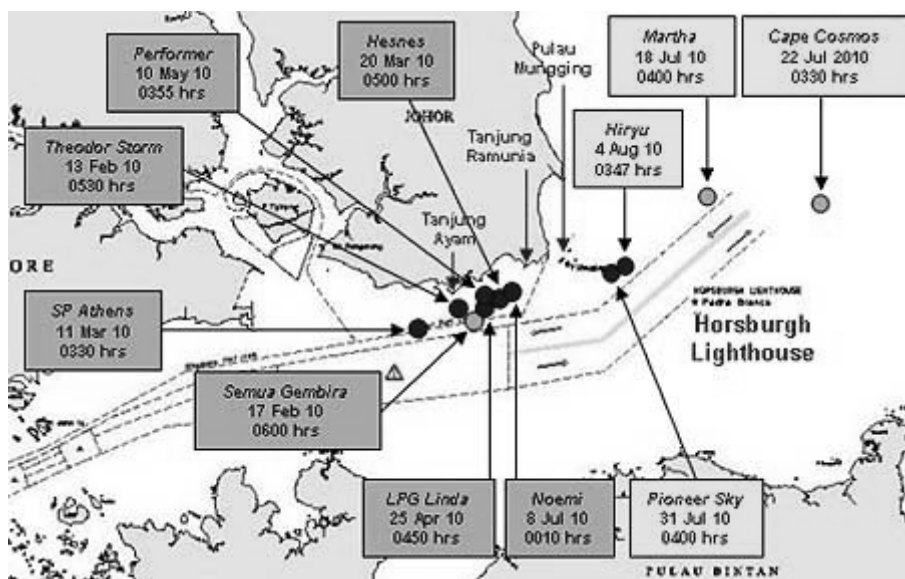
Refer to the article on the Web site: Swift angry as US Navy releases pirates caught in tanker assault; Access is available to subscribers only.

August 4 “Pirates board VLCC off Malaysia’s southern end” (Trade Winds, August 5, 2010)

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) gives a warning that there has been an increase in the number of incidents occurring in the vicinity of Pulau Mungging and Horsburgh Lighthouse in the last month. According to the ReCAAP, it appears that there has been a shift in the robbery incidents from south of Tanjung Ayam to east of Pulau Mungging.

An outline of the article: On the morning of the 5th, the VLCC MT *Hiryu* (249,037-dwt) (built 1991) recently sold for demolition has been boarded by three pirates about 2.5 nm east of Pulau Mungging off the Southern tip of the Malaysian peninsular. As the ship’s crew raised the alarm, the robbers escaped by boat. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) said there has been an increase in the number of incidents occurring in the vicinity of Pulau Mungging and Horsburgh Lighthouse in the last month. According to the ReCAAP, it appears that there has been a shift in the robbery incidents from south of Tanjung Ayam to east of Pulau Mungging.

Refer to the article on the Web site: VLCC boarded off Malaysia; Access is available to subscribers only:



Reported piracy incidents off Malaysia since February

Source: ReCAAP (Trade Winds, August 5, 2010)

August 5 “Somali pirates hijack Syrian ship in Gulf of Aden” (Trade Winds, August 5, 2010)

On the 5th, Somali pirates hijacked a Syrian general cargo ship (St Vincent & Grenadines-flagged), MV *Syria Star* (18,800-dwt), sailing in the Internationally Recognized Transit Corridor (IRTC) in the Gulf of Aden.

An outline of the article: On the 5th, Somali pirates hijacked a Syrian general cargo ship (St Vincent & Grenadines-flagged), MV *Syria Star* (18,800-dwt), sailing in the Internationally Recognized Transit Corridor (IRTC) in the Gulf of Aden. The ship has a crew of 24 comprising 22 Syrians and two Egyptians. The cargo ship “reported that she was under attack from pirates who had climbed onboard and fired shots at the crew,” a statement from counter-piracy force EU NAVFOR read. The ship was headed westbound through the Gulf of Aden with a cargo of sugar.

Refer to the article on the Web site: Syrian ship in IRTC hijack; Access is available to subscribers only.

【Related Story】**“Pirates abandon Syrian ship” (EU NAVFOR Public Affairs Office, Press Release, August 7, 2010)**

On the 6th, Somali pirates abandoned the MV *Syria Star* off the northern Puntland coast. A German Navy’s helicopter provided a rescue at the scene.

An outline of the article: On the 6th, Somali pirates abandoned the MV *Syria Star* off the northern Puntland coast. The pirates left the ship of their own accord utilizing one of the rescue boats, leaving behind the skiff they had used for an attack. On the 7th, EU NAVFOR confirmed the ship was released. EU NAVFOR warship FGS *Schleswig-Holstein* operating in the vicinity of the MV *Syria Star* sent her helicopter with a medical team onboard in order to assist the vessel. Three members of the crew were found injured, and they were given the medical assistance by the medical team. The photograph shows MV *Syria Star* and a German Navy’s helicopter bound on a rescue mission at the scene.

Refer to the article on the Web site: EU NAVFOR warship FGS SCHLESWIG-HOLSTEIN gives medical assistance to the crew of the MV SYRIA STAR

<http://www.eunavfor.eu/2010/08/eu-navfor-warship-fgs-schleswig-holstein-gives-medical-assistance-to-the-crew-of-the-mv-syrian-star/>



Source: <http://www.eunavfor.eu/2010/08/eu-navfor-pictures-of-mv-syria-star-assistance-operation-2/>

August 11 “ReCAAP DP calls for crew’s understanding” (Fairplay Daily News, August 11, 2010)

On the 11th, Deputy Director of the ReCAAP Information Sharing Center (ISC) Nicholas Teo said the threat to vessels in Asia is different to that in Somalia, because there is no safe haven for pirates to take ships, meaning less serious attacks such as robberies are more common. However, he believes this has made some owners and crews complacent. Teo is also concerned that ships are taking too long to report incidents to authorities, because the earlier a report comes in, the easier it is to eradicate the problems in our area. Teo called for crew’s understanding.

An outline of the article: The incidents of piracy and armed robberies against the ships in the first half of 2010 collected by the ReCAAP Information Sharing Center (ISC) have shown the highest number since 2006. (Regarding the ReCAAP report in the first half of 2010, refer to the OPRF MARINT Monthly Report, July 2010, 2. Intelligence Assessment) Deputy Director Nicholas Teo said the threat to vessels in Asia is different to that in Somalia, because there is no safe haven for pirates to take ships, meaning less serious attacks such as robberies are more common. However, he believes this has made some owners and crews complacent. Teo is also concerned that ships are taking too long to report incidents to authorities, because “the later a report comes in, the more difficult it is to respond.” “Seafarers need to understand their responsibility to other seafarers. Reporting will help eradicate the problem in your area,” he called for crew’s understanding.

Refer to the article on the Web site: ReCAAP calls for crew action; Access is available to subscribers only.

August 13 “China’s Haijian 83” participates in multi-purpose exercise of North Pacific Maritime Safety Forum” (PLA Daily, Net Edition, August 14, 2010, Japan Coast Guard, August 13, 2010)

On the 13th, the “China’s Haijian 83” of the China’s State Oceanographic Administration departed from Guangzhou to participate in the multi-purpose exercise of the North Pacific Maritime Safety Forum to be held in Russia.

An outline of the article. On the 13th, the “*China’s Haijian 83*” of the China’s State Oceanographic Administration departed from Guangzhou to participate in the multi-purpose exercise of the North Pacific Maritime Safety Forum (hereafter the Forum) to be held in Russia. According to the Japan Coast Guard (JCG), the Forum aims to secure the maritime peace and order in the North Pacific region and to discuss concrete coordination and cooperation among member-nations at the meeting. The meetings, which are composed of a top-level meeting and working-level meeting, are sponsored once annually on a rotational basis. From Japan, the patrol ship “*Echigo*”(which is assigned to the Niigata Regional Coast Guard Office, JCG) attended the Forum. The recent exercise was sponsored by Russia to make coordination and cooperation among the Forum members more practical, and the patrol boats and aircraft sent by respective nations will jointly conduct drills of pursuit, life-saving, inboard search of drugs, and others.

Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-08/14/content_35957.htm

Japan Coast Guard HP;

<http://www.kaiho.mlit.go.jp/info/kouhou/h22/k20100813/k100813.pdf>

August 16 “JMSDF evades pirates jointly with Dutch Navy” (Fairplay Daily News, August 17, and Japan Ministry of Defense HP, August 16, 2010)

On the morning of the 16th, a Greek-registered bulk carrier, MV *Anangel Innovation* (171,681dwt), reported that it was being approached by a skiff while sailing in the Internationally Recommended Transit Corridor (IRTC). A helicopter sent from the Japanese Maritime Self Defense Force (JMSDF) ship *Murasame* arrived at the scene and observed the suspicious skiff. Continuing the surveillance, the JMSDF helicopter reported information to the agencies concerned. Having arrived at the scene, the Dutch naval frigate HNLMS *De Zeven Provinciën* of the NATO fleet sent a boarding team to inspect the skiff.

An outline of the article: On the morning of the 16th, a Greek-registered bulk carrier, MV *Anangel Innovation* (171,681dwt), reported that it was being approached by a skiff while sailing in the Internationally Recommended Transit Corridor (IRTC). A helicopter sent from Japanese Maritime Self Defense Force (JMSDF) ship *Murasame* operating on an escort mission arrived at the scene, and observed the suspicious skiff carrying a ladder. The pirates stopped their attack and threw their weapons and other equipment in the water. While continuing the surveillance, the JMSDF helicopter reported information to the agencies concerned and the naval vessels of every nation in the vicinity. Having arrived at the scene, the Dutch naval frigate HNLMS *De Zeven Provinciën* of the NATO fleet sent a boarding team to inspect the skiff. Below is a photograph showing the scene at the time which was released by the Japanese Defense Ministry.

