

OPRF MARINT Monthly Report

October 2012



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(From ReCAAP Annual Report)

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

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

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1. Information Digest

1.1 Maritime Security

October 10 “EU Naval Force captures suspected pirates” (EU NAVFOR Public Affairs Office, October 11, 2012)

On the 10th, EU Naval Force flagship, ITS *San Giusto* had sighted the skiff carrying a ladder and up to 20 fuel drums 180 miles east of Socotra and immediately launched its helicopter to investigate. Once at the scene, the boarding team from ITS *San Giusto* boarded the vessel and apprehended a skiff with 7 suspect pirates onboard. After gathering intelligence, the skiff was destroyed. Rear Admiral Potts, who is the Operation Commander of the EU Naval Force said “This was the first sighting of a suspect pirate vessel in the Somali Basin for over 3 months. We knew, as the monsoon period ended this month that pirates would try their luck at sea and this is why we have constantly warned against complacency.” Below is the scene at the time.

Refer to the article: EU Naval Force Quick To Capture Suspect Pirate Boat

<http://www.eunavfor.eu/2012/10/eu-naval-force-quick-to-capture-suspect-pirate-boat/>



Left: ITS *San Giusto* captures suspected pirates

Right: Snapshot of the skiff being destroyed by ITS *San Giusto*

Source: EU NAVFOR Public Affairs Office, October 11, 2012

October 11 “Somali pirates release Greek-owned ship” (AP, October 12, 2012)

On the 11th, Somali pirates released the Greek-owned ship bulk carrier MV *Free Goddess* (22,015DWT). On the 12th, Somali pirates said that they received a \$2.3 million ransom. However, the ship’s owners did not comment about the ransom payment. The ship was seized on February 7, 2012 in the Arabian Sea carrying a consignment of steel coils on the way from Adabiya port of Egypt to Singapore. All crews are Filipino.

Refer to the article: Somali pirates release Greek-owned ship for ransom

<http://www.google.com/hostednews/ap/article/ALeqM5jlbSpyesbG40-DeBZuyhX3-kveDg?docId=1a6c1c56e2a740adbfc532233a5536eb>



MV Free Goddess

Source: Somalia Report, February 11, 2012

October 19 “Somali pirates release Panama-flagged vessel” (gCapatin, October 21, 2012)

On the 19th, Somali pirates released the Panama-flagged, UAE owned bulk cargo vessel M/V *Orna* (27,915DWT). However, only 13 of its 19 crew members have been released with the vessel. It was hijacked by a group of pirates on December 20, 2010, while underway in the Indian Ocean approximately 400 nautical miles north-east of the Seychelles. Although a ransom seems to be paid, the amount of money is unclear.

Refer to the article: M/V Orna Released By Pirates, 6 Crew Still Held

<http://gcaptain.com/orna-released-pirates-crew-held/>



MV Orna

Source: gCapatin, October 21, 2012

October 20 “EU Naval Force captures suspected pirates” (EU NAVFOR Public Affairs Office, October 23, 2012)

On the 20th, the EU Naval Force (EU NAVFOR) German frigate FGS *Sachsen* saved 20 Iranian sailors and detained seven suspected pirates 250 nautical miles north-east off the coast of Somalia. The frigate received a distress signal from an Iranian vessel on the 19th, and rushed immediately to the site. FGS *Sachsen* located the dhow and established contact with the master of the dhow. The master reported his vessel had been taken by force six days ago. A German

boarding team came aboard the dhow. Seven suspected pirates were detained and several assault rifles AK47 as well as a Rocket Propelled Grenade launcher (RPG) were confiscated, hardening the suspicion that the dhow has been pirated. Below is the scene at the time.

Refer to the article: EU Naval Force frigate FGS Sachsen saved Iranian dhow from suspected pirates (2nd update)

<http://www.eunavfor.eu/2012/10/eu-naval-force-frigate-fgs-sachsen-saved-iranian-dhow-from-suspected-pirates/>



Source: EU NAVFOR Public Affairs Office, October 23, 2012

October 24 “NATO’s ship for counter piracy fires pirate’s dhow” (NATO Maritime Command, News Release, Oct 24, 2012)

HNMLS *Rotterdam*, the flagship for the NATO ‘OCEAN SHIELD’ counter piracy mission came under sustained fire from a suspect dhow on the 24th. A boarding team from the *Rotterdam* was making an approach on the dhow near the coast when they came under fire from ashore and from the dhow itself. The *Rotterdam* returned fire in accordance with Rules of Engagement, during which the dhow was seen to ignite and crew members were observed leaping into the water. One crew member of the dhow was killed in this action and 25 people were subsequently rescued from the water by the *Rotterdam*. One of the *Rotterdam*’s rigid inflatable boats was damaged. Larger dhows are often used as mother ships. Below is the scene at the time.

Refer to the article: PIRATES FIRE ON NATO SHIP

<http://www.manw.nato.int/pdf/Press%20Releases%202012/Ocean%20Shield/OOS%202012%2035.pdf>



Left: Small boat from the HNLMS *Rotterdam* returning fire on a suspect Dhow after coming under fire during an approach off coast Somalia on the 24th of October 2012.

Right: Suspect Dhow on fire after engagement with a small boat from the HNLMS *Rotterdam*

Source: NATO Allied Command Operations, October 24, 2012

October 30 “U.S. State department official hopes armed guards will be employed on merchant ships” (Ports and Ships, October 30, 2012)

A U.S. State Department official in charge of counter-piracy policy, Thomas Kelly, Principal Deputy Assistant Secretary, says the advent of armed guards on board merchant ships was a turning point in the battle against piracy. “There was a lot of reticence in a lot of places about using these crews but people learned through experience that this was a critically important factor in reducing the number of instances,” Kelly said. He revealed that 80% of container ships and tankers now carry armed guards, leaving pirates with fewer targets to go after. “We’d like it to be 100 percent,” he said.

