

OPRF MARINT Monthly Report

September 2008



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This monthly report is edited/ summarized by publisher and staff writers based on published news resources.

Each resource is referenced with bracket below each title and is displayed as link URL on the last page of this report.

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Major Events in September 2008

Security: In September, several hijacks by Somali pirates have been noted in the Gulf of Aden and in the waters off the coast of Somalia. A total of nine ships have been hijacked during this month. Of them, a ro-ro vessel MV *Faina* (Belize-flagging) chartered by the Ukrainian Tomex Odessa was confirmed to be carrying 33 Russian T-72 tanks and a large amount of ammunition and equipment. The warships of US and Russian navies continue to watch the hijacked ship. As of the end September, the *Faina* has not been released.

On the other hand, some of the ships seized so far have been released. Before the ships were freed, all of them paid a ransom, but the details have not been published.

Regarding the countermeasures of the related countries and agencies to the Somali piracy, we have made our assessment in 2.3 Analysis in this monthly report.

According to a statement of Singaporean Defense Ministry on September 18, Thailand has become the fourth country to join the Malacca Straits Patrols (MSP). Thailand's participation in the MSP was formalized in a signing ceremony for the revised Standard Operating Procedures and Terms of Reference for the Malacca Straits Patrols Joint Coordinating Committee on September 18, 2008.

Military: On September 2, Singapore deployed a tank landing ship (LST) RSS *Resolution* for three months to the Persian Gulf to protect offshore oil terminals, conduct patrol and boarding operations, and provide logistical support to coalition ships in the area.

The British newspaper *Telegraph* (Net-edition) dated September 14 carried an article titled "The rivalry between India and China over the Malacca Straits." Considering "The Straits of Malacca is seen as China's Achilles heel," the report discusses the rivalry between India and China over the Malacca Strait.

British Defense Journal, *Jane's Defence Weekly* (Net-edition) dated September 15 reports the Chinese navy has begun a training program for 50 students at the Chinese People's Liberation Army Dalian Naval Academy (DNA) designed to make them China's first naval pilots capable of operating fixed-wing aircraft from an aircraft carrier.

On September 22, Russia dispatched a naval task force from the Northern Fleet, comprising the nuclear-powered missile cruiser as the flag ship, and three naval ships to the Western Hemisphere. According to the Russian navy's spokesman, the task force is to conduct joint naval drills with Venezuelan navy.

On September 25, US nuclear-powered aircraft carrier USS *George Washington* (*GW*) (CVN 73) made its arrival at Fleet Activities Yokosuka, as the first aircraft carrier of its kind to be forward deployed outside of the United States.

On September 29, Russia's armed forces began a major military drill, Stability-2008, in the country's Far East. The exercise will last until October 21.

On September 30, a Russian navy spokesman said a *Delta III*-class ballistic missile submarine

with a crew of 130 made a successful sail from northern Russia to the Pacific Ocean under the Arctic, arriving at a base in the Kamchatka Peninsula after 30 days underwater.

Diplomacy and International Relations: Announcing a statement on September 3, the six Gulf Cooperation Council states have condemned Tehran for opening offices on disputed islands in the Hormus Strait. Abu Musa and the Greater and Lesser Tunb islands are controlled by Iran but claimed by the United Arab Emirates (UAE) with broad Arab support. The GCC fears the move will give Iran greater control of shipping traffic through the Strait of Hormuz.

On September 15, Bangladesh and India resumed the maritime delimitation talks after 28 years. The major issue is determining the main flow of Hariabhang channels featured prominently as delegates discussed the starting point of demarcation.

On September 22, the UN Commission on the Limits of the Continental Shelf (CLCS) recommended New Zealand to extend the outer limits of its continental shelf. The outline of an extension of the outer limits of the continental shelf of New Zealand is discussed in the “Hot Topic” in this monthly report.

Shipping, Resources, Environment and Miscellaneous: According to a press notice of the British Maritime & Coastguard Agency (MCA), the UK Ship Register continues to grow with an increase of just over one million gross tons (GT) and 56 ships since the beginning of 2008. Thus, the register of the ship brings the number of drilling vessels operated by them on the UK Flag to four, totaling 143,856 GT.

Turkish shipbuilder Cicek Shipyard has launched a new 25,000dwt bulk carrier design at the shipbuilding, machinery & marine technology trade fair (SMM) 2008 exhibition in Hamburg on September 23 - 26. As the current handy size bulk carrier fleet is now aging, and main engines built 15 or 20 years ago are expensive to run both in terms of bunkers and maintenance, the Cicek expects that many owners will soon be placing orders for replacement tonnage.

On September 29, South Korean President Lee Myung-bak, who was on a visit to Russia, had a talk with Russian counterpart Dmitry Medvedev. They have agreed to construct a pipeline from Vladivostok to South Korean via North Korea. Seoul and Moscow have also agreed to build a port at Posiet in Russia near North Korean border exclusively for Korea.

1. Information Digest

1.1 Security

September 2 “Indonesia, Australia to conduct joint patrols in Timor Sea” (Antara News, September 2, 2008)

In September, Indonesia and Australia will conduct joint or coordinated patrols in the Timor Sea in an effort to clamp down on illegal fishing in the waters. For the purpose, three Australian patrol boats and a reconnaissance plane with some 53 officials from related institutions would leave Darwin for Kupang, East Nusa Tenggara, on September 7 or 8. Indonesia and Australia held the similar joint patrols in the Arafura Sea from October 29-November 1, 2007.

September 2 “Malaysia sets up a special unit to monitor attacks on tankers” (Bernama, September 2, 2008)

The Malaysian foreign ministry said it had requested its counterparts of Yemen and Somalia to exert efforts to see the safe release of the crew (comprising Malaysians and Filipinos) of the two Malaysia International Shipping Corporation (MISC) Bhd tankers which were hijacked on August 19 and 29, and to ensure safe passage for Malaysian vessels plying the Gulf of Aden. In addition, the foreign ministry said Malaysia will propose to other countries whose vessels are involved in similar incidents to bring up the matter with the United Nations. According to the ministry, the special unit will be set up at the Council Division to monitor the latest situation and developments through all diplomatic channels.

September 2 “Somali pirates demand ransom of \$8.2 million” (Reuters, September 2, 2008)

Somali pirates are demanding a ransom of 8.2 million US dollars (USD) to free two Malaysian tankers and a Japanese-managed bulk carrier that they hijacked in the Gulf of Aden, Andrew Mwangura, head of the East African Seafarers' Assistance Program, said on September 2. The tankers are MT *Bunga Malati Lima* and MT *Bunga Malati Dua* while the bulk carrier is MV *Stella Maris*. Andrew Mwangura, said the pirates are demanding 4.7 million USD to release the two Malaysian tankers and 3.5 million USD to free the MV *Stella Maris*. Mwandara believes all three ships are held near Eyl village (facing the Indian Ocean). Mwangura said, “There, the pirates have the strong support of locals. Eyl was set up as a fishing base in 1973 and then later abandoned. It is a very remote area and the pirates feel safe. They know that no outsiders or spies can approach them there.” According to Somali officials, gunmen are believed to be holding at least six vessels for ransom near Eyl. In total, the pirates are thought to be holding about 130 crew members hostage. Somali pirates also want one million USD for a Nigerian tug boat, the MT *Yenegroa Ocean*, which was seized earlier this month.

In a statement on the 2nd, Malaysia International Shipping Corporation MISC <MISC.KL>,

owner of both tankers, has with immediate effect put a halt on all its vessels entering the Gulf of Aden until additional security measures by MISC are in place to enhance the safety of its vessels and crew. On the other hand, Malaysian Deputy Prime Minister Najib Razak said navy vessels were sent to protect five other MISC ships in the area. Razak stressed, "Our priority is the safety of our sailors. We will do everything in accordance with international law."

September 3 "Somali pirates seize Egyptian ship and French yacht" (Reuters, September 4, 2008)

According to the minister for minerals in northern Somalia's Puntland region, the pirates are sailing to Eyl with the French yacht and another Egyptian ship that they hijacked on September 3. The minister said the pirates are currently holding about 10 vessels at Eyl. Egypt's foreign ministry confirmed an Egyptian ship was hijacked. Also, the French Foreign Ministry said pirates seized a French yacht. French navy spokesman said on September 4, the country's military forces based in Djibouti would readily intervene but that the safety of the captives was most important.

On the other hand, Puntland's minister for fisheries and marine resources says the hefty ransoms paid out by ship owners are fueling corruption and an explosion of piracy offshore that they are unable to contain. "We have no power to control the multiplying numbers of pirates. Even some of the Puntland police are involved in piracy, because they can make a hell of a lot of money." He asked shipping companies and governments not to pay up. "If pirates got this money they are demanding, it will make it more dangerous to the international community," he said. "We request governments to attack the pirates. We welcome that," he stressed.

【Related Story 1】

According to the Russian Web site Maritime Bulletin – Sovfracht dated on September 5, the hijacked Egyptian vessel MV *Al Mansourah* (9,549GT) was steaming en-route Bin Quasim Pakistan to Djibouti with cargo cement. The vessel, with 25 crews, is now anchored at Allula. (Maritime Bulletin - Sovfracht, September 5, 2008)

MV *Al Mansourah* (9,549GT)

http://www.odin.tc/eng/news/news_item.asp?NewsID=146

【Related Story 2】**“Pirates use yacht as mother ship” (Fairplay Daily News, September 8, 2008)**

Having hijacked the French-owned, two-mast *Carre D'as IV* on a transfer from Australia to France on September 3, pirates are using the vessel as another mother-ship from which to seize more merchant ships in the region, reported Andrew Mwangura of the Kenyan Seafarers Assistance Program. Reports from Somalia said the French couple who were onboard were dropped off near the “Horn of Africa” and dragged into the mountains in Somalia by the gang’s land-based counterparts. The pirates have demanded more than 1.4 million US dollars in ransom and the release of six Somali pirates imprisoned in France (and arrested in the hijacking case of the yacht in April 2008). The pirate mother-ship fleet in the area now consists of about eight oceangoing vessels – two fishing boats, a tug, several dhows and *Carre D'as IV*, reported Mwangur. Also, 10 ships and more than 130 seafarers as the total are held in Somalia.