Refer to the article on the Web site: Bulker evades pirates; Access is available to subscribers only.

Japanese Defense Ministry HP; <http://www.mod.go.jp/j/press/news/2010/08/16c.html>



Source: Japanese Defense Ministry HP; <http://www.mod.go.jp/j/press/news/2010/08/16c.pdf>

August 16 “Thailand to send naval vessels to Gulf of Aden” (The Bangkok Post, August 16, 2010)

On the 16th, the Thai government approved at the cabinet meeting the Defense Ministry's proposal for the navy to send vessels to help fight Somali pirates in the Gulf of Aden. According to a government spokesman, Thailand will send vessels carrying 371 personnel early in September for a 98-day joint operation.

An outline of the article: On the 16th, the Thai government approved at the cabinet meeting the Defense Ministry's proposal for the navy to send vessels to help fight Somali pirates in the Gulf of Aden. According to a government spokesman, Thailand will send vessels carrying 371 personnel early in September for a 98-day joint operation. He did not say what kind of ships would be sent or how many. About 270 million baht from the 2010 budget will be allocated for job.

Refer to the article on the Web site: Thai navy to battle Somali pirates

<http://www.bangkokpost.com/news/politics/191353/nod-for-navy-to-join-fighting-somalia-pirates>

August 17, 18 “French naval vessel inspects pirate skiff” (EU NAVFOR Public Affairs Office, Press Release, August 17, 18, 2010)

On two days of the 17th and 18th, the French naval frigate FS *De Grasse* of the EU NAVFOR boarded a pirate skiff in the Gulf of Aden.

An outline of the article: On two days of the 17th and 18th, the French naval frigate FS *De Grasse* of the EU NAVFOR boarded a pirate skiff in the Gulf of Aden. On the 17th, upon receipt of information from the Danish naval frigate HDMS *Esbern Snare*, the flag ship of the EU NAVFOR, the Italian naval frigate ITS *Libeccio* sent a helicopter on scene, which performed three successive warning shots at the skiff, all in vain. French naval frigate *FS De Grasse* in the nearby area halted the skiff, and boarded to capture the equipment. The photograph below shows the scene at the time.

On the 18th, receiving information from the vessel which was sailing in the Gulf of Aden, French naval frigate FS *De Grasse* patrolling 20 miles away from the area sent her helicopter. The helicopter observed a skiff and stopped it by warning shots. The frigate sent her boarding

team to inspect the skiff. Before the boarding team arrived, the six pirate suspects had thrown the equipment overboard.

Refer to the article on the Web site: Suspected pirate skiff disrupted by new EU NAVFOR flag ship FS DE GRASSE and ITS LIBECCIO'S helicopter

<http://www.eunavfor.eu/2010/08/suspected-pirate-skiff-disrupted-by-new-eu-navfor-flag-ship-fs-de-grasse-and-its-libeccio%e2%80%99s-helicopter/>

Another suspected pirate skiff disrupted by FS De Grasse

<http://www.eunavfor.eu/2010/08/another-suspected-pirate-skiff-disrupted-by-fs-de-grasse/>



Suspected pirate skiff disrupted by EU NAVFOR, the boarding team of FS *De Grasse*

Source: <http://www.eunavfor.eu/2010/08/suspected-pirate-skiff-disrupted-by-new-eu-navfor-flag-ship-fs-de-grasse-and-its-libeccio%e2%80%99s-helicopter/>

【Related Story】

“French warship makes 3rd disruption in 3 days” (EU NAVFOR Public Affairs Office, Press Release, August 20, 2010)

Also on the 19th, the French naval frigate FS *De Grasse* boarded to inspect a skiff with suspected pirates on board in the Gulf of Aden, making it the third disruption in three days by the FS *De Grasse*.

An outline of the article: On the 19th, the French naval frigate FS *De Grasse* boarded to inspect a skiff with suspected pirates on board in the Gulf of Aden, making it the third disruption in three days by the FS *De Grasse*. A dhow and a skiff were located by a Japanese maritime patrol aircraft while on patrol over the Internationally Recommended Transit Corridor (IRTC). Sailing approximately 50 nautical miles from the suspect skiff at the time, the FS *De Grasse* proceeded at full speed to the position given by the Japanese aircraft. FS *De Grasse* subsequently sent her helicopter and boarding party to intercept the skiff. Six suspected pirates were found on board the skiff, but all paraphernalia of possibly incriminating evidence had been thrown overboard. The suspect pirates were embarked on FS *De Grasse* where subsequent investigations took place. After all, the suspected pirates on board FS *De Grasse* were released and have been able to sail back to Somali coast.

Refer to the article on the Web site: Third disruption in three days for new EUNAVFOR French Flag Ship DE GRASSE

<http://www.eunavfor.eu/2010/08/third-disruption-in-three-days-for-new-eunavfor-french-flag-ship-de-grasse/>

1.2 Maritime Boundaries

August 1 “China Central TV airs NSF exercise” (Huanqiu Shibao, August 1, 2010)

According to *the PLA Daily* dated August 1, on July 27, a joint maritime search and rescue actual-troop exercise organized by the North Sea Fleet (NSF) of the Navy of the Chinese People’s Liberation Army (PLA) was staged in the nearby waters of Qingdao in Shandong Province. The current exercise was mainly organized by the NSF, and it was conducted jointly by seven military and local organizations, including the NSF aviation force, a support base of the NSF, the Shandong Maritime Affairs Administration, safety administration, the North Sea (NS) Rescue Bureau of the Ministry of Communications of the People’s Republic of China (PRC), and NS No. 1 Rescue Flying Service.

An Outline of the article. According to *the PLA Daily* dated August 1, on July 27, a joint maritime search and rescue actual-troop exercise organized by the Chinese North Sea Fleet (NSF) of the Navy of the Chinese People’s Liberation Army (PLA) was staged in the nearby waters of Qingdao in Shandong Province. The current exercise was mainly organized by the NSF, and it was conducted jointly by seven military and local organizations, including the NSF aviation force, a support base of the NSF, the Shandong Maritime Affairs Administration, safety administration, the North Sea (NS) Rescue Bureau of the Ministry of Communications of the People’s Republic of China (PRC), and NS No. 1 Rescue Flying Service. At sea, they transferred and evacuated the wounded, and conducted fire-fighting on the deck of the vessels that caused a fire in drills. A total of 12 ships and two rescue helicopters, five emergency support elements and 800 personnel from five damage and control and support units participated in the maritime search and rescue exercise which lasted for nearly seven hours.

Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-08/02/content_34815.htm

According to *the Huanqiu Shibao* dated August 1, the China’s Central TV aired part of the exercise in the South China Sea. In view of an expert, major naval vessels of each fleet of the PLA Navy, including the *Haikou*, and the *Wuhan* of the South Sea Fleet, the *Danjiazhuang* of the NSF, and the *Xiandai* of the East Sea Fleet, may have participated in the exercise.

Refer to the article on the Web site: Original text in Chinese;

http://news.xinhuanet.com/mil/2010-08/01/content_13947485.htm

August 1 “Navy journal –‘People’s Navy’ evaluates exercise in SCS” (Xinhua Net, August 1, 2010)

The Xinhua Net dated August 1 reprinted an article on the exercise in the South China Sea (SCS) which had been carried by the Chinese navy journal –“People’s Navy.” According to the report, the PLA Navy evaluates the joint live-ammunition training exercise of various naval units in the SCS, which was carried out on July 26, as unique, as it involves the most overall training elements in the Chinese naval history, the highest number of missiles fired, adoption of the highest level of information, and the most complicated anti-war type and practical drills in electromagnetic environments.

An outline of the article. The Xinhua Net dated August 1 reprinted an article on the exercise in the South China Sea (SCS) which had been carried by the Chinese navy journal –“People’s Navy.” According to the source, the navy journal reports on the recent exercise as follows.

- (1) The large scale of live-ammunition training exercise in the SCS, which was carried out on July 26, was unique, as it involved the most overall training elements in the Chinese naval history, the highest number of missiles fired, adoption of the highest level of information, and the most complicated anti-war type and practical drills in electromagnetic environments.
- (2) The exercise was staged in three areas of 18,000 square-kilometers, and 71 type 16 missiles were fired.
- (3) The PLA Navy observed the strategic deployment by the President Hu Jintao and the Central Military Commission, made efforts to improve the systematic, operational capabilities, and realized a basic network between the platforms of information, command, and intelligence and weapon systems.
- (4) The current exercise was an inspection of information systems in wartime in the PLA Navy.

Refer to the article on the Web site: Original text in Chinese;

http://news.xinhuanet.com/mil/2010-08/01/content_13947419.htm

August 2 “PLA Daily report on high-speed missile craft” (PLA Daily, Net Edition, August 2, 2010)

The PLA Daily dated the 2nd carried an article on the high-speed missile craft, which commented on its significance as well as the features and the trends of its future developments.

An outline of the article: *The PLA Daily* dated the 2nd carried an article on the high-speed missile craft, which is summarized as follows.

