

OPRF MARINT Monthly Report

January 2012



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Each source of information is described as an internet link in a bracket, which is available as URL online as of the end of January 2012.

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Retrospect: the Second Half of 2011

Maritime Security: On July 2, the Chinese Navy's 9th anti-piracy task force off Somalia, comprising the Type 052B destroyer *Wuhan*, and the Type 054A frigate *Yulin*, as well as the supply ship *Qinghaihu*, left Zhanjiang port in southern China's Guangdong Province. The 9th task force group carries a total of 878 seamen and officers on board, including dozens of Marines. On July 12, Thai anti-piracy task force off Somalia composed of the frigate HTMS *Narathiwat* and the supply ship HTMS *Similan* set off from the Sattahip naval base in Chon Burito. The mission will last 140 days until November 28 this year. It is planned to take four armed security personnel on board each Thai merchant vessel navigating through the Gulf of Aden.

In the second half of 2011, there were six hijacking incidents by Somali pirates. On the other hand, 10 hijacked vessels were released. Among the released vessels, the treatment of Indian and South Korean crews drew attention. The recent tactics of Somali pirates is that they agree to release vessels and hostages in return for a ransom but do not release some hostages to swap detained pirates in the hostages' home country. According to Somali Report on October 30, Somalia pirates are now hunting specifically for Indian seafarers in an effort to pressure the Indian government to release Somali pirates being held in Indian jails. The pirates are searching for Indians among the nearly 300 sailors already being held hostage on various hijacked ships and on land. Pirates say they won't release any Indian crews until the Indian government releases their friends being held in Indian jails. On December 21, Somali pirates

released the Italian-flagged oil tanker MV *Savina Caylyn*. The 22 crew members are composed of 17 Indians and five Italian. The *Savina Caylyn* has been released for \$11.5 million ransom. The ransom is said to have been delivered in two installments. It was a tactic by the ship's owners to make sure that the Indians were released. On November 30, Somali pirates released the Singapore-flagged product tanker MT *Gemini* (29,871 DWT). The vessel was hijacked off east of Kenya on April 30. Of her 25 crewmembers, 21 men were released, but pirates still keep Korean captain and three crewmembers. Pirates are holding South Korean sailors as a compensation for five pirate suspects held in custody in South Korea while the Korean Navy stormed and released the hijacked South Korean tanker *Samho Jewelry* on January 21, 2011.

According to the Somalia Report, Weekly Report, on December 30, estimated ransom payments in 2011 amount to \$154.0 million for the release of 34 vessels. Additionally, as of the end of December, at least 15 ships (eight commercial vessels, seven fishing vessels) and an estimated 268 crewmembers are in the control of Somali pirates, or held hostage by them.

There are some visible signs of the use of privately contracted armed security personnel on board ships to fight against piracy. Thailand will put four members of its armed guard units aboard each Thai merchant vessel to provide protection until it travels out of the piracy-prone sea lanes in the Gulf of Aden from July. On August 29, the Indian ministry of shipping issued guidelines allowing ships with Indian crew to deploy armed guards in a bid to combat piracy in the Gulf of Aden. Recently, German government coordinator for the maritime industry has announced that the government will carefully examine whether amendments to the legal

framework are necessary in order to provide legal certainty for ship-owners that deploy armed private security personnel. The issue is status of legal control of carrying weapons. Italy is to station military forces on its merchant vessels to guard against attacks by Somali pirates, Italian shipping sources said on October 11. On the other hand, ships sailing under the British flag will be able to carry armed guards to protect them from pirate attacks, U.K. Prime Minister David Cameron said on October 30. The Home Office will be responsible for issuing ships with licenses to carry armed guards. On December 7, the United Kingdom (U.K.) Department of Transport has published rules regulating the carriage of armed guards on British merchant ships sailing off the coast of Somalia. The guidelines stipulate that shipping companies wishing to use armed guards will also be required to submit a detailed counter-piracy plan to the U.K. Department for Transport in advance.

On November 11, the three Information Sharing Centres (ISCs) set up under the IMO-led Djibouti Code of Conduct and the Singapore-based ReCAAP ISC signed the agreement to establish a set of standard operating procedures for communicating and exchanging piracy-related information in Singapore, which will result in a major expansion of the reporting area of such incidents.

On November 22, the U.N. Security Council unanimously adopted resolution 2020 to extend for 12 months its authorizations granted to States and regional organizations cooperating with the Transitional Federal Government of Somalia in the fight against all acts of piracy and armed robbery against vessels in the waters off the coast of Somalia to enter Somalia's territorial waters and use "all necessary means."

On December 5, the President of the Republic

of Seychelles, James Michel, sent his letter to world leaders to give more attention to the situation in Somalia. "The reality of the situation in the Indian Ocean is that despite the reduction in the success rate of pirate attacks, the number of assaults continues to remain relatively constant, and in the Southern Indian Ocean even increase," said the President in his letters to world leaders. Based upon this assessment, President Michel has made requests to the world leaders for increased support in the peace-keeping mission of African Union Mission in Somalia (AMISOM), as well as the improvement of intelligence sharing networks that will allow for a more efficient and systematic approach in targeting all angles of the criminal network, with particular attention to the financiers of piracy among others.

Military Developments: Dr. Toshi Yoshihara, Associate Professor at the U.S. Naval War College issued an article titled "Resident Power: The Case for An Enhanced U.S. Military Presence in Australia Strategic" (Snapshot, No.9, July 2011) at an Australian think tank, the Lowy Institute for International Policy. Associate Professor discusses that the strategic and operational rationales for this shift in U.S. posture are compelling. The creaking Cold War-era basing infrastructure, the new requirements for meeting post-9/11 security threats, the dual rise of China and India, and the proliferation of precision strike weapons are all eroding the basic underpinnings of American power in the Pacific. Now the theater of conflicts among major powers is shifting south towards Australia, which has brought an imminent task of where the U.S. should deploy naval forces in future. The article mentions that, while basing options in Australia are not a panacea, they offer some relief from these

challenges.

On November 16, U.S. President Barack Obama and Australian Prime Minister Julia Gillard announced to expand strategic cooperation between the United States and Australia, having an eye on the growing China's influences in the Asia-Pacific region. In the joint press interview after the talks, based on the Australia, New Zealand, U.S. (ANZUS) Treaty, two leaders said as follows:

(1) The United States will deploy Marine Air Ground Task Force in Darwin and bases in Northern Australia, in which they locate in six months. The "force posture initiative" will begin in 2012 with 200-250 U.S. Marines deployed. This would expand to a 2,500-person Marine Air Ground Task Force by 2016-17.

(2) The United States announced it had agreed to expand military cooperation, involving an increase in rotations of U.S. aircraft and an expansion of the bases in northern Australia.

On July 11, the U.S. Navy established the Program Executive Office, Littoral Combat Ships (PEO LCS). Led by Rear Adm. James Murdoch, the new PEO LSC provides a single program executive responsible for acquiring and maintaining the littoral mission capabilities of the LCS class from start to finish. On November 9, the Department of Defense announced the creation of the Air-Sea Battle Office (ASBO). The ASBO will integrate development efforts of air and naval combat capabilities under the new security environments.

After docking at the Dalian Port on March 3, 2002, and completing refitting after about nine years and five months, China's aircraft carrier the ex-*Varyag* left the quay of the Dalian Port in a dense fog under tow by tugs and began its maiden sea trial on the early morning of August 10. The *Varyag* was accompanied by the Chinese navy's

training ship No. 88. The sea trial was conducted in the restricted waters of Liaoning Bay in the northern part of the Yellow Sea, where a prohibition of activities by other vessels had been noticed. Having completed its 4-day maiden sea trial, the *Varyag* under tow by tugs returned to the Dalian Port on the evening of August 14 to be berthed again at the place where she had been berthed before she left. In addition, navy's training ship under tow by tugs also returned to the Dalian Port, and was berthed in front of the aircraft carrier on the afternoon of the same day. Having completed the second stage of its sea trials, the Chinese aircraft carrier, the *Varyag*, returned to the port of Dalian on December 11. Since departing from the port of Dalian on November 29, the carrier had a twelve-day sea cruise. On December 28, a spokesman with the Ministry of National Defense said the *Varyag* is underway carrying out scientific testing. According to the spokesman, the scientific research and testing will be a long process, and relevant scientific testing and training at sea will continue in the future.

Contributing an article titled "Indian navy pumps up eastern muscle" to Asia Times Online on August 20, Sudha Ramachandran, an independent journalist/researcher, India, says that the Indian Navy is pumping up the muscle of its eastern command with an eye on Chinese Navy's deployment to the Gulf of Bengal and the Indian Ocean. On October 1, INS *Shakti*, the second of the two fleet tankers of the Indian navy, was commissioned. Built in Italy, the ship displaces over 27,000 tons. According to the Indian newspaper, *The Times of India*, on October 15, the Navy is planning a significant expansion in its manpower and shore-based operational and technical infrastructure in the coming years, in keeping with its warship, submarine and aircraft

induction projects over the next 15 years. According to India's *Zee News* on November 10, in its efforts to tighten security, the Indian government has decided to procure 150 patrol boats to be given to coastal states to intensify vigil along the country's coastline, based on the Coastal Security Scheme Phase-II. The 150 vessels are eventually deployed in nine coastal states and four Union Territories. The first delivery of 30 boats will start from the middle of the year 2012. On December 2, Indian Navy chief said the Indian Navy is substantially boosting its maritime surveillance and operational capabilities in the Indian Ocean, while creating infrastructure in the Andaman and Nicobar, Lakshadweep and Minicoy islands which form India's strategic outposts. Focusing on operational reach and sustainability, the Indian Navy envisages a force of close to 500 aircraft and over 150 warships until the year 2027. According to the Indian newspaper, *The Hindustan Times*, on December 4, India is expected to have the *Akula*-II class nuclear submarine delivered from Russia by the end of March 2012. Additionally, in India, the indigenous nuclear submarine, *INS Arihant*, is also to be commissioned in 2012, with sea trials planned over the next six months. India's defense forces will possess nuclear strike capabilities from sea as well as land and air by the end of March 2012. On December 30, Russia handed over the *Akula* II class nuclear-powered attack submarine *Nerpa* to India on a 10-year lease following more than two years of delays.

On September 5, Russian Prime Minister Vladimir Putin revealed that the new *Borey* class nuclear-powered ballistic missile submarine (SSBN) *Yury Dolgoruky* will be deployed to the Pacific fleet in 2011. The two next *Borey* class submarines are also to join the Pacific fleet after they are commissioned, replacing the older

Delta-III class SSBNs in the Pacific. After 18 years of the start of construction, Russia's first *Graney*-class nuclear powered submarine (SSN) set course to the White Sea on September 12 for the first sea trials. If the sea trails are successful, *Severodvinsk* is expected to enter service with the navy by the end of this year. *Severodvinsk* is the first of Russia's new fourth generation multi-purpose submarines (SSN) of the *Graney* class. The submarine is the most heavily multi-armed submarine put to sea since the *Oscar-II* class. Fully armed, the submarine can carry 24 cruise missiles and eight torpedo launchers. The cruise missiles onboard can be both tipped with conventional warheads or nuclear warheads. On a web page titled "Maritime Security Asia" dated November 21, an expert on the national security issues, Frederik Van Lokeren, is discussing the modernization program of the submarines, corvettes and destroyers of the Russian Navy. Additionally, the expert mentions that, in the near future, of four Russian fleets, the Pacific Ocean will be an important maritime theater for Russia from the point of maritime security. The deployment of *Borei* class submarines, the first purchased *Mistral* class ship, the modernization of a *Kirov* class nuclear cruiser and the deployment of a *Slava* class cruiser to the Pacific Fleet show a clear concentration of modern Russian maritime firepower in this theater.

On October 3, Indonesian Navy chief of staff Admiral Soeparno said they were planning to increase their fleet from the current two, to three between 2011 and 2014. So, one fleet each could be assigned to safeguard the Western, Central and Eastern regions of the country. On December 23, South Korea's Daewoo Shipbuilding and Marine Engineering (DSME) landed a contract worth around \$1.1 billion to build three

submarines for the Indonesian navy. It is the first time that the DSME will export submarines abroad. It also is the largest defense export contract for any South Korean firm. Each submarine to be built is the conventional 209 class diesel-powered vessel, which displaces 1,400 tons, carry a crew of 40 and have eight torpedo tubes. The deliveries will be in 2015 and 2016.

On December 2, the Seychelles' Foreign Affairs Minister invited China to set up a base to counter piracy in the region. Prior to this announcement, Chinese Defense Minister Liang Guanglie visited Victoria on December 1 with a 40-strong delegation for the first time. "According to escort needs and the needs of other long-range missions, China will consider seeking supply facilities at appropriate harbors in the Seychelles or other countries," the Chinese Ministry of National Defense said in a statement on December 12.

Contributing an article entitled "Asia Needs a Larger U.S. Defense Budget" under joint signature to the U.S. journal, *The Wall Street Journal*, July 5, 2011, Dan Blumenthal, director of Asian Studies at the American Enterprise Institute in Washington, D.C. and Michael Mazza, a senior research associate in foreign and defense policy at the American Enterprise Institute (AEI), have discussed that, in order to oppose China's military rise, America should not reduce its military expenditure, but needs to spend more. If America skimps on its military expenditure and allows the rise of China, there is no doubt that it would cost more than allowing adequate costs of investments in deploying the U.S. forces in the Pacific today.

On July 15, the U.S. Navy began naval exchange activities with the Vietnam People's Navy off Da Nang, Vietnam in conjunction with the 15th anniversary of establishment of

diplomatic relations with the Socialist Republic of Vietnam. U.S. Military Sealift Command dry cargo/ammunition ship USNS *Richard E. Byrd* visited Cam Ranh Bay in Vietnam on August 18-23. USNS *Richard E. Byrd* spent seven days at Cam Ranh Shipyard for routine maintenance and repairs. On September 19, the defense ministries of Vietnam and the U.S. held talks in Washington D.C. First held in Hanoi in 2010, the second annual defense policy dialogue between Vietnam and the U.S. agreed to promote defense cooperation in the field of five priorities, including sea security.

South China Sea-related Events: The following is the Philippines' movement in the second half of the year 2011. At the meeting of foreign ministers of China and the Philippines held on July 9 in Beijing, two ministers tried to scale down their tensions over the disputed islands in the South China Sea by agreeing to safeguard peace and stability in the region. On the other hand, on July 13, China rejected calls by the Philippines for the two nations to bring their conflicting claims in the South China Sea before a United Nations-backed tribunal. On July 20, five lawmakers visited the Philippine-claimed Pag-Asa Island in the territory of Spratlys. Dozens of Filipino troops and 60 villagers welcomed the congressional delegation. The island is the biggest in a cluster of the Spratly Islands that the Philippines claims as its own. According to a Philippine newspaper report on August 1, the Philippines Navy's construction battalion is building a star shell-like structure on Patag Island in the Spratlys, construction of which is now nearing completion. The building is a second star shell-like structure which is intended to shelter and protect troops guarding and securing the country's island. Patag Island is the sixth largest among the nine islands

being occupied by Filipino troops in the West Philippine Sea (the WPS or South China Sea). In a signed article of the People's Daily dated August 2, China slammed the Philippines for constructing a military structure, saying the action is a serious violation of the Declaration on the Conduct (DOC) of Parties in the South China Sea in 2002. On August 5, Philippine Foreign Affairs Secretary Albert F. del Rosario said that China's 9-dash line claim to the whole of the West Philippine Sea is the "crux of the problem" that poses a stumbling bloc to the resolution of disputes in the WPS, on the basis of international law, specifically the United Nations Convention on the Law of the Sea (UNCLOS). Visiting China on August 30 ~ September 3, Philippine President Benigno S. Aquino III had a meeting with his Chinese counterpart, President Hu Jintao, on September 1. According to the joint communiqué issued after the top meeting, the two leaders exchanged opinions on the conflict over the ocean, and agreed that this issue will not bring out bad influence on the global friendly relations between the two countries. The two leaders confirmed their commitment to addressing the disputes through peaceful dialogue. During this time the Philippines-China Economic and Trade Forum was also held, and two nations agreed to promote economic cooperation. On September 27, H.E. Mr. Benigno S. Aquino III, President of the Republic of the Philippines, who was on a visit to Japan, held a summit meeting with Japanese Prime Minister Yoshihiko Noda at the Prime Minister's Office. After the meeting two leaders signed the "Japan-Philippines Joint Statement on the Comprehensive Promotion of the 'Strategic Partnership' between Neighboring Countries Connected by Special Bonds of Friendship (hereinafter the Joint Statement)." Regarding maritime security, the Joint Statement confirmed

anew that two countries of Japan and the Philippines are maritime nations that commonly share the sea lines of communications, and it is necessary that they should strengthen bilateral cooperation in maritime areas. Additionally, regarding maritime security, two leaders confirmed that the South China Sea is vital, and that peace and stability therein is of common interest to the international community. As leaders of countries sharing sea lines of communication, they also confirmed that freedom of navigation, unimpeded commerce, and compliance with established international law including the UNCLOS and the peaceful settlement of disputes serve the interests of the two countries and the whole region. They shared the recognition that these same interests should also be advanced and protected in the South China Sea. On October 18, a Philippine Navy's gunboat collided with a large Chinese fishing vessel in the West Philippine Sea. Philippine Navy chief confirmed it was the "freak" incident in the vicinity of Recto Bank. On October 19, the Philippine Navy has apologized to China after one of its warships accidentally rammed a Chinese fishing boat. On September 7, the Philippine government announced another military spending spree of the 4.95 billion pesos (\$118 million). The budget will be spent to buy a navy patrol vessel and six helicopters as well as various military supplies, which is the measure for strengthening military capabilities necessary for territorial defense, including providing a strong security perimeter for the Malampaya Natural Gas and Power Project and its surrounding waters. On September 11, the Philippine Executive Secretary announced that Philippine President Benigno Aquino III signed Executive Order (EO) No. 57 on September 6 to create the National Coast Watch System (NCWS)

that would help protect Philippine territory in the West Philippine Sea from maritime threats. The NCWS is a core inter-agency body which has coordinating functions on maritime issues and security operations, with the secretaries of the Departments of National Defense (DND), Transportation and Communications (DOTC), Foreign Affairs (DFA), the Interior and Local Government (DILG), Justice (DOJ), Energy (DoE), Finance (DOF), Environment and Natural Resources (DENR) and Agriculture (DA) as members. Visiting the Philippines for the celebration of the 60th anniversary of the U.S.-Philippine Mutual Defense Treaty (MDT), U.S. Secretary of State Hillary Clinton signed the Partnership for Growth (PFG) with Philippine Foreign Affairs Secretary Albert del Rosario on November 16. On the USS *Fitzgerald* in Manila Bay, Clinton and her Philippine counterpart, Del Rosario, and Defense Secretary Voltaire Gazmin, signed a declaration calling for multilateral talks to resolve maritime disputes. During her stay of Secretary Clinton pledged the U.S. commitment to the Philippines. According to the Philippine newspaper, *The Philippine Star*, on December 2, the Philippine government has increased its security and maritime patrols in the hotly contested West Philippine Sea to secure and protect the country's economic interests and address human trafficking and other forms of transnational crimes. The Philippine Coast Guard, the Department of Energy and the Bureau of Fisheries and Aquatic Resources (BFAR) of the Department of Environment and Natural Resources (DENR) are actively involved in the increased security and maritime activities by Western Command in the West Philippine Sea. On December 13, the Philippine Navy held a ceremony of commissioning the BRP *Gregorio del Pilar*. The ship is the USSCG *Hamilton* class

vessel from the U.S. Coast Guard, which will be deployed to secure the territory of the Philippines shortly. Additionally, on the same day, the Navy also led the commissioning of the BRP *Tagbanua*, a locally built Navy landing craft utility.