Refer to the article: US official suggests all ships should be armed

http://ports.co.za/news/news_2012_10_30_01.php#three

1.2 Military Developments

October 2 “Indian aircraft carrier under renovation in Russia provides high performance in sea trials” (The Hindu, October 2, 2012)

Although delivery of the Indian aircraft carrier INS *Vikramaditya* under renovation in Russia was delayed due to technical troubles with its detected engines (please refer to 1.2 Military Developments in the September 2012 of OPRF MARINT Monthly Report), according to the Indian newspaper *The Hindu* dated the 2nd, the controversial sea trials of the aircraft carrier appear to have actually been a success. The Indian Navy’s overseeing team, who closely monitored the sea trials, came to the conclusion that the ship had overall done extremely well and the programme of tests had been largely fulfilled. The main conclusion from the trials is that the INS *Vikramaditya* has stood the test as a full-fledged highly capable aircraft carrier converted from the former hybrid missile-cum-aviation cruiser *Admiral Gorshkov*. The ship displayed excellent seaworthiness and manoeuvrability and performed flawlessly during aircraft takeoff and landing.

It's sophisticated radio-electronic, navigation and other systems demonstrated high efficiency and reliability.

The malfunctioning of the boilers that occurred during high-speed tests will not require their replacement or removal from the vessel. The problem has been pinned down to insulation lining that is placed between the boiler steel casing and ceramic firebricks. Traditional asbestos lining was not used at the request of Indian specialists and replacement material developed slight deformation. The Indian side has now agreed to the use of asbestos cardboard.

Informed sources told *The Hindu* that Indian Navy officers were particularly impressed by the flight programme. A MiG-29K and a MiG-29KUB 4th generation fighters performed 41 impeccable take-offs and landings with full arms payload and additional fuel tanks. The combination of Russia and India-made optical and electronic landing systems enabled the Russian pilots in 70 percent of the landings to hook the second out of three arrestor wires, which is considered a perfect result, the sources said. The 44000-ton vessel also displayed superior manoeuvrability, performing a 360-degree turn at a minimum radius equal to one-and-a-half hull length at a speed of 18 knots.

The Sevmash shipyard have promised to complete all repairs by the beginning of 2013, but since pre-delivery trials in the White Sea can resume only in late May, when sea ice melts away, the *Vikramaditya* will be handed over to the Indian Navy in the autumn of 2013, the sources said.

Refer to the article: INS *Vikramaditya* trials termed successful

<http://www.thehindu.com/news/international/ins-vikramaditya-trials-termed-successful/article3958345.ece>



MiG-29K taking off from INS *Vikramaditya*

Source: The Hindu, October 2, 2012

October 7 “Naval expansion of Southeast Asian countries is attractive market for Western defense industries” (Reuters, October 7, 2012)

Reuters dated the 7th reported that Southeast Asian countries focuses on naval expansion, and it is attractive for makers of Western defense industries. Below is the summary of the report.

- (1) Wary of China and flush with economic success, Southeast Asia is ramping up spending on military hardware. Territorial disputes in the South China Sea, fuelled by the promise of rich oil and gas deposits, have prompted Vietnam, Malaysia, the Philippines and Brunei to try to offset China’s growing naval power. Even for those away from that fray, maritime security has been a major focus for Indonesia, Thailand and Singapore. As Southeast Asia’s economies boomed, defense spending grew 42 percent in real terms from 2002 to 2011, data from the Stockholm International Peace Research Institute (SIPRI) shows.
- (2) High on the list are warships, patrol boats, radar systems and combat planes, along with submarines and anti-ship missiles that are particularly effective in denying access to sea lanes. Malaysia has two *Scorpena* submarines and Vietnam is buying six *Kilo*-class submarines from Russia. Thailand also plans to buy submarines. Singapore has invested in F-15SG combat jets from the United States and two *Archer*-class submarines from Sweden to supplement the four *Challenger* submarines. Indonesia has two submarines now and ordered three new ones from South Korea. It is also working with Chinese firms on manufacturing C-705 and C-802 anti-ship missiles.
- (3) With defense budgets in many Western nations under pressure, Asia is attractive for makers of weapons, communications gear and surveillance systems. Lockheed Martin and Boeing’s defense division both expect the Asia-Pacific region to contribute about 40 percent of international revenues. The maritime environment in the Pacific has defense industries’ attention. Vietnam got 97 percent of its major weapons - including frigates, combat planes and Bastion coastal missile systems - from Russia in 2007-11 but is looking to diversify by talking to the Netherlands and the United States. The Philippines, which relies on the United States for 90 percent of its weapons, plans \$1.8 billion in upgrades over five years as it sees a growing threat from China over the South China Sea squabble. Air surveillance and anti-submarine capabilities are a priority for the Philippines. Thailand has built a patrol vessel designed by Britain’s BAE Systems. It plans to modernize one frigate and, within five years, buy the first of two new ones. Singapore buys mostly from the United States, France and Germany but also has its own defense industry, centered on ST Engineering. The state-owned group supplies the Singapore Armed Forces and has many customers abroad.

Refer to the article: Southeast Asia splashes out on defense, mostly maritime

http://www.reuters.com/article/2012/10/07/us-defence-southeastasia-idUSBRE8960JY20121007?utm_source

October 8 “Philippines renews significance of Subic Bay” (Defense News, October 8, 2012)

The Philippines said a former U.S. naval base facing the South China Sea could play a key role as a hub for American ships as Washington moves to strengthen its presence in the Asia-Pacific. Once the U.S. military’s largest overseas facility, the former Subic Bay Naval Base 80 kilometers (50 miles) northeast of Manila has been transformed into a freeport and tourism zone since it was shut down in 1992. But a senior Philippine official pointed out that, with the United States planning to shift the bulk of its fleet to the Pacific by 2020 as it focuses on Asia, it would need natural deep water bays to dock its ships and submarines. Edilberto Adan, a former general who heads the government’s Visiting Forces Agreement (VFA) commission, said, “There are very few ports that can accommodate naval assets and naval carriers, and one of them is Subic. As the United States begins to implement (the shift), Subic will play an important role because it is one of the important facilities that can service their presence in the Pacific.”

The Philippines, however, ratified a visiting forces agreement with the United States in 1999, allowing the resumption of large-scale training exercises between the allies. U.S. troops have since been engaged in various exercises with the Philippines annually. Adan, whose commission oversees the joint exercises with U.S. troops, also said an increased American presence in the Philippines could help protect the surrounding seas. “Our concern and everyone’s concern in the region is freedom of navigation, to ensure that commerce and trade, commercial shipping go unhampered,” he said.