Carre D'as IV

http://www.odin.tc/eng/news/news_item.asp?NewsID=149

【Related Story 3】**“French commandos storm pirates to free French held hostage” (Times Online, September 16, 2008)**

On September 15, French navy commandos stormed a yacht *Carre D'as IV* captured by Somali pirates off Somalia on September 3, and freed its two crews. One pirate was killed and six taken prisoner. President Sarkozy hailed the night-time assault by the squad of 30 men as a complete success and a lesson to hostage-takers in the lawless seas off Somalia. The navy vessel had been shadowing the yacht since it was seized on September 2. The operation was the second by French Special Forces against pirates since April this year. (Refer to 1.1 in OPRF MARINT Monthly Report, April 2008.)

【Related Story 4】**“Somali pirates free Egyptian ship” (Reuters, September 27, 2008)**

Somali pirates have released an Egyptian ship MV *Al Mansourah* (9,549GT) and its 25 crew members after hijacking them on September 3, Egypt's state-run Middle East News Agency (MENA) said on September 27. The agency said that the pirates were demanding a ransom to

release the ship and the crew on September 8. However, the MENA did not say whether Egypt yielded to such demands.

September 5 “Malaysian Navy dispatching 3 warships to Gulf of Aden” (The Star, September 5, 2008)

Three Malaysian Navy ships are on their way to the Middle East to provide security cover for Malaysian ships sailing the pirate-infested Gulf of Aden. A Malaysian Navy frigate, KD *Lekiu*, and a support ship, KD *Sri Inderapura* have reached the Maldives and are heading to the gulf while a third ship – KD *Pahang* – will leave Malaysia soon for the Gulf of Aden. Deputy Prime Minister Datuk Seri Najib Tun Razak said that an unspecified number of soldiers from the navy, army and the air force aboard the three ships would be tasked to protect the five vessels of the Malaysia International Shipping Corporation (MISC) Bhd now sailing in the pirate-infested area. The ships were also carrying several helicopters with them.

【Related Story 1】

“Three Malaysian Navy ships arrive off Somalia” (The New Straits Times, September 8, 2008)

Three Royal Malaysian Navy (RMN) vessels- KD *Pahang*, frigate KD *Lekiu* and support ship KD *Sri Inderapura* – were believed to have arrived in the Gulf of Aden on September 7. The Malaysian tankers- MT *Bunga Melati Dua* and MY *Bunga Melati Lima* are being held at the village of Eyl facing the Uin northeastern Somalia. The Malaysians are among 191 hostages held by Somali pirates since July 20. RMN chief Admiral (ADM) Datuk Abdul Aziz Jaafar said, “The hijackers have told the Malaysia International Shipping Corporation (MISC) Bhd that they do not want any government intervention. So, we have to take into consideration the safety of the crew.” He said, although the mission was not to engage the pirates, the deployment would test the RMN's capabilities and provide exposure for the men. ADM Abdul Jaafar said the three vessels would be stationed out of sight of the MISC vessels to not jeopardize negotiations carried out by MISC officials.

【Related Story 2】

“No decision yet about joining anti-piracy force by Malaysian naval vessels” (Bernama, September 22, 2008)

Malaysia has not taken a decision whether to join a United Nations (UN) anti-piracy force in the Gulf of Aden, said Defense Forces (ATM) Chief Gen Tan Sri Abdul Aziz Zainal. Abdul Aziz said, although Malaysia had sent three of its warships to escort Malaysian commercial vessels sailing the waters, it did not mean that the ATM was directly involved in any attempt to combat pirates in the Gulf of Aden.

September 6 “Hijackers arrested after attempting to seize Norwegian ship” (Aftenposten <Norway>, September 9, 2008)

On September 6, while steaming in the Gulf of Aden, a Norwegian tanker, MT *Front Voyager*, was attacked by the pirates on board the speedboat, believed to be from Somalia, firing between 10 and 15 shots. No one (on board the vessel) was hit. The *Front Voyager* contacted the Danish naval vessel *Absalon* stationed in the area, which sent an armed helicopter to MT *Front Voyager*. The helicopter arrived, and the pirates were eventually captured and taken to an American naval ship also stationed nearby. The tanker's crew used water cannons to keep the pirates from scrambling up the sides of the ship. Captain of the MT *Front Voyager* told the Norwegian newspaper Aftenposten these water cannons are very powerful. Comprised of around 25 Russian officers and Filipino seafarers, the vessel is sailing to Singapore.

MT *Front Voyager*

Piracies who attempt to attack MT *Front Voyager*

Source: Aftenposten, September 9, 2008

<http://www.aftenposten.no/english/local/article2642781.ece>

September 7 “Three attempted hijackings in Gulf of Aden” (The Straits Times, September 9, 2008)

According to Noel Choong, head of the Kuala Lumpur-based International Maritime Bureau's Piracy Reporting Center (PRC), three vessels escaped attempts by pirates to hijack them in the Gulf of Aden from September 5 to 7. Pirates armed with rocket-propelled grenades had attacked a Chinese cargo ship, a Singapore liquefied gas carrier and a Thai bulk carrier in the Gulf of Aden on September 5, 6, and 7, respectively, but the ships thwarted them by increasing speed and taking evasive maneuvers. Nobody on board the ships was injured in the incidents.

September 9 “Somali pirates seize South Korean ship” (The Earth Times, September 10, 2008)

Noel Choong, head of the Kuala Lumpur-based International Maritime Bureau's Piracy Reporting Center (PRC), told Somali pirates hijacked a South Korean bulk carrier in the Gulf of Aden on September 10. A fully loaded South Korean cargo ship was en route from Europe to Asia. According to Russian web-site, Maritime Bulletin-Sovfracht, Korean-flagged ship is MV *Bright Ruby* (15,872 GT) with a crew of 21, nine of which are Koreans, and others are unknown.

Choong said that, on September 10, there was an attempted attack on Greek bulk carrier in

Gulf of Aden. They immediately contacted the coalition navy in the vicinity, which sent a warship and a helicopter, and pirates failed in an attempt to seize a Greek vessel.

MV Bright Ruby (5,872GT)

Source: Maritime Bulletin - Sovfracht, September 10, 2008
http://www.odin.tc/eng/news/news_item.asp?NewsID=154

September 11 “Somali pirates release German & Japanese-run ships” (Shiptalk, September 11, and Reuters, September 12, 2008)

On September 11, Somali pirates released a German-owned cargo ship, BBC *Trinidad* (9,775DWT) with 13 crew-members onboard. According to Andrew Mwangura of the East African Seafarers’ Association, the owner of the ship is believed to have paid more than one million US dollars to as a ransom. German vessel was seized on August 21 in the Gulf of Aden en route to Oman from Houston, Texas.

Regarding the Japanese chemical tanker, MT *Irene* (7,373GT) registered in Panama but managed from Japan, sources close to the pirate gangs based in the northern Somali region of Puntland, where the ship was anchored, confirmed that it was released. Speaking that it looks like the ship was in the process of being released, Mwangura said, “We understand the gang were demanding ransom of about 2.47 million US dollars (for *Irene*). Maybe they got less, I don’t know.”

September 12 “10 nations including US conduct maritime surveillance operations in the Pacific” (Radio Australia, September 12, 2008)

According to Radio Australia on September 10, a maritime surveillance operation is underway in the South Pacific involving authorities from 10 Pacific countries and Australia, France and the United States. Operation Kuru-Kuru is covering a 10 million square radius of the ocean with authorities on the lookout for illegal activity including people trafficking, smuggling and illegal fishing. Maritime officials in Solomon Islands say 20 vessels have already been tagged for investigation. Governments in the region are clamping down on illegal fishing as the industry is a major source of revenue for many Pacific nations.

September 15 “EU foreign ministers mulling military action to tackle Somalia pirates” (AFP, September 15, 2008)

On September 15, European foreign ministers' meeting was held in Brussels. The participants agreed to set up a “coordination unit” to help tackle the growing problem of piracy off the coast of Somalia, with the possibility of an EU naval mission in future. In the statement of the meeting, the EU foreign ministers stressed their concern at the acts of piracy and armed robbery off the Somali coast and decided “to establish, in the next few days, a coordination unit in Brussels with the task of supporting the surveillance and protection activities carried out by some member states” off the coast. The ministers, meeting in Brussels, also approved a “strategic military option for a possible European Union naval operation,” in the area.

September 15 “Somali pirates hijack Hong Kong ship” (Shiptalk, September 16, 2008)

According to Andrew Mwangura of the East African Seafarers' Association, a Hong Kong flagged ocean going-vessel MT *Stolt Valor* was hijacked by Somali pirates some 38 nautical miles off the Yemen coast on September 15. Exiting the Suez Canal, the ship was under way from Suez to Mumbai. Hostages aboard the vessel are comprised of 18 Indians, two Filipinos, one Bangladeshi and one Russian. All crew members are safe.

MT *Stolt Valor* (25,269DWT)

Source: Headlinesindia, September 17, 2008

<http://www.headlinesindia.com/defence-news/navy/abduction-of-mt-stolt-valor-by-somalian-pirates-1701.html>

【Related Story】**“Hijackers demand ransom” (The Times of India, September 19, 2008)**

The Indian daily newspaper, *The Times of India* dated on September 19, reports hijackers have demanded owners of the ship, MT *Stolt Valor*, to pay a ransom, which is 60 million Rupees (about 1.2 million US Dollars), according to the company sources. The company sources have also revealed that there are 15 hijackers on board the MT *Stolt Valor* at present and it could take up to another week before negotiators successfully secure the release of all those captive on board. Officials from the ship manning agent, Ebony Ship Management, said the vessel had arrived at

the port of EYL on the east coast of Somalia.

September 16 “Indonesia to tighten security in border areas” (Bernama, September 17, 2008)

The Indonesian Navy will tighten security in the eastern and western sea border areas to minimize various illegal activities such as environmental pollution with dumping waste oil in the country's waters, smuggling sand and granites, and even manipulation of shipping documents and evasion of tax on Indonesia-Singapore and Indonesia-Thailand routes. In an interview on September 16, Navy spokesman stressed that the navy's task was not only protecting the country's territorial integrity but also supporting law enforcement efforts at sea. According to the Ministry of Fishery and Marine Resources, 186 foreign boats poaching fish in the country's waters have been seized from January to September 3 this year. The number is up from 181 last year.