The Sixth Vietnam-Philippines Joint Commission for Bilateral Co-operation was held in Hanoi on October 7. The two countries agreed to formulate a new action plan for 2011-2016. On October 9, the Philippines and Vietnam have agreed to protect the fragile marine ecosystem in the South China Sea from threats of overexploitation, the Philippine Department of Foreign Affairs (DFA) said.

At the top meeting between Vietnam and China held in Beijing on October 11, the Vietnamese and Chinese leaders signed an agreement on basic principles for the settlement of sea-related issues. Basic principles consist of six items, including the basic and long-term settlement of sea-related issues based on a legal regime and principles defined by international law, comprising the 1982 UN Convention on the Law of the Sea, as well as setting up a hotline mechanism between the government-level delegations to exchange and properly deal with sea-related issues and others.

Having visited Thailand on August 6-11, the nuclear-powered aircraft carrier USS *George Washington* (CVN 73) welcomed aboard top Vietnamese government officials off southern Vietnam, as the ship transited through the South China Sea on August 13. On August 22, the Vietnamese navy received the second unit of the Russian-built *Gepard 3.9* class guided missile frigate, *King Ly Thai To*.

According to the British newspaper, *Financial Times*, August 30, while an Indian navy's amphibious assault ship INS *Airavat* was sailing 45 miles off the Vietnamese coast

considered to be within Vietnam's economic zone, it was given a warning that the vessel was violating the territorial waters by the Chinese navy. It is said that the INS *Airavat* could not see any ship or aircraft, and proceeded on its journey. It is the first such encounter between the two countries' navies in the South China Sea.

On September 15, India dismissed Chinese objections over its oil exploration projects in two Vietnamese blocks in the disputed South China Sea, saying its cooperation with Vietnam was as per international laws and it would like the cooperation to grow. Reacting to this move, on September 16, the Chinese Foreign Ministry spokesman refused to join issue with India over its assertion to go ahead with oil exploration cooperation with Vietnam in the South China Sea despite Beijing's objections. On the other hand, the *Global Times* newspaper said the move constituted "serious political provocation" and should be "resolutely stopped." On September 16, Vietnamese Foreign Ministry Spokesperson stressed that the joint exploration program between Vietnam and foreign partners in the fields of oil and gas located in the exclusive economic zone (EEZ) of Vietnam is completely under the sovereignty, sovereign rights and jurisdiction of Vietnam. On October 12, India and Vietnam signed an accord to promote oil exploration in Vietnamese waters between the foreign arm of India's state-owned Oil and Natural Gas Corp and PetroVietnam. It covers new investments and the exploration and supply of oil and gas.

In November, a series of the Association of Southeast Asian Nations (ASEAN)-related meetings were held. On November 13, ASEAN began their first talks on creating a code of conduct (COC) on the South China Sea. ASEAN is persuading the five nuclear countries (P5) - the U.S., the U.K., Russia, China and France - to

respect the Southeast Asia Nuclear-Weapon-Free Zones (SEANWFZ) which was signed by 10 ASEAN leaders in Bangkok on December 15, 1995. On November 18, the 14th Japan-ASEAN summit meeting was held. Representing Japan, Prime Minister Yoshihiko Noda attended the meeting. The joint declaration issued after the talks called for promoting and deepening cooperation between Japan and ASEAN nations on maritime security and maritime safety. On November 18, the Third ASEAN-U.S. Leaders Meeting between the Heads of State/Government of ASEAN and Barack Obama, President of the United States, was held. In the joint statement issued after the meeting, regarding the maritime securities issues, they reaffirmed the importance of freedom of navigation and over-flight, and unimpeded commerce in accordance with the relevant universally agreed principles of international law, including UNCLOS and other agreed international maritime law, as well as their support for the 2002 ASEAN-China Declaration on the Conduct of Parties in the South China Sea. On November 18, the 14th ASEAN-China Summit between the Heads of State/Government of the Member States of ASEAN and the People's Republic of China, premier Wen Jiabao, was held. In the joint statement issued after the meeting, in relation to the South China Sea issues, the participants made confirmations that they remain committed to resolving disputes peacefully through dialogue and negotiations without resorting to the threat or use of force, as well as to working toward the eventual adoption of a code of conduct in the South China Sea. On November 19, the Sixth East Asia Summit (EAS) was held. In the "Declaration of the East Asia Summit on the Principles for Mutually Beneficial Relations" issued after the meeting the Heads of

State/Government of the Member States reiterated their commitment to the recognized principles of international law, as well as recognized that the international law of the sea contains crucial norms that contribute to the maintenance of peace and stability in the region. In the statement of the chairman on maritime cooperation recognition was shown that promotion of cooperation at sea is important. Additionally, dialogue between the participating nations in the EAS based on the existing ASEAN Maritime Forum (AMF) was advocated.

The Taiwan's newspaper dated November 29, *Taipei Times* (Online) carried an article contributed to the recent *Chinese People's Daily* and *Global Times* by Pan Guoping, a law professor at China's Southwest University of Law and Politics. According to the newspaper, in the article, Pan Guoping disputes the claim that the South China Sea comprises gonghai (Chinese), or "high seas," as the term is translated in Article 86 of UNCLOS. By denying the presence of high seas in the South China Sea, China would deny freedom of navigation and use of airspace to other countries over the entire area, which Pan made clear. On the other hand, James Tien Taiwan's director-general of the ministry's Department of East Asian and Pacific Affairs, said a project to draw up and publish a new map of the South China Sea where the country has sovereignty is currently underway.

Diplomacy and International Relations: According to an Indian media source on August 30, India detected a Chinese spy ship disguised as a fishing trawler in the Indian Ocean a few months ago. In order to avoid the Indian Navy tail, the Chinese ship moved toward Sri Lanka and docked at the Colombo. Inquiries by the Indian security agencies revealed that ship as

many as 22 Laboratories on board. Based on information, the Chinese ship was mapping the Indian Ocean and picking up crucial Bathymetric data. Other Laboratories on board the ship were designed to collect data on the currents of the Indian Ocean, the temperature at various depths and also very crucially, underwater obstructions and obstacles.

On September 3, regarding the Chinese research ship that entered Colombo, Sri Lanka navy spokesman said, "We have not found any suspicious equipment on board any Chinese vessels." The spokesman denied any doubt about the ship. The Indian Navy sources said the Chinese ship was mapping the Indian Ocean and collecting Bathymetric data, which is indispensable to submarine and aircraft carrier based operations.

Contributing an article titled "Asia's Great Naval Rivalry" to the U.S. newspaper, *The Wall Street Journal*, on September 5, Professor Mohan Malik at the Asia-Pacific Center for Security Studies, Honolulu, mentions in it that, in consideration of present situation in which the Chinese and Indian navies are showing off their flags in the Indian Ocean and the South China Sea respectively, competing for geopolitical influence, the author is advocating a naval conference of major stakeholders in the Indian and Pacific Oceans by the respective nations concerned to avoid the future clashes.

Contributing an article titled "The 9/11 Decade" to the Center for a New American Security (CNAS) Commentary dated the 6th, the Robert Kaplan – a journalist at the U.S. journal, *The Atlantic*, and senior fellow of the U.S. think tank, CNAS - said in it that after 10 years since September 11, we are entering a multi-polar world in a military sense, and a power shift has gone unnoticed in Asia. Kaplan points out: (a)

Ironically, by dampening the American desire for ground interventions, the Iraq War will enhance American national power over the long haul by allowing the United States to concentrate on projecting naval and air power in the maritime Indo-Pacific region. (b) That might turn out to be the ultimate legacy of 9/11.

On September 15, Australia and the United States held the annual Australia-U.S. Ministerial Consultations, called AUSMIN, in San Francisco, California. In the AUSMIN attended the U.S. Defense Secretary Leon E. Panetta and Secretary of State Hillary Rodham Clinton and their Australian counterparts, Foreign Minister Kevin Rudd and Defense Minister Stephen Smith. After the meeting, the leaders released a 2011 Joint Communiqué, in which they confirmed that the U.S.-Australia alliance is an anchor in the Asia-Pacific Region and two nations should further cooperate toward an accomplishment of the objective of developing the strategic environment in the Indian and Pacific Oceans.

U.S. Secretary of State Hillary Clinton has contributed an article titled “America's Pacific Century” to the U.S. magazine, *Foreign Policy*, the November Issue (made public on October 11). In the article Clinton says: “From now on, the world's politics will be decided in Asia, not Afghanistan or Iraq. She has stressed: One of the most important tasks of American statecraft over the next decade will be to lock in a substantially increased investment – diplomatic, economic, strategic, and otherwise -- in the region.” Since her speech in Honolulu in January 2010, this article is a compilation of all of her foreign policy in which she has been consistently placing emphasis on the Asia-Pacific. On November 16, U.S. President Barack Obama and Australian Prime Minister Julia Gillard announced to expand strategic cooperation between the United

and Australia, having an eye on the growing China's influences in the Asia-Pacific region. As a topic in the monthly report of November, we have carried major articles on basing the U.S. Marine in Australia and Chinese reactions to it.

On October 3, the British newspaper, *Financial Times*, carried an article titled “China or the US? Make your choice” by Gideon Rachman, a columnist on international issue. Rachman says what characterizes the geopolitical drama in this century is the conflict over power and influence between the United States and China, and the Asian nations are in agony over their choices between the United States and China.

On December 14, Zbigniew Brzezinski, U.S. national security adviser of the Carter Administration from 1977-81, contributed an article titled “As China Rises, A New U.S. Strategy” to the U.S. newspaper, *The Wall Street Journal*. In the article the author discusses that, in Asia, as China rises, the U.S. role should be that of regional balancer and conciliator, replicating the role played by the U.K. in intra-European politics during the 19th and early 20th centuries.

On September 16, Ashley S. Townshend, research associate at the Lowy Institute for International Policy, Sydney, contributed an article titled “Unraveling China's ‘String of Pearls’” to the U.S. online journal, Yale Global. Regarding China's “String of Pearls,” the author is pointing out that: (a) it would be difficult for China to militarized ‘String of Pearls,’ (b) reliance on maritime transport of energy is regarded to be a strong motive for maintaining maritime security for Beijing as well as the United States, India and other maritime nations; (c) the greatest task in Asia is not to build naval forces against confrontations but to reduce tension in the ocean to keep order in the theater.

On December 10, China started joint patrols with their counterparts from Laos, Myanmar and Thailand to maintain security along the Mekong River. In addition, the joint patrol marked the restoration of international shipping services on the Mekong River that had been suspended since deadly attacks on Chinese cargo ships on October 5.

Shipping, Shipbuilding and Harbors: According to press release of Tokyo-Mitsui O.S.K. Lines, Ltd. on July 13, the company announced that the exterior and basic design of its “hybrid car carrier aiming at zero emissions while berthed” had been determined. The vessel, as the world’s first newly-built hybrid car carrier, will be launched at the Mitsubishi Heavy Industries, Ltd., Kobe shipyard in June 2012.

According to Hellenic Shipping News dated July 27, demolition activity has increased by an impressive 219% during the first six months of the year 2011, compared to the same period of 2010. Overall, the first half of the year ended with 400 vessels in total reported for scrap at a total deadweight of region 18.3 mil of tons. The bulk carriers occupied 38% of all. The demolition activity in the tanker and container segment has been subdued as there has been a sharp fall of 50% and 77% respectively from the first half of 2010.

On August 12, Sri Lankan government entered into a US\$500 million Build Operate Transfer (BOT) agreement with China Merchants Holdings to upgrade Colombo South Container Terminal. The project is expected to take two phases, with Phase I to be ready for operation by early 2013.

According to an Indian newspaper report, on August 30, the Indian government will tighten the rules for vessels older than 25 years. The new conditions require that all ships must be

inspected by societies that are a “full member” of the International Association of Classification Societies; ships carry adequate insurance to cover potential costs of wreck removal or cleanup from oil spills; and a local agent be appointed to represent the ship-owner/shipping company.

According to an International Maritime Organization (IMO) study report issued on November 14, research into the impact of mandatory energy efficiency measures for international shipping shows that implementation of the measures will lead to significant reductions of greenhouse gas (GHG) emissions from ships, specifically reductions of carbon dioxide (CO₂), resulting from enhanced fuel efficiency. The study found that, by 2020, an average of 151.5 million tons of annual CO₂ reductions are estimated from the introduction of the measures, a figure that by 2030, will increase to an average of 330 million tons annually. Based on the study, Amendments to the International Convention on the Prevention of Pollution from Ships (MARPOL), Annex VI Regulations for the prevention of air pollution from ships, add a new chapter on Regulations on energy efficiency for ships.

On December 7, the United States and China kicked off a Megaports Initiative pilot project in Shanghai. The Yangshan Port pilot project will be jointly carried out by China's General Administration of Customs, China's Administration of Quality Supervision, Inspection and Quarantine, and the U.S. Department of Energy. To date, 18 sets of radiation detection equipment have been installed at the Yangshan deep-water port, and a detection control center has also been built. Yangshan marks the 40th such port under the Megaports Initiative, as well as the initiative’s first in China.

According to the Philippine newspaper, *The Manila Bulletin*, dated December 6, the recent

launching of the Asian Cruise Terminal Association (ACTA) in Singapore in November has given the Subic Port a big boost to becoming the next cruise ship destination.

Ocean Resources, Energy, Sea Environment and Others: According to an announcement by Commonwealth Scientific and Industrial Research Organisation (CSIRO) on July 14, over 30 nations contribute to the multi-million dollar Argo project, in which 3,000 robotic instruments provide near real-time observations of conditions such as heat and salinity in the top 2,000 meters of the ocean. Australia ranks second among countries based on the number of profilers providing data, with more than 325 profilers reporting to international data centers from the Indian, Pacific and Southern Oceans and the Tasman Sea. With the region north of Mauritius being a no-go area for most vessels due to pirate activity, scientists at CSIRO in Australia have approached the U.S. and Australian navies to assist them in deployments of around 20 profilers, including 10 provided by the United Kingdom Argo project.

On July 26, a manned Chinese submersible with three men on board, the *Jiaolong*, successfully reached its lowest-ever depth of 5,057m in an international area of the Pacific, taking less than three hours.

China's application for deep-sea mining license in central Indian Ocean has been cleared by an international body in the meeting held by the International Seabed Authority (ISA) at its head office in Kingston, Jamaica on July 11-22. China's surveying area concurs with the Southwestern Indian Ridge, leaving the Indian Ministries of Defence and External Affairs fear Beijing may use it as "an excuse to operate their warships in this area."

On September 17, China announced plans to

expand its seabed mineral explorations in the Indian Ocean. Beijing already got approval from ISA to explore 10,000 sq km seabed area in the South West Indian Ocean Ridge for the ore in July. The China Ocean Mineral Resources and Development Association (COMRA) will sign a 15-year exploration contract with ISA by the end of 2011.

On November 16, the U.S. Navy and the Indonesian Navy held a reception celebrating the completion of one-month of joint oceanographic survey in the Indonesian coastal area. This survey was conducted by a team of 13 U.S. oceanographers and hydrographers from the Naval Oceanographic Office (NAVOCEANO) under the U.S. Naval Meteorology and Oceanography Command and five Indonesian surveyors, who were embarking the Military Sealift Command (MSC) oceanographic survey ship USNS Henson (T-AGS 63), in the territorial waters off Indonesia's coast including the Java Sea and the Sunda Straits from October 14 to November 14.

On December 12, the largest Danish shipping company, Maersk, said Maersk and the U.S. Navy are testing algae-based biofuel on the container ship MV *Maersk Kalmar* (88,669DWT). During its month-long, 6,500 nautical mile voyage from Bremerhaven, Germany to Pipavav, India, the ship will use 30 tons of biofuel.

According to the homepage of TOKYO-Mitsui O.S.K. Lines, Ltd. (MOL), the company was selected to transport liquefied natural gas (LNG) to a floating storage and re-gasification unit (FSRU) operated by PT Nusantara Regas off Indonesia on December 20. (FSRU is the floating facility for distributing the LNG in gaseous form by pipeline to gas utilities and consumers after receiving the LNG transported from the production site by an LNG carrier near the point of consumption.)

Intelligence Assessment: On July 15, 2011, the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) published a report on the incidents of piracy and armed robbery against ships noted in the world during the first half of 2011 (January 1– June 30) through the Piracy Reporting Center (PRC) based in Kuala Lumpur. Also, in late July, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP) which was established, based on ReCAAP, issued a Half Yearly Report (January 1– June 30, 2011) which deals with incidents of piracy and armed robbery against ships. The monthly report of July summarized the main points in these reports.

In the monthly report of August, the OPRF has taken up several phenomena of the issues in the South China Sea in the article titled “Strategic environment in East Asian waters and issues of the South China Sea,” giving an explanation for it.

On August 4, the U.S. Department of Defense (DoD) released the Annual Report to Congress: “Military and Security Developments Involving the People’s Republic of China 2011 (hereinafter the Report).” In the intelligence assessment we have pointed out the major characteristics in the Report, looking from the areas of our interest in this OPRF monthly report of September.

On October 18, the IMB of the ICC published a report on the incidents of piracy and armed robbery against ships noted in the world up to the third quarter of 2011 (January 1–September 30) through the PRC based in Kuala Lumpur. In the intelligence assessment column No. 1 of the monthly report of

October, the OPRF has summarized the characteristics of the incidents of piracy and armed robbery against ships viewed from the IMB report noted up to the third quarter of 2011.

On October 21, the ISC of ReCAAP issued a quarterly report which deals with incidents of piracy and armed robbery against ships up to the third quarter of 2011 (January 1– September 30, 2011). In the intelligence assessment column No. 2 of the monthly report of October, the OPRF has summarized the status and trend of the incidents of piracy and armed robbery against ships viewed from the ReCAAP report noted up to the third quarter of 2011.