Refer to the article: Philippines Sees Naval Port As Vital To U.S. Presence in Philippines

<http://www.defensenews.com/article/20121008/DEFREG03/310080006/Philippines-Sees-Naval-Port-Vital-U-S-Presence-Pacific?odyssey=mod|newswell|text>



The U.S. Navy submarine *Olympia* docks at the former U.S. naval base Subic Bay on Oct. 8 after the formal opening of the annual 10-day Philippine-U.S. Amphibious Landing Exercise.

Source: Defense News, October 8, 2012

October 12 “Two U.S. Carrier Strike Groups in Andaman Sea conduct joint drill” (Military News, October 12, 2012)

The USS *George Washington* (CVN73) and USS *John C. Stennis* (CVN74) Carrier Strike Groups (CSGs) have been conducting forward presence operations and port visits in the vital Asia-Pacific region from September. On the 12th, both CSGs conducted joint drill in the Andaman Sea following similar dual-carrier operations in late September near Guam. Having two aircraft carriers operating together in the Andaman Sea is an unusual opportunity. “These operations are vital in improving interoperability and readiness to respond across the full range of military operations from humanitarian assistance to combat missions,” said Capt. Greg Fenton, USS *George Washington*’s commanding officer.

Refer to the article: Carrier Strike Groups Operate in Andaman Sea

<http://www.military.com/daily-news/2012/10/12/carrier-strike-groups-operate-in-andaman-sea.html?comp=7000023468025&rank=1>

October 16 “India and Indonesia agree to significantly step up defense cooperation” (Diplonews.com, October 16, 2012)

The Indian Defence Minister Shri AK Antony and the Indonesian Defence Minister Purnomo Yusgiantoro on the 16th had a talk at the Ministry of Defence of Indonesia, and agreed to significantly enhance their defence cooperation. This was the first Ministerial level biennial defence dialogue between the two countries. The two sides exchanged views on a whole range of issues relating to regional and global security, bilateral exercises involving Services, training, co-production of defence equipment and ammunitions and visits at high levels. The defence dialogue mechanism at the highest level was agreed upon during the visit of Indonesian President Susilo Bambang Yudhoyono to India in January 2011. Similarly, the two navies are regularly conducting coordinated maritime patrols (CORPAT). Antony offered at the meeting to Indonesia establishment of a formal maritime domain information sharing arrangement between the two navies. On South China Sea, after the meeting, Antony said “Our view is that all countries should exercise restraint and resolve the issue through dialogues according to principles of international law.” He said, India supports the freedom of navigation and access to resources in accordance with principles of international law.

Refer to the article: India and Indonesia agree to significantly step up Defense Cooperation

http://www.diplonews.com/feeds/free/16_October_2012_216.php

October 18 “South Korean Navy to introduce next-generation submarines and destroyers” (The Korean Times, October 22, 2012)

The chief of ROK Navy’s capabilities planning office announced on the 18th that ROK Navy advances construction of new submarines and destroyers, and plans to increase existing submarines and destroyers, in order to promote deterrent power. ROK Navy plans to strengthen its deterrent ability by building nine 3,000-ton next-generation submarines. In addition, the number of 1,800-ton submarines will be increased from three to nine by 2018 to secure sea routes and prepare for anti-ship warfare. ROK Navy will also double its number of 7,600-ton Aegis-class

ships to six by 2020. The number of ROK Navy flotillas will increase from the current one to three. A flotilla is usually composed of two Aegis ships, four destroyers, one command ship and five submarines. Other naval build-up plans include the construction of six to nine 5,000-ton next-generation Korean destroyers, about 20 2,300-ton frigates, one 3,000-ton mine layer and three more 730-ton mine sweepers. About 8.4 trillion won will be needed through 2030 to implement plans to reinforce the Navy. To this end, about 490 billion won should be set aside each year, they said. Members of the National Assembly Defense Committee have agreed on the need to spend large sums of money to beef up the country's naval forces.

Refer to the article: S. Korea to add submarines, Aegis destroyers.

http://www.koreatimes.co.kr/www/news/biz/2012/10/113_122831.html

October 19 “U.S., Indian Navies to start submarine exercise” (Military.com, October 19, 2012)

The U.S. and Indian navies will conduct exercise INDIAEX 2012 off the coast of Mumbai from Oct. 19 to Nov. 13. The bilateral exercise designed to demonstrate cooperation between the U.S. submarine rescue system and Indian submarines. Four Indian navy submarines are scheduled to participate with the U.S. Navy's Undersea Rescue Command (URC) to practice rescue scenarios which demonstrate URC's Submarine Rescue Diving and Recompression System (SRDRS). The SRDRS will mate with Indian submarines for a transfer of personnel from the simulated distressed submarine to the rescue vessel. The at-sea portion of the exercise is scheduled from Oct. 30 to Nov. 6. This will be the first time exercising the compatibility of a U.S. Navy SRDRS with Indian navy submarines. URC is the only U.S. military command that conducts deep ocean submarine rescue. URC is a hybrid organization consisting of approximately 120 personnel from active duty, Reserve, government civilians and contractors.

Refer to the article: US, Indian Navies to Conduct Submarine Exercise

<http://www.military.com/daily-news/2012/10/19/us-indian-navies-to-conduct-submarine-exercise.html?comp=7000023468025&rank=2>

October 19 “Russian missile range instrumentation ship returns to duty” (RIA Novosti, October 20, 2012)

The only missile range instrumentation ship *Marshal Krylov* remaining in service with the Russian Navy on the 19th has sailed on a tour of duty after almost a year of repairs at the port of Vladivostok. Missile range instrumentation ships, or tracking ships, are vessels equipped with antennas and electronics to support the launching and tracking of ballistic missiles and carrier rockets. On the 19th, Russia successfully tested its *Topol* intercontinental ballistic missile, which hit a designated target in the Pacific “with a high degree of precision.” The Soviet Navy had eight tracking ships in service, but seven of them were sold for scrap metal after the collapse of the Soviet Union. The *Marshal Krylov* was launched in 1987 and commissioned in 1989.