September 17 “Somali pirates hijack Hong Kong-flagged vessel” (Trade Winds, September 18, 2008)

On September 17, a Hong Kong-flagged ship bulk carrier of the Sinotrans Ship management, the MV *Great Creation* (27,000DWT), was hijacked in the Gulf of Aden. There are a total of 25 crew members onboard the ship comprising a Sri Lankan master and 24 Chinese. It was sailing from a Tunisian port to Pipavav in the north-western Indian province of Gujarat. The Sinotrans spokesperson said the ship master contacted the company when it came under attack but subsequent attempts to contact the ship have been unsuccessful. Its cargo is unknown.

MV Great Creation(27,000DWT)

Source: Maritime Bulletin - Sovfracht, September 22, 2008
http://www.odin.tc/eng/news/news_item.asp?NewsID=154

September 18 “Thailand joins the Malacca Strait patrols” (MINDEF, Singapore, News Release, September 18, 2008)

According to a statement of Singaporean Defense Ministry on September 18, Thailand has become the fourth country to join the Malacca Straits Patrols (MSP). Thailand's participation in the MSP was formalized in a signing ceremony for the revised Standard Operating Procedures

and Terms of Reference for the Malacca Straits Patrols Joint Coordinating Committee on September 18, 2008. Indonesia, Malaysia and Singapore have been working together to enhance maritime security in the Straits of Malacca and the Straits of Singapore since the launch of the Malacca Straits Sea Patrols in July 2004. Subsequently, the three littoral states implemented the Eyes in the Sky combined maritime air patrols in September 2005 and established the MSP Intelligence Exchange Group in 2006.

September 18 “Somali pirates hijack Greek ship” (The Earth Times, September 18, 2008)

According to the Greek Merchant Marine Ministry, armed pirates hijacked a Greek bulk carrier, the MV *Centauri* (12,812 DWT, Malta-flagged) , off the southern coast of Somalia on September 18. The carrier carrying salt was en route from Ethiopia to Kenya when it was attacked by five pirates. The pirates were reportedly directing the ship toward Eyl. Noel Choong, head of the International Maritime Bureau’s Piracy Reporting Center (PRC) in Kuala Lumpur, said all 25 crew members were said to be safe. Choong said it was attacked about 200 nautical miles off the coast of Somalia's capital, Mogadishu, which showed Somali pirates have expanded their area of attack from the country's northern coast in the Gulf of Aden to Somalia's eastern coast.

According to the East African Seafarers' Association, in the past two months, they seized 13 ships in the Gulf of Aden, bringing the total number of reported attacks off Somalia this year to 55. At present, more than 200 people and 16 ships are currently in the hands of criminal groups.

MV Centauri(19,556DWT)

Source: Maritime Bulletin - Sovfracht, September 22, 2008
http://www.odin.tc/eng/news/news_item.asp?NewsID=154

September 18 “Danish navy seizes 2 speed boats in the Gulf of Aden” (Shipping Gazette, September 19, 2008)

On September 18, a Danish naval combatant, the HDMS *Absalon*, seized two speed boats in the Gulf of Aden. The boats with their crew of ten persons contained an amount of piracy equipment like handguns, automatic rifles and rocket launchers. The two boats were found by the

HDMS *Absalon*'s armed Lynx helicopter, and they were boarded and their ten persons arrested by the *Absalon*'s crew. This is the first time that presumed pirates have been captured by a naval force patrolling in the area.

【Related Story】

“Denmark releases suspected pirates” (POLITIKEN.DK, September 24, 2008)

On September 23, after six days on board the Danish warship HDMS *Absalon*, ten suspects in piracy who were captured in the Gulf of Aden were put ashore on a Somali beach during the night and set free on September 23-24. Although their personal effects were returned to them, all weapons, communications devices and ladders were confiscated. The decision to release the alleged pirates came following discussions on September 24 between Denmark's foreign and defense ministries. Although *Absalon* is on a U.N. sanctioned mission and part of an international force, the legal conditions surrounding the detention of suspected pirates is unclear. (Commodore Per Bigum Christensen of the Denmark's dispatching force currently heads the multinational Combined Task Force 150, which is a voluntary multinational force under an indirect U.N. mandate, for six months since September 15.)

As to this matter, the minister informed parliamentary parties of the decision to release the ten pirates on September 24, saying that Danish law did not allow for legal proceedings against the alleged Somali pirates before a Danish court. As a result, the minister said, Denmark and the other countries of the Task Force 150 anti-pirate operation are to approach the United Nations to solve the problem and to enable pirates to be tried at an international court. At the same time, the minister stressed it was not solely a Danish problem.

Note: Article 105 in the United Nations Convention on the Law of the Sea (UNCLOS) stipulates seizure of pirate ship or aircraft as follows:

Article 105: Seizure of a pirate ship or aircraft

On the high seas, or in any other place outside the jurisdiction of any State, every State may seize a pirate ship or aircraft, or a ship or aircraft taken by piracy and under the control of pirates, and arrest the persons and seize the property on board. The courts of the State which carried out the seizure may decide upon the penalties to be imposed, and may also determine the action to be taken with regard to the ships, aircraft or property, subject to the rights of third parties acting in good faith.

September 21 “Somali pirates hijack Greek ship” (Shiptalk, September 21, 2008)

Somali pirates hijacked a Greek ship off the “Horn of Africa” waters on September 21. Andrew Mwangura, head of the Kenya-based East African Seafarers' Assistance Program, said the hijacked vessel was MV *Capt Stephanos* (74,077DWT) of the Greek shipping company, which has 17 Filipino crews, one Chinese and a Ukrainian on board.

MV Capt Stephanos (74,077DWT)

Source: Maritime Bulletin - Sovfracht, September 21, 2008
http://www.odin.tc/eng/news/news_item.asp?NewsID=154

September 23 “Russia to fight piracy off Somalia” (RIA Novosti, September 23, 2008)

Russia will soon join international efforts to fight piracy off the Somalia coast, but will conduct its operations independently, the Navy commander Adm. Vladimir Vysotsky said on September 23.

[Related Story]

“Russia warship departs for Somali waters” (Reuters, September 26, 2008)

Russia's navy has sent a warship to Somalia's coast to combat pirates and will mount regular anti-piracy patrols in the area, a navy spokesman said on September 26. He said the Russian frigate, *Neustrashimy* left its base on the Baltic Sea on September 24 to secure the Russian lives and shipping off Somalia's coast.

Neustrashimy (4,400DT)

http://3.bp.blogspot.com/_E-QOnTGFX_o/SNz6r0ZNj9I/AAAAAAAAEAQ/7EasuJK6CAg/s1600-h/800px-RFS_Neustrashimy_%28FF_712%29.jpg

September 23 “US navy supply ship fires warning shots at approaching boat” (U.S. Naval Forces Central Command, Press Release, 116-08, September 24, 2008)

On September 23, the United States Naval Ship (USNS) *John Lenthall* (T-AO 189) fired warning shots in the vicinity of two small boats. The rounds impacted the water approximately 50 yards from the closest boat and resulted in both small boats running away. There were no casualties. While it is unclear if the boats were intent on attacking the 41,000-ton ship, it is clear that the location was consistent with where piracy incidents were frequently noted.

September 23 “Installation of recon-radars in the Malacca strait to be partly completed” (The Jakarta Post, September 23, 2008)

The construction of four out of the seven reconnaissance radars along one of the country's busiest waterways, the Makassar Strait, will be completed by the end of the year 2008, Indonesian Defense Minister Juwono Sudarsono says on September 23. The radars, which are being financed with assistance from the United States, are aimed at ensuring security along the strait between Kalimantan and Sulawesi. Previously, Indonesia constructed nine similar radars along the Malacca Strait.

September 24 “India rules out joint patrols in Somali waters” (Newkerala, September 24, 2008)

Flatly rejecting the option of joint patrolling in Somali waters, Defense Minister A.K. Antony said on September 24 the Indian government is in talks with the African nation's Transitional Federation government on steps to get Indian hostages who have been detained by the pirates released. So far, the Indian Navy is keen to participate in patrols in the Somali waters as well as to escort the supporting vessels to Somalia under the UN's World Food Program (WFP).

September 25 “Somali pirates hijack Ukrainian ship with tanks on board” (BBC News, September 26, 2008)

On September 25, Somali pirates hijacked a ro-ro vessel MV *Faina* (Belize-flagging) chartered by the Ukrainian Tomex Odessa, which was bound for Mombasa, Kenya. Defense Minister Yury Yekhanurov confirmed that 33 Russian T-72 tanks and a substantial quantity of ammunition were aboard. Kenyan government spokesman said that the tanks were going to Kenya.

It was not clear where the Ukrainian ship had been taken. However, the Ukrainian foreign ministry said the captain of the *Faina* cargo ship had reported being surrounded by three boats of armed men on the afternoon of September 25. According to the Ukrainian foreign ministry's Website, there were 21 people aboard - 17 Ukrainians, three Russians and a Latvian.

MV *Faina*(10,931GT)

Source: Maritime Bulletin -Sovfracht, September 25, 2008
http://www.odin.tc/eng/news/news_item.asp?NewsID=158

【Related Story 1】

“Kenyan government confirms pirates claim no ransom” (AP, September 27, 2008)

On September 27, Kenyan Defense Department spokesman said that Kenyan authorities have had no contact with the pirates who hijacked the MV *Faina*, and have not received any demands for ransom. This was made in answer to the report that the pirates want 35 million US dollars for its release. He said that the pirates seized the Ukrainian ship in the international waters in the Gulf of Aden, beyond 200 nautical miles, away from the coast of the northeastern Somali region of Puntland.

【Related Story 2】

“US naval vessels surround hijacked ship” (BBC News, September 29, 2008)

On September 29, a spokesman for the US Navy's 5th Fleet said three naval vessels, including the US destroyer USS *Howard*, are surrounding the MV *Faina*. These navy ships have been deployed within 10 miles of the the *Faina*. According to the spokesman, another of the naval ships was from Russia but the nationality of the third was not clear. “We will maintain a vigilant watch over the ship and remain on station while negotiations take place,” said Rear Admiral (RADM) Kendall Card, commander of the task force monitoring the ship. “Our goal is to ensure the safety of the crew, to not allow off-loading of dangerous cargo and to make certain *Faina* can return to legitimate shipping.” The *Faina* has been moored near the town of Hobyo. One of the ship's 21 crew-members is reported to have died from an illness on board. Earlier a pirate speaking from the *Faina* by satellite phone had said the pirates had enough food to survive a siege.