In October 2011, the U.S. think tank, The Rand Corporation, issued the report titled “Conflict with China: Prospects, Consequences, and Strategies for Deterrence”. The Project 2049 Institute issued the report titled “Asian Alliances in the 21st Century” in September 2011.

Analysis of the monthly report of November has examined the response of the U.S. and its allies to the rise of China, providing a focus on two major reports above-mentioned.

The Joint Chiefs of Staff released, as an access operational concept to global commons, *Joint Operational Access Concept* on November 22, 2011. U.S. President Barack Obama unveiled a new national defense strategy titled, *Sustaining U.S. Global Leadership: Priorities for 21st Century Defense* at the Department of Defense on January 5, 2012. In the intelligence assessment column of the monthly report of December, carrying an outline of these two reports, the OPRF have studied and commented on the influence which is exerted by the concepts shown therein over Japan and Asia.

Intelligence Summary in January 2012

Maritime Security: In January, there were two hijacking incidents. On the 3rd, Somali pirates hijacked the Indian-flagged vessel MV *Savina Al-Salaam* carrying livestock near Bosaso port in Puntland, Somalia. On the 5th, Somali pirates released the MV *Savina al-Salaam* carrying livestock and its 16 all-Indian crew without ransom. On the 25th, Somali pirates hijacked the Iranian fishing dhow, *al-Khalil*, which was fishing in the waters off the semi-autonomous region of Puntland. The vessel had 19 Iranian crewmembers.

Two hijacked vessels were released. On the 8th, Somali pirates released MV *Olib G*, a Maltese-flagged chemical tanker (6,400DWT). The *MV Olib G* was hijacked in the Gulf of Aden on September 8, 2010. Ransom was \$3 million. The tanker has 18 crew members. On the 12th, Somali pirates released the Marshall Island-flagged chemical tanker, MT *Fairchem Bogey* (25,390DWT). Although the ransom is estimated to be \$8 million, the exact amount remains unconfirmed. She had a crew of 21 Indians on board. She was taken by armed pirates in an anchorage within the Salalah port limit on August 20, 2011.

On the other hand, there were several cases of detaining pirate action groups (PAG's) by naval forces of respective nations. On the 5th, the guided-missile destroyer USS *Kidd* (DDG 100) assigned to the John C. Stennis Carrier Strike Group of the U.S. 5th Fleet rescued 13 Iranian fishermen who had been taken hostage from pirates in the northern Arabian Sea. The *Kidd* took 13 pirates in custody. On the 7th, together with the NATO fleet, the European naval forces (EU NAVFOR) rescued 20 Indian crew from the Indian-flagged commercial boat MV *Shaahi Al-Qaasimi* and seized nine Somali pirate suspects. On the early morning of the 12th, one skiff with a group of Somali suspected pirates onboard approached the EU NAVFOR Flagship, the Spanish support ship - ESPS *Patino*, opened fire with light caliber weapons and tried to board the *Patino*. The warship returned fire in self-defense and launched its helicopter, holding six pirate suspects in the boat. RFA *Fort Victoria* belonging to NATO's fleet, which is on patrol near Somalia, located a fishing vessel as known as a dhow towing a small boat in the evening morning of 13th. A team of Royal Marines on board two RHIB seized the ship and captured 13 pirate suspects and their weapons. On the 19th, after three days of persistent pressure, the EU NAVFOR German navy's frigate FGS *Luebeck* forced Somali pirates to release an Indian dhow with 15 Indian mariners held as hostages. The dhow had been used as a pirate mother-ship. On the 24th, U.S. Special Operations forces (U.S. Navy SEALs) rescued an American hostage and her Danish colleague who had been taken hostage in Somalia. Two had been kidnapped and held for three months by armed men in the outskirts of in Galkayo in north-central Somalia.

On the 11th, Wu Shengli, commander of the PLA Navy, said, sending 10 batches of escort squads for anti-piracy operations off Somalia over the past three years, the Chinese navy has completed 409 missions and escorted 4,411 Chinese and foreign vessels.

According to Shiptalk on the 18th, ships which attempt to enter Yemeni ports with foreign armed guards will be prohibited to enter by Yemen. On the 30th, the Department of Foreign

Affairs (DFA) of the Philippines has given Manila-flagged merchant vessels the go-ahead to employ private security on board to protect Filipino seafarers from Somali pirates in the Gulf of Aden and Indian Ocean.

Military Developments: On the 4th, Assistant for planning to the Navy chief of staff, Rear Adm. Sumartono, said the Indonesian Navy plans to acquire 24 guided-missile fast boats to be deployed in shallow waters in the western part of the country.

On the 4th, carrying a long article titled “China Takes Aim at U.S. Naval Might,” the U.S. newspaper, *The Wall Street Journal*, discussed in it that an expansion of the Chinese Navy is aimed at keeping the U.S. aircraft carriers at a distance from the sea near the Chinese shore. Additionally, the article mentions that, in light of China's military advances and shrinking U.S. defense budgets, some U.S. military officers have begun wondering whether the time has come to rethink the nation's strategic reliance on aircraft carriers like the USS *Gerald R. Ford*.

On the 10th, Admiral Jonathan Greenert, the chief of naval operations, said President Barack Obama's decision to reorient the U.S. military's focus to the Asia-Pacific region will not lead to a major naval buildup there, adding that the United States already has a robust presence in the area. On the 21st, giving an address aboard the country's oldest aircraft carrier, the USS *Enterprise*, sailing toward the Persian Gulf, U.S. Defense Secretary Leon Panetta told that the United States is committed to maintaining a fleet of 11 of the formidable warships despite budget pressures. Congress has expressed strong support for the current U.S. carrier fleet and has passed a law requiring the Defense Department to maintain 11 of the ships. The USS *Enterprise* was built 50 years ago as the first nuclear-powered carrier. The ship's upcoming deployment will be its 22nd and final tour, after which it is scheduled to be deactivated.

On the 17th, Russia will hand over the refurbished aircraft carrier, *Admiral Gorshkov*, to India on December 4, Sevmash Shipyard Deputy Chief Executive Officer (CEO) Sergei Novosyolov said on the 17th. The aircraft carrier was now undergoing mooring trials and would begin sea runs at May-end. *Admiral Gorshkov* is to be rechristened INS *Vikramaditya*, and will remain in service for 30 years. The aircraft carrier has been almost 90% remodeled, and will be equipped with vertical takeoff aircraft, MiG-29K *Fulcrum* fighters and *Kamov* anti-submarine helicopters. On 23rd, the Indian navy held in Russia the ceremony of commissioning INS *Chakra* (the Russian *Akula-II* class submarine ‘K-152 *Nerpa*’) received on a 10-year lease from Russia. India became the world's sixth country after the United States Russia, France, the United Kingdom and China to operate nuclear-powered submarines when the *Chakra* was commissioned. Sailing for India soon, the *Chakra* will be based at Visakhapatnam.

South China Sea-related Events: The Philippines accused China of intruding into its maritime jurisdiction after three Chinese ships were spotted in December 2011 in disputed areas in the South China Sea, the Department of Foreign Affairs said on the 8th.

A senior fellow at the S. Rajaratnam School of International Studies (RSIS), Nanyang Technological University, Yang Razali Kassim, contributed an article titled “The new Great Game:

ASEAN's Balancing Act?" to RSIS Commentary on the 17th. The author is pointing out that, in the new great game, ASEAN has emerged as a significant facilitator - hedging and balancing between the two powers: the United States and China, as well as increasing its presence.

On the 26th, foreign affairs and defense officials of the United States and the Philippines are exploring increasing joint military exercises and other military cooperation. However, military cooperation would not entail a major buildup or reopening permanent bases. The United States has no interest in establishing new military bases in Asia and the Pacific, but welcomes opportunities to rotate forces there and would consider doing so in the Philippines, if offered, Navy Adm. Robert F. Willard, the U.S. Pacific Command commander, said at a lecture in Washington on the 27th.

Diplomacy and International Relations: On 5th, U.S. President Obama announced "Sustaining U.S. Global Leadership: Priorities For 21st Century Defense," which was a summarized report on the investigation results of a comprehensive review of the national defense strategy conducted by the U.S. Department of Defense with defense spending cuts. There are a number of comments on this report. A professor of Texas A & M University, Christopher Layne contributed an article titled "The (Almost) Triumph of Offshore Balancing" to *The National Interest* dated 27th, saying the Obama administration's new Defense Strategic Guidance (DSG) was the first step in the United States' adjustment to the end of the Pax Americana—the sixty-year period of dominance that began in 1945. The country needs to adjust to the world of 2025 when China will be the number-one economy and spending more on defense than any other nation.

Shipping, Shipbuilding and Harbors: On the 5th, South Korea's Hyundai Heavy Industries announced completion of their Floating Liquefied Natural Gas Plant (FLNG) concept model. The Hyundai FLNG has a potential annual production capacity of 2.5 million tons of LNG and can store about 193,800 cubicm of LNG with a compact size of 355m long, 70m wide and 35m tall. The South Korean shipbuilding industry regained its status as the world's leading shipbuilding nation in 2011 from China. South Korean shipbuilders won a combined 13.55 million compensated gross tons (CGTs) in new orders in 2011, surpassing a total of 9.2 million CTGs clinched by Chinese builders last year. In 2011, South Korea accounted for 48.2 percent of a total of 28.11 million CGTs worth of deals globally placed.

State-owned port operator Pelindo II will install a new information technology system at Tanjung Priok port in North Jakarta, the country's main shipment gateway, in the middle of 2012 to monitor vessel traffic online, a senior official said in Jakarta on the 16th. Pelindo II will also install the vessel traffic information system at Palembang (Sumatra), Pontianak (Kalimanran), and Jambi (Sumatra) ports in 2013.

According to the official website of Nissan Motor Co., Ltd., the company on 30th unveiled the *Nichioh Maru*, an energy efficient coastal car carrier which will transport completed vehicles and parts on one of Japan's main maritime shipping routes. Compared to an existing car carrier of the same type, this ship can achieve a fuel reduction of up to nearly 1,400 tons annually, which

converts to an annual reduction of 4,200 tons of CO₂ emissions.

Ocean Resources, Energy, Sea Environment and Others: The pilot offshore wind farm in Rudong county, Jiangsu province, by Longyuan Power, Chinese largest wind power developer, is expected to be completed in March. With 150-megawatt capability in the first phase, the pilot offshore wind farm will be the largest one in China.

Intelligence Assessment: On 18th, 2011, the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) published a report through the Piracy Reporting Center (PRC) based in Kuala Lumpur on the incidents of piracy and armed robbery against the ships noted in the world in year 2011 (January1–December31, 2011). The intelligence assessment column No. 1 is a summary of the characteristics of the incidents of piracy and armed robbery against the ships viewed from the IMB report noted in the year 2011. The intelligence assessment column No. 2 is a summary of the characteristics of the incidents of piracy and armed robbery against the ships in the Asia in the year 2011, viewed from the annual report of the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) published in January 2012.

1. Information Digest

1.1 Maritime Security

January 3 “Somali pirates hijack Indian-flagged vessel” (Somalia Report, January 3, 2012)

On the 3rd, Somali pirates hijacked the Indian-flagged vessel MV *Savina Al-Salaam* carrying livestock near Bosaso port in Puntland, Somalia.

An outline of the article: On the 3rd, Somali pirates hijacked the Indian-flagged vessel MV *Savina Al-Salaam* near Bosaso port in Puntland, Somalia. The boat was carrying livestock of 3,620 animals from Bosaso to Oman. According to the authorities of the autonomous government of Puntland, the boat carries 16 Indian crewmembers and four Somali passengers.

Refer to the article: Indian Ship Hijacked with 16 Crew and 4 Somalis, Carrying Livestock
http://www.somaliareport.com/index.php/post/2445/Savina_Al-Salaam_Captured_with_16_Crew



Livestock ship(Information photo)

Source: gCaptain, January 5, 2012

【Related article 1】

“Somali pirates release Indian flagged vessel” (Somalia Report, January 5, 2012)

On the 5th, Somali pirates released the Indian-flagged MV *Savina al-Salaam* carrying livestock and its 16 all-Indian crew without ransom.

An outline of the article: A representative of the owners of the ship who lives in Puntland said Somali pirates released the Indian-flagged MV *Savina al-Salaam* carrying livestock and its 16 all-Indian crew without ransom on the 5th. It's unclear why the pirates released the boat, but the representative of the owners of the ship said perhaps they didn't want to deal with the livestock. Having been freed, the *Savina al-Salaam* was on course for Oman.

Refer to the article: Savina al-Salaam Released Without Ransom

http://www.somaliareport.com/index.php/post/2457/Savina_al-Salaam_Released_Without_Ransom

【Related article 2】**“EU NAVFOR rescues Indian flagged vessel; 9 pirates arrested” (Somalia Report, January 5, 2012)**

On the 7th, together with the NATO fleet, the European naval forces (EU NAVFOR) rescued 20 Indian crew from the Indian-flagged commercial boat MV *Shaahi Al-Qaasimi* and seized nine Somali pirate suspects.

An outline of the article: On the 7th, together with the NATO fleet, the European naval forces (EU NAVFOR) rescued 20 Indian crew from the Indian-flagged commercial boat MV *Shaahi Al-Qaasimi* and seized nine Somali pirate suspects, authorities in the semiautonomous state of Puntland said. The Indian vessel was hijacked on the 5th, while en route from Dubayy to the commercial port city of Bosaso in Puntland. According to sources, the pirate group is same group of hijackers blamed of taking hostage another Indian vessel, MV *Savina Al-Salam*, which was released on the 5th.

Refer to the article: NATO, EU NAVFOR Rescue Indian Boat From Pirates: Nine Somali Pirates Arrested

http://www.somaliareport.com/index.php/post/2468/NATO_EU_NAVFOR_Rescue_Indian_Boat_From_Pirates

January 4 “Chinese ships attacked on Mekong River” (China Daily, January 7, 2012)

On the 4th, four Chinese cargo ships were attacked and fired by two rockets at Wan Pung Port in Myanmar. It occurred just after China resumed joint patrol on the Mekong River with three basin counterparts of Thailand, Laos and Myanmar in December 2011.

An outline of the article: On the 4th, four Chinese cargo ships and a Myanmar patrol boat were attacked early on January 4 at Wan Pung Port on Mekong River in Myanmar. The Chinese newspaper People's Daily reported that the group of Chinese ships composed of three cargo ships and one tanker was attacked and fired by two rockets. One fell into the water while the other exploded near the ships. It occurred just after China resumed joint patrol on the Mekong River with three basin counterparts of Thailand, Laos and Myanmar in December 2011. In October 2011, Chinese vessels were also attacked and 13 Chinese sailors were shot dead. According to the China's Lancang River Maritime Bureau, from December 10, when the shipping resumed, to January 3, vessels transported 15,844 tons of cargo on the river. In addition, in the first 10 months of the year 2011, an average of 24,280 tons was shipped on the river each month. About two thirds of the 86 freighters that are registered for international shipping on the river have returned to do business, said the Lancang River Maritime Bureau. It is said that the current attack will not deal a big blow to the confidence of river transportation.

Refer to the article: New attack on Mekong River

http://www.chinadaily.com.cn/china/2012-01/07/content_14397638.htm

January 5 “U.S. Navy detained 15 pirate suspects, and rescued Iranian fishermen” (U.S. Naval Forces Central Command Public Affairs, Press Release, January 6, 2011)

On the 5th, the guided-missile destroyer USS *Kidd* (DDG 100) assigned to USS *John C. Stennis* Carrier Strike Group of the U.S. 5th Fleet rescued 13 Iranian fishermen who had been taken hostage from pirates in the northern Arabian Sea. The *Kidd* took 13 pirates in custody.

An outline of the article: On the 5th, the guided-missile destroyer USS *Kidd* (DDG 100) assigned to USS *John C. Stennis* Carrier Strike Group of the U.S. 5th Fleet rescued 13 Iranian fishermen who had been taken hostage from pirates in the northern Arabian Sea. The U.S. Central Command said an SH-60S Seahawk from USS *Kidd* detected a suspected pirate skiff alongside the Iranian-flagged fishing dhow *Al Molai*. Simultaneously, a distress call was received from the master of the *Al Molai* claiming he was being held captive by pirates. A Visit, Board, Search and Seizure team from the *Kidd* boarded the *Al Molai* and detained 15 suspected pirates, and rescued 13-member Iranian fishermen. The *Al Molai* had been pirated and used as a “mother ship” for pirate operations for roughly the last 40-45 days throughout the Persian Gulf, according to members of the Iranian vessel’s crew. Below is the scene at the time.

Refer to the article: U.S. Navy Rescues Iranian Fishing Vessel From Pirates In Arabian Sea
<http://www.cusnc.navy.mil/articles/2012/005.html>



The *Kidd*'s VBSS team boarded the Iranian-flagged fishing dhow *Al Molai* and detained 15 suspected pirates, who were holding a 13-member Iranian crew hostage for several weeks.

Source: U.S. Naval Forces Central Command Public Affairs, Press Release, January 6, 2011

January 8 “Somali pirates release Maltese-flagged tanker” (Somalia Report, January 8, 2012)

On the 8th, Somali pirates released MV *Olib G*, a Maltese-flagged chemical tanker (6,400DWT). The MV *Olib G* was hijacked in the Gulf of Aden on September 8, 2010. Ransom was \$3 million. The tanker has 18 crew members.

An outline of the article: On the 8th, Somali pirates released MV *Olib G*, a Maltese-flagged chemical tanker (6,400DWT). According to a pirate group, they received their \$3 million ransom,

which was dropped onto the ship. The vessel has a crew of 18 (15 Georgians and 3 Turks). The MV *Olib G* was hijacked in the Internationally Recommended Transit Corridor of the Gulf of Aden on September 8, 2010.

Refer to the article: Pirates Release MV OLIB G for Reported \$3m

<http://www.somaliareport.com/index.php/post/2478>

January 11 “Chinese naval escort squads to Somali escort approx. 4,400 in 3 years” (Xinhua, January 11, 2012)

On the 11th, Wu Shengli, commander of the PLA Navy, said, sending 10 batches of escort squads for anti-piracy operations off Somalia over the past three years, the Chinese navy has completed 409 missions and escorted 4,411 Chinese and foreign vessels.

An outline of the article: On the 11th, Wu Shengli, commander of the PLA Navy, said, sending 10 batches of escort squads for anti-piracy operations off Somalia over the past three years, the Chinese navy has completed 409 missions and escorted 4,411 Chinese and foreign vessels. In addition, throughout this period, the fleets have rescued 40 ships from pirates' pursuits, taken care of eight vessels that were attacked and released by the pirates, and offered humanitarian aid to foreign vessels four times, Wu said. Moreover, the fleets also escorted four ships delivering humanitarian supplies for the World Food Program (WFP) and provided adequate protection to the ships and the crewmembers.