- (1) Missile craft can be used for attacks against enemy surface vessels with missiles, patrols, surveillance, and antisubmarine warfare in the area from coast to sea near the shore in cooperation with a single unit or other elements.
- (2) Missile craft is small as a target, is capable of sailing fast and maneuverable, has high attacking capability, and has features of operating covertly and making a surprise attack.
- (3) Missile craft is less seaworthy, its operational range is short, and its self-defense capability is weak.
- (4) Future development trends of missile craft are: (a) Improvement of performance of navigating

in a high sea; (b) Equipment of anti-ship missiles with over-the-horizon range and light-weight anti-air missiles and increase of attack defense capabilities; (c) Improvement of reaction capability by expanding patrol area by deploying a helicopter; and (d) Improvement of overall performance of a platform by adopting new designs, new materials, and new equipment.



Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/ifbmap/content/2010-08/02/content_34792.htm

August 2, “Russia to develop Syrian port of Tartus as naval base” (RIA Novosti, August 2, 2010)

Russia's naval supply and maintenance site near Syria's port of Tartus will be modernized to accommodate heavy warships after 2012, the Russian Navy chief Adm. Vladimir Vysotsky said on the 2nd. According to the Russian navy chief, the first stage of development and modernization will be completed in 2012, adding it could then serve as a base for guided-missile cruisers and even aircraft carriers. The port facility is being renovated to serve as a foothold for a permanent Russian naval presence in the Mediterranean.

An outline of the article: Russia's naval supply and maintenance site near Syria's Mediterranean port of Tartus will be modernized to accommodate heavy warships after 2012, the Russian Navy chief Adm. Vladimir Vysotsky said on the 2nd. According to the Russian navy chief, the first stage of development and modernization will be completed in 2012, adding it could then serve as a base for guided-missile cruisers and even aircraft carriers. The Soviet-era facility is operated under a 1971 agreement by Russian personnel. Since 1992 only one of its three floating piers has been operational. According to Navy experts, the facility is being renovated to serve as a foothold for a permanent Russian naval presence in the Mediterranean. Russian President Dmitry Medvedev said in November 2009 Russia would increase its naval presence in the world's oceans. Moscow announced in 2007 that its Navy had resumed and would build up a constant presence throughout the world's oceans. The Russian Navy now has few ships regularly deployed on the open seas.

Refer to the article on the Web site: Russian Navy to base warships at Syrian port after 2012

<http://en.rian.ru/russia/20100802/160041427.html>

August 2 “Fifth Chinese naval escort flotilla on anti-piracy mission visits Italy” (PLA Daily, Net Edition, August 3, 2010)

The destroyer “*Guangshou*” and frigate “*Chaohu*” of the fifth Chinese naval escort flotilla on an anti-piracy mission visited Egypt, Italy, Greece and Myanmar on their way home.

An outline of the article: On the 2nd, the destroyer “*Guangshou*” and the frigate “*Chaohu*” of the fifth Chinese naval escort flotilla visited Taranto in Italy. Completing their anti-piracy mission in the Gulf of Aden and off Somalia, these naval vessels of the fifth Chinese naval escort flotilla are scheduled to visit Egypt, Italy, and Greece one after another.

Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-08/03/content_34962.htm

http://eng.mod.gov.cn/DefenseNews/2010-08/03/content_4180260.htm

【Related Story 1】

“Fifth Chinese naval escort flotilla on anti-piracy mission visits Greece” (PLA Daily, Net Edition, August 10, 2010)

On the 9th, the destroyer *Guangzhou* and frigate *Chaohu* of the fifth Chinese naval escort flotilla visited Greece's Piraeus Port.

An outline of the article: On the 9th, the destroyer *Guangzhou* and frigate *Chaohu* of the fifth Chinese naval escort flotilla visited Greece's Piraeus Port. The Chinese Navy escorted the Greek merchant vessels which had been surrounded by the pirate boats two times – in January 2009 and in February 2010. Additionally, the Chinese naval escort flotilla has successfully escorted some 20 Greek commercial vessels.

Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-08/10/content_35569.htm

【Related Story 2】

“Fifth Chinese naval escort flotilla on anti-piracy mission visits Myanmar” (PLA Daily, Net Edition, August 30, 2010)

On the 29th, the destroyer *Guangzhou* and frigate *Chaohu* of the fifth Chinese naval escort flotilla made a port call in Myanmar.

An outline of the article: On the 29th, the destroyer *Guangzhou* and frigate *Chaohu* of the fifth Chinese naval escort flotilla made a port call in Myanmar. It is the first time that the Chinese naval fleet visited Myanmar. Two hundred persons, including Chinese Embassy Staff, workers in the Chinese companies, oversea Chinese and students, are said to have been welcomed.

Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-08/30/content_37236.htm

August 4 “Chinese NSF air force conducts drills” (PLA Daily, Net Edition, August 4, 10, 2010)

The PLA Daily dated the 4th reported that the air force of the Chinese North Sea Fleet (NSF)

conducted an offensive exercise of actual war scenario in the all-functions, all-elements and all weapons. In the article dated the 10th, the air force conducted night flight drills over Liaodong Peninsula in Liaoning Province and Jiaodong Peninsula in Shandong Province.

An outline of the article: *The PLA Daily* dated the 4th reported that the air force of the Chinese North Sea Fleet (NSF) conducted an offensive exercise of actual war scenario in the all-functions, all-elements and all weapons. In the article dated the 10th, the air force conducted night flight drills over Liaodong Peninsula in Liaoning Province and Jiaodong Peninsula in Shandong Province. The exercise was commenced at 0130 and was ceased at 0327. In the exercise, they took off from the first departing points, gathered in the maritime area previously designated, and conducted flight training in high altitudes, into all directions, and extraordinarily in low altitudes. Additionally, as the designated military district is responsible for a mission of the information hub for naval and air force elements, a more emphasis is given on the flight training during night time, particularly in mid-night.

Refer to the article on the Web site: Original text in Chinese;

http://eng.mod.gov.cn/DefenseNews/2010-08/04/content_4180888.htm

http://eng.mod.gov.cn/DefenseNews/2010-08/10/content_4182681.htm

August 5 “South Korean military force begins massive ASW drills” (BBC News, August 5, 2010)

On the 5th, South Korean military force has launched its biggest-ever anti-submarine exercises in the Yellow Sea. Some 4,500 personnel, 25 ships, and 50 planes are taking part in five days of drills.

An outline of the article: On the 5th, South Korea has launched its biggest-ever anti-submarine exercises in the Yellow Sea. Some 4,500 personnel, 25 ships, and 50 planes are taking part in five days of drills. Marines stationed on islands close to the border will conduct live-fire exercises with guns facing south. “The focus of the exercises is to strengthen our response to the enemy's asymmetric provocations and also our joint operations capabilities,” an official at the Joint Chiefs of Staff said.

Refer to the article on the Web site: South Korea begins massive military drill

<http://www.bbc.co.uk/news/world-asia-pacific-10875916>



Source: BBC News, August 5, 2010

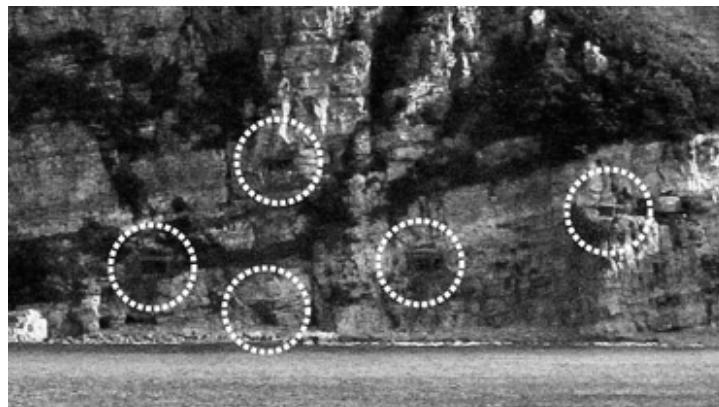
【Related Story】

“North Korea fires some 130 artillery shells into Yellow Sea” (The Chosun Ilbo, August 10, 2010)

On the 9th, North Korea fired some 130 artillery shells without warning into waters near the Northern Limit Line, the de facto maritime border. The Defense Ministry and the JCS said the shells fell into waters north of the NLL.

An outline of the article: According to South Korea's Joint Chiefs of Staff, North Korea fired some 130 artillery shells without warning into waters near the Northern Limit Line, the de facto maritime border, on the 9th. The North's 130 mm coastal artillery guns have a range of 27 km. The Defense Ministry and the JCS said the shells fell into waters north of the NLL. It followed on the day South Korea ended a five-day anti-submarine exercise in the West Sea.

Refer to the article on the Web site: N. Korea Fires Artillery Near Sea Border
http://english.chosun.com/site/data/html_dir/2010/08/10/2010081000339.html



North Korean coastal artillery batteries (in dotted circles) on Jangsan Cape in this satellite image taken Monday (August 9, 2010)

Source: The Chosun Ilbo, August 10, 2010

August 8 “U.S., Vietnam conduct joint naval exercise” (U.S. 7th Fleet Public Affairs, August 8, and U.S. Navy News Service, August 10, 2010)

On the 8th, the U.S. 7th Fleet kicked off naval engagement activities with the Vietnam People's Navy off Da Nang in central Vietnam to commemorate the 15th anniversary of normalization of relations between the United States and Vietnam. From the U. S. side, Task Force 73 composed of USS *George Washington* (CVN 73), USS *John S. McCain* (DDG 56) and other vessels were involved. After the exercises, the USS *John S. McCain* (DDG 56) visited Da Nang on August 10. This is the first time USS *John S. McCain* has visited Vietnam.