Refer to the article: Russia's Only Tracking Ship Sails After Overhaul

http://en.rian.ru/military_news/20121020/176767729.html



Marshal Krylov

Source: RIA Novosti, October 20, 2012

**October 22 “French DCNS unveils unique conceptual design for small submarine”
(Navy Recognition, October 22, 2012)**

French shipbuilder DCNS has unveiled a unique conceptual design for a small submarine optimized for shallow water operations on display at the Euronaval 2012 convention in Paris. The SMX-26 “Caiman” is 39.5 meters long and designed to manoeuvre in as little as 15 metres of water with the capability to ‘land’ on deployable wheels and loiter for up to 30 days. The SMX-26 is seen as a model for future special operations craft with the capacity for up to six special force divers, with the added ability to carry heavyweight torpedoes for use against surface vessels. The boat is equipped with a sensor suite capable of providing 3D mapping of the surrounding environment.

Refer to the article: “DCNS unveils a new submarine concept at Euronaval 2012: The SMX-26”
http://www.navyrecognition.com/index.php?option=com_content&task=view&id=699



Left: SMX-26 model on display on DCNS' stand at Euronaval 2012

Right: SMX-26 on the seabed

Source: Navy Recognition, October 22, 2012

1.3 South China Sea-related Events

October 5 “The First EAMF: China offers a three-billion-yuan maritime cooperation fund” (PhilStar.com, October 6, 2012)

The 3rd ASEAN Maritime Forum (AMF) chaired by the Philippines from the 3rd to the 4th, and the First Expanded ASEAN Maritime Forum (EAMF) on the 5th were held in Manila. There were ASEAN and eight of its partners, including Australia, China, India, Japan, New Zealand, Republic of Korea, Russian Federation and the United States at the EAMF. Vietnamese Deputy Foreign Minister Pham Quang Vinh said that China has offered a three-billion-yuan (\$474 million) maritime cooperation fund. ASEAN and China are discussing possible activities to finance. ASEAN and China cooperate in maritime issues including navigation safety, biodiversity and search and rescue. The participants agreed that the territorial disputes should be resolved through international law, the United Nations Convention on the Law of the Sea (UNCLOS), and other documents that have been adopted by the parties concerned including the Declaration on the Conduct of Parties in the South China Sea (DOC). “Among the challenges we are discussing also is the presence of territorial disputes and we discussed in a way how to contain it and how to ensure an environment of peace, stability and maritime security so that we can enhance cooperative activities,” Pham told reporters.

Refer to the article: China offers Asean \$474-M fund

<http://www.philstar.com/Article.aspx?articleId=856471&publicationSubCategoryId=63>

【Related article】

“U.S. wants expanded ASEAN Maritime Forum institutionalized” (PhilStar.com, October 7, 2012)

U.S. Deputy Assistant Secretary of State Joseph Yun who took part in the Expanded ASEAN Maritime Forum (EAMF) held in Manila on the 5th said, “Although it has not been decided whether this format will continue, certainly our country will be very, very supportive of that. We would welcome this becoming institutionalized.”

Refer to the article: US wants expanded Asean Maritime Forum institutionalized

<http://www.philstar.com/Article.aspx?publicationSubCategoryId=63&articleId=856860>

October 22 “Phl-Australia annual maritime exercise starts” (PhilStar.com, October 22, 2012)

On the 22nd, the Philippines and Australia starts annual maritime joint exercise in Manila Bay and nearby areas. The exercise would run for five days. The 12th year of the Lumbas maritime training exercise opens on board HMAS *Sydney* from the Royal Australian Navy. The naval vessel, one of four guided missile frigates of the Royal Australian Navy, has been extensively upgraded and can provide area air defense, surveillance, anti-submarine and anti-shipping warfare. A Philippine Navy spokesman clarified that the training is not related to

the dispute over the West Philippine Sea (the South China Sea). “The objectives of this maritime training evolve between strengthening mutual relationship between both navies and enhancing competency in naval warfare and maritime security operations,” he said. Two Philippine Navy ships – BRP *Mariano Alvarez* and BRP *Beinvenido Salping* will take part in the activity.

Refer to the article: Phl-Australia annual maritime exercise starts today

<http://www.philstar.com/Article.aspx?articleId=862075&publicationSubCategoryId=63>

October 24 “Australia and the Philippines hold summit meeting” (Diplo New, October 24, 2012)

Philippine President Benigno S. Aquino III visited Australia, and met with Australian Prime Minister Julia Gillard on the 24th. The leaders welcomed the recent entry into force of the Status of Visiting Forces Agreement between Australia and the Philippines. The leaders also welcomed the recent signing of a Memorandum of Understanding on Combatting Transnational Crime and Developing Police Cooperation between the Australian Federal Police and the Philippine National Police. In relation to the South China Sea, Prime Minister Gillard noted that Australia did not take a position on competing territorial claims, but called on claimant governments to clarify and pursue their territorial claims in accordance with international law, including the U.N. Convention on the Law of the Sea. President Aquino stressed that peace and stability in the region is a concern of all states and that central to this is a rules-based approach in addressing issues in accordance with international law. The two Leaders encouraged ASEAN countries and China to conclude a regional Code of Conduct in the South China Sea at an early date.

Refer to the article: The relationship between Australia and the Philippines holds great promise

http://www.diplonews.com/feeds/free/24_October_2012_10.php

1.4 Diplomacy and International Relations

October 31 “D. Blumenthal: U.S. should state its position on Senkaku issue” (Foreign Policy, Wednesday, October 31, 2012)

Daniel Blumenthal, a research associate of the U.S. think tank American Enterprise Institute, contributed an article titled “Why the Japan-China Senkaku dispute is the most explosive issue in Asia” to *Foreign Policy* dated 31st, saying that although there are a number of problems in relations between the United States and China, confrontation between Japan and China over the Senkakku Islands now in progress should be paid extra attention. Below is the summary of the article.

- (1) During the last few years the bulk of Washington’s attention has been focused on disputes between China and Vietnam and China and the Philippines. Obviously, these are important. Manila is a treaty ally, and Vietnam is a potential strategic partner. In both

cases we have dual interests in de-escalation and in helping the two countries stand up for their rights and interests.