Refer to the article: Chinese Naval Escort Squads to Somali Waters Escorted 4,411 Vessels in 3 Years

<http://english.cri.cn/6909/2012/01/11/1461s675752.htm>

January 12 “Somali pirates attack on Spanish naval vessel” (EU NAVFOR Public Affairs Office, Press Release, January 12 and 13, 2012)

On the early morning of the 12th, one skiff with a group of suspected pirates onboard approached the EU NAVFOR Flagship, the Spanish support ship - ESPS *Patino*, opened fire with light caliber weapons and tried to board the *Patino*. The warship returned fire in self-defense and launched its helicopter, holding six pirate suspects in the boat.

An outline of the article: On the early morning of the 12th, one skiff with a group of suspected pirates onboard approached the EU NAVFOR Flagship, the Spanish support ship - ESPS *Patino*, opened fire with light caliber weapons and tried to board the *Patino*. The *Patino* was on the point of entering the port, having just completed the escort of a World Food Program ship carrying food-aid into Somalia. When the warship returned fire in self-defense and the ship's helicopter was launched, the skiff broke off the attack and the men surrendered, throwing their weapons overboard. The boarding team of the ESPS *Patino* held six pirate suspects in the boat. Five of the six men who were in the skiff had received injuries. The suspected pirates said there had been seven in the skiff, but a seventh man was lost overboard during the attack. According to an investigation of the boarding team, no evidence was available to support it. Below is the scene at the time.

Refer to the article: Pirate attack on the EU NAVFOR Flagship

<http://www.eunavfor.eu/2012/01/pirate-attack-on-the-eu-navfor-flagship/>



Suspected Pirates transferred to RHIB

Source: EU NAVFOR Public Affairs Office, Press Release, January 12, 2012

January 13 “Royal Navy supply ship captures 13 Somali pirate suspects” (The Telegraph, January 14, 2012)

RFA *Fort Victoria* belonging to NATO’s fleet, which is on patrol near Somalia, located a fishing vessel as known as a dhow towing a small boat in the evening morning of 13th. A team of Royal Marines on board two RHIB seized the ship and captured 13 pirate suspects and their weapons.

An outline of the article: RFA *Fort Victoria* belonging to NATO’s fleet, which is on patrol near Somalia, located a fishing vessel as known as a dhow towing a small boat in the evening morning of 13th. The ship’s Navy Lynx helicopter fired several rounds of flares and warning shots over the bows of the fishing vessel. When the dhow refused to slow down, a sniper on board the Lynx fired five shots into its hull. Immediately afterwards, a team of Royal Marines on board two RHIB seized the ship. During a search of the fishing vessel, the marines discovered lifejackets allegedly from another recently hijacked merchant vessel. Grenades and other explosives were also found on board. 13 Somali pirate suspects surrendered and were captured. The pirates used the dhow as a mother ship. Below is the scene at the time.

Refer to the article: Royal Navy captures 13 Somali pirates

<http://www.telegraph.co.uk/news/uknews/defence/9014963/Royal-Navy-captures-13-Somali-pirates.html>



British Royal Marines boarding and capturing a Somali dhow as 13 suspected pirates raise their hands

Source: Royal Navy, January 16, 2012

January 12 “Somali pirates release Indian vessel” (Somalia Report, January 13, 2012)

On the 12th, Somali pirates released the Marshall Island-flagged chemical tanker, MT *Fairchem Bogey* (25,390DWT). The ransom is estimated to be \$8 million. However, its exact amount remains unconfirmed. Although the ransom is estimated to be \$8 million, the exact amount remains unconfirmed. She had a crew of 21 Indians on board. She was taken by armed pirates in an anchorage within the Salalah port limit on August 20, 2011.

An outline of the article: On the 12th, Somali pirates released the Marshall Island-flagged chemical tanker, MT *Fairchem Bogey* (25,390DWT). The ransom is estimated to be \$8 million. However, its exact amount remains unconfirmed, as pirates are apt to exaggerate the amount of the ransom. Separate sources said that, on the previous day of the 11th, a helicopter was observed hovering over the vessel yesterday in anticipation of making the ransom drop. The vessel, managed by the Indian company, had a crew of 21 Indians on board. She was taken by armed pirates on August 20, 2011. When hijacked, MT *Fairchem Bogey* was in an anchorage within the Salalah port limit waiting for berthing instructions from the port authorities. She had armed guards on board when she sailed through the Gulf of Aden. But she was unprotected when she was taken by armed pirates after dropping the security team off in Oman.

Refer to the article: MT *Fairchem Bogey* Reportedly Released

<http://www.somaliareport.com/index.php/post/2513>

January 18 “Yemen bans entry of vessels manned by armed guards in territorial waters” (Shiptalk, January 18, 2011)

According to Shiptalk on the 18th, ships which attempt to enter Yemeni ports with foreign armed guards will be prohibited to enter by Yemen.

An outline of the article: According to Shiptalk on the 18th, based on Marine Affairs memo No. wnl27/1617/2011, ships which attempt to enter Yemeni ports with foreign armed guards will be prohibited to enter by Yemen. Prompted by the arrival of many ships to the ports of the Republic of Yemen with foreign guards, weapons and munitions onboard this was deemed to be a violation of local law. Therefore, marine inspectors are to be directed to control such violations, take the necessary legal procedures and feed back.

Refer to the article: Foreign Ban

<http://www.shiptalk.com/?p=10898>

January 19 “Somali pirates use a hijacked ship as a mothership” (gCaptain, January 19, 2012)

According an advisory issued by the U.S. Office of Naval Intelligence (ONI) on 19th, an Italian-registered chemical tanker, MT *Enrico Ievoli* (16,631DWT) hijacked by Somali pirates is underway off the coast of Somalia and possibly heading for the Gulf of Aden to conduct mothership operations.

An outline of the article: According an advisory issued by the U.S. Office of Naval Intelligence (ONI) on 19th, an Italian-registered chemical tanker, MT *Enrico Ievoli* (16,631DWT) hijacked by Somali pirates is underway off the coast of Somalia and possibly heading for the Gulf of Aden to conduct mothership operations. The vessel had a crew of 18 (6 Italian, 5 Ukranian and 7 Indian. ONI believes pirates with weapons and an attack skiff are aboard the vessel.

Refer to the article: Hijacked MT Enrico Ievoli Conducting Mothership Operations in Gulf of Aden
<http://gcaptain.com/hijacked-mt-enrico-levoli-conducting-mothership-operations-in-gulf-of-aden-advisory/?37892>



MT Enrico Ievoli

Source: gCaptain, January 19, 2012

【Related article】**“German warship releases Indian-flagged dhow” (EU NAVFOR Public Affairs Office, Press Release, January 20, 2012)**

On the 19th, after three days of persistent pressure, the EU NAVFOR German navy's frigate FGS *Luebeck* forced Somali pirates to release an Indian dhow with 15 Indian mariners held as hostages. The dhow had been used as a pirate mother-ship.

An outline of the article: On the 19th, after three days of persistent pressure, the EU NAVFOR German navy's frigate FGS *Luebeck* has forced Somali pirates to release an Indian dhow with 15 Indian mariners held as hostages. The dhow had been used as a pirate mother-ship. According to the EU NAVFOR, the Dutch-flagged vessel MV *Flinstone* was attacked by pirates aboard the dhow launched from the mother boat in northeast of the island of Socotra on the morning of the 17th. A Dutch Vessel Protection Detachment (VPD) stationed on the Dutch-registered civilian fall-pipe vessel had repelled the attack following a gun-fight and caused the attack skiffs to retreat back to the pirate mother ship (Indian dhow) with injuries to the suspected pirates. After this incident, also on the 17th, the EU NAVFOR warship FGS *Luebeck* re-located a dhow which was regarded to be the Indian-registered dhow, and called it by radio. As the dhow did not react to radio calls, the *Luebeck* fired warning shots ahead of the dhow's bow. At the same time, a helicopter launched from the *Luebeck* kept the dhow, which had a small boat on its upper deck, under surveillance. Throughout the action the safety of the hostages was the primary consideration of the *Luebeck*, especially as the suspect pirates threatened to kill all crew members and to fire on anyone attempting to board the dhow. Two days later, on the evening of the 19th, FGS *Luebeck* found the MV *Enrico Ievoli*, an Italian tanker which had been pirated in December 2011 with 18 hostages onboard, to approach and rendezvous with the Indian dhow. On arrival the pirate suspects again threatened that they would harm all the hostages, including 18 hostages onboard the MV *Enrico Ievoli*, if any military action was taken to prevent a transfer of pirates who had been injured. The FGS *Luebeck* maintained an overt presence and, following their transfer, the boarding team was able to embark the dhow to assure the safety of ten Indian crewmembers. All were all in good health. The MV *Enrico Ievoli*, with the injured suspected pirates on board, returned toward Somalia,

Refer to the article: EU NAVFOR warship FGS LUEBECK successfully releases Indian dhow and crew

<http://www.eunavfor.eu/2012/01/eu-navfor-warship-fgs-luebeck-successfully-releases-indian-dhow-and-crew/>



FGS *Luebeck* and released Indian dhow

Source: EU NAVFOR Public Affairs Office, Press Release, January 20, 2012

Remarks: According to an announcement of Dutch Defense Ministry on the 17th via the Expatica.com, January 17, six suspected pirates aboard a dhow attacked the MV *Flintstone*. Dutch marine teams of the Vessel Protection Detachment (VPD) fired warning shots at the pirates. But, after the pirates attacked the *Flintstone* with a rocket-propelled grenade (RPG), the VPD fired tracers aboard the dhow. It's not excluded that there may have been casualties among the attackers. According to the ministry, Dutch marine teams of the VPD are put on board merchant ships on request from the ship's owners, the defense ministry said. In 2011, heavily armed VPD teams accompanied 11 ships.

Refer to the article: Dutch marines ward off pirate attack

http://www.expatica.com/nl/news/dutch-news/dutch-marines-ward-off-pirate-attack_201849.html

January 24 “US Navy SEALs rescue kidnapped workers in Somalia” (The Washington Post, January 25, 2012)

On the 24th, U.S. Special Operations forces rescued an American hostage and her Danish colleague who had been taken hostage in Somalia. Two had been kidnapped and held for three months by armed men in the outskirts of in Galkayo in north-central Somalia.

An outline of the article: On the 24th, U.S. Special Operations forces rescued an American hostage and her Danish colleague who had been taken hostage in Somalia. Two had been kidnapped and held for three months by armed men in the outskirts of in Galkayo in north-central Somalia. Participants in rescue operations were about 20-member team, consisting of members of the Navy SEAL Team 6 unit that had killed Osama bin Laden in May 2011. They parachuted from an Air Force Special Operations plane to a spot two miles from the compound where the hostages were being held, the commandos walked through the darkness and surprised the captors. There were no injuries to two hostage or the SEALs. At least nine men in an armed group were killed. Two hostages rescued were flown to a U.S. air base in nearby Djibouti.

Refer to the article: Navy SEALs rescue kidnapped aid workers Jessica Buchanan and Poul Hagen Thisted in Somalia

http://www.washingtonpost.com/world/national-security/us-forces-rescue-kidnapped-aid-workers-jessica-buchanan-and-poul-hagen-thisted-in-somalia/2012/01/25/gIQA7WopPQ_story.html

January 25 “Somali pirates hijack Iranian fishing dhow” (Somalia Report, January 25, 2012)

On the 25th, Somali pirates hijacked the Iranian fishing dhow, *al-Khaliil*, which was fishing in the waters off the semi-autonomous region of Puntland. The vessel had 19 Iranian crewmembers.

An outline of the article: On the 25th, Somali pirates hijacked the Iranian fishing dhow, *al-Khaliil*, which was fishing in the waters off the semi-autonomous region of Puntland. With 19 Iranian crewmembers, the vessel had the necessary permits from the Puntland government to fish in the area. In addition, although a security team, made up of four armed police, was assigned to prevent a hijacking, the pirates hijacked the boat while the security team was sleeping.

Refer to the article: Pirates Hijack Vessel Despite Gov Security Team

http://www.somaliareport.com/index.php/post/2618/Pirates_Hijack_Vessel_Despite_Gov_Security_Team

January 30 “The Philippines OKs private guards on ships to protect Manila-flagged vessels” (Daily Inquirer, January 31, 2012)

On the 30th, the Department of Foreign Affairs (DFA) of the Philippines has given Manila-flagged merchant vessels the go-ahead to employ private security on board to protect Filipino seafarers from Somali pirates in the Gulf of Aden and Indian Ocean.

An outline of the article: On the 30th, the Department of Foreign Affairs (DFA) of the Philippines has given Manila-flagged merchant vessels the go-ahead to employ private security on board to protect Filipino seafarers from Somali pirates in the Gulf of Aden and Indian Ocean. The move, however, is subject to the Philippine shipping companies’ adherence to strict guidelines promulgated by the Maritime Industry Authority and the International Maritime Organization (IMO). At present, 26 Filipino seamen are continued to be held hostage on board three foreign-flagged vessels hijacked {by pirates}. Between 2006 and 2011, a total of 769 sailors from the Philippines were seized by Somali pirates.

Refer to the article: Government OKs private guards on ships to protect seamen

<http://globalnation.inquirer.net/24559/government-oks-private-guards-on-ships-to-protect-seamen>

1.2 Military Developments

January 4 “Indonesian navy to procure 24 fast boats” (The Jakarta Post, January 5, 2012)

On the 4th, Assistant for planning to the Navy chief of staff, Rear Adm. Sumartono, said the Indonesian Navy plans to acquire 24 guided-missile fast boats to be deployed in shallow waters in the western part of the country.

An outline of the article: On the 4th, Assistant for planning to the Navy chief of staff, Rear Adm. Sumartono, said the Indonesian Navy plans to acquire 24 guided-missile fast boats to be deployed in shallow waters in the western part of the country. Sumartono announced this plan when he made a visit to privately-owned shipyard PT Palindo Marine’s facilities in Batam in Riau Islands. The PT Palindo Marine has already delivered two guided-missile fast boats to the Navy. Palindo director said the production of the fast attack boats was 45 percent locally sourced. The two 40-meter fast attack missile craft come with Chinese C-705 anti-ship missiles with a range up to 120 kilometers, a six-barrel 30-millimeter close-in weapons system and two 20-millimeter guns.

Refer to the article: Navy to procure 24 fast boats to patrol shallow waters

<http://www.thejakartapost.com/news/2012/01/05/navy-procure-24-fast-boats-patrol-shallow-waters0.html>

January 4 “China strengthens navy to keep off aircraft carrier from coastal area: US Newspaper article” (The Wall Street Journal, January 4, 2011)

On the 4th, carrying a long article titled “China Takes Aim at U.S. Naval Might,” the U.S. newspaper, *The Wall Street Journal*, discussed in it that an expansion of the Chinese Navy is aimed at keeping the U.S. aircraft carriers at a distance from the sea near the Chinese shore. Additionally, the article mentions that, in light of China's military advances and shrinking U.S. defense budgets, some U.S. military officers have begun wondering whether the time has come to rethink the nation's strategic reliance on aircraft carriers like the USS *Gerald R. Ford*.

An outline of the article: On the 4th, carrying a long article titled “China Takes Aim at U.S. Naval Might,” the U.S. newspaper, *The Wall Street Journal*, discussed in it that an expansion of the Chinese Navy is aimed at keeping the U.S. aircraft carriers at a distance from the sea near the Chinese shore, the gist of which as follows.

(1) The USS *Gerald R. Ford*, the hulking aircraft carrier taking shape in a dry dock in Newport News, Va., was supposed to help secure another half century of American naval supremacy. But an unforeseen problem cropped up between her blueprint and expected delivery in 2015: China is building a new class of ballistic missiles designed to arc through the stratosphere and explode onto the deck of a U.S. carrier. Since 1945, the U.S. has ruled the waters of the western Pacific, thanks in large part to a fleet of 97,000-ton carriers—each one “4.5 acres of mobile, sovereign U.S. territory,” as the Navy puts it. For nearly all of those years, China had

little choice but to watch American vessels ply the waters off its coast with impunity. Without either nation saying so, both are quietly engaged in a tit-for-tat military-technology race.

- (2) China's state media has said its new missile, called the DF-21D, was built to strike a moving ship up to about 1,700 miles away. U.S. defense analysts say the missile is designed to come in at an angle too high for U.S. defenses against sea-skimming cruise missiles and too low for defenses against other ballistic missiles. Even if U.S. systems were able to shoot down one or two, some experts say, China could overwhelm the defenses by targeting a carrier with several missiles at the same time. As such, the new missile—China says it isn't currently deployed—could push U.S. carriers farther from Chinese shores, making it more difficult for American fighter jets to penetrate its airspace or to establish air superiority in a conflict near China's borders. In response, the Navy is developing pilotless, long-range drone aircraft that could take off from aircraft carriers far out at sea and remain aloft longer than a human pilot could do safely. In addition, the Air Force wants a fleet of pilotless bombers capable of cruising over vast stretches of the Pacific.
- (3) Throughout history, control of the seas has been a prerequisite for any country that wants to be considered a world power. China's military buildup has included a significant naval expansion. A few years ago, the U.S. military might have responded to any flare-up by sending one or more of its 11 aircraft carriers to calm allies and deter Beijing. Now, the People's Liberation Army, in addition to the missiles it has under development, has submarines capable of attacking the most visible instrument of U.S. military power. China's technological advances have been accompanied by a shift in rhetoric by parts of its military. Hawkish Chinese military officers and analysts have long accused the U.S. of trying to contain China within the "first island chain." They now talk about pushing the U.S. back as far as Hawaii and enabling China's navy to operate freely in the western Pacific, the Indian Ocean and beyond.
- (4) As a matter of course, China's beefed up military still is a long way from having the muscle to defeat the U.S. Navy head-to-head. For now, U.S. officials say, the Chinese strategy is to delay the arrival of U.S. military forces long enough to take control of contested islands or waters. In light of China's military advances and shrinking U.S. defense budgets, some U.S. military officers have begun wondering whether the time has come to rethink the nation's strategic reliance on aircraft carriers like the USS *Gerald R. Ford*. A successful attack on a carrier could jeopardize the lives of as many as 5,000 sailors—more than all the troops killed in action in Iraq. "The *Gerald R. Ford* is just the first of her class, but she should also be the last" wrote Navy Captain Henry Hendrix and retired Marine Corps Lt. Col. Noel Williams in an article in the naval journal *Proceedings* last year. (Note: As of this article, refer to Captain Henry J. Hendrix, U.S. Navy, and Lieutenant Colonel J. Noel Williams, U.S. Marine Corps (Retired), "Twilight of the Superfluous Carrier," *Proceedings*, May 2011, Vol.,137.)
Refer to the article: China Takes Aim at U.S. Naval Might
<http://online.wsj.com/article/SB10001424052970204397704577074631582060996.html>

January 10, “No big U.S. naval buildup in Asia, top naval officer says” (Reuters, January 10, 2012)

On the 10th, Admiral Jonathan Greenert, the chief of naval operations, said President Barack Obama's decision to reorient the U.S. military's focus to the Asia-Pacific region will not lead to a major naval buildup there, adding that the United States already has a robust presence in the area.