【Related Story 3】

“Riddle over the destination of tanks” (various resources)

It is reported that a shipment of 33 tanks and military equipment on board the MV *Faina* was headed to Sudan, not Kenya. On September 29, a spokesman for the U.S. 5th Fleet in Bahrain said the ship was headed for Sudan, not Kenya, but the buyers in Sudan were unknown. Kenya

has claimed it was the buyer for the shipment. The U.N. has imposed an arms embargo on weapons headed to Sudan's Darfur conflict zone. But the ban does not cover other weapons sales to the Khartoum government or the southern Sudan's autonomous government. (AP, September 29, 2008)

The Russian web-site, *Maritime Bulletin-Sovfracht*, dated September 28, reports on this hijacking as follows: (1) There are strong reasons to believe that vessel hijacking was not an accident, and pirates tipped on vessel, her cargo and her route; (2) Master was navigating too close to Somali coast; and (3) Considering cost of cargo and situation around Somali waters, shippers – Ukrainian side made a grave mistake of not providing vessel with either convoy navy ship or some armed guards on board-foolishness. (Maritime Bulletin-SOVFRACHT, September 28, 2008)

September 26 “Somali pirates seize Greek tanker” (AP, September 27, 2008)

According to Noel Choong who heads the International Maritime Bureau's piracy reporting center (PRC) based in Malaysia, pirates seized a Greek chemical tanker in the Gulf of Aden, after firing at it on September 26. The Greek tanker with a crew of 19 was carrying refined petroleum from Europe to the Middle East. According to the Russian web-site, *Maritime Bulletin-Sovfracht*, dated October 1, the hijacked chemical tanker is Liberian-flagged MT *Genoios* (10,000 DWT) with a crew 19 Romanians, which is chartered by Greece MARE SHIPMANAGEMENT SA.

MT *Genoios* (10,000DWT)

Source: Maritime Bulletin-Sovfracht, October 1, 2008

<http://www.odin.tc/GPublisher/articles/1749.asp>

September 27 “Somali pirates free Egyptian ship” (Reuters, September 27, 2008)

Somali pirates have released an Egyptian ship MV *Al Mansourah* (9,549GT) and its 25 crew members after hijacking them on September 3, Egypt's state-run *Middle East News Agency* (MENA) said on September 27. The agency said that the pirates were demanding a ransom to release the ship and the crew on September 8. However, the MENA did not say whether Egypt yielded to such demands.

September 30 “Somali pirates release 2 hijacked Malaysian tankers” (AFP, September 30, 2008)

On September 30, Somali pirates released two Malaysian oil tankers and their crews in exchange for ransom. The chemical tanker MT *Bunga Melati Dua* owned by Malaysia's MISC Bhd was hijacked in the Gulf of Aden on August 19 with its crew of 29 Malaysian seafarers and 10 Filipinos. One Filipino crewman was killed by a stray bullet when pirates boarded the ship. Subsequently, on August 29, MT *Bunga Melati Lima* was captured in the same area with 36 Malaysian sailors and five Filipinos on board. According to the MISC Bhd, they paid a ransom in cash for the release of two ships and delivered the money with the help of the Malaysian navy. The two ships were being escorted to Djibouti. They are being escorted by Malaysian navy ships to Djibouti.

According to the Malaysia newspaper, *the Star* (Net-edition) dated September 30, chief executive officer of MISC refused to deny or confirm media reports that the company had paid two million US dollars in ransom for the release of each vessel. He said MISC would become a target for pirates if he revealed the amount paid.

1.2 Military

September 2 “Singapore deploys LST to Iraq” (Defence Talk, September 2, 2008)

On September 2, Singapore deployed a tank landing ship (LST) RSS *Resolution* for three months to the Persian Gulf to protect offshore oil terminals, conduct patrol and boarding operations, and provide logistical support to coalition ships in the area. The *Resolution's* deployment is the fifth Singaporean LST to be deployed to the Gulf, along with five KC-135 tanker aircraft and one C-130 transport plane deployment.

September 14 “India, China, compete for rivalry over the Malacca Strait” (Telegraph, September 14, 2008)

The British newspaper *Telegraph* (Net edition) dated September 14 reported on the rivalry between India and China over the Malacca Straits, the gist of which was as follows.

- (1) The Straits of Malacca is seen as China's Achilles heel. These shipping lanes, vital for Beijing's energy supplies, could be the setting for any future confrontation between India and China. If these tensions were ever to boil over into war once again, India would probably exploit a crucial advantage. Indian navy, which eventually plans to deploy three aircraft carriers and two nuclear-powered attack submarines, would probably seek to close the Straits of Malacca to Chinese shipping. With China's key vulnerability in mind, India has constructed a naval base within striking distance of the Straits of Malacca at Port Blair on the Andaman Islands. On the other hand, China has military facilities of its own, complete with electronic monitoring and eavesdropping devices, on the Coco Islands which belong to Burma.
- (2) In order to address the country's “Malacca dilemma,” China hopes to bypass the Straits of

Malacca. On India's western flank, China is building a new port in the Pakistani town of Gwadar. Gwadar could eventually provide a base for Chinese warships. Or it may be the starting point for a pipeline traveling through Pakistan and carrying oil and gas into China itself. If so, Beijing could bypass the Straits of Malacca. The same rationale may explain China's actions on India's eastern flank. A new port and pipeline terminal are being constructed at Kyauk Phyu on Burma's island of Ramree. This will be the starting point for a 900-mile pipeline, able to carry oil directly to Kunming, the capital of Yunnan province in southern China.

- (3) Vijay Kapoor, a retired general in New Delhi and former commandant of the Indian Army War College, said, "The Indian Ocean is where we could use our advantage to the maximum. If you want to choke China, the only way you can choke China is by using naval power. They know that we could attempt to choke them completely and that's why they want these ports. Their aim in all of this is to prevent us from being able to choke them." China's moves are being closely watched in India, where the military establishment fears that Beijing's plans in Pakistan and Burma amount to a deliberate strategy of "encirclement." If China's navy acquires permanent bases in the Indian Ocean, tension is likely to grow.

September 15 "China begins to train navy pilots operating from aircraft carriers" (Jane's Defence Weekly, September 15, 2008)

British Defense Journal, *Jane's Defence Weekly* (Net edition) dated September 15, reports the Chinese navy has started training the aircraft carrier pilots for the first time. Below is the gist of the report.

- (1) Fifty students have begun a training program at the Chinese People's Liberation Army Dalian Naval Academy (DNA) designed to make them China's first naval pilots capable of operating fixed-wing aircraft from an aircraft carrier. The training program was described by China's state media as "an important decision made by the navy to realize its strategic transformation in the new era." The majority of the training program will be delivered at the Faculty of Automation Engineering at DNA, though other naval institutions and flying academies will contribute to the program. During four years of training, students will receive classroom instruction in automation and control engineering, seamanship and also theories of flight and aircraft systems. This is to be followed by a flight training program, beginning with primary flight training on land and eventually leading to advanced ship-borne flight training.
- (2) To support its long-time ambition of acquiring an aircraft carrier capability, the PLAN has been selecting and training future carrier operators for over two decades. Inspired by the US Navy's practice of appointing naval pilots to captain aircraft carriers, the PLA Guangzhou Naval Academy launched a 'Pilot Warship Captain' course in 1987 to train naval pilots to command warships. Nine naval pilots graduated from the course after three years of studies and all of them are now serving on PLAN destroyers as captains. By 2010, these captains will reach their late forties, with 20 years of experience in warship operations, making them ideal candidates to captain an aircraft carrier.

- (3) According to well-informed sources, the PLAN is planning to convert the ex-Soviet navy carrier Varyag docked at the Dalian Shipyard into a training carrier. If the PLAN manages to overcome the technical difficulties involved in fitting the vessel with a new propulsion system and the necessary take-off and landing systems, Varyag will serve as a capable platform for the PLAN's future ship-borne flight training program, pending the introduction of the first operational Chinese aircraft carriers perhaps by 2020.
- (4) Another major obstacle faced by the PLAN is the lack of suitable aircraft. Their third-generation indigenous J-10 and J-11 fighters are potential candidates but both require substantial structural modifications before they can take off and land on the carrier deck.

September 22 “Russian navy ships head to maneuvers in Venezuela” (AP, September 22, 2008)

A Russian naval formation departed for Venezuela on September 22 to participate in joint maneuvers with the Venezuelan navy. The squadron, lead by *Peter the Great*, a nuclear powered heavy missile cruiser, is rounded out by three other vessels.

The *Peter the Great* (26,500DT)

Source: AP, September 22, 2008

<http://ap.google.com/article/ALeqM5iHvE2zvwkZUbF3qqvLMu7g5-H2XQD93BO93O0>

September 25 “US carrier GW enters Yokosuka” (Navy News Stand, September 25, 2008)

US nuclear-powered aircraft carrier USS *George Washington* (GW) (CVN73) made its arrival at Fleet Activities Yokosuka on September 25, as the first aircraft carrier of its kind to be forward deployed outside of the United States. At the ceremony, taking the deployment of the GW as a significant event for the U.S.-Japan security alliance, US Secretary of the Navy Donald C. Winter stressed, “The 7th Fleet serves to defend Japan and deter war throughout the region. By providing the GW to the 7th Fleet, we are demonstrating our commitment to the U.S.-Japan alliance.”

September 29 “Russia conducts military drill in Far East” (RIA Novosti, September 29, 2008)

On September 29, Russia's armed forces began a major military drill, Stability-2008, in the country's Far East. The Bereg (Coast) exercise running from September 29 through October 5 aims to practice the deployment of the combined-arms task force in a simulated operation to defend the infrastructure of Sakhalin and the Kuril Islands from possible terrorist attacks, to guarantee safe navigation and to deal with consequences of natural and industrial disasters. Additionally, the exercise lasting until October 21 in various regions of Russia and Belarus will practice strategic deployment of the Armed Forces, including the nuclear triad, to counter potential threats near the Russian border.

September 30 “Russian submarine makes under Arctic ice transit to the Pacific” (RIA Novosti, September 30, 2008)

On September 30, a Russian navy spokesman said a *Delta III*-class ballistic missile submarine with a crew of 130 made a successful sail from northern Russia to the Pacific Ocean under the Arctic, arriving at a base in the Kamchatka Peninsula after 30 days underwater. This has reaffirmed the Russian submarine fleet's ability to conduct strategic missions in the Arctic, the spokesman said. Ten of these submarine types and the SSBN *Ryazan*, previously part of Russia's Northern Fleet, will join the Pacific Fleet.