- (2) But Japan is different. It is arguably Washington's most important ally. A successful Asia strategy is impossible without a strong alliance with Japan. Japan's location makes it essential to any U.S. military operation in Asia. Its strength and resilience make it a reliable partner. Its shared sense of interests and values cement our bond. And, Japan is still a very strong and militarily capable country.
- (3) China's incessant incursions into Japanese and disputed waters, and its bullying and badgering of Japan over the Senkakus, have prompted an unproductive nationalist response among some politicians in Japan. But it is Beijing that has created a vicious cycle. Its provocation leads to nationalism.
- (4) While the United States affirmed that the U.S.-Japan treaty covers the Senkakus, there still is a disagreement between Washington and Tokyo over who has sovereignty over the islands. This disagreement dates back to the 1970s and is yet another manifestation of the careless and rushed way in which Washington handled its normalization with China. Japan feels isolated, and cannot understand why Washington remains neutral over this sovereignty dispute. Japan has a point. The United States has dined out on a neutral stance -- falling back on apathy toward the outcomes of territorial disputes throughout Asia, as long as they are "resolved peacefully" -- for a long time. This position was reasonable enough when China was weak and unable to press its claims, but those days are over.
- (5) Is the United States really agnostic about the outcome of territorial disputes in the East and South China Seas? Of course not. It does not want conflict, but neither does it want China to control territories that sit along important sea lanes. Washington also wants to side with its allies. The time has come to assess how we really want the various sovereignty disputes in key waters to be resolved. The assessment should be based both on calculated geostrategic interests as well as the interest we have in supporting friends and allies.
- (6) The Sino-Japanese dispute may be the most important test for the United States in Asia in the coming year. The tension between two very powerful countries shows no signs of abating. Japan will not back down from its sovereignty claim. While ambiguity is sometimes necessary, the need for clarity from the United States is pressing. As China challenges the established order -- one that has kept the peace in Asia for three decades -- the United States must take the lead in defending that order. That means standing by an ally. Perhaps even more daunting, it also means the time has come to define our preferred outcomes in territorial disputes between China and our friends.

Refer to the article: Why the Japan-China Senkaku dispute is the most explosive issue in Asia
http://shadow.foreignpolicy.com/posts/2012/10/31/why_the_japan_china_senkaku_dispute_is_the_most_explosive_issue_in_asia

1.5 Shipping, Shipbuilding and Harbors

October 11 “Port Said: Suez Canal Container Terminal becomes available for largest container ships” (gCaptain, October11, 2012)

Port Said located at the entrance of the Suez Canal along the Mediterranean Sea is a vitally important transshipment center for Asian, European, and African trade. An important milestone was achieved recently when the 15,500 TEU *Eleonora Maersk* with a draft of 14.9 meters and the 13,500 TEU *Edith Maersk* with a draft of 14.8 meters made brief visits to Port Said’s Suez Canal Container Terminal (SCCT) in order to test the port access and turning basins for these giant ships. The 397 meter vessel approached the terminal, completing a 180 degree maneuver in the turning basin with aid of three tug boats. This was the first time that any Egyptian port has received a vessel this size. Klaus Laursen, CEO of SCCT commented: “This is a significant moment in Egyptian maritime history.” Today, SCCT has 18 cranes with 22 container outreach, 2,400 meters of quay, 15 meters of draft and zero deviation from the Suez Canal. An expansion project is currently under way to double its capacity to 5.4 million TEUs. Throughput at SCCT was 3.2 million TEUs in 2011 with productivity of 35 moves per hour. Additional improvements are planned at the terminal.

Refer to the article: Suez Canal Container Terminal Now Ready to Support World’s Largest Container Ships

<http://gcaptain.com/suez-canal-container-terminal/>

2. Intelligence Assessment

2.1 Piracy and Armed Robbery against Ships up to the third quarter of 2012 - Characteristics viewed in the IMB Report-

On October 22, 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 up to the third quarter of 2012 (January 1–September 30) through the Piracy Reporting Center (PRC) based in Kuala Lumpur. Below is a summary of the characteristics of the incidents of piracy and armed robbery against ships viewed from the IMB report (hereinafter referred to as Report) noted up to the third quarter of 2012.

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

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

The number of the incidents reported up to the third quarter of 2012 was 233 (352 during the same period in 2011), which shows a dramatic decrease. By the way, the number of 2011 was more frequent than that of any others since IMB has begun to monitor maritime attack cases in 1991, while **the Table 1** indicates the maritime situation during up to the third quarter of these 6 years. Furthermore, as **the Table 2** shows, of the 233, 149 (173 during the same period in 2011) were actual attacks. Of them, 24 (35 during the same period in 2011) were cases hijacked, and 125 (138 during the same period of 2011) were cases boarded. 448 crews were taken hostages, including the fact that 6 of them were killed at least.

Conversely, there were 84 (179 during the same period in 2011) attempted attacks. Of them, 26 (90 during the same period in 2011) were cases fired upon, and 58 (89 during the same period of 2011) were cases attempted. However, the IMB is estimating that there are a great number of unreported cases apart from the reported cases, advising the shipping owners and captains of the ships to report all piratical attacks and suspicious movements of the crafts to the bureau.

Looking at the attacks during up to the third quarter in 2012 by location, of the 233, 153 attacks have occurred in the 6 locations below. Looking at the attacks in order of a higher frequency, there are 51 attacks in Indonesia, 44 attacks off Somalia including the Indian Ocean, 21 attacks in Nigeria, 13 attacks in the Red Sea, 13 attacks in the Gulf of Aden and 11 attacks in Togo. This trend shows a huge increase in the Gulf of Guinea in West Africa.

The number of incidents (attacks) in the Gulf of Aden, off Somalia (including the Indian Ocean), and the Red Sea in the surrounding waters of the “Horn of Africa” totals 70 (199 during

the same period of 2011), which occupy a little less than the half of all, and it turns out that this area is frequent pirates occurrence zone. Especially, of the 70 attacks, 13 hijacked incidents (4 in the Gulf of Aden and 9 off Somalia including the Indian Ocean), 1 boarded incident (off Somalia including the Indian Ocean) were noted. In 217 crews who were taken hostage, 1 was injured and 2 were killed. As of the end of September 2012, 11 ships have been detained and 167 crews also taken hostages. Additionally while 21 crews are abducted on the land of Somalia, pulled up from sea, IMB estimates that more than 20 hostages have been detained for more than 30 months. Of 70 cases, 56 attempted attacks including 37 attempted cases (5 in the Gulf of Aden, 13 in the Red Sea, 19 off Somalia including Indian Ocean) and 19 fired upon cases (15 in off Somalia and 4 in the Gulf of Aden) are recorded.