An outline of the article: On the 10th, Admiral Jonathan Greenert, the chief of naval operations, said President Barack Obama's decision to reorient the U.S. military's focus to the Asia-Pacific region will not lead to a major naval buildup there, adding that the United States already has a robust presence in the area. Addressing a forum in Washington, Admiral Jonathan Greenert told that the U.S. Navy has about 50 ships and submarines deployed today in the western Pacific, compared with about 30 in the Middle East. Greenert said, although the Navy would review Obama's strategy and adjust accordingly, there is not a big naval buildup in the Far East.

Refer to the article: No big U.S. naval buildup in Asia, top officer says

<http://www.reuters.com/article/2012/01/10/us-usa-asia-military-idUSTRE8092CG20120110>

January 17 “Russia to deliver aircraft carrier to India in this December” (The Hindu, January 18, 2012)

On the 17th, Russia will hand over the refurbished aircraft carrier, *Admiral Gorshkov*, to India on December 4, Sevmash Shipyard Deputy Chief Executive Officer (CEO) Sergei Novosyolov said on the 17th. The aircraft carrier was now undergoing mooring trials and would begin sea runs at May-end. The *Admiral Gorshkov* is to be rechristened INS *Vikramaditya*, and will remain in service for 30 years. The aircraft carrier has been almost 90% remodeled, and will be equipped with vertical takeoff aircraft, MiG-29K Fulcrum fighters and Kamov anti-submarine helicopters.

An outline of the article: On the 17th, Russia will hand over the refurbished aircraft carrier, *Admiral Gorshkov*, to India on December 4, Sevmash Shipyard Deputy Chief Executive Officer (CEO) Sergei Novosyolov said on the 17th. The aircraft carrier was now undergoing mooring trials and would begin sea runs at May-end. Under a 2004 contract, the aircraft carrier was to be delivered to India in 2008. The two sides eventually agreed on the new price of \$2.33 billion from the original price of \$974 million. The price includes \$85 million for a complete set of blueprints that will allow the Navy to carry out repairs at Indian shipyards. The *Admiral Gorshkov* is to be rechristened INS *Vikramaditya*, and will remain in service for 30 years. Designed to operate only vertical takeoff aircraft, the ship has been extensively remodeled. It has been fitted with a full runway and a ski jump, new engines, new diesel boilers, new generators, electrical machinery, communication systems and distillation plants. The aircraft carrier will be equipped with versatile MiG-29K Fulcrum fighters and Kamov anti-submarine helicopters. With the induction of INS *Vikramaditya*, India will become the fourth naval power after the U.S., Russia and Britain to operate an aircraft carrier with a displacement of more than 40,000 tons. In addition, the first

of three *Talwar*-class stealth frigates Russia is building for the Indian Navy is set to complete sea trials this week. INS *Teg* left the Yantar shipyard in Kaliningrad on 17th for the final leg of state acceptance trials in the Baltic Sea. The Indian Navy is to take delivery of the *Teg* in April, after a delay of two years.

Refer to the article: Navy to get overhauled Gorshkov by year-end

<http://www.thehindu.com/news/national/article2809260.ece>

January 21 “US to maintain 11 aircraft carriers: Defense Secretary Panetta” (CBS News, January 21, 2012)

On the 21st, giving an address aboard the country's oldest aircraft carrier, the USS *Enterprise*, sailing toward the Persian Gulf, U.S. Defense Secretary Leon Panetta told that the U.S. is committed to maintaining a fleet of 11 of the formidable warships despite budget pressures. Congress has expressed strong support for the current U.S. carrier fleet and has passed a law requiring the Defense Department to maintain 11 of the ships. The USS *Enterprise* was built 50 years ago as the first nuclear-powered carrier. The ship's upcoming deployment will be its 22nd and final tour, after which it is scheduled to be deactivated.

An outline of the article: On the 21st, telling 1,700 sailors aboard the country's oldest aircraft carrier, the USS *Enterprise*, sailing toward the Persian Gulf, U.S. Defense Secretary Leon Panetta told that the U.S. is committed to maintaining a fleet of 11 of the formidable warships despite budget pressures. There was speculation that budget pressures would force the Pentagon to scale back the number of carriers, perhaps to 10. But Congress has expressed strong support for the current U.S. carrier fleet and has passed a law requiring the Defense Department to maintain 11 of the ships. After his speech, Panetta said to reporters traveling with him: “The carriers, because of their presence, because of the power they represent, are a very important part of our ability to maintain power projection both in the Pacific and in the Middle East.” “Keeping 11 of the warships is a long-term commitment that the president wants to put in place,” he said. The USS *Enterprise* was built 50 years ago as the first nuclear-powered carrier. The ship's upcoming deployment will be its 22nd and final tour, after which it is scheduled to be deactivated. It is being replaced by the USS *Gerald R. Ford*, which is the first in a new class of technologically advanced carriers. There will be about a 33-month gap before the *Ford* is commissioned, but Congress has granted a waiver allowing the Navy to drop to 10 carriers for that period of time.

Refer to the article: U.S. to keep 11 aircraft carriers

http://www.cbsnews.com/8301-201_162-57363407/u.s-to-keep-11-aircraft-carriers/

January 23 “India becomes 6th nation to join nuclear submarine group” (The Times of India, January 24, 2012)

On 23rd, the Indian navy held in Russia the ceremony of commissioning INS *Chakra* (the Russian *Akula-II* class submarine `K-152 *Nerpa*') received on a 10-year lease from Russia. India became the world's sixth country after the US, Russia, France, the UK and China to operate nuclear-powered submarines when the *Chakra* was commissioned. Sailing for India soon, the

Chakra will be based at Visakhapatnam.

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Sailing for India soon, the *Chakra* will be based at Visakhapatnam. INS *Chakra* will also be armed with the 300-km range Klub-S land-attack cruise missiles. It will be deadly 'hunter-killer' of enemy submarines and warships, and also provide effective protection to a fleet at sea. The INS *Chakra* will also be used to train its sailors in the complex art of operating nuclear submarines.

Refer to the article: India becomes 6th nation to join elite nuclear submarine club

http://articles.timesofindia.indiatimes.com/2012-01-24/india/30658507_1_nuclear-submarine-extensive-sea-trials-ins-chakra

1.3 South China Sea-related Events

January 8 “Manila protests Chinese ships' presence in Spratlys” (Reuters, January 8, 2012)

The Philippines accused China of intruding into its maritime jurisdiction after three Chinese ships were spotted in December 2011 in disputed areas in the South China Sea, the Department of Foreign Affairs said on the 8th.

An outline of the article: The Philippines accused China of intruding into its maritime jurisdiction after three Chinese ships were spotted in December 2011 in disputed areas in the South China Sea, the Department of Foreign Affairs said on the 8th. A Philippine foreign ministry statement said it conveyed “its serious concerns over recent actions of the People's Republic of China in the West Philippine Sea.” The foreign ministry said two Chinese vessels and a Chinese navy warship were seen around Sabina shoal in the Spratlys on December 11 and 12, respectively. Sabina shoal is around 124 nautical miles from the western island of Palawan and is within Philippine sovereignty and maritime jurisdiction. “These intrusions of the Chinese are clear violations of the 2002 ASEAN-China Declaration on the Conduct of Parties (DOC) in the South China Sea as well as the provision of the United Nations Convention of the Law of the Sea (UNCLOS),” the foreign ministry said.

Refer to the article: Manila protests Chinese ships' presence in Spratlys

<http://www.reuters.com/article/2012/01/08/philippines-southchinasea-idUSL3E8C802S20120108>

January 17 “ASEAN’s role in U.S.-China new great game: Article of Singaporean expert)

A senior fellow at the S. Rajaratnam School of International Studies (RSIS), Nanyang Technological University, Yang Razali Kassim, contributed an article titled “The new Great Game: ASEAN’s Balancing Act?” to RSIS Commentary on the 17th. The author is pointing out that, in the new great game, ASEAN has emerged as a significant facilitator - hedging and balancing between the two powers: the United States and China, as well as increasing its presence.

An outline of the article: A senior fellow at the S. Rajaratnam School of International Studies (RSIS), Nanyang Technological University, Yang Razali Kassim, contributed an article titled “The new Great Game: ASEAN’s Balancing Act?” to RSIS Commentary on the 17th. In the article, the author discusses ASEAN’s roles in the new great game between the U.S. of ASEAN, the gist of which is as follows.

- (1) During the Cold War, the protagonists in the old great game were the US and the Soviet Union. In the new great game, while the US is the established power, China is the new emerging giant. There is one difference, though: In the new great game, ASEAN has emerged as a significant facilitator - hedging and balancing between the two powers. The US return to Asia through the East Asia Summit (EAS) lends importance to ASEAN as a central player in the East Asian region. Indeed, the formation of the EAS is yet another manifestation of ASEAN’s role as shaper and builder of the regional strategic architecture. In so doing, ASEAN has generated for itself influence far beyond what each member state could wield individually.
- (2) Yet it is a delicate game not without risks. The biggest risk of balancing and hedging is the loss of balance and of being trampled underfoot as the elephants jostle for their turf. How China reacts to ASEAN’s hedging depends on how Beijing perceives ASEAN in the context of the larger US pivot to East Asia. Is ASEAN seen as the extended arm of the US to contain China? ASEAN is highly sensitive to how it is viewed by a rising China. It does not want to be dragged into China’s rivalry with the US.
- (3) Tommy Koh, professor of National University of Singapore, speculated, which dynasty from old China would surface in modern form to confront a future ASEAN: Would it be a Ming China, a Tang China or a Qing China? A Tang China, he said, would be benign. A Ming China would, on the contrary, be imperialistic. A Qing China would not be much different from a Ming China. Given the contrasting historical precedents, Prof Koh told a regional conference co-organized by RSIS in December 2011, there is today in Southeast Asia some latent uncertainty about China: Will China become a power that would expect others in the region to be subservient to it, as the Mings did? We want China to be like the Tang Dynasty open, respectful of others, not like the Mings. We need to hedge our bets in case the China of the future is not China of the Tang dynasty, but China of the Qing dynasty or the Ming Dynasty. Our hope is that China will continue to be a benign power. Prof Koh said in as much as ASEAN sees China as more benign than threatening, China should not see the US re-engagement in Asia as an attempt to contain it. ASEAN’s fundamental desire is to be friends of both and adversary to neither. This is in essence a balancing and hedging strategy.

The regional strategic architecture that ASEAN is constructing brick-by-brick is, however, still fragile.

Refer to the article: The new Great Game: ASEAN's Balancing Act?

<http://www.rsis.edu.sg/publications/Perspective/RSIS0142012.pdf>

January 26 “Manila negotiates broader military ties with U. S.” (The New York Times, January 26, 2012)

On the 26th, foreign affairs and defense officials of the United States and the Philippines are exploring increasing joint military exercises and other military cooperation. However, military cooperation would not entail a major buildup or reopening permanent bases.

An outline of the article: On the 26th, foreign affairs and defense officials of the United States and the Philippines are exploring increasing joint military exercises and other military cooperation. However, military cooperation would not entail a major buildup or reopening permanent bases. At present, the United States has about 600 troops in the Philippines, many of them trainers assisting in countering terrorist groups in the south. The American military interest in the Philippines is a touchy subject, and both sides appeared to be moving carefully. “We always welcome the broadening of relations with our allies, but this is a sensitive area of negotiations because we are constrained by our Constitution from certain agreements,” Mr. Gazmin’s acting chief of staff said. “U.S. bases in the Philippines would be out of the question.” On the other hand, Pentagon officials confirmed that the discussions with the Philippines covered more joint military exercises and more frequent American naval visits to Philippine ports. “This is not about looking for U.S. bases in the Philippines.” Subic Bay is now a civilian special economic zone. Although American ships can visit the area, it is unclear how the United States can operate there. A Philippine senator, Richard J. Gordon, who administered Subic Bay after the departure of the Americans, said in a recent interview that greater American military engagement had become vital for the Philippines and for the United States. He said. “We need to have a fireman nearby.”

Refer to the article: Manila Negotiates Broader Military Ties With U.S.

http://www.nytimes.com/2012/01/27/world/asia/manila-negotiates-broader-military-ties-with-u-s.html?_r=1&ref=asia

【Related article】

“US will establish no new military bases: Willard, USPACOM” (American Forces Press Service, January 27, 2012)

The United States has no interest in establishing new military bases in Asia and the Pacific, but welcomes opportunities to rotate forces there and would consider doing so in the Philippines, if offered, Navy Adm. Robert F. Willard, the U.S. Pacific Command commander, said at a lecture in Washington on the 27th.

An outline of the article: The United States has no interest in establishing new military bases in Asia and the Pacific, but welcomes opportunities to rotate forces there and would consider

doing so in the Philippines, if offered, Navy Adm. Robert F. Willard, the U.S. Pacific Command commander, said at the Foreign Press Club in Washington on the 27th. Admiral said: “In the Philippine, we recognize that issues such as maritime security and stability are as important as the army-centric counterinsurgency and counterterrorism cooperation. Additionally, we are also interested in a maritime sense becoming increasingly self-sufficient there, and we’ll help where we can.” Asked directly if the United States would ever reestablish a permanent base at Subic Bay, once a major U.S. naval base, Willard made clear it’s highly unlikely. He said: “There is no desire nor view right now that the U.S. is seeking basing options anywhere in the Asia-Pacific theater.” On the other hand, Willard called Australia’s and Singapore’s offers for the United States to rotate forces there much more attractive. These arrangements enable Pacific Command to more conveniently and less expensively maintain a presence closer and more convenient to potential contingencies in the region, he said.

Refer to the article: Willard: U.S. Welcomes Rotations, Not Bases, in Asia-Pacific
<http://www.defense.gov/news/newsarticle.aspx?id=66961>

1.4 Diplomacy and International Relations

January 27 “The (Almost) Triumph of Offshore Balancing — comment by Christopher Layne” (*The National Interest*, January 27, 2012)

On 5th, U.S. President Obama announced “Sustaining U.S. Global Leadership: Priorities For 21st Century Defense,” which was a summarized report on the investigation results of a comprehensive review of the national defense strategy conducted by the U.S. Department of Defense with defense spending cuts. There are a number of comments on this report. A professor of Texas A & M University, Christopher Layne, the proponent of offshore balancing, contributed an article titled “The (Almost) Triumph of Offshore Balancing” to *The National Interest* dated 27th, saying the Obama administration’s new Defense Strategic Guidance (DSG) was the first step in the United States’ adjustment to the end of the Pax Americana—the sixty-year period of dominance that began in 1945. The country needs to adjust to the world of 2025 when China will be the number-one economy and spending more on defense than any other nation.

An outline of the article: On 5th, U.S. President Obama announced “Sustaining U.S. Global Leadership: Priorities For 21st Century Defense,” which was a summarized report on the investigation results of a comprehensive review of national defense strategy conducted by the U.S. Department of Defense with defense spending cuts. There are a number of comments on this report. Here, we have introduced a comment by Christopher Layne, the proponent of offshore balancing, a professor of Texas A & M University. He contributed an article titled “The (Almost) Triumph of Offshore Balancing” to *The National Interest* dated 27th. Layne discusses the Obama administration’s new Defense Strategic Guidance (DSG) was the first step in the United States’ adjustment to the end of the Pax Americana—the sixty-year period of dominance that began in

1945. The following points are mainly mentioned.

- (1) As the DSG acknowledges, the United States is facing “an inflection point.” In plain English, a profound power shift in international politics is taking place, which compels a rethinking of the U.S. world role. The Obama administration’s DSG is a response to two drivers. First, the United States is in economic decline and will face a serious fiscal crisis by the end of this decade. As President Obama says, the DSG reflects the need to “put our fiscal house in order here at home and renew our long-term economic strength.” The best indicators of U.S. decline are its GDP, and virtually all leading economic forecasters agree that, measured by market-exchange rates, China’s aggregate GDP will exceed that of the United States by the end of the current decade. Measured by purchasing-power parity, some leading economists believe China already is the world’s number-one economy. Clearly, China is on the verge of overtaking the United States economically.
- (2) The second driver behind the new Pentagon strategy is the shift in global wealth and power from the Euro-Atlantic world to Asia. As new great powers such as China and, eventually, India emerge, important regional powers such as Russia, Japan, Turkey, Korea, South Africa and Brazil will assume more prominent roles in international politics. Thus, the post-Cold War “unipolar moment,” when the United States commanded the global stage as the “sole remaining superpower,” will be replaced by a multipolar international system. *The Economist* recently projected that China’s defense spending will equal that of the United States by 2025. By the middle or end of the next decade, China will be positioned to shape a new international order based on the rules and norms that it prefers—and, perhaps, to provide the international economy with a new reserve currency.
- (3) Two terms not found in the DSG are “decline” and “imperial overstretch”. Although President Obama and Defense Secretary Leon Panetta may not admit it, the DSG is the first move in what figures to be a dramatic strategic retrenchment by the United States over the next two decades. This retrenchment will push to the fore a new U.S. grand strategy—offshore balancing. In a 1997 article in *International Security*, I argued that offshore balancing would displace America’s primacy strategy because it would prove difficult to sustain U.S. primacy in the face of emerging new powers and the erosion of U.S. economic dominance. Even in 1997, it was foreseeable that as U.S. advantages eroded, there would be strong pressures for the United States to bring its commitments into line with its shrinking economic base. This would require scaling back the U.S. military presence abroad; setting clear strategic priorities; devolving the primary responsibility for maintaining security in Europe and East Asia to regional actors; and significantly reducing the size of the U.S. military. Subsequent to that article, offshore balancing has been embraced by other leading American thinkers, including John Mearsheimer, Stephen Walt, Barry Posen, Christopher Preble and Robert Pape.
- (4) To be sure, the proponents of offshore balancing have differing ideas about its specifics. But they all agree that offshore balancing is based on a common set of core strategic principles.
 - (a) Fiscal and economic constraints require that the United States set strategic priorities. Accordingly, the country should withdraw or downsize its forces in Europe and the Middle

East and concentrate is military power in East Asia.