An outline of the article: On the 8th, the U.S. 7th Fleet kicked off naval engagement activities with the Vietnam People's Navy off Da Nang in central Vietnam to commemorate the 15th anniversary of normalization of relations between the United States and Vietnam. From the U. S. side, Task Force 73 composed of USS *George Washington* (CVN 73), USS *John S. McCain* (DDG 56), USS *Curtis Wilbur* (DDG 54), USS *Chung-Hoon* (DDG 93) and USS *McCampbell* (DDG 85) were involved. The joint activities are centered round non-combatant training, such as damage control, search and rescue, and skills exchanges like cooking and maintenance events. A group of government and military leaders flew from the city of Da Nang to the aircraft carrier USS *George Washington* on August 8 to meet with Navy leadership and observed the strike group as it operated in the South China Sea. “This is indicative of the increasingly closer ties between the U.S. and Vietnam,” said Rear Adm. Ron Horton, commander, Task Force 73 and commander, Logistics Group Western Pacific. “Exchanges like this are vital for our navies to gain a greater understanding of one another, and build important relationships for the future.”

After the exercises, the USS *John S. McCain* visited Da Nang on August 10. This is the first time USS *John S. McCain* has visited Vietnam.

Refer to the article on the Web site: Seventh Fleet Kicks off Vietnam Naval Engagement Activities

<http://www.c7f.navy.mil/news/2010/08-August/07.htm>

USS McCain Arrives in Vietnam to Commemorate 15th Anniversary of Diplomatic Relations

http://www.navy.mil/search/display.asp?story_id=55216

August 16 “Multilateral Joint Maritime Exercise hosted by Australia begins” (Australian Navy HP, Press Release, August 14, 2010)

From August 16 to September 3, the Royal Australian Navy will host the international maritime exercise, called Exercise KAKADU 2010, off the coast of Darwin. More than 3,000 personnel, ships, and aircraft from four nations - Thailand, Singapore, New Zealand and Japan - will participate in the exercise.

An outline of the article: From August 16 to September 3, the Royal Australian Navy will host the international maritime exercise, called Exercise KAKADU 2010, held off the coast of Darwin. More than 3,000 personnel, ships, and aircraft from four nations - Thailand, Singapore, New Zealand and Japan - will participate in the exercise. The Australian Navy will be represented by eight naval vessels and aircraft. The exercise, now in its 20th year, aims to improve

interoperability in multilateral missions. Additionally, from Japan, the Destroyer “*Akebono*” and two P-3C maritime patrol aircraft will participate in the exercise. Moreover, France, India, Indonesia, South Korea, Malaysia, Papua New Guinea, and the Philippines will join the exercise as observers.

Refer to the article on the Web site: Exercise KAKADU 2010 begins off Darwin

[http://www.navy.gov.au/Exercise KAKADU 2010 Begins Off Darwin](http://www.navy.gov.au/Exercise_KAKADU_2010_Begins_Off_Darwin)

<http://www.mod.go.jp/msdf/formal/info/news/201008/081601.pdf>

August 16 “Darwin is best place for US base: Australian expert” (The Australian, August 19, 2010)

Greg Sheridan, Foreign Editor of the Australian newspaper, *The Australian*, and a visiting scholar at The Woodrow Wilson International Center for Scholars, has contributed an article to *The Australian* dated the 19th. In the article, Sheridan mentions: The new Australian prime minister is going to have to face a complex security equation in the Asia-Pacific. It will be characterised by increasing competition between the US and China. One decision that might very well be required is whether to offer the American military significantly greater basing facilities at Darwin.

An outline of the article: Greg Sheridan, Foreign Editor of the Australian newspaper, *The Australian*, and a visiting scholar at The Woodrow Wilson International Center for Scholars, has contributed an article to *The Australian* dated the 19th. In the article, Sheridan mentions: The new Australian prime minister is going to have to face a complex security equation in the Asia-Pacific. It will be characterised by increasing competition between the U.S. and China. One decision that might very well be required is whether to offer the American military significantly greater basing facilities at Darwin. The gist of his article is as follows.

- (1) Almost everyone in Asia wants that U.S. presence, but very few political leaders are willing to champion it publicly. This reticence comes from a number of sources. One is a fear of annoying the Chinese. Another is a fear of stirring up anti-Americanism at home.
- (2) The overarching necessity of Australian international policy is keeping the Americans fully engaged in Asia, both in security and in trade. The U.S. has five full military treaty allies in Asia: Japan, South Korea, Thailand, The Philippines and Australia. It is also developing a strong strategic relationship with Vietnam, of all places. It is also working hard on Indonesia and Malaysia. This is partly the region hedging against China, but it is also a determination by the Obama administration to fully renovate the US presence in Asia.
- (3) U.S. Defence Secretary Robert Gates told the Shangri-La Dialogue in Singapore in June: “My government's overriding obligation to allies, partners and the region is to reaffirm America's security commitments in the region.” In addition, Gates said: “The strength of U.S. commitment and deterrent power will be expressed through the continued forward presence of substantial U.S. forces in the region; one general trend should be clear: the U.S. defence posture in Asia is shifting to one that is more geographically distributed, operationally resilient and politically sustainable. The build-up on Guam is part of this.”

- (4) If you were looking for somewhere in or around Southeast Asia where a greater U.S. military presence would be more geographically distributed, operationally resilient and politically sustainable, where might that be? You couldn't choose words that scream Darwin any louder. Apart from anything else, there is the question of money. So, apart from anything else, the U.S. won't have the money to build big new bases. But a greater U.S. naval and air force presence in Darwin, perhaps even some Marine element, and certainly pre-positioning of materiel: that might just make a lot of sense.

Refer to the article on the Web site: Best place for a larger US base

<http://www.theaustralian.com.au/national-affairs/commentary/best-place-for-a-larger-us-base/story-e6fgd0x-1225907038866>

August 16 “U.S. Defense Department releases Annual Report on Chinese military trends” (U.S. Department of Defense HP, August 16, 2010)

On the 16th, the U.S. Defense Department released an annual report on the Chinese military trends - Annual Report to Congress: Military and Security Developments Involving the People's Republic of China 2010. The report was issued extremely late this year, compared to other years in the past when it was released in around March. Moreover, the title of the report is different from the “Annual Report to Congress: Military Power of the People's Republic of China” in the previous years.

An outline of the article: On the 16th, the U.S. Defense Department released an annual report on the Chinese military trends - Annual Report to Congress: Military and Security Developments Involving the People's Republic of China 2010. The report was issued extremely late this year, compared to other years in the past when it was released in around March. Moreover, the title of the report is different from the “Annual Report to Congress: Military Power of the People's Republic of China” in the previous years.

The report mentions the main points as the noteworthy events viewed in the annual Chinese military power as follows.

- (1) By December 2009, the PLA had deployed between 1,050 and 1,150 short-range ballistic missiles (SRBM) to units opposite Taiwan.
- (2) China is developing an anti-ship ballistic missile (ASBM) based on a variant of the medium-range ballistic missile (MRBM). The missile has a range in excess of 1,500 km, which will provide the PLA the capability to attack ships, including aircraft carriers, in the western Pacific Ocean.
- (3) Construction of a new PLA Navy base on Hainan Island is essentially complete. The base is large enough to accommodate a mix of attack and ballistic missile submarines and advanced surface combatants. The base, which has underground facilities, provides the PLA Navy with direct access to vital international sea lanes, and offers the potential for stealthy deployment of submarines into the South China Sea.
- (4) China has an active aircraft carrier research and development program. The PRC could start construction of an indigenous platform by the end of 2010. China is interested in building

multiple operational aircraft carriers with support ships in the next decade. The PLA Navy has reportedly decided to initiate a program to train 50 pilots to operate fixed-wing aircraft from an aircraft carrier.

- (5) The pace and scope of China's military modernization have increased over the past decade, enabling China's armed forces to increase China's options for using military force to gain diplomatic advantage or resolve disputes in its favor.

Full text of the report is available on the Web site below:

http://www.defense.gov/pubs/pdfs/2010_CMPR_Final.pdf

【Related Story】

“China's Defense Ministry spokesman refutes Pentagon's China report” (PLA Daily, Net Edition, August 18, 2010)

On the 18th, responding to a recent Pentagon report on China's military development issued by the U. S. Defense Department, Geng Yansheng, a spokesman of China's Defense Ministry, voiced its opposition, and emphasized: China has adhered, and will always adhere, to the path of peaceful development and has pursued a defensive national defense policy. The country will neither enter an arms race nor use its military to threaten any other country.

An outline of the article: On the 18th, responding to a recent Pentagon report on China's military development issued by the U. S. Defense Department, Geng Yansheng, a spokesman of China's Defense Ministry, voiced its firm opposition to the report. Below is the gist of Geng's speech.

- (1) China has always adhered, and will adhere, to the path of peaceful development and has pursued a defensive national defense policy. The country will neither enter an arms race nor use its military to threaten any other country.
- (2) China's military development is reasonable and appropriate, and is aimed to protect its national sovereignty, security and territorial integrity, as well as keep pace with the rapid military development in the world.
- (3) Chinese military forces had actively carried out exchanges and cooperation with their foreign counterparts, in order to protect world peace and regional stability.
- (4) China has always attached great importance to Sino-U.S. military ties and has made great efforts to improve the ties. It is necessary for the U.S. side to view China's national defense and military build-up from an objective and just perspective, put an end to publishing such a report to the Congress for the improvement and development of Sino-U.S. military relations.