According to the report, Somali pirates continue to threaten an extended geographical region, which covers from the southern part of the Red Sea in the west to 76 degrees East longitude and 25 degrees North latitude in Gulf of Oman to 22 degrees South latitude, and use hijacking vessels and dhows as their mother boat to attack sailing vessels. And this report indicates that using mother boats expand a possibility for Somali pirates to operate. In fact, there was not only 1 attempted attack in the Red Sea in the third quarter during July-September, when it is impossible for small boats to sail due to southwest monsoon.

According to the report, the decrease in the number of incidents in off Somalia is attributed to the deployment of navy aircrafts, the practical use of anti-piracy manual such as BMP (the Best Management Practices), the self-defense measures of vessels, the increase on employment of private armed guards such as PCASP (Private Contracted Armed Security Personnel), and the EU fleet's attacks to the base of Somali pirates. IMB advises sailing vessels not to neglect the warning.

Other part, the situation in the Gulf of Guinea on the west coast of Africa is deteriorating. The number of incidents rise 34 from 30 during the same period of 2011 and the area is extended onto Togo. According to the report, while attacks are violent and well planned, armed pirates sometimes target gas oil and break electronic equipments and navigation systems of ships. Especially off Togo, the number of incidents mostly doubled 11 from 6 during the same period of 2011 and those include 3 hijacked cases, 2 boarded cases and 6 attempted cases. In off Nigeria, of 21 attacks, 4 hijacked cases, 9 boarded cases, 7 fired upon cases and 1 attempted case are reported. IMB indicates that not all navies in the Gulf of Guinea have the resources to fight piracy far out at sea.

As the Table 1 and the Table 2 show, in Southeast Asia, Indonesia recorded 51 incidents, which shows a dramatic increase from 30 cases in the same period of 2011 and annual 2011 total of 46. In Indonesia, the incidents have frequently occurred in Jakarta Tanjungpriok, Dumai, Belawan, Taboneo and Muara Jawa. But the most of incidents targeted anchored vessels by armed men with knives or hatchets in night. In other Southeastern countries, incidents are reported as follows, which are 2 in the Strait of Malacca, 8 in Malaysia, 3 in the Philippines, 6 in Singapore and 1 in South China Sea.

2. Characteristics viewed from activities

The Table 2 shows the status of attacks by location noted frequently in the areas in Asia and others up to the third quarter of 2012. The Table 3 shows the status of attacked ships, including the attempted cases by location.

According to these, the distinct feature of attacks by Somali pirates is discovered. All incidents including attempted occurred at time when vessels were streaming and the pirates tends to attack those with small boats from mother ship.

In Southeast Asia, many cases were boarded attacks and those occurred mostly at time when vessels were anchored. However, attacks which vessels were streaming also recorded 5 in Indonesia, 2 in the Strait of Malacca, 3 in Malaysia, 1 in Singapore, 5 in the Strait of Singapore and 1 in South China Sea. Of these, 3 were hijacked incidents, which were a hijacking fishing boat case in the Strait of Malacca and 2 hijacking tag boat cases in Malaysia and South China Sea.

Other part, up to the third quarter in 2012, ports and anchorages which were attacked more than 3 times are recorded at 11 different places and the number of attacks is totally 63. These are slightly fewer than those of the same period in 2011, which recorded 11 different places and 68 attacks.

The most places are Dumai in Indonesia and Lome in Togo (11 attacks), and the following are Chittagong in Bangladesh (8 attacks), Lagos in Nigeria (7 attacks), Belawan in Indonesia (5 attacks), El Dekheila in Egypt, Jakarta Tanjung Priok and Pointe Noire in Congo (4 attacks), and Batam and Taboneo in Indonesia and Abidjan in Cote d'Ivoire (3 attacks). No attacks are reported in Cotonou in Benin, which recorded 18 incidents during the same period in 2011.

In the types of ships attacked including attempted cases, the highest number is 46 bulk carriers and the following are 43 chemical tankers, 33 containers, 26 tankers, 16 product tankers, 13 tugs, 11 general cargos, 9 LPG tankers, 5 offshore tug boats, 5 offshore supply ships and 5 dhows. In Somalia, pirates attacked various kinds of ships, which are general cargo, bulk carrier, chemical tanker, product tanker, LPG tanker, LNG tanker, bunkering tanker, roll on and roll off cargo ship, container, fishing vessel, yacht, tug and dhow, and this report indicates that their attack tends to be ad hoc.

In flag states whose vessels attacked during January-September in 2012, of 233 attacks, the highest number is 39 vessels of Singapore and the following are 37 of Liberia, 36 of Panama, 16 of Marshall islands, 13 of Hong Kong and 12 of Bahamas. And no Japanese registered vessels are reported (1 attack was recorded in the same period in 2011).

Other part, focusing on countries where victim ships controlled/managed, it is obvious that the highest number of 58 vessels was given to Singapore. The following are 33 of Germany, 26 of Greece, 11 of Hong Kong and UK, and 9 of India. The number of Japan was 6.

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

Looking at the damages to crews, as the Table 4 shows, the most of cases are increasingly occupied by situations which crews were taken hostages since 2008. But the number of people

who were involved in such cases during up to the third quarter in 2012 recorded 458. Moreover, as **the Table 5** shows type of violence to crew by location, the number of hostages recorded 38 in the Gulf of Aden and 179 in Somalia, which is nearly the half of total 458, and Somali pirates tend to take hostages and demand a ransom. Addition to the fact that the number of killed recorded 4 in Nigeria and 2 in Somalia, the number of abducted recorded 7 in Nigeria, which indicates a violent tendency in Nigeria.

Focusing on **the Table 6** which shows types of arms used by pirates during attacks January-September 2007-2012, it is obvious that guns and knives have remained mostly major arms for pirates. Additionally, as **the Table 7** shows the types of arms used by pirates by location, the number of incidents in which guns were used recorded 12 in the Gulf of Aden, 6 in the Red Sea, 33 in Somalia, which were mostly conducted by Somali pirates. This indicates that how dangerous Somali pirates armed with AK-47 rifles and RPG-7 rocket weapons are. The number recorded 21 attacks in Nigeria and 5 in Togo, which shows violent characteristics of pirate attacks frequently using guns in the waters in the Gulf of Guinea.