- (b) America's comparative strategic advantages rest on naval and air power, not on sending land armies to fight ground wars in Eurasia. Thus the United States should opt for the strategic precepts of Alfred Thayer Mahan (the primacy of air and sea power) over those of Sir Halford Mackinder (the primacy of land power).
 - (c) Offshore balancing is a strategy of burden shifting, not burden sharing. It is based on getting other states to do more for their security so the United States can do less.
 - (d) By reducing its geopolitical and military footprint on the ground in the Middle East, the United States can reduce the incidence of Islamic fundamentalist terrorism directed against it. Islamic terrorism is a push back against U.S. dominance and policies in the region and against on-the-ground forces in the region. The one vital U.S. interest there—safeguarding the free flow of Persian Gulf oil—can be ensured largely by naval and air power.
 - (e) The United States must avoid future large-scale nation-building exercises like those in Iraq and Afghanistan and refrain from fighting wars for the purpose of attaining regime change.
- (5) The DSG reflects the reality that offshore balancing has jumped from the cloistered walls of academe to the real world of Washington policy making. In recent years the U.S. Navy, the Joint Staff and the National Intelligence Council all have shown interest in offshore balancing as an alternative to primacy. Indeed, in his February 2011 West Point speech, then defense secretary Robert Gates made two key points that expressed a clear strategic preference for Mahan over Mackinder. First, he said that “the most plausible, high-end scenarios for the U.S. military are primarily naval and air engagements—whether in Asia, the Persian Gulf, or elsewhere.” Second—with an eye on the brewing debate about intervention in Libya—he declared that “any future defense secretary who advises the president to again send a big American land army into Asia or into the Middle East or Africa should ‘have his head examined.’ In plain English, no more Eurasian land wars. Still, within the DSG document there is an uneasy tension between the recognition that economic constraints increasingly will impinge on the U.S. strategic posture and the assertion that America's global interests and military role must remain undiminished.
- (6) This reflects a deeper intellectual dissonance within the foreign-policy establishment, which is reluctant to accept the reality of American decline. But, American “exceptionalism” notwithstanding, the United States is not exempt from the historical pattern of great-power decline. The country needs to adjust to the world of 2025 when China will be the number-one economy and spending more on defense than any other nation. Effective strategic retrenchment is about more than just cutting the defense budget; it also means redefining America's interests and external ambitions. Hegemonic decline is never painless. As the twenty-first century's second decade begins, history and multipolarity are staging a comeback. The central strategic preoccupation of the United States during the next two decades will be its own decline and China's rise.

Refer to the article: *The (Almost) Triumph of Offshore Balancing*

<http://nationalinterest.org/commentary/almost-triumph-offshore-balancing-6405>

Note 1: Sustaining U.S. Global Leadership: Priorities For 21st Century Defense

http://www.defense.gov/news/Defense_Strategic_Guidance.pdf

Note 2: Christopher Layne, "From Preponderance to Offshore Balancing: America's Future Grand Strategy," *International Security*, Vol. 22, No. 1, Summer, 1997, pp.86-124.

Also refer to the following by the same author:

"Less is more: Minimal Realism in East Asia," *The National Interest*, March 1, 1996.

<http://nationalinterest.org/article/less-is-more-minimal-realism-in-east-asia-505>

1.5 Shipping, Shipbuilding and Harbors

January 5 "Hyundai Heavy unveils Fling Concept Model" (gCaptain, January 5, 2011)

On the 5th, South Korea's Hyundai Heavy Industries announced completion of their Floating Liquefied Natural Gas Plant (FLNG) concept model. The Hyundai FLNG has a potential annual production capacity of 2.5 million tons of LNG and can store about 193,800 cubicm of LNG with a compact size of 355m long, 70m wide and 35m tall.

An outline of the article: On the 5th, South Korea's Hyundai Heavy Industries announced completion of their Floating Liquefied Natural Gas Plant (FLNG) concept model. Designed in association with Germany's industrial gases and engineering company Linde AG, the offshore facility will be able to produce, liquefy and offload natural gas directly to an LNG carrier. The Hyundai FLNG has a potential annual production capacity of 2.5 million tons of LNG and can store about 193,800 cubicm of LNG with a compact size of 355m long, 70m wide and 35m tall. The world's first FLNG development is Royal Dutch Shell's 'Prelude' FLNG, to be located approximately 200 kilometers offshore Western Australia, with the capacity to produce 3.6 million tons of LNG per year. Shell's Prelude is to be constructed at Samsung Heavy Industries Geoje shipyard and is due to be completed by around 2017. (Regarding 'Prelude' Fling, see the OPRF MARINT Monthly Report, May, 2011, 1. 5 Shipping, Shipbuilding and Harbors.)

Refer to the article: Hyundai Heavy Unveils FLNG Concept Model

<http://gcaptain.com/hyundai-unveils-flng-concept/?36580>



The Hyundai FLNG

Source: gCaptain, January 5, 2012

January 10 “South Korea overtakes China as world's top shipbuilder in 2011” (The Korea Times, January 10, 2012)

The South Korean shipbuilding industry regained its status as the world's leading shipbuilding nation in 2011 from China. South Korean shipbuilders won a combined 13.55 million compensated gross tons (CGTs) in new orders in 2011, surpassing a total of 9.2 million CGTs clinched by Chinese builders last year. In 2011, South Korea accounted for 48.2 percent of a total of 28.11 million CGTs worth of deals globally placed.

An outline of the article: According to the data issued by London-based market researcher Clarkson Research Services on the 10th, the South Korean shipbuilding industry regained its status as the world's leading shipbuilding nation in 2011 from China. According to the data, South Korean shipbuilders won a combined 13.55 million compensated gross tons (CGTs) in new orders in 2011, surpassing a total of 9.2 million CGTs clinched by Chinese builders last year. In 2011, South Korea accounted for 48.2 percent of a total of 28.11 million CGTs worth of deals globally placed, compared with a 31.2 percent share in 2010. Additionally, in terms of order value, South Korean shipbuilders won deals valued at a combined \$48.16 billion [last year], higher than the comparable figure of \$19.2 billion for Chinese shipyards. In 2011, Korean shipbuilders focused on high-priced vessels such as liquefied natural gas (LNG) carriers and offshore facilities. On the other hand, South Korean shipbuilders' order backlogs came to 37.66 million CGTs, far lower than 44.99 million CGTs for Chinese shipbuilders. China outpaced South Korea in the number of new orders received and order backlogs in 2009 and 2010.

Refer to the article: Korea overtakes China as world's top shipbuilder in 2011

http://www.koreatimes.co.kr/www/news/biz/2012/01/123_102558.html

January 16 “IT system to ease congestion at Tanjung Priok in Jakarta” (The Jakarta Post, January 17, 2012)

State-owned port operator Pelindo II will install a new information technology system at Tanjung Priok port in North Jakarta, the country's main shipment gateway, in the middle of 2012 to monitor vessel traffic online, a senior official said in Jakarta on the 16th. Pelindo II will also

install the vessel traffic information system at Palembang (Sumatra), Pontianak (Kalimanran), and Jambi (Sumatra) ports in 2013.

An outline of the article: State-owned port operator Pelindo II will install a new information technology system at Tanjung Priok port in North Jakarta, the country's main shipment gateway, in the middle of 2012 to monitor vessel traffic online, a senior official said in Jakarta on the 16th. Pelindo II president director said, "With this system, we can ease vessel congestion, decrease the number of vessel collisions, as well as make the work flow at Tanjung Priok port more effective and efficient." Pelindo II has allocated Rp 105 billion (US\$11.55 million) to build the IT system. By the end of 2011, container traffic at the port had reached 5.47 million 20-foot equivalent units (TEUs), surpassing the maximum capacity of 5 million TEUs. Pelindo II will also install the vessel traffic information system at Palembang (Sumatra), Pontianak (Kalimanran), and Jambi (Sumatra) ports in 2013, he said.

Refer to the article: IT system to ease congestion at Tanjung Priok

<http://www.thejakartapost.com/news/2012/01/17/it-system-ease-congestion-tanjung-priok.html>

January 30 "Nissan Introduces Energy Efficient Car Carrier to Japan Shipping Route" (Nissan Motor HP, January 30, 2012)

According to the official website of Nissan Motor Co., Ltd., the company on 30th unveiled the *Nichioh Maru*, an energy efficient coastal car carrier which will transport completed vehicles and parts on one of Japan's main maritime shipping routes. Compared to an existing car carrier of the same type, this ship can achieve a fuel reduction of up to nearly 1,400 tons annually, which converts to an annual reduction of 4,200 tons of CO2 emissions.

An outline of the article: According to the official website of Nissan Motor Co., Ltd., the company on 30th unveiled the *Nichioh Maru*, an energy efficient coastal car carrier which will transport completed vehicles and parts on one of Japan's main maritime shipping routes. The *Nichioh Maru*, newly built by Shin Kurushima Dockyard Co., Ltd., has installed solar power panels for the first time on a coastal ship in Japan and is propelled by an electronically controlled diesel engine. It employs LED lighting in the ship's hold and living quarters, and its hull is painted with the latest low friction coating, among other energy-efficient features onboard. Compared to an existing car carrier of the same type, this ship can achieve a fuel reduction of up to nearly 1,400 tons annually, which converts to an annual reduction of 4,200 tons of CO2 emissions. Nitto Kaiun Corporation, one Nissan's main sea transport partners, will operate the *Nichioh Maru*.

Reference: Overview of the *Nichioh Maru*

Load capacity: Completed vehicles: 880 units (without truck trailers: 1,380 units) With trailers: 115 units Operating speed: 21.2 knots

Refer to the article: Nissan Introduces Energy Efficient Car Carrier to Japan Shipping Route

http://www.nissan-global.com/EN/NEWS/2012/_STORY/120130-01-e.html



Nichioh Maru

Source: Nissan Motor HP, January 30, 2012

1.6 Ocean Resources, Energy, Marine Environment and Others

January 5 “China to launch largest offshore wind farm in May” (UPI, January 5, 2012)

The pilot offshore wind farm in Rudong county, Jiangsu province, by Longyuan Power, Chinese largest wind power developer, is expected to be completed in March. With 150-megawatt capability in the first phase, the pilot offshore wind farm will be the largest one in China.

An outline of the article: According to the UPI on the 5th, the pilot offshore wind farm in Rudong county, Jiangsu province, by Longyuan Power, China's largest wind power developer, “will lead the way for China to develop offshore wind power, particularly in site selection, planning and design, installation and maintenance,” said Longyuan General Manager. Construction on the facility began in June 2009 with a \$397 million investment and is expected to be completed in March. The power in the first phase is 150-megawatt. This facility is being constructed in Rudong's inter-tidal belt. (Inter-tidal refers to areas that are above water at low tide and under water at high tide.) It is expected to become China's biggest offshore wind farm. So far, the 102-megawatt Shanghai East Sea Bridge Offshore Wind Farm is China's only other commercial-scale offshore wind facility, operating since June 2010. China has a great potential for offshore wind power, up to 750 gigawatts, or three times that of onshore wind resources, says China Meteorological Administration, with industrial centers on the eastern and southern coasts. Offshore wind power is three times bigger than potential wind power on land. Currently wind power accounts for 1.5 percent of China's total power generation. And by 2020, China aims to construct offshore wind projects totaling 30 gigawatts. Experts say China would need about 6,000 offshore turbines with a 5-megawatt capacity to meet that target.

Refer to the article: China launches offshore wind farm

http://www.upi.com/Business_News/Energy-Resources/2012/01/05/China-launches-offshore-wind-farm/UPI-34911325785206/

2. Intelligence Assessment

2.1 Piracy and Armed Robbery against Ships in the year 2011 (1 January – 31 December 2011): From IMB Annual Report

On January 19, 2012, the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) published a report through the Piracy Reporting Center (PRC) based in Kuala Lumpur on the incidents of piracy and armed robbery against the ships noted in the world in year 2011 (January 1–December 31, 2011). Below is a summary of the characteristics of the incidents of piracy and armed robbery against the ships viewed from the IMB report (hereinafter referred to as the Report) noted in the year 2011.

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

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

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

The number of the incidents reported in the year 2011 was 439 (445 in 2010). Of them, 221 (249 in 2010) were actual attacks. Of them, 45 (53 in 2010) were hijackings, and 176 (196 in 2010) incidents were boarding. There were 218 (196 in 2010) attempted attacks. Of them, 113 (107 in 2010) cases were firing and 105 (89 in 2010) incidents were attempted boarding. However, the IMB is regarding there are a great number of the unreported cases apart from the reported cases, advising the shipping owners and masters of the ships to report all piratical attacks and suspicious movements of the crafts to the bureau.

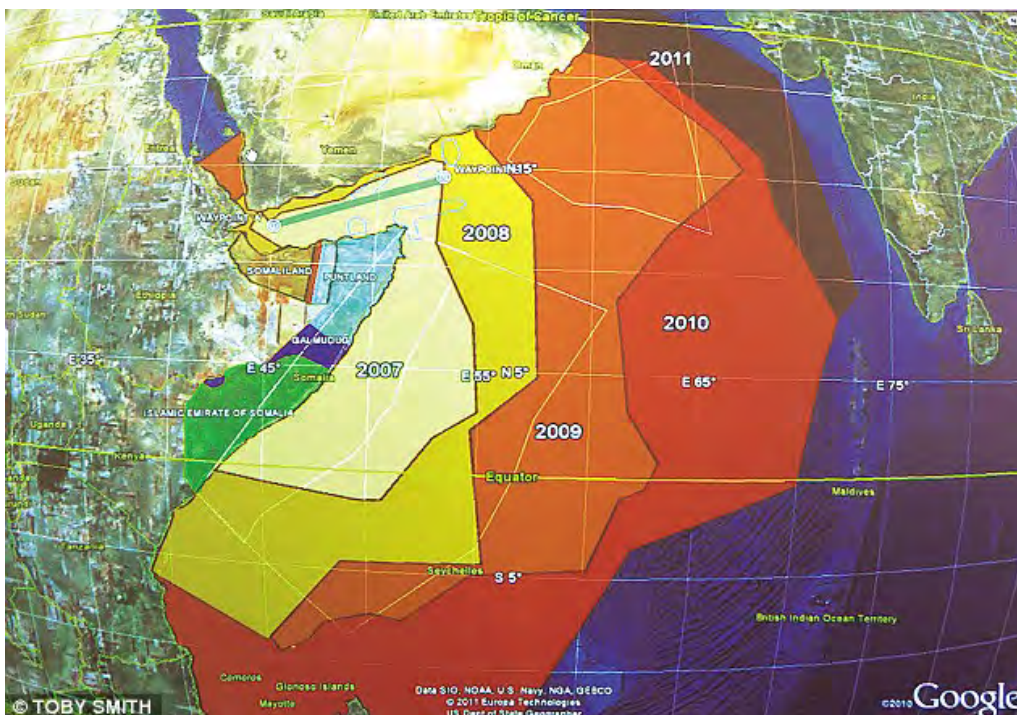
The number of the incidents in 2011 decreased by six from 2010. As shown in the **Table 1**, the decrease was for the first time in the recent five years. Looking at 439 attacks in 2011 from the areas where the attacks were noted, 331 attacks, which equal nearly 75 percent of a total of attacks, have occurred in the seven areas as follows: 160 (139 in 2010) attacks off Somalia, 39 (25 in 2010) attacks in the Red Sea, 37 (53 in 2010) attacks in the Gulf of Aden, 46 (40 in 2010) attacks in Indonesia, 16 (18 in 2010) attacks in Malaysia, 13 (31 in 2010) attacks in the South China Sea, 20 (0 in 2010) attacks in Benin. Incidentally, top seven areas in 2010 included 19 (10 in 2010) attacks in Nigeria and 23 (10 in 2010) attacks in Bangladesh, and five areas above, with the exception of Malaysia and Benin.

As shown in **Table 1**, the number of attacks by Somali pirates marked 237 (219 in 2010) cases, which increased by 18 from 2010, occupying about 54 percent of the total higher than about 50 percent in 2010. Abnormality of attacks by Somali pirates continues to be conspicuous.

Furthermore, the attack area by Somali pirate continues to expand, and it covers, according to the Report, an entire area from a southern part of the Red Sea in the west to 72 degrees East longitude in the east, and, moreover, from off Oman and the Arabian Sea in the north to 22 degrees South latitude. These attack area was a vast marine waters including off Kenya, off Tanzania, off Seychelles, off Madagascar, off Mozambique, Arabian Sea, off Oman, off the Indian west coast, and off Maldives west coast (see Figure 1). As the Report is pointing out, using the hijacked merchant vessels, ocean going fishing vessels and dhow vessels as their “mother-ships,” Somali pirates are able to operate in such a vast area. The mother vessels launch skiffs to attack passing vessels.

As shown in Table 2, of 237 cases, the number of pirate attacks in the Gulf of Aden was 37 (53 in 2010). One was a case boarded, and four were cases hijacked, which is a significant reduction compared to 2010 (two were cases boarded and four were cases hijacked). In terms of the number of attempted attacks in the Gulf of Aden, 19 (22 in 2010) were cases fired upon and 13 (14 in 2010) were cases attempted boarding. In the case of in the Red Sea, four (none in 2010) were boarded and none (one in 2010) was hijacking. In terms of the number of attempted attacks in the Red Sea, 13 (four in 2010) were cases fired upon and 22 (20 in 2010) were cases attempted boarding. Regarding incidents off Somalia including the Indian Ocean, 15 (14 in 2010) were cases boarded and 23 (33 in 2010) were cases hijacked. In terms of the number of attempted attacks in the area, 78 (74 in 2010) were cases fired upon and 44 (18 in 2010) were cased attempted boarding. Adding one hijacked case in Oman, of 237 attacks by Somali pirates, 20 (16 in 2010) were cases boarded, 28 (49 in 2010) were cases hijacked, and 48 (65 in 2010) were actual attacks. The success rate of pirate attacks in 2011 was only 20 percent, which significantly declined compared to about 30 percent in 2010.

Figure 1: How the pirates' area of operations has expanded over the past few years



Source: Daily Mail, December 11, 2011

According to the Report, this decrease was the result of the deployment of naval vessels from the respective nations as well as ship's application of self-protection measures by sheltering themselves in a security compartment called "citadel," based on an anti-piracy manual for sailing vessels, the Best Management Practices version 4 (BMP4). On the subject of the operation of the naval vessels, the Report is pointing out that the success rate of hijacking has been significantly reduced due to these pre-emptive naval strikes that disrupted Pirate Action Groups (PAGs). In the last quarter of 2011, the navies have disrupted at least 20 PAGs. In 2011, 31 vessels were attacked of which only four successfully hijacked. As the Report estimates, the role of navies was critical to the anti-piracy efforts in this area (see **Reference**).