Refer to the article on the Web site:

http://www.chinamil.com.cn/jfjbmap/content/2010-08/19/content_36351.htm

August 17 “Multinational exercise at Panama Canal starts” (MercoPress (South Atlantic News Agency), August 18, 2010)

On the 17th, as part of a joint, multinational effort to defend the Panama Canal, an exercise, called PANAMAX 2010, involving more than 2,000 civilian and military personnel from 18

countries, was kicked off. The exercise lasts for 12 days.

An outline of the article: On the 17th, as part of a joint, multinational effort to defend the Panama Canal, an exercise, called PANAMAX 2010, involving more than 2,000 civilian and military personnel from 18 countries, was kicked off. The exercise lasts for 12 days. The purpose of the exercise is to enhance regional cooperation and exercise participating nations' ground, naval, air and special operators' ability to respond to threats to the Panama Canal and plan for a major humanitarian assistance and disaster relief event in the region. Co-sponsored by the Government of Panama and U.S. Southern Command, PANAMAX 2010 is one of the largest multinational maritime training exercises in the world, and is taking place in the waters off the coasts of Panama until August 27.

Refer to the article on the Web site: Military exercise to defend the Panama Canal brings together 18 countries

<http://en.mercopress.com/2010/08/18/military-exercise-to-defend-the-panama-canal-brings-together-18-countries/>

August 18 “Chinese Navy’s training ship Zhenghe, missile frigate Mianyang visit PNG” (PLA Daily, English Edition, August 18, 2010)

On the 17th, the training ship “*Zhenghe*” and the guided-missile frigate “*Mianyang*” of the Navy of the Chinese People’s Liberation Army (PLA) arrived at Port Moresby to start a 4-day-long visit to Papua New Guinea (PNG) Arriving at Vanuatu on the 26th, they started a four-day friendly visit.

An outline of the article: On the 17th, the training ship “*Zhenghe*” and the guided-missile frigate “*Mianyang*” of the Navy of the Chinese People’s Liberation Army (PLA) arrived at Port Moresby to start a 4-day-long visit to Papua New Guinea (PNG). It is the first time for a PLA navy ship formation to visit PNG since the establishment of diplomatic relationship between PNG and China. According to Leng Zhenqing, commander of the PLA navy ship formation, this visit to PNG is significant for China to disseminate its concept of “harmonious ocean” and promote further exchanges between the two countries.

Refer to the article on the Web site: PLA navy ship formation pays visit to PNG

http://eng.mod.gov.cn/DefenseNews/2010-08/18/content_4185509.htm

【Related Story】

“Chinese Navy's training ship Zhenghe, missile frigate Mianyang visit Vanuatu” (PLA Daily, English Edition, August 26, 2010)

On the 26th, the training ship “*Zhenghe*” and guided-missile frigate “*Mianyang*” of the Navy of the Chinese People’s Liberation Army (PLA) arrived at Vanuatu to begin a 4-day-visit to this country.

An outline of the article: On the 26th, the training ship “*Zhenghe*” and guided-missile frigate “*Mianyang*” of the Navy of the Chinese People’s Liberation Army (PLA) arrived at Vanuatu to begin a 4-day-visit to this country. It is the first time for the PLA naval ship formation to visit

Vanuatu. During its visit to Vanuatu, the PLA naval ship formation will be open to the local people.

Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-08/27/content_37015.htm

August 23 “Japan to build military base in Djibouti” (Shiptalk, August 23, 2010)

The Japanese government is to build its foreign military base in Djibouti. The plan is aimed at strengthening and sustaining its fight against Somali pirates, Japanese ambassador to Ethiopia, Kin-ichi Komano, has announced.

An outline of the article: The Japanese government is to build its foreign military base in Djibouti. The plan is aimed at strengthening and sustaining its fight against Somali pirates, Japanese ambassador to Ethiopia, Kin-ichi Komano, has announced. After the signing of a land leasing agreement a few weeks ago between Japan and Djibouti allowing the construction of a military facility in Djibouti, Japan will be the third country to have a military base in Djibouti next to U.S. and France. Japan has deployed two military ships and two reconnaissance airplanes to dispose of the pirates attack. Explaining why his government needs to have its own facility, Ambassador Kin-ichi indicated that while Japanese reconnaissance airplanes are now using Djibouti’s airport for landing and refueling his government does not intend to continue seeking accommodation at the U.S. military base for their operational staff on a long-term basis.

Refer to the article on the Web site:

Land Forces; <http://www.shiptalk.com/?p=5558>

1.3 Maritime Boundaries

August 2 “Background of Chinese claiming sovereignty over SCS: Expert’s views” (The Straits Times, August 2, 2010)

Michael Richardson, a fellow of the Institute of Southeast Asian Studies in Singapore, has contributed an article titled “Chinese patience limited over maritime underbelly” to the Singaporean daily newspaper *The Strait Times* dated the 2nd. In this article Richardson mentions that, although China hopes to enhance its security by supporting its rapidly developing economy, and establishing the buffer-zone into the distant sea, the China’s exclusive economic zone (EEZ) has not a large expanse. Richardson discusses the major points over the background of a Chinese claim of sovereignty over the South China (SCS), and suggests even the possibility of the use of force.

An outline of the article: Michael Richardson, a fellow of the Institute of Southeast Asian Studies in Singapore, has contributed an article titled “Chinese patience limited over maritime underbelly” to the Singaporean daily newspaper, *The Strait Times* dated the 2nd. In this article Richardson mentions that, although China hopes to enhance its security by supporting its rapidly

developing economy, and establishing the buffer-zone into the distant sea, the China's exclusive economic zone (EEZ) has not a broad expanse, and Richardson discusses the major points over the background of a Chinese claim of sovereignty over the South China (SCS) as follows.

- (1) Although China is the third-largest country in the world in land size, its coastline is relatively short and the uncontested islands it holds are not far from the coast, China has not generated a huge belt of Exclusive Economic Zone (EEZ) as other nations have, among them the United States, Russia, Canada and Japan. Yet it has an internationally recognized sea area covered by its EEZ of just 880,000 sq km. By comparison, the US EEZ area is over 12 million sq km, Russia's is more than 7.5 million sq km, Canada's 5.5 million sq km and Japan's 4.4 million sq km.
- (2) China blames its pygmy status as an offshore power on the U.S., Japan, Britain and European nations that colonized and carved up Asia when China was weak and had to relinquish islands in the South and East China seas that it claims had been Chinese for centuries.
- (3) The Chinese mainland is flanked from north to south by the Bohai, Yellow, East China and South China seas. The Bohai Sea is skirted by Chinese land territory and is described by China as its continental sea. The Yellow Sea is shared with North and South Korea. As seas go, both the Bohai and Yellow Sea are relatively small. So, too, is the East China Sea between the islands of southern Japan and China. Japan and China have a longstanding disagreement over where their respective EEZ borders should be in the East China Sea, and which of them is the rightful owner of the Japanese-administered Senkaku Islands. Their overlapping claims in the area amount to 130,000 sq km. However, by far the biggest Chinese offshore claim is in the South China Sea. Beijing says that the four seas flanking its coast have a total area of 4.73 million sq km. As much as 3.5 million sq km is in the South China Sea, the maritime heartland of South-east Asia but also China's sensitive underbelly.
- (4) China claims sovereignty over many islands, islets, reefs and shoals in the South China Sea, including the Paracel Islands, contested by Vietnam, and the Spratly archipelago, claimed in full by Vietnam and in part by the Philippines and Malaysia. Beijing reaffirmed its sweeping assertion of control in a letter in May last year to the United Nations Secretary-General Ban Ki Moon, attaching a map showing the approximate extent of the claim. It covers as much as 80 per cent of the South China Sea, China declared that it had 'indisputable sovereignty' over the islands and adjacent waters covered by the map, and that it had 'sovereign rights and jurisdiction over the relevant waters as well as the seabed and subsoil thereof'.
- (5) Against such a Chinese move, by letter dated July 8, Indonesia recently wrote to Mr. Ban contesting China's position and saying that it 'clearly lacks international legal basis', risks upsetting the UN law of the sea treaty, and 'encroaches (on) the legitimate interest of the global community'. The Indonesian letter points out that China cannot legitimately claim an extended EEZ or continental shelf based on sovereignty over the widely scattered Spratly Islands. Although the Spratlys consist of over 100 reefs, atolls and islets, most of which are not islands stipulated by the United Nations Convention on the Law of the Sea (UNCLOS), and have neither the EEZs nor continental shelves.

(6) How far will Beijing go to recover its so-called lost territories in the South China Sea? Will it use force or the threat of force? China has used force to integrate Tibet and Xinjiang and lists them as 'core' national sovereignty interests, along with Taiwan. In March 2010, senior US officials were told that Beijing put the South China Sea in the same 'core' interest category and would not accept any interference in internal affairs. Chinese armed forces seized the Paracel Islands from Vietnam in 1974. They clashed with Vietnam again in 1988, paving the way for the first Chinese garrisons in the Spratly Islands. In 1995, military power was used to back the Chinese occupation of Mischief Reef, claimed by both the Philippines and Vietnam. While China has shown restraint in the South China Sea in recent years, its ambitions appear to be far-reaching and its patience limited.