In the cases of Southeast Asia, knives are more frequent than guns. Of a total of 56 attacks in which knives were used, Indonesia overwhelmingly recorded 22 attacks. Furthermore, the cases of “Not stated” were recorded 79 in all the 233 incidents and Indonesia recorded the highest number 21. The following are 11 attacks in Somalia and 7 in the Red Sea.

(By Hideshi Ueno, Research Fellow, Ocean Policy Research Foundation)

Table 1: Trends of incidents (including the attempted attacks) that occurred frequently in Asia and other areas up to each third quarter of the recent six respective years

Locations	2012	2011	2010	2009	2008	2007
Indonesia	51	30	26	7	23	37
Malacca Straits	2		1	2	2	4
Malaysia	8	14	13	14	7	7
Philippines	3	1		1	1	
Singapore Straits	6	2	3	1	6	2
South China Sea	1	13	30	10		3
Vietnam	4	6	9	8	8	4
Bangladesh	9	7	18	12	9	13
India	6	6	4	10	10	7
Gulf of Aden *	13	32	44	100	51	10
Red Sea **	13	36	24	15		
Somalia	44	130	56	47	12	26
Nigeria	21	6	11	20	24	26
Tanzania	2		1	5	14	9
Arabian Sea ***			2	1		4
Indian Ocean ****			1			
Oman *****		1		4	2	
Togo	11	5		2	1	
Sub Total for nine months	233	352	289	306	199	198
Total at year end		439	445	410	293	263

Source: Made from Table 1 in the Report up to the third quarter of 2012, pp.5-6. The total of the incidents covers all areas targeted in the Report.

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

Table 2: Status of attacks noted frequently in areas in Asia and others up to the third quarter of 2012

Locations	Actual Attacks		Attempted Attacks	
	Boarded	Hijacked	Fired Upon	Attempted Boarding
Indonesia	46			5
Malacca Straits	1	1		
Malaysia	7	1		
Philippines	3			
Singapore Straits	6			
South China Sea		1		
Vietnam	3			1
Bangladesh	9			
India	5			
Gulf of Aden *		4	4	5
Red Sea **				13
Somalia	1	9	15	19
Nigeria	9	4	7	1
Togo	2	3		6
Sub Total	125	24	26	58
Total	233			

Source: Made from Table 2 in the Report up to the third quarter of 2012, p. 8. The total of the incidents covers all areas targeted in the Report.

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

Table 3: The status of the ships during attacks by location noted up to the third quarter of 2012

locations	Actual			Attempted		
	A	B	S	A	B	S
Indonesia	36	5	5	5		
Malaysia	5		3			
Philippines	2		1			
Singapore Straits	1		5			
South China Sea			1			
Vietnam	2	1			1	
Bangladesh	9					
India	5			1		
Gulf of Aden *			4			9
Kenya		1				
Mozambique		2				
Somalia			10			34
Tanzania		1				1
Nigeria	4		9			8
Togo	4		1	6		
Sub Total	91	13	45	15	2	67
Total	149			84		

Sources: Made from Table 4 and Table 5 in the Report up to the third quarter of 2012, pp. 9-10. The total of the incidents covers all areas targeted in the Report.

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

*; Gulf of Aden is attributed to Somali pirate.

Table 4: Types of violence to crew up to the third quarter of a year throughout the recent six years

Types of violence	2012	2011	2010	2009	2008	2007
Assaulted	2	6	3	4	5	21
Hostage	458	619	773	661	581	172
Injured	18	41	27	23	22	21
Kidnapped	7	6	17	12	9	63
Killed	6	8	1	6	9	3
Missing				8	7	2
Threatened	12	23	13	12	4	4
Subtotal	503	703	834	726	637	286
Total at year end		895	1,270	1,166	1,011	438

Source: Made from Table 8 in the Report up to the third quarter of 2012, p. 11.

Table 5: Status of violence in major pirate-infested areas up to the third quarter of 2012

	Hostage	Threatened	Assaulted	Injured	Killed	Kidnapped
Indonesia	18	3	1			
Malacca Straits	6					
Malaysia	32			3		
Philippines				1		
Singapore Straits	19					
South China Sea	7					
Vietnam	1			1		
Bangladesh	2	1		1		
India		1				
Gulf of Aden *	38					
Somalia	179			1	2	
Nigeria	61		1	7	4	7
Togo	66					
Sub Total	458	12	2	18	6	7
Total	503					

Sources: Made from Table 9 in the Report up to the third quarter of 2012, pp. 11-12. The total of the incidents covers all areas targeted in the Report.

*; Gulf of Aden is attributed to Somali pirate.

Table 6: Types of arms used by pirates during all attacks up to the third quarter of a year throughout the recent six years

Types of Arms	2012	2011	2010	2009	2008	2007
Guns	93	202	137	176	76	51
Knives	56	51	66	56	54	47
Other weapons	5	4	3	3	4	9
Not stated	79	95	83	71	65	91
Subtotal	233	352	289	306	199	198
Total at year end		439	445	410	293	263

Sources: Made from Table 6 in the Report during the first half of 2012, p. 11.

Table 7: Types of Arms in major pirate-infested areas up to the third quarter of 2012

	Guns	Knives	Other Weapons	Not Stated
Indonesia	3	22	5	21
Malacca Straits	1			1
Malaysia	3	1		3
Philippines		1		2
Singapore Straits	1	1		4
South China Sea				1
Vietnam	1	1		2
Bangladesh		6		3
India		2		4
Gulf of Aden *	12			1
Red Sea**	6			7
Somalia	33			11
Nigeria	21			
Togo	5	1		5
Sub Total	93	56	5	79
Total	233			

Sources: Made from Table 10 in the Report up to the third quarter of 2012, pp. 12-13. The total of the incidents covers all areas targeted in the Report.

Remarks: *, Gulf of Aden, **, Red Sea - All of the above attacks are attributed to Somali pirates

2.2 Piracy and Armed Robbery against Ships in Asia up to the third quarter of 2012 (From ReCAAP Annual Report)

In the end of October 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 on the basis of ReCAAP, issued the report on the incidents of piracy and armed robberies against ships in Asia up to the third period of 2012 (hereinafter, the Report).. (ReCAAP is an abbreviation of the Regional Cooperation Agreement against Piracy.)