The Report cites Privately Contracted Armed Security Personnel (PCASP) as a factor in reducing the number of hijacking incidents. Regarding PCASP, for example, U.K. Prime Minister David Cameron announced on October 30 2011, that ships sailing under the British flag would be able to carry armed guards to protect them from pirate attacks. On December 7, the United Kingdom Department of Transport published rules regulating the carriage of armed guards on British merchant ships sailing off the coast of Somalia. In August, the Indian ministry of shipping issued guidelines allowing ships with Indian crew to deploy armed guards in a bid to combat piracy in the Gulf of Aden. Thailand announced that she would put four members of its armed guard units aboard each Thai merchant vessel to provide protection until it travels out of the piracy-prone sea lanes in the Gulf of Aden. The German government revealed that the government would carefully examine whether amendments to the legal framework are necessary in order to provide legal certainty for ship-owners that deploy armed guards. Italy plans to station military forces on national flag vessels to guard against attacks by Somali pirates. In January 2012, the Philippines gave a permission to deploy armed guards on board national flag vessels.

On October 18 2011, an executive of Protection Vessels International Ltd. (PVI, British private security company) revealed that vessels that PVI's guards have come under attack 30 times in 3 1/2 years, but, the company said warning shots were enough to repel all the assaults without incurring any deaths or injuries (*Bloomberg.com*, October 18, 2011). Regarding PCASP, it is expected that the deployment of armed guards or military forces on board national flag vessels would increase, and there would be legal issues such as amendments to the legal framework of interested states and gun regulations in case of sailing in other territorial waters and areas outside of pirate-infested waters.

As Table 1 and 2 shows, in Southeast Asia, the number of incidents in Indonesia was 46. The number of pirate attacks has continued to rise in the recent two years. In Indonesia, the incidents have most frequently occurred in the South China Sea in the vicinity off Anambas, Natuna, Mangaki, Subi Besar, and Merudung area. Three tug & barges at sea have been hijacked. The South China Sea had 13 attacks against sailing vessels, which substantially dropped from 31 attacks in 2010. One tug & barges at sea has been hijacked. In the South China Sea, the incidents have most frequently occurred in the seas around the Indonesian islands noted above. The Strait of Malacca had one attack, which has continued to reduce since 2008. The Singapore Strait had 11 attacks, which significantly increased from 3 attacks in 2010.

On the other hand, as shown in **Table 2**, the Sea area in the Gulf of Guinea on the west coast of Africa is the hot spot of violent pirate and armed robbery incidents. In particular pirate attacks off Benin are most noticeable in 2011. According to the Report, 20 attacks were against tankers, eight of which were hijacked. The periods of time in captivity in the water in the Gulf of Guinea tend to about ten days as compared to the average of six months for Somali hijackings. According to the Report, pirate attacks in the water in the Gulf of Guinea are however considerably more violent.

2. Characteristic viewed from activities

The **Table 3** shows the status of ships attacked, including the attempted cases, by location in 2011. According to the **Table 3**, regarding the status of the vessels when they were attacked, of 221 actual attacks (a/a) in 2011 (249 a/a in 2010), 5 attacks (15 a/a in 2010) were noted while the vessels were berthed in port, 120 attacks (115 a/a in 2010) were noted while the vessels were anchored, and 96 attacks (119 a/a in 2010) were noted while the vessels were steaming. Additionally, of 218 attempted attacks in 2011 (196 cases in 2010), two cases (three cases in 2010) were noted while they were berthed, 12 cases (16 cases in 2010) were noted while they were anchored, and 204 cases (177 cases in 2010) were noted while the ships were steaming.

According to the **Table 3**, all attacks by Somali pirates were made while the vessels were steaming, and all attempted attacks are “fired upon” and/or “boarding” cases (see **Table 2**), which indicate the features of Somali pirates that are armed with their automatic weapons and rocket-propelled grenades (RPG) and attack the steaming vessels with their “mother-ships” and skiffs. On the other hand, the features of pirate attacks in Asia are that the attacks were mostly the boarding cases while the vessels were steaming. Additionally, in Vietnam, Bangladesh and India all attacks were boarding cases in ports and anchorages.

Also, in 17 locations (16 locations in 2010), more than three attacks were reported respectively while the ships were berthed or anchored in 2011. The highest number of attacks was 19 cases (none listed in 2010) in Cotonou in Benin. In Indonesia, there were 13 cases (three cases in 2010) in Dumai in Sumatra, which was a big increase. Also, there were six cases (four in 2010) in Jakarta/Tanjung Priok, five cases (none listed in 2010) in Belawan in Sumatra, four cases (none listed in 2010) in Samarinda in Kalimantan, and three cases (none listed in 2010) in Surabaya in Java. At anchorages in the Singapore Straits, there were 11 cases, which was a dramatic increase as compared to three cases in 2003. There were three cases (three cases in 2010) in Manila in the Philippines, and three cases (seven cases in 2010) in Vung Tau in Vietnam. There were 10 cases Chittagong in Bangladesh, which decreased by more than half as compared to 22 cases in 2010. There were four cases (none listed in 2010) in Cochin in India.

3. Characteristics of vessels attacked

What types of vessels were attacked as the targets of the pirates/robbers? As shown in the **Table 4**, the number of types of ships attacked (including those involved in attempted attacks) is totaled 25 (30 in 2010), and the number of ships by type involved in attacks (cases) (including

attempted attacks) in 2010 was noted as follows: First is the highest number of 100 attacks (96 and 89 in 2010) for the chemical /product tankers and bulk carriers, and the second are 62 cases (74 in 2010) for containers. Following are 61 cases (43 in 2010) for crude oil tankers, 35 cases (63 in 2010) for general cargo vessels, 32 cases (20 in 2010) for tugs, 11 cases (19 in 2010) for fishing trawlers. In the past five years seven types of these vessels occupied a greater part of the vessels targeted, even though there were, more or less, up and down in the numbers of the vessels attacked by pirates.

Looking at the vessels attacked by registration, of 439 ships, the highest number of 71 (82 in 2010) was given to Panamanian-registered vessels. The following were, according to the ranking by registration, in which more than 10 vessels were attacked, 57 (57 in 2010) Liberian-registered vessels, 45 (36 in 2010) Marshall Islands-registered vessels, 32 (40 in 2010) Singaporean-registered vessels, 25 (19 in 2010) Malta-registered vessels, 21 (18 in 2010) Hong Kong (SAR)-registered vessels, 16 (24 in 2010) Antigua Barbuda-registered vessels, 14 (14 in 2010) Malaysia-registered vessels, 12 (3 in 2010) Greek-registered vessels, and 11 (10 in 2010) Bahamas-registered vessels. One Japanese-registered vessel was attacked in 2011. (Throughout the past five years, two attacks in 2008, and one attack in 2007 were noted.)

On the other hand, looking at the operational status of the vessels attacked by Flag State (Countries where victim ships are controlled / managed), the highest number of 65 (54 in 2010) were given to Singaporean vessels, Following are 64 (69 in 2010) German vessels, 58 (46 in 2010) Greek vessels, 27 (16 in 2010) Hong Kong vessels, 19 (23 in 2010) Japanese vessels, 17 (14 in 2010) Malaysian vessels, 14 (14 in 2010) Indian vessels, 12 (17 in 2010) UAE vessels, 12 (16 in 2010) British vessels, 12 (9 in 2010) Chinese vessels, 12 (nine in 2010) Denmark vessels, 10 (10 in 2010) Netherlands vessels, 10 (10 in 2010) Norwegian vessels, and others.

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

Looking at the status violence (or damage) to crews, as the **Table 5** shows, the incidents in which crews were taken hostage dramatically decreased. In 2011, 802 persons (1,181 persons in 2010) were taken hostage. In view of the trends in the past five years, compared with 188 persons in 2006 and 292 persons in 2007, there were 889 persons in 2008, which almost tripled. Since then, looking at 1,052 persons in 2009 and 1,181 persons in 2010, the number has been increasing by more than 100 every year. The number in 2011, however, decreased by more than 300 as compared to a year earlier.

On the other hand, looking at the violence by locations, of 802 hostage incidents in 2011 (1,181 hostage incidents in 2010), 47 cases (275 cases in 2010) in the Gulf of Aden and 402 cases (732 cases in 2010) in Somalia, all by Somali pirates, were noted, occupying about 56 percent of the hostage incidents as compared to less than 90 percent in 2010. Of eight incidents in which persons were killed by Somali pirates (eight cases in 2010). The reduction in the number of hostage incidents by Somali pirates was due to that fact that the number of hijacking incidents decreased from 49 cases in 2010 to 28 cases in 2011. Regarding kidnapping incidents by Somali pirates, hostages are held at pirate's bases on land, not inside hijacked vessels.

According to the Report, as of December 31 2011, suspected Somali pirates held 11 vessels for ransom with 193 crew members as hostages. Regarding hostage incidents by Somali pirates in 2011, it is worth noting that there were some cases in which the pirates continued holding certain country hostages to swap them for pirates held in custody in the hostages' home country even after releasing vessels that the crews had been on board. For example, according to the Somali Report dated October 28 2011, Somali pirates are now hunting specifically for Indian seafarers in an effort to pressure the Indian government to release Somali pirates being held in Indian jails. The pirates are searching for Indians among the nearly 300 sailors already being held hostage on various hijacked ships and on land. The pirates declared that they would not release any Indian crews until the Indian government releases their peers in their jails. According to the release, as of October 2011, India held 105 Somali pirate suspects. On the other hand, Somali pirates were holding at least 53 Indian hostages including 46 on hijacked vessels and seven others on land. On November 30 2011, Somali pirates released the Singapore-flagged product tanker *MT Gemini* operated by a Singaporean company. Of her 25 crewmembers, 21 men were released, but pirates still keep Korean captain and three crewmembers. Pirates are holding South Korean sailors as a compensation for five [pirate suspects] held in custody in South Korea while the Korean Navy stormed and released the hijacked South Korean tanker *Samho Jewelry* on January 21, 2011. (Maritime Bulletin, December 2, 2011)

On the other hand, Somali pirates make business sense to release hijacked vessels and crewmembers as hostages in return for a heavy ransom. According to the Somalia Report, Weekly Report, on December 30 2011, estimated ransom payments in 2011 amount to \$154.0 million for the release of 34 vessels (see **Figure 2**). Additionally, as of the end of December, at least 15 ships (eight commercial vessels, seven fishing vessels) and an estimated 268 crewmembers are in the control of Somali pirates, or held hostage by them.

The **Table 6** shows types of arms used by pirates in all incidents in 2011 by location. There are few changes in the trends that guns and knives are major arms of pirates for the past five years. On the other hand, looking at the types of arms to be used by pirates by location, of a total of 245 attacks (243 cases in 2010) in which guns were used, 33 cases (48 cases in 2010) in the Gulf of Aden, 32 cases (13 cases in 2010) in the Red Sea, 135 cases (130 cases in 2010) in Somalia, which occupied nearly 82 percent of the accidents, were noted. This will make us find how dangerous the Somali pirates armed with AK-47 rifles and RPG-7 rocket weapons are. The number in Benin and Nigeria was 29 cases (16 in 2010), which shows violent characteristics of pirate attacks frequently using guns in the waters in the Gulf of Guinea.

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

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

Locations	2011	2010	2009	2008	2007
Indonesia	46	40	15	28	43
Malacca Straits	1	2	2	2	7
Malaysia	16	18	16	10	9
Philippines	5	5	1	7	6
Singapore Straits	11	3	9	6	3
Thailand		2	1		2
South China Sea	13	31	13		3
Vietnam	8	12	9	11	5
Bangladesh	10	23	17	12	15
India	6	5	12	10	11
Gulf of Aden *	37	53	116	92	13
Red Sea **	39	25	15		
Somalia	160	139	80	19	31
Arabian Sea ***		2	1		4
Indian Ocean ****			1		
Oman *****	1		4		
Seychelles				1	
Tanzania		1	5	14	11
Nigeria		19	29	40	42
Total at year end	439	445	410	293	263

Source: Made from Table 1 in the IMB Piracy and Armed Robbery against Ship, Annual Report (January 1 – December 31, 2011), pp. 5-6. The total of the incidents covers all area in the report.

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

Table 2: Status of attacks frequently noted in Asia and other areas in 2011

Locations	Actual		Attempted	
	Boarded	Hijacked	Fired Upon	Attempted Boarding
Indonesia	41	3		2
Malacca Straits		1		
Malaysia	13	1		2
Philippines	3			
Singapore Straits	9	1		1
China	2			
South China Sea	9	1		3
Vietnam	8			
Bangladesh	10			
India	6			
Gulf of Aden*	1	4	19	13
Red Sea**	4		13	22
Somalia	15	23	78	44
Oman***		1		
Benin	10	8		2
Nigeria	5	2	2	1
Sub Total	176	45	113	105
Total	439			

Source: Made from Table 2 in the IMB Piracy and Armed Robbery against Ship, Annual Report (January 1 – December 31, 2011), p. 8. The total of the incidents covers all areas targeted in the report.

Note: *: Gulf of Aden; **: Red Sea; ***: Oman. All areas are attributed to Somali pirates.

Remarks: "Boarded" covers an incident, in which pirates gave up hijacking and fled the ship they have successfully boarded. In this case, most of crew-members took self-protection measures by sheltering themselves in a security compartment called "citadel," locking it from inside. Afterwards, the ship was eventually rescued by the foreign naval vessel patrolling in the vicinity. On the other hand, if pirates did not flee from the ship, the situation sometimes led to a case of rescuing the crew-members by military force.

Table 3: Status of ships attacked (including the attempted cases) by location in 2011

Locations	Actual			Attempted		
	B	A	S	B	A	S
Indonesia	2	36	6	1	1	
Malaysia	1	6	7			2
Malacca Straits			1			
Philippines		3				2
Singapore Straits			10			1
South China Sea			10			3
Vietnam		8				
Bangladesh	1	9				
India		6				
Gulf of Aden*			5			32
Red Sea**			4			35
Somalia			38			122
Oman***		1				
Kenya		1				
Benin		13	5		2	
Nigeria		2	5		1	2
Sub Total	5	120	96	2	12	204
Total		221			218	

Source: Made from Table 4 and Table 5 in the IMB Piracy and Armed Robbery against Ship, Annual Report (January 1 – December 31, 2011), pp. 9-10. The total of the incidents covers all areas targeted in the report.

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

Note: *: Gulf of Aden; **: Red Sea; *** : Oman. All areas are attributed to Somali pirates.

Table 4: Types of vessels attacked (3 or more) and trends in the past 5 years

Type	2011	2010	2009	2008	2007
Chemical / Product Tanker	100	96	68	55	52
Bulk Carrier	100	80	109	48	32
Container	62	74	63	49	53
Tanker Crude Oil	61	43	41	30	25
General Cargo	35	63	54	38	36
Tug	32	20	16	16	7
Trawler / Fishing Vessel	11	19	16	9	16
Vehicle Carrier	7	5	4	3	1
LPG Tanker	6	7	5	6	5
Refrigerated cargo	4	4	4	8	7
Yacht	4	1	6	9	8
Ro Ro	3	6	8	1	3

Source: Made from Table 11 and Chart D in the IMB Piracy and Armed Robbery against Ship, Annual Report (January 1 – December 31, 2011), p. 13-14.

Table 5: Types of violence noted frequently in Asia and other areas in 2011

Locations	Hostage	Threatened	Assault	Injured	Killed	Missing	Kidnap
Indonesia	48	5		3			
Malaysia	39	2	1				
Singapore Straits	14	1	1				
Malacca Straits	19						
South China Sea	22			1			
Vietnam		1					
Bangladesh	2						
Gulf of Aden*	47				1		
Somalia	402			3	7		10
Oman**	21						
Benin	140	16		2			
Nigeria	45			32			
Sub Total	802	27	6	42	8		10
Total	895						

Source: Made from Table 9 in the IMB Piracy and Armed Robbery against Ship, Annual Report (January 1 – December 31, 2011), pp. 11-12. The total of the incidents covers all areas targeted in the report.

Note: *: Gulf of Aden; **: Oman. All areas are attributed to Somali pirates.

Figure 2: 2011 ransoms as of December 30

	Name	Hijack Date	Crew	Release Date	Ransom (Million USD)
1	MV Motivator	4/7/2010	18	16/1/2011	4.5
2	MV Izumi	10/10/2010	20	25/2/2011	4.5
3	FV Golden Wave 305	10/10/2009	43	2/9/2011	0
4	MV EMS River	27/12/2010	8	3/1/2011	3
5	MV Rak Afrikana	4/11/2010	26	3/9/2011	2
6	MV York	23/10/2010	17	3/10/2011	4.5
7	MV Jahan Moni	5/12/2010	26	13/3/2011	4
8	MV Hannibal II	11/11/2010	31	17/3/2011	2
9	VLCC Irene SL	9/2/2011	25	4/8/2011	13.5
10	MV Thor Nexus	25/12/2010	27	4/12/2011	5
11	MV Beluga Nomination	22/1/2011	13	13/4/2011	5
12	MV Asphalt Venture	29/9/2010	15	15/4/2011	3.5
13	MV Renuar	1/12/2010	24	23/4/2011	6
14	MV Sinar Kudus	16/3/2010	20	30/4/2011	4.5
15	2 Spanish crew from FV Vega 5	28/12/2010	2	15/5/2011	5
16	MV Khaled Muhieddine K	20/1/2011	25	26/5/2011	2.5
17	MV Yuan Xiang	12/11/2010	29	6/8/2011	2.1
18	MT Zirku	28/3/2011	29	6/10/2011	12
19	MV Susan K	7/4/2011	10	15/6/2011	4
20	MV Suez	8/2/2010	22	6/12/2011	2.1
21	MT Jubba XX	16/7/2011		28/7/2011	0.2
22	14 crew from Prantalay 12	18/4/2011	14	7/4/2011	0
23	MV Sinin	12/2/2011	23	14/8/2011	4
24	MT Polar	30/10/2010	24	26/8/2011	7.7
25	Danes (Hostages only)	24/2/2011	7	9/6/2011	3
26	MV MSC Panama	10/12/2010	23	9/6/2011	7
27	MV Hoang Son Sun	17/1/2011	24	16/9/2011	4.5
28	MV Dover	28/2/2011	23	28/9/2011	3.8
29	MV Eagle	17/1/2011	24	29/9/2011	6
30	MV Blida	1/1/2011	27	11/3/2011	2.6
31	MV Rosalia D'Amato	21/4/2011	21	26/12/2011	6
32	MT Gemini	30/4/2011	27	30/11/2011	4
33	MT Iceberg	29/3/2010	23	12/9/2011	4
34	MV Savina Caylyn	8/2/2011	22	21/12/2011	11.5

Source: Somalia Report, December 30, 2011



Pirates Dividing Ransom

Source: Somalia Report, August 29, 2011

Table 6: Types of arms used frequently by pirates in Asia and other areas

	Guns	Knives	Other Weapons	Not Stated
Indonesia	3	18	2	23
Malacca Straits				1
Malaysia	3	7		6
Philippines		1	1	3
Singapore Straits	2	1		8
China		1		8
South China Sea		9		4
Vietnam		4	1	3
Bangladesh		5	2	3
India				6
Gulf of Aden*	33			4
Red Sea**	32			7
Somalia	135			25
Oman***	1			
Benin	19			1
Nigeria	10			
Sub Total	245	69	8	117
Total	439			

Source: Made from Table 10 in the IMB Piracy and Armed Robbery against Ship, Annual Report (January 1 – December 31, 2011), p. 12-13. The total of the incidents covers all areas targeted in the report.