Refer to the article on the Web site: Chinese patience limited over maritime underbelly

http://www.straitatimes.com/Review/Others/STIStory_560692.html

August 29 “Singapore, Indonesia ratify sea boundary treaty” (Bernama, August 30, 2010)

On the 29th, Singapore and Indonesia ratified the treaty between the two countries relating to the delimitation of the territorial seas in the western part of the Strait of Singapore. They signed the exchange of the instruments of ratification at the Singaporean foreign ministry. The territorial sea boundary line agreed in this treaty is the continuation of the territorial sea boundary line as previously agreed upon in the treaty signed by both sides on May 25, 1973. On the one hand, Indonesia and Singapore still need to settle their borders on the eastern parts in the Singapore Strait. On the other, Malaysia too has not settled its territorial sea boundary line with Indonesia on the eastern part of the Singapore Strait.

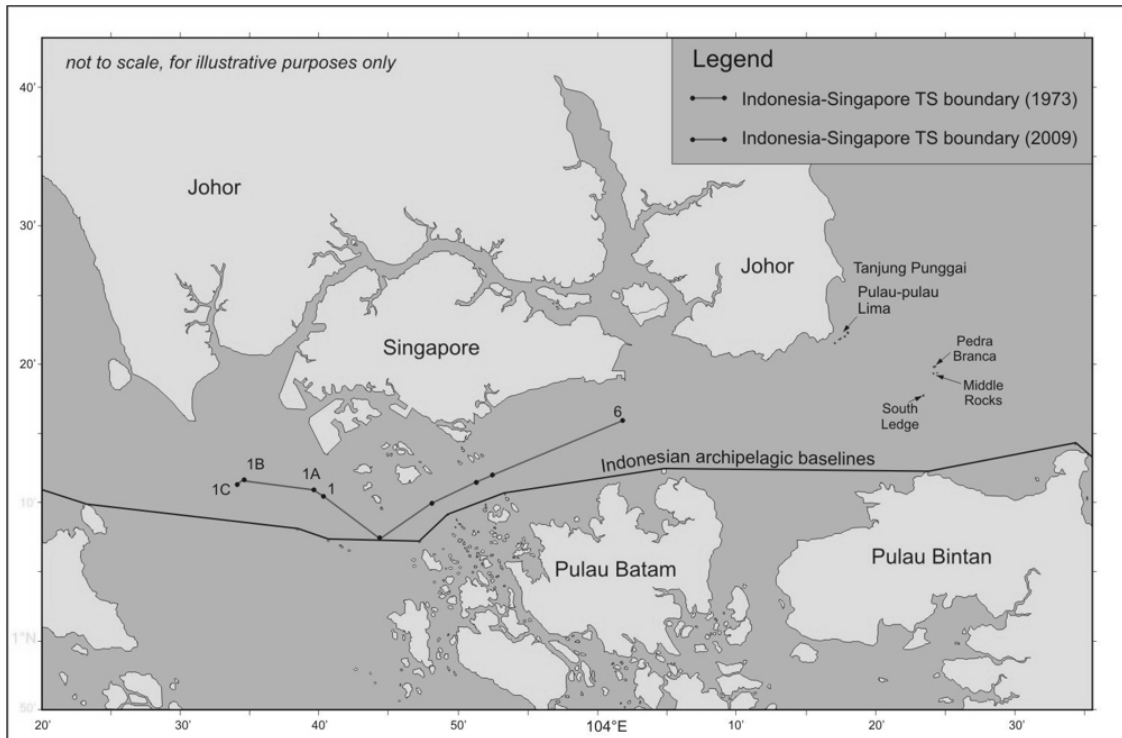
An outline of the article: On the 29th, Singapore and Indonesia ratified the treaty between the two countries relating to the delimitation of the territorial seas in the western part of the Strait of Singapore. The foreign ministers of the two countries signed the exchange of the instruments of ratification at the Singaporean foreign ministry. The Indonesian Embassy in Singapore said in a statement the territorial sea boundary between Indonesia and Singapore was determined on the basis of international law, in particular, the United Nations Convention on the Law of the Sea (UNCLOS) 1982, to which both countries were parties. The territorial sea boundary line agreed in this treaty is the continuation of the territorial sea boundary line as previously agreed upon in the treaty signed by both sides on May 25, 1973. It said the establishment of the line, from the archipelagic baseline at Pulau Nipa up to Pulau Karimun Besar, in the western part would allow law enforcement authorities and navigation officials from both sides to carry out their duties more definitely in the strait (Refer to the map). The treaty would be the legal basis for officials of the two countries in overseeing the security, safety of navigation, law enforcement and the protection on their maritime zones under their existing national law, it added.

However, Indonesia and Singapore still need to settle their borders on the eastern parts between Batam and Changi, and the area located between Bintan and South Ledge, Middle Rock, and Batu Outeh which awaits further negotiation between Singapore and Malaysia following the

International Court of Justice ruling on the matter in 2008* (Refer to the map).

Meanwhile, Malaysia too has not settled its territorial sea boundary line with Indonesia between Johor and Bintan/Batam on the eastern part of the Singapore Strait, which recently became an issue for the two governments after their marine enforcement agencies came face to face with one another.

Refer to the article on the Web site: Singapore, Indonesia Ratify Sea Boundary Treaty;
<http://bernama.com/bernama/v5/newsgeneral.php?id=525118>



The new maritime boundary agreement between Indonesia and Singapore

Source: http://www.asmmag.com/content_images/1674

Note* : On the judgment of the International Court of Justice, refer to OPRF MARINT Monthly Report, May 2008, 1.3 Hot Topic.

【Related Story】

“Indonesian President orders immediate border talks over maritime border with Malaysia” (Antara News, August 21 and Xinhua, August 27, 2010)

On the 20th, Indonesian President Susilo Bambang Yudhoyono has ordered immediate sea border talks with Malaysia during a meeting with Foreign Minister and Fisheries and Maritime Affairs Minister. The Indonesian Maritime Affairs Minister said the talks could hopefully be started in early September.

An outline of the article: On the 20th, Indonesian President Susilo Bambang Yudhoyono has ordered immediate sea border talks with Malaysia during a meeting with Foreign Minister and Fisheries and Maritime Affairs Minister. The Indonesian Maritime Affairs Minister said his office

would coordinate with the Malaysian authorities to start the talks. He said the talks could hopefully be stated as early as in September.

In the background of the presidential order is the incident in which Malaysian police detained three Indonesian officers of the Fisheries and Maritime Affairs Ministry off Riau Islands on the 13th and took them to Malaysia. Three Indonesian fisheries officers based in Riau Islands Province were on their way to Batam Island while escorting a Malaysian fishing boat that had been caught poaching in Indonesian waters. Citing *The Jakarta Post*, the Chinese Xinhua New Agency reports this incident has sparked public anger in Indonesia. Malaysia claims part of the waters around Riau Islands after it issued its new map in 1979.

Refer to the article on the Web site: President orders immediate sea border talks with Malaysia

<http://www.antaraneews.com/en/news/1282325674/president-orders-immediate-sea-border-talks-with-msia>

Indonesia mulls joint patrols in disputed waters

http://www.chinadaily.com.cn/xinhua/2010-08-27/content_773557.html

August 26 “China plants flag under South China Sea” (Reuters, August 27, 2010)

On the 26th, China said it had used a small, manned submarine to plant the national flag deep beneath the South China Sea, where Beijing claims dominium.

An outline of the article: On the 26th, China said it had used a small, manned submarine to plant the national flag deep beneath the South China Sea, where Beijing claims dominium. The submarine achieved 17 dives from May to July, when it went as deep as 3,759m below the South China Sea, China News Service said. Chinese news reports did not say the area in detail where the submarine went. It was the first time a Chinese submersible vehicle has gone that deep, the reports said. The current submarine test underscored China’s ambitions to join the race for resources in the ocean depths. “This success also shows that our country has become one of the handful possessing deep-sea manned submersible technology,” said Liu Feng, the engineer in charge of the deep-sea dive.

Refer to the article on the Web site: Beijing claims to plant flag under South China Sea

<http://www.taipeitimes.com/News/front/archives/2010/08/27/2003481410>

Refer to the following URL. You can see the video of submariners on the maiden voyage of the vessel, including the moment a robot planted a Chinese national flag at the bottom of the South China Sea broadcasted by China’s CCTV news channel.

<http://www.telegraph.co.uk/news/newsvideo/7965562/Chinese-state-TV-broadcasts-launch-of-new-submarine.html>

1.4 Diplomacy and International Relations

August 5 “Vietnam accuses China of conducting seismic exploration near the Paracel Islands” (Reuters, August 5, 2010)

On the 5th, Vietnamese foreign ministry spokeswoman accused China of violating its sovereignty by conducting seismic exploration near the Paracel Islands in the South China Sea.

An outline of the article: On the 5th, Vietnamese foreign ministry spokeswoman accused China of violating its sovereignty by conducting seismic exploration near the Paracel Islands. She said, “China's action has severely violated Vietnam's indisputable sovereignty over the Paracel Islands and Vietnam's sovereign rights to its continental shelf and its 200 nautical mile exclusive economic zone (EEZ).” Vietnam demanded that China immediately cease and stop the recurrence of these violations to contribute to peace and stability in the South China Sea.

Refer to the article on the Web site: Vietnam says China violates its sovereignty in sea

<http://in.reuters.com/article/idINIndia-50656220100805>

August 6 “China emphasizes relations with Pacific Island Nations: Cui Tiankai, Chinese Vice Foreign Minister” (Xinhua Net, August 7, 2010, Japan’s Foreign Ministry, August 7, 2010)

On the 6th, Chinese Vice Foreign Minister Cui Tiankai said on the sidelines of the 22nd Post-Forum Dialogue Meeting of the Pacific Islands Forum (PIF) held in Port Villa, capital of Vanuatu, that the Chinese government emphasizes friendly, cooperative relations with the Pacific Islands.