1.3 Diplomacy and International Relations**September 1 “Singapore, Malaysia reiterate to honor ICJ's ruling on Pulau Batu Puteh” (Bernama, September 2, 2008)**

In a joint statement of the Foreign Ministers of Singapore and Malaysia released on July 1, Singapore and Malaysia have reiterated their commitment to honor and abide by the International Court of Justices (ICJ) judgment on Pulau Batu Puteh, Middle Rocks and South Ledge. According to the statement, the meeting of the Malaysia-Singapore Joint Technical Committee (MSJTC) chaired by the Foreign Ministry's secretary-generals of two countries was held on August 20. The statement said the MSJTC reviewed the work of the Sub-Committee on Joint Survey Works and agreed that the sub-committee should continue to hold discussions in the following weeks to finalize technical preparations relating to the joint hydro-graphic survey. The meeting also agreed on the establishment of a Sub-Committee on Maritime & Airspace Management and Fisheries. The MSJTC agreed that traditional fishing activities by both countries would continue in waters beyond 0.5 nautical miles off Pulau Batu Puteh, Middle Rocks and South Ledge respectively. (Regarding the ICJ's judgment and subsequent policies of the two countries, refer to 1. 3 Diplomacy in OPRF MARINT Monthly Report, June 2008.)

September 3 “Iran opens offices on disputed islands in the Hormuz Strait” (BBC News, September 3, 2008)

Announcing a statement on September 3, the six Gulf Cooperation Council states have condemned Tehran for opening offices on disputed islands in the Hormuz Strait. Abu Musa and the Greater and Lesser Tunb islands are controlled by Iran but claimed by the United Arab Emirates (UAE) with broad Arab support (see map). Iran says the two administrative offices on Abu Musa are to help ship registration and maritime rescue. The GCC statement interfered with its internal affairs, a spokesman said. The GCC fears the move will give Iran greater control of shipping traffic through the Strait of Hormuz. “The ministerial council condemns Iran's establishment of two administrative offices on Abu Musa island that belongs to the UAE and demands that Iran remove these illegal installations and respect the UAE's sovereignty on its land,” the GCC statement read. Iran took control of the islands in 1971 when Britain granted independence to its Gulf protectorates. The UAE has repeatedly proposed resolving the dispute through direct negotiations or arbitration, but Iran has always refused.

Source: BBC News, September 3, 2008

September 15 “Bangladesh, India resume sea demarcation talks” (The Daily Star, September 16, 2008)

On September 15, Bangladesh and India resumed the maritime delimitation talks after 28 years. The major issue is determining the main flow of Hariabhanga channels featured prominently as delegates discussed the starting point of demarcation. Tied to the determination of the main flow of Hariabhanga channels, is the decades-old dispute between the two neighboring countries regarding jurisdiction over the low-tide elevation, South Talpatty Island (which is called Purbasha or New Moor Island by the Indians) that formed the channels. Bangladesh claimed that the main channel of the Hariabhanga River is flowing through the western side of South Talpatty while India claimed it is flowing through the eastern side of the island (see map). The meeting between Bangladesh and India ended in disagreements on the 11th with both sides claiming their own positions.



http://en.wikipedia.org/wiki/Image:South_Talpatti_Island.jpg

 **Hot topic** 

UN CLCS recommends New Zealand to extend the outer limits of continental shelf

The article 76 of the UN Convention of the Law of the Sea (UNCLOS) stipulates that the continental shelf of a coastal State comprises the seabed and subsoil of the submarine areas that extend beyond its territorial sea to a distance of 200 nautical miles (NM) from the baseline. In addition, the article 76 stipulates, whenever the continental margin extends beyond 200 NM, the coastal State shall extend the limits of its continental shelf to either of the farther lines between to a maximum of 350 NM beyond 200 NM and to 100 NM from the 2,500 meter isobath (see remarks). If a coastal State establishes a continental shelf beyond 200 NM, it has to submit information on the limits of the continental shelf beyond 200 NM from the baselines to the Commission on the Limits of the Continental Shelf (CLCS).

In addition, the article 4 of Annex II in UNCLOS stipulates that the coastal State that intends to establish the outer limits of its continental shelf beyond 200 NM shall submit particulars of such limits to the Commission along with supporting scientific and technical data. The CLCS shall make recommendations to coastal States on matters related to the establishment of the outer limits of their continental shelf. The limits of the shelf established by a coastal State on the basis of these recommendations shall be final and binding. For a State that became the member of the UNCLOS before May 13, 1999, the ten-year period from the date of its membership is designated as the deadline for a submission, and the party shall submit an application document by 12 May 2009 (under the decision of the Meeting of States Parties). To the State, which entered the UNCLOS after May 13, 1999, is applied a stipulation of the Annex II Article 4: “It shall submit particulars of such limits to the Commission ...as soon as possible but in any case within 10 years of the entry into force of this Convention for that State.”

In April 2006, New Zealand presented a submission for an extension of the outer limits of the continental shelf to the CLCS. The CLCS recommended New Zealand to extend the outer limits of its continental shelf on September 22, 2008.

Below is a summary for the outline of an extension of the outer limits of the continental shelf, which has been summarized from information from New Zealand’s government, In addition, regarding Australia which borders New Zealand, the CLCS recommended it to extend the outer limits of its continental shelf on April 9, 2008. (Please refer to 1. 3 Hot Topic in OPRF MARINT Monthly Report, April 2008.)

In addition, Except New Zealand and Australia, the nations that made a submission to the CLCS so far are Russia (2001), Brazil (2004), Iceland (2005), New Zealan (2006), France, Iceland, Spain and the United Kingdom of Great Britain and Northern Ireland (jointly for the Celtic Sea and the Bay of Biscay) (2006), Norway (2006), France (for French Guiana and New Caledonia) (2007), Mexico (2007), Barbados (2008), the United Kingdom of Great Britain (for Ascension Island in the Atlantic). (As for details on a submission, please refer to CLCS HP:

http://www.un.org/Depts/los/clcs_new/clcs_home.htm)

1. Interview with Australian Prime Minister Helen Clark

In her interview with media on September 22, Australian Prime Minister (PM) Helen Clark said that New Zealand's rights over approximately 1.7 million square kilometers seabed had been confirmed by a special United Nations Commission on the same day. Below is the gist of PM Clark's statement in the meeting.

- (1) As the result of more than ten years' work by New Zealand scientists and officials, New Zealand has been able to submit information on the outer limits of our continental shelf to the UN Commission on the Limits of the Continental Shelf (CLCS). The submission was the product of a \$44 million Government project, carried out by officials and scientists. Special surveys were conducted to provide the information required to identify the continental shelf boundary.
- (2) The continental shelf is the area of seabed outside New Zealand's existing 200 nautical mile Exclusive Economic Zone (EEZ). The area confirmed by the CLCS is more than six times the size of New Zealand's land area (see map 1).
- (3) The 21-member CLCS examined New Zealand's continental shelf submission for more than two years. Our thorough approach attracted very favorable comments from CLCS members, and is likely to be seen as a model for other countries looking to confirm their continental shelf boundaries.
- (4) New Zealand will now set its continental shelf boundary based on the recommendations of the CLCS. A boundary will be negotiated with Fiji and Tonga over the continental shelf north of New Zealand. A continental shelf boundary was agreed with Australia in July 2004 (see map 2).

(NZ Government Prime Minister's Media Release, September 22, 2008)

In addition, Land Information New Zealand (LINZ) was the lead agency for the technical aspects of the New Zealand Continental Shelf Project and had responsibility for surveying the seabed to determine the furthestmost extent of the continental shelf. The details of the project are available at the following website: [New Zealand Continental Shelf Project](#)

2. New Zealand's extended continental shelf and issues on neighboring maritime boundaries

Map 1 in the attached sheet shows an extended maritime area of New Zealand's continental shelf confirmed by the CLCS.

Regarding the boundary of neighboring maritime area of New Zealand, New Zealand and Australia signed the "Treaty between the Government of Australia and the Government of New Zealand establishing certain Exclusive Economic Zone and Continental Shelf Boundaries" in July 2004.

The treaty definitively settles the maritime boundaries between the two countries in the Tasman Sea and adjacent areas of the south-western Pacific Ocean. Australia and New Zealand submitted information on their continental shelves (in 2004 and 2006 respectively) to the UNCLOS. Prior to their submissions to the UNCLC, two nations needed to fix the maritime boundaries in the area where the legitimate maritime claims of neighboring states overlap. As

shown in the map 2 in the attached sheet, the median line boundary between the overlapping EEZs has been observed de facto by the two countries for more than two decades.

As the map 2 shows, this treaty establishes the boundary between the two areas. The boundary has two parts: in the north, dividing Australia and New Zealand EEZs and continental shelf in the region extending from Lord Howe Rise, past Lord Howe and Norfolk Islands to Three Kings Ridge; in the south, separating the EEZs and continental shelves between Macquarie Island and Campbell and Auckland Islands.

Boundary delimitations with neighboring Fiji and Tonga are still to be completed.

Remarks: As for the “Definition of the continental shelf” and “Concept on the limits of the continental shelf,” please refer to “The Backgrounds of the Issues over the Extension of the Continental Shelf” by Mamoru Koga in No. 192 (August 5, 2008) in “OPRF News Letter.”

http://www.sof.or.jp/jp/news/151-200/192_2.php

Attached sheet

Map 1: Boundaries for New Zealand's extended continental shelf

Remark 1 on map: Red line shows New Zealand (NZ) Extended Continental Shelf beyond the Exclusive Economic Zone (EEZ). Black line shows NZ EEZ. Gray line shows Other States' EEZs. Yellow line shows areas covered by the 2004 Treaty between New Zealand and Australia on the EEZ and Continental Shelf Boundaries. Refer to map 2.

[New Zealand-Australia Delimitation Treaty](#)

Remark 2 on map: NZ EEZ is 4,000,000 square kilometers while the outer limit beyond the continental shelf is 1.7 million square kilometers.