Note: *: Gulf of Aden; **: Red Sea; ***: Oman. All areas are attributed to Somali pirates.

Reference

Disrupting cases by pre-emptive naval strikes against Pirate Action Groups (PAGs)

1. April 24 “Turkish naval ship arrests pirate mother-ship” (Bosphorus Naval News, April 25, 2011)

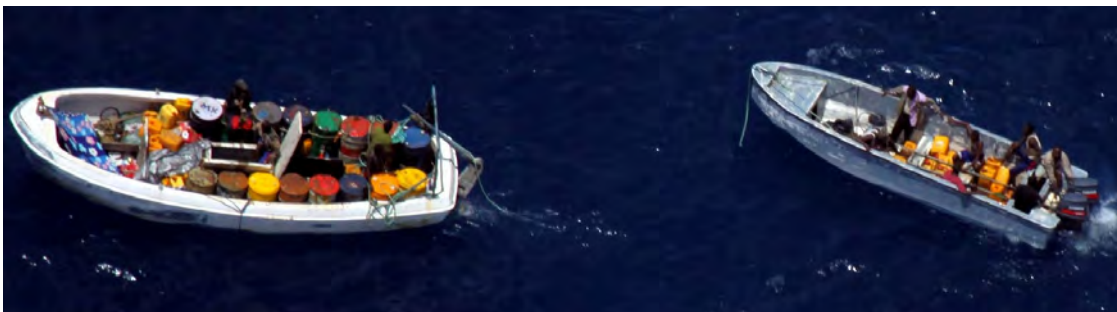
On the 24th, Turkish Navy’s frigate of the COMNAVFOR TCG *Giresun* captured a suspicious dhow 300 miles of the coast of Oman. The dhow turned out to be a Yemeni fishing vessel, which had been used as a mother ship of pirates. The seven Yemeni fishermen on board who had been taken hostage were freed with the tow by the Turkish sailors. The pirates on board were detained. Below is the scene at the time.



Source: Allied Maritime Command HQ, Northwood, News, Release, April 26, 2011

2. September 28-29 “German naval vessel deters piracy attacking group” (EU NAVFOR Public Affairs Office, Press Release, September 28 and September 30, 2011)

On the 28th, having located the suspicious boat 70 nautical miles South West off Mogadishu, Somalia, 30 miles off the coast, EUNAVFOR warship FGS *KÖLN* stopped and boarded a suspicious group of two small boats, a whaler and skiff. The boarding team of the FGS *KÖLN* destroyed two boats and their engines, releasing the pirate suspects near the coast of Somalia. Additionally, on the following day of the 26th, the *KÖLN* found the whaler heading toward a beach off Somalia, and destroyed it.



A suspicious group of two small boats, a whaler and skiff

Source: EU NAVFOR Public Affairs Office, Press Release, September 28 and September 30, 2011

3. November 4 “German warship captures pirate group, destroys attack boat” (EU NAVFOR Public Affairs Office, Press Release, November 5, 2011)

On the 4th, a French Maritime Patrol and Reconnaissance aircraft and the German navy’s frigate, FGS *Köln*, both operating as part of the EU NAVFOR, captured a pirate action group (PAG) and destroyed the attack boats 50 nautical miles off the coast of Tanzania.



German frigate FGS *Köln* intercept a mother ship with suspected pirates 50 nautical miles off the coast of Tanzania.

Source: Arab News, Reuters, November 17, 2011

2.2 Piracy and Armed Robbery against Ships in Asia in the Year 2011 (From ReCAAP Annual Report)

In January 2012, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) which was established, based on ReCAAP, issued the annual report on the incidents of piracy and armed robberies against ships noted in Asia in the year 2011 (hereinafter, the Report).. (ReCAAP is an abbreviation of the Regional Cooperation Agreement against Piracy.)

While the similar report of the International Maritime Bureau (IMB) covers world-wide areas, the ReCAAP's report covers the regional areas stretching from the Arabian Sea to northeast Asia via southern rim of the Eurasian continent. In addition, while the IMB makes use of reports from non-government vessels and shipping owners as its main sources of information, the ReCAAP's information sources are connecting the member-nations with Focal Point in Hong Kong and Singapore-based Information Sharing Center (ISC), which is an Information Sharing Web, composed of mutual connections with Focal Point. The focal points of the respective nations are located in the coast guard, maritime police, ministry of agency in charge of marine transportation and maritime affairs, and/or navy. (In case of Japan, the focal point is located in Japan Coast Guard.) Also, the focal points of the respective nations are coordinating with the law enforcement agencies, navy, port authorities, custom authorities, and shipping circles among others of the nations concerned. Moreover, the ReCAAP is using data from the International Maritime Organization (IMO), IMB, and others.

At present, the 17-member ReCAAP consists of the 14 regional nations of India, Sri Lanka, Bangladesh, Myanmar, Thailand, Singapore, Cambodia, Laos, Vietnam, Brunei, Philippines, China, Republic of Korea and Japan plus the three non-regional nations of Norway (joining in August 2009), Denmark (joining in July 2010), and the Netherlands (joining in November 2010). Although Malaysia and Indonesia are non-members, they are conducting exchanges of information with the ISC.

The following are the patterns and trends of the incidents of piracy and armed robbery against the ships noted from the ReCAAP report of the Asian region in 2011. (January 1 – December 31, 2011)

1. Definition of Piracy and Armed Robbery

Regarding the definition of Piracy and Armed Robbery against Ships the ISC in ReCAAP accepts the “definition of piracy” in Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS). As for the armed robbery against the vessels, the ISC accepts the definition of the “Code of practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships” which was adopted by the International Maritime Organization (IMO) in its Assembly session in November 2001. Piracy and Armed Robbery are stipulated in Article 1 Definitions in the ReCAAP Agreement respectively.

2. Number of incidents (including attempted incidents) and categorical classification of actual incidents

According to the Report, a total of 155 (167 in 2010) incidents comprising 133 (134) actual

incidents and 22 (33) attempted incidents are reported in 2011. In 2010 the number of the incidents increased in the large amount of 167 compared to 102 incidents in 2009, but decreased by seven percent in 2011 compared to 2010. (See Table 1) Of the total number of incidents in 2011, two-thirds occurred when vessels were anchored or berthed. Most cases involve robbers who stole ship stores and did not resort to violence and escaped when detected. One-third occurred while vessels were underway, mostly in the South China Sea and the Straits of Malacca and Singapore.

Table 1: Numbers of incidents by location in past 5 respective years

	2011		2010		2009		2008		2007	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
East Asia										
China	1		1		1					
Subtotal	1		1		1					
South Asia										
Arabian Sea		4	5	7					1	3
Bangladesh	13		21	3	15	4	10	2	12	1
Bay of Bengal		1	3						1	
India	7	2	5	2	8	2	10	1	8	
Sri Lanka										1
Subtotal	20	7	34	12	23	6	20	3	22	5
South East Asia										
Gulf of Thailand			1							
Indonesia	46	2	37	10	14	5	21	1	33	7
Malaysia	14	3	18		12	3	13		7	1
Myanmar	1				1					
Philippines	4	2	5		4	1	6	2	5	1
Singapore	3		2							
South China Sea	12	6	17	8	11	2	5	2	1	5
Straits of Malacca & Singapore	24	2	5	3	6	3	7	4	3	4
Thailand			1		2				1	
Vietnam	8		13		8		11	1	5	
Subtotal	112	15	99	21	58	14	63	10	55	18
Total	133	22	134	33	82	20	83	13	77	23
Overall Total	155		167		102		96		100	

Source: ReCAAP Annual Report (January 1 – December 31, 2011), p.7, Table 1. Location of Incidents (2007-2011)

Note: Act=Actual, Att=Attempted

The most distinctive characteristic of the ReCAAP report is that the ISC evaluates the significance of each incident in terms of two factors – violence factor and economic factor and classifies each case into a category. In evaluation of the violence factor the report uses as criteria (1) types of weapons used (violence is the most forceful when more highly efficient weapons than knives and others implement are used; (2) treatment of the crew (violence is the most intensive if the crew are killed or kidnapped); and (3) numbers of the pirates /robbers who engaged in an attack (in this case, the more the numbers are, the greater the violence develops, and the organized crime will possibly increase.) In assessment of the economic factors the report uses a criterion of evaluating financial values of damaged vessels. In this case, the seriousness is the greatest when the ship was hijacked with the cargoes.

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

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

Table 2 classifies the actual incidents noted in each third quarter of past five respective years into one of three categories – CAT-1, CAT-2 and CAT-3.

Table 2: Numbers of actual incidents by category in past five respective years

	2011	2010	2009	2008	2007
CAT-1	7	4	4	4	5
CAT-2	38	59	31	23	16
CAT-3	88	71	47	56	56

Source: ReCAAP Annual Report (January 1, 2011 – December 31, 2011), p.5, Chart 1.

3. Characteristics of incidents occurred in 2011

As shown in Table 2, of the 133 actual incidents reported in 2011, 38 were Category 2 incidents and there has been a considerable decrease in the number compared to 59 in 2010. According to the Report, the decrease in the Category 2 incidents was because of the decrease in the Category 2 incidents in the Arabia Sea and the South China Sea. Of the 133 actual incidents, 88 were the Category 3 incidents. This is an increase compared to 2010. Most of these incidents occurred at ports and anchorages.

Of seven Category 1 incidents showing an increase by a large margin compared to four in 2010, five were hijacking incidents and one an incident involving the kidnapping of a crew, and one was an incident of armed robbery onboard a product tanker. In the seven incidents all the crew were safe and even kidnapped crew were all rescued. The culprits involved in four of the seven incidents were apprehended, and the five hijacked vessels were recovered.

The Report indicates that of the 133 actual incidents 65 percent (86 incidents) occurred when the vessels were berthed or anchored. Of the 86 incidents, 16 were Category 2 incidents and 70 were simple robbery cases, of which a half (35 incidents) occurred at the ports and anchorages in Indonesia, 12 at Chittagong, Bangladesh, 8 at the ports and anchorages in Vietnam, and 7 at the ports and anchorages in India. Most of 16 Category 2 incidents occurred at the anchorages in Malaysia.

Reference 1 at the end illustrates a comparison of the incidents in Malaysia and those in Bangladesh, Indonesia and Vietnam. According to the Report, many ship robbery cases in Bangladesh, Indonesia and Vietnam are that ship stores, engine spares and unsecured items onboard ships are seized. The objective of the robbers is to board the targeted ships without alerting the crew, and escape immediately once detected with whatever they can lay their hand on, sometimes empty-handed. The authorities of Bangladesh and Vietnam indicate that the presence of 'secondary markets' for these stolen items would not shut off the theft. It is pointed out that the common feature in the ports in both countries is that there are many small unregulated boats serving as adequate cover for ship robbery. Of the incidents occurring in the three countries above, only six out of 61 incidents are classified as Category 2. Of the 8 incidents in Malaysia, 7 are Category 2 incidents. As for the incidents reported off Malaysia, the groups of robbers operated in groups of 4-9 men in six out of eight incidents, and of seven incidents out of eight, the robbers were armed with guns and /or long knives. Robbers operating off Malaysia stole cash and crew's in many cases personal belongings.

Reference 2 indicates the number of the incidents occurred while underway. 47 incidents involving ships while underway in 2011 are illustrated as below.

Incidents involving vessels while underway

Locations	CAT-1	CAT-2	CAT-3	Total
South China Sea	3	6	3	12
Straits of Malacca & Singapore	2	10	12	24
Indonesia	1	3	2	6
Malaysia	1	1	1	3
Singapore		2		2
Total Actual Incidents	7	22	18	47

Source: ReCAAP Annual Report (January 1, 2011 – December 31, 2011), p.18, Table 3.

Of the incidents occurring on targeted ships underway in the South China Sea and the Straits of Malacca and Singapore, the Report points out the following distinctions about the characteristics of the incidents viewed from the violence and economic factors.

- (1) Of the 12 incidents reported in the South China Sea, half of the incidents occurred during daylight hours. It is observed that this happens because of the absence of the naval ships of

the related countries' law enforcement agencies patrolling the sea areas (open seas). Therefore, the ship robbers are bolder in their attempts to board the targeted vessels any time of the day. In contrast, the incidents reported in the Straits of Malacca and Singapore mostly occurred during hours of darkness.

- (2) The incidents in the South China Sea characterize involvement of a large group of pirates / ship robbers. Half of the incidents reported the involvement of seven or more pirates / ship robbers.
- (3) Many of the incidents occurring in the South China Sea involved a group of pirates /ship robbers usually armed either with guns and/or long knives, but discharge of the guns is not reported. Of the seven incidents, it is reported that the pirates/robbers used physical violence against the crew. On the other hand, in most incidents occurring in the Straits of Malacca and Singapore, the crew did not suffer violence. In both areas, the group of pirates/robbers usually targeted the crew's personal belongings such as mobile phones, laptops, watches or clothing.

4. Characteristics viewed from the types of vessels assaulted

Looking at the types of vessels assaulted in 2011, notably there were 35 incidents (34 actual and one attempted) with which tag boats and towing barges were involved. According to the Report, viewing the trend during the past four years, there were seven incidents (6 actual and one attempted) in 2007, 11 (11 actual) in 2008, 16 (15 and one) in 2009, and 18 (17 and one) in 2010. In 2011 the number of the incidents occurred nearly doubled: of 35 incidents, four incidents are of Category 1 type, 16 Category 2 and 14 incidents are of Category 3. The Category 1 incidents during the past four years number as follows: two incidents in 2007, one in 2008, three in 2009, and three in 2010. Each of them is the incident of hijacking or kidnapping.

Viewed from the incidents by location, of the 35 incidents, 18 (51 percent) incidents occurred in the Straits of Malacca and Singapore, 7 (20 %) in the South China Sea, and of the rest 10, 5 in Malaysia and 2 in the vicinity of Singapore. The Report points out that because tug boats and towing barges have lower freeboard and slow speed, it is easier for the pirates/robbers to board them, and therefore, they become often the targets for the pirates/robbers. The Report says that the robbers usually targeted the barge, normally unmanned, all the easier for them to board and steal the stores.

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

Reference 1

Violence and economic factors of actual incidents involving ships while anchored in 2011

Factors	Off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia	Bangladesh	Indonesia	Vietnam
Number of Incidents	8	13	40	8
Significance Level	7 x Category 2 1 x Category 3	1 x Category 2 12 x Category 3	5 x Category 2 35 x Category 3	8 x Category 3
Violence	Number of robbers: Number of incidents: 1-3 robbers : 1 4-6 robbers : 4 7-9 robbers : 2 Not stated : 1 75% of the incidents involved between 4-9 robbers Guns and knives : 3 Knives/Machetes : 4 Not stated/Nil : 1 Three out of eight incidents involved robbers armed with guns and knives Taken hostage : 2 Threatened : 1 Not stated/ : 5 No injuries Lack of information to provide a more substantial assessment	Number of robbers: Number of incidents: 1-3 robbers : 3 4-6 robbers : 6 More than 9 : 2 Not stated : 2 46% of incidents involved between 4-9 robbers Knives/Machetes : 5 Not stated/Nil : 8 None was armed with guns Threatened : 1 Not stated/ : 12 No injuries	Number of robbers: Number of incidents: 1-3 robbers : 14 4-6 robbers : 9 7-9 robbers : 2 Not stated : 15 Inconclusive due to the large proportion of incidents without information on the number of robbers Knives/Machetes : 14 Not stated/Nil : 26 None was armed with guns Taken hostage : 5 Threatened : 3 Not stated/ : 32 No injuries	Number of robbers: Number of incidents: 1-3 robbers : 2 4-6 robbers : 3 Not stated : 3 38% of incidents involved between 4-6 robbers Knives/Machetes : 4 Not stated/Nil : 4 None was armed with guns Threatened : 1 Not stated/ : 7 No injuries
Economic	Cargo discharged : 1 Cash/property : 4 Engine spares : 1 Not stated/Nil : 2 The robbers stole cash and property	Stores : 12 Not stated/Nil : 1 Stores were mainly stolen	Stores : 20 Engine spares : 6 Unsecured items: 1 Not stated/Nil : 13 Mostly stores and in some cases, engine spares were stolen	Stores : 5 Engine spares : 1 Not stated/Nil : 2 Stores and engine spares were stolen

Source: ReCAAP Annual Report (January 1, 2011 – December 31, 2011), p.12, Table 2.

Reference 2

Violence and economic factors of actual incidents involving ships while underway in 2011

Factors	South China Sea	Straits of Malacca and Singapore
Number of Incidents	12 x incidents	24 x incidents
Significance Level	3 x Category 1 6 x Category 2 3 x Category 3	2 x Category 1 10 x Category 2 12 x Category 3
Violence	<p>Number of pirates/robbers: Number of incidents</p> <p>1 - 3 pirates/robbers :1 4 - 6 pirates/robbers :2 7 - 9 pirates/robbers :3 > 9 pirates/robbers :3 Not stated :3</p> <p>50% of the incidents involved > 7 pirates/robbers</p> <p>Guns and knives :2 Knives/Machetes :6 Not stated/Nil :4</p> <p>Commonly armed with knives to threaten crew to surrender their cash and personal belongings</p> <p>Crew abandoned :1 Taken hostage :4 Crew assaulted :2 Not stated/No injuries :4</p>	<p>Number of pirates/robbers: Number of incidents</p> <p>1 - 3 pirates/robbers :3 4 - 6 pirates/robbers :8 7 - 9 pirates/robbers :4 > 9 pirates/robbers :2 Not stated :7</p> <p>25% of the incidents involved > 7 pirates/robbers</p> <p>Other weapons :2 Guns and knives :1 Knives/Machetes :10 Not stated/Nil :11</p> <p>54% of the incidents involving robbers armed with either knives or guns and knives</p> <p>Crew kidnapped :1 Take hostage :2 Crew assaulted :1 Not stated/No injuries :20</p>
Economic	<p>Hijack of ship :3 Cargo discharged :1 Cash/property :7 Not stated/Nil :1</p>	<p>Hijack of ship :1 Cargo discharged :1 Cash/property :12 Stores :6 Unsecured items :1 Not stated/Nil :3</p>

Source: ReCAAP Annual Report (January 1, 2011 – December 31, 2011), p.20, Table 4.

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