An outline of the article: On the 6th, Chinese Vice Foreign Minister Cui Tiankai said the Chinese government emphasizes friendly, cooperative relations with the Pacific Islands. The gist of the speech of Cui Tiankai on the sidelines of the 22nd Post-Forum Dialogue Meeting of the Pacific Islands Forum (PIF) held in Port Villa, capital of Vanuatu, is as follows.

- (1) China will continue to develop friendly cooperative relations with Pacific island countries based on the Five Principles of Peaceful Coexistence, offer assistance within its ability to these countries and do more practical things for economic and social development of island countries.
- (2) China will continue to help the Pacific island countries build capacity to tackle the global financial crisis and climate change, and support the sustainable economic and social development of the island countries.

From Japan, Yasushi NISHIMURA, Parliamentary Vice-Minister for Foreign Affairs, participated, and had a bilateral talk with Kurt M. Campbell, U.S. Assistant Secretary of State for East Asia and Pacific Affairs, and Chinese Vice Foreign Minister Cui Tiankai among others, respectively.

Refer to the article on the Web site: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-08/07/content_35321.htm

The Ministry of Foreign Affairs, Japan HP;

http://www.mofa.go.jp/mofaj/area/pif/1008_gh.html

1.5 Shipping, Shipbuilding and Harbors

August 3 “India to install monitoring portals in major ports by 2012” (Fairplay Daily News, August 3, 2010)

According to the India’s shipping ministry, India’s major ports of Chennai, Tuticorin, Kandla and Mumbai have been ordered to install radiation monitoring portals by 2012. The ministry also intends to install both radioactive portals and X-rays at private and minor ports after 2012.

An outline of the article: According to the shipping ministry, India’s major ports have been ordered to install radiation monitoring portals by 2012. The order was in reaction to the discovery of radioactive material in a consignment of scrap sent to Germany in February 2009. Installing of the equipment is expected to cost \$3.2M. An X-ray scanner is operated at present only by Jawaharlal Nehru Port Trust in Navi Mumbai, but that equipment is to be installed also at Chennai, Tuticorin, Kandla and Mumbai. The ministry also intends to install both radioactive portals and X-rays at private and minor ports after 2012. The major ports account for 70% of throughput in India.

Refer to the article on the Web site: Radioactive monitors ordered; Access is available to subscribers only.

August 10 “Suez Canal revenues in July rise 6.1 %” (Fairplay Daily News, August 10, 2010)

Suez Canal Authority revenues rose 6.1% year on year in July. The authority posted revenues of \$406.2M for July, from \$383.7M in the previous month and \$382.9M in July 2009. It expects revenues from the waterway to show robust growth rates after August, on the back of the recent deepening of the canal, a rebound in world trade activity and higher prices of oil in global markets.

An outline of the article: According to the IHS Global Insight report dated 10 July, Suez Canal Authority revenues rose 6.1% year on year in July. The authority posted revenues of \$406.2M for July, from \$383.7M in the previous month and \$382.9M in July 2009, it said. IHS Global Insight commented that the increases reflect slowly improving conditions in the global economy and said it expects revenues from the waterway to show robust growth rates for the rest of the year, on the back of the recent deepening of the canal, a rebound in world trade activity and higher prices of oil in global markets.

Refer to the article on the Web site: Suez Canal revenues rise 6.1%; Access is available to subscribers only.

1.6 Ocean Resources, Energy, Marine Environment and Others

August 20 “Rise in surface temperature in Indonesian waters devastates coral reefs” (UPI, August, 20, 2010)

A rise in the surface temperature of the Andaman Sea area, northwest of Indonesia, has devastated local coral populations, recent research shows.

An outline of the article: A rise in the surface temperature of the Andaman Sea area, northwest of Indonesia, has devastated local coral populations, recent research shows. Marine biologists with the Wildlife Conservation Society, in an initial survey of the waters in May 2010, found that more than 60 percent of the coral had “bleached.” By August, survey by researchers from Australia’s James Cook University and Indonesia’s Syiah Kuala University showed 80 percent of those bleached corals had since died. The coral bleaching is caused by a combination of warmer water and greater exposure to sunlight that is unfiltered by clouds or wind. Sea surface temperatures in the Andaman Sea have been dramatically on the rise, compared to the temperature in an average year. According to the data of the U. S. National Oceanic and Atmospheric Administration, air temperatures in the region peaked at 93 degrees Fahrenheit in late May, representing a 7 degree rise over long-term averages for the area. While coral reefs account for just one percent of the world’s ocean surface, they provide a home for 25 percent of all sea life.

Refer to the article on the Web site: Coral reefs threatened by climate change

http://www.upi.com/Science_News/Resource-Wars/2010/08/20/Coral-reefs-threatened-by-climate-change/UPI-95991282323061/

August 23 “Singapore, South Korea sign memorandum on strengthening maritime cooperation” (Marine Log, August 23, 2010)

On the 23rd, Singapore and South of Korea have signed a Memorandum of Understanding (MOU) that will see the two states enhance their collaborative efforts to promote the safety of navigation and the protection of the marine environment.

An outline of the article: On the 23rd, Singapore and South of Korea have signed a Memorandum of Understanding (MOU) that will see the two states enhance their collaborative efforts to promote the safety of navigation and the protection of the marine environment. The MOU was signed by the Maritime and Port Authority of Singapore (MPA) and the Ministry of Land, Transport and Maritime Affairs (MLTM), Republic of Korea, Its scope includes cooperation in international forums such as the International Maritime Organization (IMO), the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) and the Co-operative Mechanism for Safety of Navigation and Environmental Protection in the Straits of Malacca and Singapore. MPA and MLTM would also share maritime technical expertise through forums, workshops and seminars.

Refer to the article on the Web site: Singapore and South Korea strengthen maritime cooperation

<http://www.marinelog.com/DOCS/NEWSMMIX/2010aug00230.html>

2. Intelligence Assessment

Introduction of the original article entitled; “Five Dragons Stirring Up the Sea: Challenge and Opportunity in China’s Improving Maritime Enforcement Capability”

The China’s Maritime Law Enforcement posture is complicated and immature, compared to that of the maritime developed nations. The classification between maritime police functions and naval functions is ambiguous. Regarding such present situation and prospects of China’s maritime law enforcement, this report presents the analytical contents on the “*Five Dragons Stirring Up the Sea: Challenge and Opportunity in China’s Improving Maritime Enforcement Capabilities*” (hereafter described as the Article of “Five Dragons”)¹ which was issued by the China Maritime Studies Institute, the U. S. Naval War College in this April.

1. Maritime Law Enforcement Capabilities

Based on an assessment that “China remains weak in the domain of maritime power that lies between military hard power and commercial prowess, which is concerned maritime governance—enforcing a nation’s own laws and ensuring “good order” off its coasts, the article of “Five Dragons” evaluates its maritime enforcement capabilities as follows.

- (1) Coast guard capacity is weak.
- (2) Coast guard capabilities are low.
- (3) Maritime enforcement authorities remain divided into plural authorities, and the role of each entity of authorities is unclear.

With regard to the nation’s maritime enforcing capacity, showing the chart below, the article of “Five Dragons” points out that China has a few middle-sized patrol boats and, as for aircraft for coastal patrols, it has only 36 aircraft, while the U. S. Coast Guard has 350 aircraft, and the Japan’s Coast Guard has 75. Additionally, asserting there is only one Maritime Police Academy in Ningbo under the Maritime Police, the Border Department, which trains professional personnel, the article of “Five Dragons” points out the weaknesses in the educational area and evaluates coast guard capabilities are low.

¹ Lyle J. Goldstein, *Five Dragons Stirring Up the Sea*, China Maritime Institute Number 5, (Center for Naval Warfare Studies, U.S. Naval War College, April 2010).

	China	South Korea	Japan	United States
Length of coast line (km)	18,000	11,542	30,000	160,550
Large cutters (3,500 ton ~)	8	5	11	12
Midsize cutters (1,500 ton ~)	19	9	37	32
Small cutters (500 ton ~)	149	66	82	44
Small boats (100 ton ~)	304	111	107	258

Source: “Five Dragons”, p.4 (Original source: He Zhonglong et al., *Research on the Building of the Chinese Coast Guard*, pp. 142–43.)

Regarding the law enforcement posture in a dispersed form, it is still at an underdeveloped stage before it is restructured and unified as the coast guard, and the mission of each identity remains unclear. Furthermore, the dispersal of the law enforcement organization is reported to have refused an expansion of unified coast guard capability in China. The law enforcement organization that the article of “Five Dragons” discusses is shown in the next section.

2. Five Maritime Law Enforcement Agencies

The article “Five Dragons” mentions there are five agencies that constitute the nation’s maritime enforcement capabilities as follows.

(1) The Maritime Police of the Border Control Department (BCD)

The China Maritime Police (CMP) is a part of the Border Control Department (BCD), which is a subcomponent of the People’s Armed Police, under the Ministry of Public Security. This pattern of an organization is likely derived from the Soviet model. The CMP operates speedboats and small cutters, most of which are generally armed with machine guns or small cannons. Primary mission of the CMP is crime fighting, but since November 11 attacks they have been putting emphasis on preparations for maritime terrorism. During the Olympic Games in Beijing the CMP is said to have conducted thirty patrols each day and stopped or detained over 1,000 vessels. Although China has not yet become the major targets of maritime terrorism, Beijing has been alert in recent years to the possibility, and they have been reportedly keen to learn any lessons that have emerged from the November 2008 terrorist attack against Mumbai in India.