Source: Land Information NZ

<http://www.linz.govt.nz/hydro/projects-programmes/continental-shelf/undersea-image/index.aspx>

Map 2: New Zealand-Australia Maritime Boundary

Source: Land Information NZ
<http://www.linz.govt.nz/hydro/projects-programmes/continental-shelf/boundary-map/index.aspx>

1.4 Shipping, Resources, Environment, and Miscellaneous

September 4 “Indian government imposes fine on shipping firms short of crew trainees” (Shiptalk, September 4, 2008)

The government had issued an order in December 2007 asking all Indian shipping firms to have 15 percent (%) of personnel under training on board. However, this law has hardly been observed. In order to enforce it, the government has decided to impose a fine on every vessel where the condition is not met. Although the final amount of penalty is yet to be fixed, shipping firms that do not have at least 15% of their crew as trainees will be liable for a penalty up to two million rupees (Rs) per vessel. The government has made it mandatory for shipping companies availing tonnage tax benefits to employ trainees passing out from Indian maritime academies. Shipping firms pay only 5% income tax under tonnage tax regime (TTR) instead of the usual 30% corporate tax. To avail TTR, shipping firms need to comply with two conditions: invest 20% of their book profits towards a fund for fleet expansion and have 15% of their employees on board as trainees. Unable to meet the second condition, over 50 firms are willing to pay the fine to avoid paying corporate tax.

September 22 “UK ship register continues to grow” (The Maritime & Coastguard Agency, Press Notice No. 313/08, September 22, 2008)

According to a press notice of the British Maritime & Coastguard Agency (MCA), the UK Ship Register continues to grow with an increase of just over one million gross tons (GT) and 56 ships since the beginning of 2008. The latest addition to the UK Flag is the *Stena Carron* (58,294 GT), a new build oil drilling ship of the Stena Drilling Limited, which flagged-in on 5 September. This register of the ship brings the number of drilling vessels operated by them on the UK Flag to four, totaling 143,856 GT.

Stena Drilling based in Aberdeen is one of the world's foremost independent drilling contractors, managing a global business with a record of successful operation in the North Sea, the US Gulf of Mexico, South East Asia, the Mediterranean, the Caribbean, North Africa, West Africa and Australia. Aberdeen is the center of marine energy industry in Europe. In the last two years the MCA's Aberdeen marine office has been involved with 40 new ships for the UK Flag, ranging from deep water drill ships, dive support/well service ships, platform/field support ships, anchor handlers and standby ships. The growth of the offshore shipping industry has resulted in a record number of orders being placed with shipyards worldwide up until 2012. There is potential for more new tonnage for the UK Ship Register.

The *Stena Carron* unit is designed to drill in up to 10,000ft of water, under zero discharge conditions.

Source: Stena Drilling HP

<http://www.stena-drilling.com/sub.asp?m=drilling&p=carron>

September 25 “Turkish Shipyard releases new handy size bulker design” (Maritime Global Net, September 25, 2008)

Turkish shipbuilder Cicek Shipyard has launched a new 25,000 DWT bulk carrier design at the shipbuilding, machinery & marine technology trade fair (SMM) 2008 exhibition in Hamburg on September 23 - 26. According to the shipyard, new double-hull design meets all current and anticipated environmental and safety regulations. In particular, it will qualify for the additional class notation CSR (Common Structural Rules) and will be compliant with the new Performance Standard for Protective Coatings (PSPC), which is intended to increase vessel safety and lifecycle by preventing corrosion. The vessel is expected to operate with a crew of 22 and to maintain a service speed of 13 knots. As the current handy size bulk carrier fleet is now ageing, and main engines built 15 or 20 years ago are expensive to run both in terms of bunkers and maintenance, the Cicek expects that many owners will soon be placing orders for replacement tonnage that meet new regulations and offers improved efficiency.

Source: Cicek Shipyard HP

<http://www.cicekshipyard.com/ReferenceShow.asp?ID=70>

September 29 “South Korea, Russia agree on gas pipeline project involving N. Korea” (Yonhap News, September 29, 2008)

On September 29, South Korean President Lee Myung-bak, who was on a visit to Russia, had a talk with Russian counterpart Dmitry Medvedev. They have agreed to accelerate two-way cooperation in energy, resources and industrial technologies. Two leaders signed a contract between Korea Gas Corp. and Russia's Gazprom that allows for the construction of a pipeline from Vladivostok to South Korea via North Korea. The pipeline is expected to be completed in 2015, after which 7.5 million tons of natural gas is expected to flow annually, which will represent 20 percent of Seoul's energy consumption. It is unclear what the North Korean attitude is towards this project.

During the talks, Seoul and Moscow have agreed to build a port at Posiet in Russia near North Korean border exclusively for Korea. Lee said, “The water is deep in that port and the conditions are good. By using it exclusively, Korea will have a highly competitive logistics network to transport goods first to Posiet and then to not only Russia but also Europe via railways from there on.”(The source of the latter part: JoongAng Ilbo, October 1, 2008)

2. Intelligence Assessment

Somali Piracy Incidents and Responses from Countries and Agencies Concerned

The attacks by Somali piracy off the coasts of the Gulf of Aden and Somalia continue to be prevalent. On June 2, the United Nations (UN) Security Council adopted unanimously a resolution 1816 authorizing the foreign vessels to take “all necessary means” to combat a wave of Somali piracy at sea. However, so far, the resolution has not become an effective deterrent against the piracy. Since the resolution was adopted, the attacks by piracy continue to occur frequently in August and September. Many vessels have been hijacked, and as of October 16, nearly 200 seamen of the countries have been taken hostage.

The area of the Gulf of Aden is an access to the Red Sea leading to the Suez Canal, where as many as 16,000 vessels transit each year. It is one of the most vital sea-lanes in the world together with the Strait of Malacca. The outbreaks of the piracy in the area are exerting serious influence over the shipping in the world.

Below is a summary of the Somali piracy incidents and responses to them from the various countries and agencies concerned, which is based on the reports and articles of the overseas countries.

1. Response of UN

The UN Security Council unanimously adopted the resolution on Somali piracy issues twice, on June 2 and October 7.

The UN Security Council resolution 1816 was unique in authorizing the member states which deploy their naval vessels and military aircraft in the open sea off the coast of Somalia to take “all measures necessary” including the right of hot pursuit into the Somali territorial waters for six months until December 1¹. Under this resolution, a definite deterrence against the piracy attacks was anticipated, but a situation monitored afterwards shows it was against what it had been expected. As you see in the enclosure, looking from the features of the Somali piracy which was to hijack the vessels and hold hostage for ransom, it would be only when the safety of the hostage is assured that the foreign naval ships could resort to military actions.

Later, responding to the increasing hijacking incidents, the UN Security Council unanimously adopted the resolution 1838 on October 7². This resolution notes with concern at its beginning of a statement that: (1) The acts of piracy and armed robbery at sea threaten the prompt, safe and effective delivery of humanitarian aid to Somalia as well as the commercial route in this area; (2)

¹ Regarding the resolution, please see 2. 1 in OPRF MARINT Monthly Report, June 2008. As for the resolution N0.1816, see URL below:

<http://daccessdds.un.org/doc/UNDOC/GEN/N08/361/77/PDF/N0836177.pdf?OpenElement>

² As for the resolution 1838, please refer to URL below:

<http://daccessdds.un.org/doc/UNDOC/GEN/N08/538/84/PDF/N0853884.pdf?OpenElement>

The piracy attacks carried out in a larger area off the coast of Somalia are increasingly violent with using heavy weapons and mother ships.

As the feature of the current resolution, it emphasizes, first of all, that peace and stability in Somalia, the strengthening of State institutions and the rule of law are necessary to create the conditions for a full eradication of piracy and armed robbery at sea off the coast of Somalia. The resolution also urges States and regional organizations to continue to protect the World Food Program (WFP) maritime convoys, which is vital to bring humanitarian assistance to the affected populations in Somalia³.

At the same time, from the understanding that increasing incidents of piracy and armed robbery will exacerbate further the domestic situation in Somalia, the resolution 1838 calls upon the member States under Chapter VII of the Charter of the UN in order (a) to take part positively in the fight against piracy on the high seas off the coast of Somalia, in particular, by deploying naval vessels and military aircraft; and (b) to urge the nations which deploy naval forces and fighter aircraft on the high seas and airspace off the coast of Somalia to take necessary measures, in accordance with international law, as reflected in the Convention. On that occasion, the resolution calls on member States to cooperate with the Transitional Federal Government (TFG) of Somalia⁴.

In addition, the resolution specifies its intention of extending the authority provided to a State in the resolution 1816 (2008) for an additional period from the previous six-month period. The International Maritime Bureau (IMB) has pointed out in its report on incidents of piracy and armed robbery against ships in the first half of the year 2008 that the six months period stipulated in the UN resolution include two months of the monsoon season when fewer attacks are reported. Hence, in reality, the effectiveness of the resolution can be measured to be over four months only⁵. Therefore, as the maritime area off the coast of Somalia enters the monsoon period toward the end of the year, it is fully considered that the authority may be extended, looking from the present situation where many ships continue to be kept in custody.

2. Response from Nations

(1) Patrol of Security Area by USN 5th Fleet and CTF-150

Commander, U.S. Naval Forces Central Command/ Commander, 5th Fleet (with headquarters in Manama in Oman) encompasses an area of responsibility covering about 7.5 million square miles and including the Arabian Gulf, Red Sea, Gulf of Oman and parts of the Indian Ocean. In this maritime area, the 5th Fleet is conducting Maritime Security Operations (MSO) in its area of responsibility by organizing Combined Maritime Forces, CTF-150, to deter the incursion of

³ Since France sent a warship in November 2007, the mission for protecting the WFP maritime convoys from Kenya to Somalia was turned over to Netherlands, after which the Canadian Navy is now in charge of it. Canada has had its mission extended until October 23, as compared to the original end date of September 27. (Canadian Press, September 25, 2008) The Dutch government is sending a second naval ship to Somalia. The frigate is expected to arrive off the coast of Somalia by the end of October. (Radio Netherlands, October 8, 2008)

⁴ The Japanese government has not recognized the TFG, from the position that no unified government exists that has effective control over the entire territory.

⁵ Refer to 2. Analysis in the OPRF MARINT Monthly Report, July 2008.

terrorists and weapons from the sea along with the Operation Enduring Freedom (OEF) in Afghanistan in company with the Combined Maritime Forces (CMF) participating in the Anti-terrorist Operations.