While reports of the International Maritime Bureau (IMB) cover the entire world, ReCAAP's reports cover the regional areas stretching from the Arabian Sea to northeast Asia via southern rim of the Eurasian continent. In addition, while the IMB gets intelligences from non-government vessels and shipping owners, those of ReCAAP come from information sharing with Focal Point in Hong Kong, Singapore-based Information Sharing Center (ISC) and Information Sharing Web, which is composed of mutual connections with Focal Point. While the Focal Points of the respective nations are set at their coast guards, maritime police, ministries in charge of marine transportations, maritime affairs, and/or navy (in the case of Japan, the focal point is set at Japan Coast Guard), those are coordinating with the law enforcement agencies, navy, port authorities, custom authorities and shipping circle and using data from the International Maritime Organization (IMO), IMB and others.

At present, the ReCAAP consists of the 14 regional nations of India, Sri Lanka, Bangladesh, Myanmar, Thailand, Singapore, Cambodia, Laos, Vietnam, Brunei, Philippines, China, Republic of Korea, Japan and the four non-regional nations of Norway (joining in August 2009), Denmark (joining in July 2010), the Netherlands (joining in November 2010), and the United Kingdom (joining in May 2012). Although Malaysia and Indonesia are non-members, they are conducting information exchanges 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 up to the third quarter of 2012.

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. Those are stipulated in the Article 1 of the ReCAAP Agreement respectively.

2. Numbers and locations of actual and attempted attacks

According to the report, while the number of incidents for the period January-September of

2012 reached 95 (119 in the same period of 2011), the actual attacks recorded 90 (100 in the same period of 2011) and those of attempted were 5 (19 in the same period of 2011). As the Table 1 points out the number of incidents in the areas the ReCAAP covers up to each third quarter for the past 5 years, the number of 2012 decreased by 20 % compared with those of last 2 years. Especially, the attempted ones recorded its minimum for the past 5 years in 2012.

Table 1: Total number of incidents by location up to the third quarter of each of past five years

	2012.1-9		2011.1-9		2010.1-9		2009.1-9		2008.1-9	
	Act	Att								
East Asia										
China					1					
Subtotal					1					
South Asia										
Arabian Sea				4						
Bangladesh	10		7		18	2	11	2	7	2
Bay of Bengal				1	1					
India	6	1	6	2	5		7	1	10	1
Subtotal	16	1	13	7	24	2	18	3	17	3
Southeast Asia										
Gulf of Thailand					1					
Indonesia	45	2	35	1	24	9	8	2	17	1
Malaysia	7		11	3	13		10	3	6	
Myanmar							1			
Philippines	3		4		4		2	1	5	1
Singapore	1		3		2					
South China Sea	4		10	6	17	7	10	1	4	2
Straits of Malacca & Singapore	11	1	18	2	2	3	5	2	3	4
Thailand					1		1			
Vietnam	3	1	6		10		7		7	1
Sub Total	74	4	87	12	74	19	44	9	42	9
Total	90	5	100	19	99	21	62	12	59	12
Overall Total	95		119		120		74		71	

Source: Made from data in ReCAAP ISC Quarterly Report (January 1–September 30, 2012), Table 2, p.11.

Remarks: Act = Actual Incidents, Att = Attempted Incidents

According to **the Table 1**, while the number of incidents recorded 78 in the Southeast region, which is the lowest for the past 3 years, incidents were dramatically increased in Indonesia, which show its maximum for the past 5 years. Therefore, incidents were also increased in Bangladesh and the report notes that enhanced vigilance and increase in surveillance are encouraged at the ports and anchorages in Bangladesh.

3. Evaluation on significance of incidents

The most distinctive characteristic of the ReCAAP report is that the ISC evaluates significance of each incident in terms of two factors – violence factor and economic factor, and categorize.

In evaluation of the violence factor, the report uses the following criterion, (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 crews (violence is the most intensive if the crew are killed or kidnapped); and (3) numbers of the pirates /robbers who engaged in attacks (in this case, the more the numbers are, the greater the violence develops, and the organized crime will possibly increase.) Assessing the economic factors, the report uses a criterion of evaluating financial values of damaged vessels. In this case, the seriousness is the greatest when ships were hijacked with the cargoes.

For the above reasons, this report classifies all incidents into the following 4 categories.

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

Table 2: Number of actual incidents by Categories up to the third quarter of each of past five years

	2012.1-9	2011.1-9	2010.1-9	2009.1-9	2008.1-9
CAT-1	2	6	3	3	4
CAT-2	29	30	41	25	13
CAT-3	22	20	27	9	13
Petty Theft	37	44	28	25	29

Source: Made from data in ReCAAP ISC Quarterly Report (January 1–September 30, 2012), Chart 1, p.7.

As **the Table 2** categorizes the actual incidents up to each third quarter for the past 5 years, all incidents categorized into CAT-1 are cases which vessels were underway. The number of 2012

recorded 2, which is its minimum for the past 5 years, and those were hijacking incidents involved tug boats and barges which occurred approximately 35nm off Tanjung Dato, Sarawak, Malaysia (South China Sea) on April 17 and between Kadut and Pulau, Banggi, Sabah, Malaysia on July 27. According to the report, pirates put crews onto lifeboats and took down to the sea. After that, the lifeboats under drift were rescued by vessels which were navigating.

4. Status of ships

According to the report, of the 74 actual attacks, incidents which vessels were underway recorded 20 and those of which vessels were at anchor were 54. Of the 20 incidents, 2 belongs to CAT-1, 13 belong to CAT-2 and 5 belong to CAT-3 or Petty Theft, while, of the 54 incidents, 16 belong to CAT-2, 38 belong to CAT-3 or Petty Theft. Of the 16 incidents, 7 occurred in Balikpapan, Belawan, Dumai, Batam and Samarinda in Indonesia and the following are that 2 occurred in Chittagong in Bangladesh, 2 in Kakinada and Mumbai in India, 2 in Tanjung Piai in Malaysia, 2 in Haiphong and Kalirin in Vietnam and 2 at the port and anchorage of Manila in the Philippines. In these cases, Robbers who were constituted of 4-9 members and armed with knives, machetes or guns usually steal fixtures, cargos, engine parts, cashes and crew's belongings.

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