The Border Control Department (BCD), where the CMP is placed, is frequently referred to as “China Coast Guard,” which is in liaison and exchanges with the U.S. Coast Guard as a counterpart in China. The BCD has 10,000 personnel – about a quarter of the total of the China’s all five law enforcement. The CMP has the Border Guards Maritime Police Academy in Ningbo.

(2) The Maritime Safety Administration (MSA)

In terms of manpower, the Maritime Safety Administration (MSA) has twice as many personnel as the Border Control Department (BCD) – about 20,000 – approximately half of the aggregate of the five maritime enforcement agencies. MSA mission includes inspection and registration of Chinese and foreign vessels in Chinese ports, investigation of maritime accidents, the training and certifying of seafarers, supervision of marine traffic control, maintenance of aids

to navigation, implementation of domestic and international maritime laws, and maritime search and rescue. There are fourteen regional MSA offices. MSA cutters are unarmed. On the occasion of the maritime disaster of a ferry boat in the Yellow Sea in 1999 which took 280 lives, MSA is proceeding to procure vessels which are equipped to carry helicopters for rescue activities. As MSA does not have a formal academy, the main maritime universities in Dalian, Shanghai, and Xiamen are apparently feeders for MSA recruiting.

(3) Fisheries Law Enforcement Command (FLEC)

Belonging to the Ministry of Agriculture, the Fisheries Law Enforcement Command (FLEC) has 1,000 personnel. The Chinese fishing industry has been plagued in the last decade by the environmental devastation wrought by over-fishing. In the South China Sea fish species and quantity of fishing decreased drastically. Fishing surveillance was strengthened. On the other hand, a “zero growth” plan for the fishing fleet was initiated in 1999. By 2004, eight thousand fishing vessels had been scrapped, and there is an effort to bring China’s total fishing fleet down to 192,000 vessels by 2010.

While restricting the coastal fishing, Beijing has pushed to develop a long-distance fishing fleet. By 2006, this fleet had grown to almost 2,000 vessels and was operating on the high sea and in the exclusive economic zones (EEZs) of 35 countries. The Ningbo Maritime Police Academy asserts, “If our country seeks to resolve the food question internally, then it is necessary to exploit the sea’s bounty.” Chinese fishing vessels are now a common sight in the waters of Africa and Latin America. From the Chinese, there has been some question as how Chinese interests can be protected. Tensions flared in the summer of 2009 as Chinese maritime enforcement agencies patrolled against foreign violators of new fishing regulations in the South China Sea. Beijing’s fishing policies in the region could well become more assertive.

(4) General Administration of Customs (GAC)

In China, with its expansion of an international trade, work of General Administration of Customs (GAC) is commensurately increasing. Among the missions of the China customs are compilation of foreign trade statistics, revenue collection, customs control (declarations, etc.), counter-smuggling, and port control. The latter two missions are most relevant to maritime enforcement capabilities. Among them, anti-smuggling takes up most of the responsibility for combating smuggling. The smuggling cases prosecuted by the GAC in 2007 were reported to number 1,190. The GAC has up to 212 fast patrol boats to employ against smugglers, but this figure has been difficult to verify.

(5) The State Oceanographic Administration (SOA)

Belonging to Border Control Department (BCD), the State Oceanographic Administration (SOA) has an estimated six to eight thousand personnel. Major mission for the SOA include environmental protection, scientific research, and enforcement of EEZ rights and interests. The SOA has the China Maritime Surveillance (CMS) which constitutes a maritime enforcement dragon.

In the recent years, the rising profile of environmental protection in China has increased attention on coastal environmental issues. The SOA has played an important role in recognizing

the extent of current problems. An SOA study concluded in 2006 “China faces severe ocean pollution.” Based on it, some progress is already evident, for example, in efforts to set up a comprehensive coastal environmental monitoring system, an initiative to increase compliance among coastal polluters, and a new network of 149 marine protected areas, among others. According to the report in 2006, the SOA itself had 21 ships, each displacing between a thousand and four thousand tons. With respect to Chinese internal areas, the ships of the SOA can patrol only in the territorial and adjoining sea areas, and it is reported that maritime enforcement ships cannot be responsible for missions within the EEZs or continental shelf areas. Even though, Chinese open ocean surveillance activity involved daily patrols by four aircraft and six ships. In addition, the CMS has regular patrols of the southern part of the South China Sea. This report suggested that SOA vessels required better sensors and electronic warfare technology to cope with U. S. military surveillance craft. The SOA has also launched a series of maritime observation satellites.

3. Relations between Coast Guard and Navy

How are roles, missions, and functions allocated between coast guard forces and the navy in China? Generally speaking, some overlap of missions between the navy and each coastal defense entity is necessary to some extent. In the days when crime and global terrorism that cross the border are recognized as serious threats to national security, common scenes between the navy and the coast guard forces are increasing. In addition, the cases in which the navy tackles anti-piracy and others on a global scale beyond the regional frame-work are noted. On the other hand, they are raising issues of making the presence of responsibility ambiguous. How do they develop the coastal defense function in China ?

The article of “Five Dragons” reports there are opinions and analyses in China such as these: “Some coast guards of the countries, including first of all the United States, have been involved in national security, and Japan’s coast guard serves as a reserve force for the Japanese navy.” “The United States Coast Guard is one of the five armed services, which has been employed many times for missions.” “Entities similar to coast guard should be employed in military combat scene, and, in wartime, the organization which has coast guard functions should be placed under the command of navy.” But on the one hand, while introducing that maritime police academy is instructing “the use of force would severely impact the whole region and international system,” the article of “Five Dragons” mentions, “It is too early to see China’s developing coast entities as simple adjuncts to the PLA Navy.” The article also mentions in its headlines, “In general, coastal-defense issues and, especially, questions related to so-called non-traditional security have not been adequately explored in the Chinese maritime context.”

In other words, this is pointing out the necessity of trimming the concept between original mission of the People’s Liberation Army Navy (PLAN) and the maritime law enforcement functions. The original mission of the PLAN is to defend the national status by the Chinese Communist Party at sea. It could be considered that the strategy for accomplishing the mission was implemented in the way of bifurcating the coast guard functions between the ex-Soviet

modeled People's Armed Police and Border Control Department (BCD).

The article of "Five Dragons" says, "Although the mission of the People's Liberation Army Navy (PLAN) was not much more than a coast guard for much of the Cold War, more bifurcation of the functions of coast guard is occurring as the combat capabilities were strengthened." It also mentioned, "Nevertheless, the PLAN has a growing interest in the missions such as anti-piracy and search and rescue which belong to the coast guard units. There are opinions that it is not realistic to divide the missions clearly between the navy and the coast guard. Debates will be conducted from now on about whether or not to restructure and integrate the plural maritime law enforcement agencies as a single entity of the coast guard, or to implement the bifurcation of the missions between the PLAN and law enforcement agencies or to leave ambiguity among the related organizations.

4. Why are China's coast guard functions immature ?

As to the reason why coast guard capability in China is underdeveloped and weak, quoting the "China, Safety, and the Management of Risks" by Richard Suttmeier," the article of "Five Dragons" analyzes it is caused by the process of modernization. Pointing out "there is a strong relation between modernization and safety as a normal reason," Suttmeier says, "In China there is thinking that wealth and power are born by modernization, which is applicable to all areas, including such a thing as strengthening of safety." Based upon it, Suttmeier declares, "Chinese coast guard capabilities will not improve until China becomes a modern country." As for its reason, to say in brief, no fund is directed toward it until it is recognized as an area to be modernized. Suttmeier gives a doubt by saying, "In China, modernization of other areas took precedence during the Cold War era and 'a Century of Disgrace.' Having secured China from existential threats and moved it out of poverty, Beijing can now turn to such second-order priorities as maritime governance and the concept of valuing individual lives. " However, Suttmeier does ask the question of whether the Chinese "six modernization"² can proceed without further "political liberalization" (which could be called the "fifth modernization.")

Quoting Suttmeier's theory, the article of "Five Dragons" mentions, "Wealth and education brings about 'the sixth modernization'— enabling Beijing to take policy in an areas of so-called securing safety and environment control." may be possible." He analyzes that strengthening of coast guard capabilities depends upon the modernization process in China. On the other hand, the article of "Five Dragons" also mentions, "There would be an idea that, if China obeys the market principle, the Chinese maritime order will be maintained involuntarily with the development of maritime economy."

In the form of summing up the article, the article of "Five Dragons" concludes, "The coast guards represent a dimension of making the international cooperation easier than the navy, as its

² Although Suttmeier does not mention clearly what the fifth and sixth modernizations mean, it is considered that he is pointing out the modernization of government, whereby modernization of security of the nation and values of individuals becomes possible, following the four modernizations of agriculture, industry, science and technology, and the military.

missions go less against the international interests. Therefore, China may also recognize the necessity of the coast guards. However, at present Chinese interest in coast guard is the defense of sovereignty. By improving the coast guard capabilities as the real 'soft power' without sticking to the defense of sovereignty, China can emerge as a responsible maritime stakeholder in the ocean."

(By Kazumine AKIMOTO, Senior Research Fellow, OPRF)

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