The CTF-150 is composed of more or less 15 naval vessels dispatched from the navies of the United States (U.S.), Denmark, France, Germany, Netherlands, Pakistan, Britain, and Canada among others. CTF 150 has been commanded by one of the participating countries on a rotational basis for about six months. Currently, Danish Royal Navy Commodore commands CTF 150 since September. The Japanese Maritime Self Defense Force provides supply supports to the naval vessels of the CTF-150.

On August 22, the Commander, U.S. Naval Central Command (NAVCENT) has directed the establishment of a Maritime Security Patrol Area (MSPA) ⁶ in the maritime areas off Yemen through Oman in the Gulf of Aden. The US Central Commands advises all vessels navigating the Gulf of Aden to use the designated “corridor,” and CTF-150 is conducting patrol in this “corridor.”

The naval ships of respective countries led by the United States which are deployed in this area are also putting an emphasis on the countermeasures against the piracy in consideration of the recent situation in this area. However, from the start, the counter-measures against the piracy are not the primary mission of the CTF-150, and 100 percent of safety is not necessarily guaranteed for the ships passing the corridor. On the 22nd, Vice Admiral (VADM) Bill Gortney, the commander of the U.S. 5th Fleet, warned the international shipping industry that they must take on more responsibility to protect vessels against pirate attacks and kidnappings in the dangerous waters of Somalia rather than rely on the U.S. Navy. VADM Bill Gortney stressed that the U.S.-led coalition patrolling the Gulf of Aden simply doesn't have the resources to provide 24-hour protection for hundreds of commercial vessels passing daily through these dangerous waters between Somalia and Yemen. (AP, September 23, 2008)

(2) EU and NATO

On September 15, 27 countries in the European Union (EU) held the foreign ministers' meeting in Brussels. The participants agreed to set up a “coordination unit” to help tackle the growing problem of piracy off the coast of Somalia, with the possibility of an EU naval mission in future. In the statement of the meeting, the EU foreign ministers stressed their concern at the acts of piracy and armed robbery off the Somali coast and agreed “to establish, in the next few days, a ‘coordination unit’ in Brussels with the task of supporting the surveillance and protection activities carried out by some member states” off the coast. (AFP, September 15, 2008)

As regards to this decision, Spain dispatched a naval aircraft P-3 Orion to patrol the waters off the coast of Somalia on September 20. The P-3 Orion plane was accompanied by a Boeing 727 and a Hercules helicopter, carrying 90 personnel including crew. The patrol operation will run for an initial three months. The Orion will collect information on the movements of pirates for the EU coordination unit. (Reuters, September 20, 2008)

According to French Defense Minister Herve Morin, the EU defense ministers' meeting agreed

⁶ Refer to 1. 1 Security in the OPRF MARINT Monthly Report, August 2008.

to conduct patrol off the coast of Somalia on 1 October⁷. This patrol is to be commenced within a year. (BBC News, October 2, 2008) On October 16, the EU announced that its mission -- to involve ships from Belgium, Cyprus, France, Germany, Lithuania, the Netherlands, Spain, Sweden and possibly Britain -- would be run from the British armed forces. (Hot News Turkey.com, October 16, 2008)

On the other hand, on October 9, 2008, NATO defense ministers' meeting decided to send its Standing Naval Maritime Group (SNMG) to the waters off Somalia. According to a spokesman for the alliance, the SNMG will be dispatched within two weeks. In reply to the UN request, it will escort food support vessels for the WFP and conduct patrol in the maritime area around Somalia. (American Forces Press Service, October 9, 2008)

The NATO force comprises a destroyer from Italy, a frigate and a supply ship from Germany, frigates from Greece, Turkey and Britain, and a U.S. destroyer. The NATO force would coordinate with a U.S.-led force of CTF -150 already operating in the area and an EU force due to start operations in December. (Reuters, October 15, 2008)

(3) Russia

Russian navy has sent a warship of the Baltic Fleet, the frigate *Neustrashimy*, to Somalia's coast to combat pirates and will mount regular anti-piracy patrols in the area on September 24. According to a navy spokesman, the aim of dispatching a naval vessel is to secure the Russian lives and shipping off Somalia's coast. (Reuters, September 26, 2008) On October 3, Russian Foreign Minister Sergei Lavrov said Russia would work with the United States and European Union to fight piracy off the African coast and wanted naval forces gathering in the area to coordinate their efforts. Although the frigate *Neustrashimy* is carrying marines and special forces, the Russian navy did not mention the possibility of using force to free the *Faina's* crew. (The Moscow Times, October 6, 2008)

Regarding the backgrounds of Russia's dispatching naval vessels into the region, Yuri Fedorov, a specialist on Russian military matters with the Chatham House think tank, mentioned two points, as follows. (a) Russia would like to demonstrate that it has enough political, financial and military resources to allow it to pursue an active policy all over the world. (b) Russia would like to demonstrate that it is not only an aggressor (Field comment: Georgian issue) but also participates in fighting against piracy and other international problems. (Lloyd's List, September 23, 2008)

(4) India

On October 16, 2008, India decided to send its warships to the Gulf of Aden for patrolling and to escort the vessels flying the Indian flag in the area. A defense ministry spokesperson announced, "The government approved immediately deployment of Indian naval warships in Gulf

⁷ In Europe, France is maintaining the strongest posture in the anti-piracy measures. Having dispatched a naval vessel for the first time for the escort mission for the food transport ship from Kenya to Somalia under the WFP, France called for other nations to take the same measures. France also took the initiative of implementing the UN Security Council resolution 1816 on June 2, 2008. France is the only country that used force to release the hostages who were held by the pirates. On April 11, French Special Force freed a gorgeous yacht and its crew that had been hijacked by the pirates. On that occasion, six pirates were arrested and they were indicted and were still on trial. On September 15, the French Special Forces also assaulted the yacht which has been hijacked (on September 3) and freed the hostages. In this encounter, one pirate was killed and six pirates were kept in custody.

of Aden to patrol the normal route followed by Indian flagships during passage between Salalah in Oman and Aden in Yemen.” (rediff news, October 16, 2008)

India’s decision was made under the situation, in which it was reported that, regarding the release of the MV *Stolt Valor* owned by the Japanese shipping company hijacked on 15 August, they were placed in the tense situation as the ultimatum of the deadline for demanding a ransom within 48 hours has passed on October 16 (Maritime Global Net, October 16, 2008). The *Stolt Valor* is with 18 Indians among the 22 sailors on board.

The Indian navy frigate dispatched is equipped with a helicopter carrying marine commandos. Naval officials said that while its deployment to the Gulf of Aden formulated a nascent anti-piracy strategy, the government would not allow the navy to execute “hot pursuit” missions after pirate vessels. Permission to pursue a pro-active strategy in this regard would only be accorded on a case by case basis only after collective consultation with the defense, foreign, law and shipping ministries, navy officials said. (Telegraph UK.com, October 17, 2008)

(5) Malaysia

In early September, Malaysia sent three Royal Malaysian Navy (RMN) ships to the Gulf of Aden to protect the Malaysian vessels sailing the pirate-infected area. The decision was made in response to the current situation in which two Malaysia-flagging tankers- MT *Bunga Melati Dua* and MT *Bunga Melati Lima* were hijacked in August. (The Star, September 5, 2008)

A public relations director of the Malaysian Defense Ministry said the presence of RMN warships had helped in the release of the two hijacked Malaysian International Shipping Corporation (MISC) vessels and their crew at the end of September. The director pointed out that it was the first time the armed forces were involved in military operations other than war (MOOOTW) in a foreign territory, some 7,000 kilometers away. The official also said with a pride, “We are now able to join countries like France, Canada, Denmark, Germany, Britain, Spain and the United States in showcasing our maritime crisis-management capability.” According to the spokesperson, one RMN ship would remain in the Gulf of Aden, while the other two RMN vessels would escort the two tankers released home. (New Straits Times, October 6, 2008)

(6) The Philippines

On September 19, the Philippine Department of Foreign Affairs (DFA) instructed the local manning agencies employing Filipino seafarers to implement basic safeguards in anticipation of pirate hijackings in African waters, and to keep the following matters: (a) Ships should not veer away from identified “safe lanes” in African waters; (b) All vessels go on a convoy when passing through the narrow gap in the Gulf of Aden. In addition, the Philippine DFA is making a presentation to the combined navy task force of the US, Europe, Canada, and Pakistan to intensify its patrol in the areas which the UN Security council permitted other naval vessels of the world to patrol against piracy. (GMA News TV, September 19, 2008)

The Philippines supply one-third of the world’s shipping manpower with about 270,000 Filipino seaman employed by foreign maritime agencies. As of early October 2008, 82 Filipino seafarers remain in the hands of Somali pirates. Manila does not directly negotiate with the hostage-takers but continues to coordinate with the transitional government of Somalia and the

shipping firms to work for the immediate and safe release of the hostages. (Shiptalk, October 1, 2008)

(7) The Republic of Korea (ROK)

On October 7, ROK Foreign Minister Yu Myung-hwan said South Korea is discussing dispatching a navy ship to waters off Somalia to protect its fishing and cargo ships from piracy, and consultations are under way among related ministries on the issue of dispatching a navy ship. According to a well-informed source, one proposed idea was to send a navy ship, the *Yi Sun-shin* class destroyer (4,800 DWT) commissioned in 2003. But the Defense Ministry took a cautious stance, citing logistical problems and potential public backlash. "Nothing has been decided on the issue of sending a navy ship to Somalia," a ministry official said. "It is a matter that requires review from various aspects." Another ministry official said, "Only basic-level consultations are under way as one of many options." (Yonhap News, October 7, 2008)

3. Response from Shipping Circles

(1) In the press-release⁸ dated September 28, the International Chamber of Shipping (ICS) and International Shipping Federation (ISF) delivered the governments of every nation a request for the two points as follows:

- (a) Governments must issue clear rules of engagement to allow naval forces to take appropriate action against these violent pirates and the oceangoing 'mother ships' of the pirates, as permitted by UN Security Council Resolution 1816 and existing international law about the rights of States to repress criminal acts on the high seas.
- (b) Governments must also ensure that these pirates are brought to justice in a court of law and are not allowed to resume their piratical

The ICS made the following statement on piracy off Somalia on behalf of the international shipping industry during the opening session of the International Maritime Organization (IMO) Marine Environment Protection Committee, as follows: (a) A commitment to increased numbers of deployed warships in the Gulf of Aden and to their coordinated action; (b) The renewal of UN Security Council resolution 1816 for a longer timeframe and to strengthen the text on actions required to repress piracy; and (c) An agreement to establish a legal jurisdiction to identify and punish criminals under due process. (Shiptalk, October 6, 2008)

In the above-mentioned press-release, the ICS and ISF say, "We need action, not words or rhetoric. What is at stake are the lives of merchant seafarers and the security of the world trade," expressing a sense of impending crisis. Citing another case that, if civil aircraft were being hijacked on a daily basis, the response of governments would be very different, the ICS and ISF are urging the governments of the world to recognize the danger of piracy issues. Yet ships, which are the lifeblood of the global economy, are seemingly out of sight and out of mind.

(2) On October 7, the Asian Ship-owners Forum (ASF), a grouping of ship-owner associations in the region, said in a statement that ships crossing the Gulf of Aden continue to be attacked

⁸ As for press release, see URL below.
<http://www.marisec.org/news/pressrel.htm#08-17%20Sept>

despite the Coalition members' best efforts, due to inadequate resources and lack of proper rules of engagement among the members of the Coalition forces. The ASF is composed of ship-owners associations from Australia, China, Taiwan, Hong Kong, Japan, South Korea and ASEAN countries. The gist of the statement is as follows:

- (a) The ASF appeals to the United Nations, the IMO and all maritime nations to exercise strong political will to combat this problem;
- (b) The ASF urges urged governments to commit to increased number of deployed warships in the Gulf of Aden;
- (c) The ASF further advises all ship masters to exercise high vigilance and caution when transiting or trading to all pirate prone areas. (New Straits Times, October 12, 2008)

4. Response of Japan

As for Japan, the Maritime Self Defense Force (MSDF) is conducting refueling missions to the naval ships of the countries participating in the joint patrol operations in the maritime areas of the CFT-150. However, the defense ships dispatched to this area cannot conduct the joint patrol activities with the CTF-150.

The Japanese shipping circles have a strong sense of impending crisis, as piracy acts are getting atrocious and Japanese-related ships are suffering damage from the piracy. When the Japanese merchant ship, the VLCC *Takayama* (150,000 GT) of NYK Line, was fired to hit by pirates on April 21, the Japanese Ship-owners' Association (JSA) requested the Construction and Transport Ministry to provide them with information on the safety of the ships and to promote coordination with the related countries.

In addition, looking from the recent situation in the maritime area in the Gulf of Aden, the JSA delivered anew a request to the Construction and Transport Minister on October 10 to strengthen the measures against the piracy incidents in the Gulf of Aden

According to the letter⁹, the JSA requested four points from the government as follows:

- (a) Japan should work through the UN to strengthen the activities of the Coalition Forces (CTF) among others and to contribute to it as a nation in order that a regime of surveillance and control may be established.
- (b) Regarding the strengthening of security in the Gulf of Yemen, Japan should provide cooperation and assistance to the surrounding nations including Yemen and others (buildup of patrol boats, establishment of the piracy center, etc.), and to the activities of the countries concerned (a proposal of routine patrols by the naval ships of EU and other countries among others).
- (c) Japan should grasp the indigenous situation and conduct information collection efforts positively.
- (d) In order to secure the transport of the trading commodities of maintaining nation's economic activities and to secure the safety of the shipping related to the nation, Japan should tackle

⁹ Regarding the request from the Japanese Shi-owners' Association, refer to URL below:
<http://www.jsanet.or.jp/pressrelease/index.html>

the issues by mobilizing a total force of the government and people concerned.

Additionally, JSA itself is studying information sharing among the agencies concerned as well as necessary countermeasures to implement them by establishing a unique organization called "Piracy Countermeasures Headquarters for Navigation in the Gulf of Aden." Moreover, the letter of request from JSA is expecting the government to take a quick response, while urging the shipping companies to take their own appropriate measures. The letter stresses, "The ships are advised to sail about 30-40 miles off the coast of Yemen, which is said to be relatively safe like a safe corridor where surveillance is strengthened by the warships and others of the Coalition of the Willing while the ships sail the area, and to take the countermeasures to the utmost extent possible by joining the position reporting system operated by the United Kingdom Maritime Trade Operations (UKMTO)¹⁰ of Royal Navy. Even though, there are limits in these self-made efforts."

Prime Minister Taro Aso expressed his idea that he would study utilizing defense ships dispatched as a countermeasure to piracy at a House of Representatives committee special session on Antiterrorism measures on October 17. However, "in order to secure the safety of the Japan-related ships, and to take effective and concrete countermeasures to prevent piracy including the establishment of domestic legislation regime on the basis international treaties and the coordination with the countries concerned"(in the letter from JSA above), many problems remain to be solved. The issue at the moment is to make the new Antiterrorism Law passed in the Diet, and make it possible to extend the refueling mission of the MSDF.

Japan will become a non-permanent member of the UN Security Council for two years from January 2009. Japan was a joint member of proposing the previous resolution at the Security Council. Looking from the responses of respective nations, it is regarded that expectations of the concrete actions of Japan, as a member of the UN Security Council from next year, will increase from the internal and external circles.

¹⁰ As UKMTO, refer to URL;
<http://www.rncom.mod.uk/templates/MaritimeOperations.cfm?id=902>

Enclosure:

Status of Hijackings in Gulf of Aden and in the Indian Ocean off Somalia after UN Security Council Resolution 1816 (June 2 – October 16, 2008)

Highjacked	Date	Date released (Days held)	Crew (Killed)	Vessel	Flag State
<i>Stella Maris</i> *	7.20	10.9 (81)	20	Bulk Carrier	Panama
<i>Yenagoa Ocean</i>	8.4		8	Tug/Supply Vessel	Panama
<i>Thor Star</i>	8.12	10.16 (64)	28	Bulk Carrier	Thailand
<i>Bunga Melati Dua</i>	8.19	9.29 (40)	39 (1)	Chemical Tanker	Malaysia
<i>Iran Deyanat</i>	8.21	10.10 (49)	29	Bulk Carrier	Iran
<i>BBC Trinidad</i>	8.21	9.11 (20)	13	Bulk Carrier	Antigua & Barbuda
<i>Irene</i> *	8.21	10.8 (47)	19	Tanker	Panama
<i>Bunga Melati Lima</i>	8.29	9.27 (28)	41	Chemical Tanker	Malaysia
<i>Carre D'as IV</i>	9.2	9.15 (13)	3	Yacht	Venezuela
<i>Al Mansourah</i>	9.3	9.27 (24)	25	Bulk Carrier	Egypt
<i>Bright Ruby</i>	9.10	10.16 (36)	21	Bulk Carrier	South Korea
<i>Stolt Valor</i> *	9.15		22	Chemical Tanker	Hong Kong
<i>Great Creation</i>	9.17		25	Bulk Carrier	Hong Kong
<i>Centauri</i>	9.18		25	Bulk Carrier	Malta
<i>Capt Stefanos</i>	9.21		19	Bulk Carrier	Bahamas
<i>Faina</i>	9.25		21(1)	Ro-Ro vessel	Belize
<i>Genoius</i>	9.25		19	Chemical Tanker	Liberia
<i>Wail</i>	10.9	10.14 (5)	11	General Cargo	Panama
<i>Action</i>	10.11		20	Chemical Tanker	Panama
<i>African Sanderling</i> *	10.15		21	Bulk Carrier	Panama

Source: Hans Tino Hansen, "Somalia Piracy Background Briefing," Version 1.3, RiskIntelligence, October 13, pp.4-5. Figures were made or revised by adding new data from other sources of information collected by 16 October to the data in the previous table.

As "Somalia Piracy Background Briefing," refer to URL;

<http://www.riskintelligence.eu/gfx/somalia%20briefing%20%20october%202008%20version%201.3.pdf>

Remarks: According to the IMB report in the first half of 2008, the number of actual hijacking incidents by Somali pirates totals seven by the end of June 2008.

* shows the ship is Japanese-related. *Stella Maris* and *African Sanderling* are related with the Koyo Shipping and Nagashiki Shipping respectively.

Links

Antara News	http://www.antara.co.id/en/
AFP	http://www.afp.com/home/
Aftenposten	http://www.aftenposten.no/english/
American Forces Press Service (US Dept of Defense)	http://www.defenselink.mil/news/articles.aspx
AP	http://www.ap.org/
BBC News	http://www.news.bbc.co.uk/
Bernama	http://www.bernama.com/
Defence Talk	http://www.defencetalk.com/
Fairplay Daily News	http://www.fairplay.co.uk/
GMA News.TV	http://www.gmanews.tv/index.html
Headlinesindia	http://www.headlinesindia.com/
Hot News Turkey	http://www.hurriyet.com.tr/english/home/
Jane's Defence Weekly	http://jdw.janes.com/public/jdw/index.shtml
Lloyd's List	http://www.lloydslist.com/ll/home/index.htm
Maritime Bulletin-Sovfracht	http://www.odin.tc/eng.asp
Maritime Global Net	http://www.mgn.com/
MINDEF (Ministry of Defence) Singapore	http://www.mindef.gov.sg/imindef/home.html
Navy News Stand	http://www.navy.mil/swf/index.asp
Newkerala	http://www.newkerala.com/
POLITIKEN.DK	http://politiken.dk/newsinenglish
Radio Australia	http://www.radioaustralia.net.au/
Radio Netherlands Worldwide	http://www.radionetherlands.nl/
rediff News	http://www.rediff.com/news/index.html
Reuters	http://www.reuters.com/
RIA Novosti	http://en.rian.ru/
Shiptalk	http://www.shiptalk.com/
Shipping Gazette	http://www.shipgaz.com/
Telegraph	http://www.telegraph.co.uk/
The Canadian Press	http://www.thecanadianpress.com/
The Daily Star	http://www.thedailystar.net/
The Earth Times	http://www.earthtimes.org/
The Jakarta Post	http://www.thejakartapost.com/headlines.asp
The Maritime & Coastguard Agency	http://www.mcga.gov.uk/c4mca/mcga07-home.htm
The Moscow Times	http://www.themoscowtimes.com/index.htm
The New Straits Times	http://www.nst.com.my/
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Trade Winds	http://www.tradewinds.no/
U.S. Naval Forces Central Command	http://www.cusnc.navy.mil/
Yonhap News	http://english.yonhapnews.co.kr/