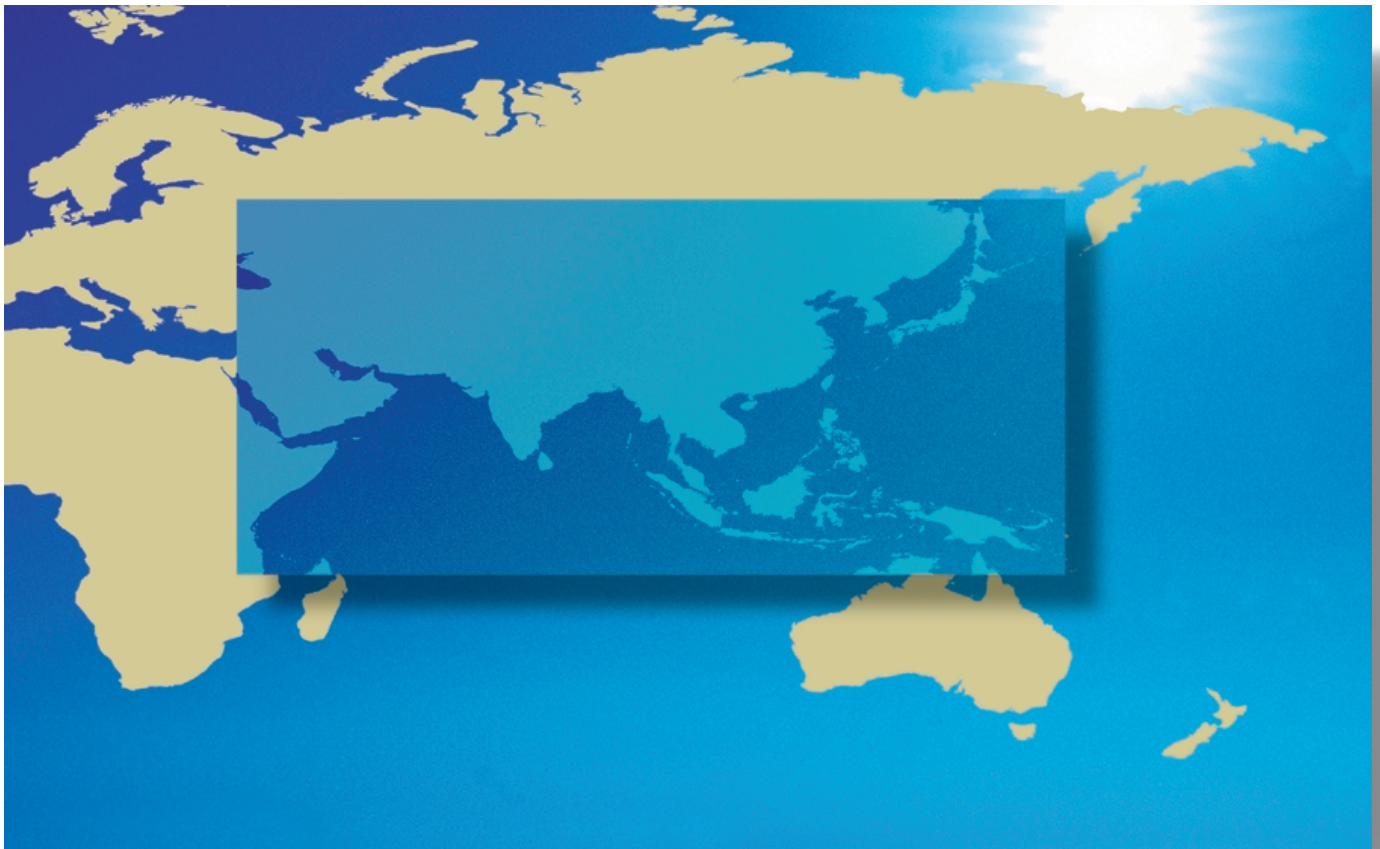


# OPRF MARINT Monthly Report

## September 2009



### CONTENTS

#### Major Events in September 2009

##### 1. Information Digest

- 1.1 Security
- 1.2 Military
- 1.3 Diplomacy and International Relations
- 1.4 Shipping, Resources, Environment and Miscellaneous

##### 2. Intelligence Assessment

Status of Incidents of Piracy Attacks off the Gulf of Aden and Somalia in 2009

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.

Publisher: Masahiro Akiyama

Staff writers:

Kazumine Akimoto, Takehisa Imaizumi, Tsutomu Inuzuka, Tetsuo Kotani,  
Masahiro Kunimi, Aki Mori, Takehisa Tomomori, Hideshi Ueno, Yuko Takada

---

All rights reserved.

This report, or parts thereof, must not be produced in any form without permission in writing of the publisher.

## Major Events in September 2009

**Security:** Following August, no hijacking incidents by Somali pirates were noted in September. However, it does not mean that the incidents of pirate attacks have disappeared. On the 9th, the Maritime Administration of the U.S. Department of Transportation warned mariners to expect an increase in piracy off the “Horn of Africa” and in the Indian Ocean, because the monsoon season ended in the area.

On the 1st, the Indian Navy reported that, as a result of the investigation of the weapons seized from the pirate-boat which was boarded by the Indian destroyer in the Gulf of Aden on December 13, most of the weapons that the Somali pirates were carrying were found to have Pakistan ordnance tags.

According to the spokesman for the U.S. military's Africa Command, the U.S. military is planning to deploy unmanned aerial vehicles, Reapers, in the Seychelles islands to combat piracy by late October or November. They will be used to conduct intelligence, surveillance, and reconnaissance missions throughout the Indian Ocean region

Completing the training of its first 500 naval recruits who will form the backbone of the country's first naval force on the 8th, Somalia took a step toward policing its own shores independently. Somalia is hopeful that in future it will get warships so it can chase the pirates [out of his coast], adding it eventually hoped to have 5,000 sailors.

On the 10th, the “Fourth plenary meeting of the Contact Group (CG) on piracy off the coast of Somalia” was held in New York, involving participants from 45 nations and nine organizations. The Japanese representative was in the chair at the meeting, after which the statements were announced.

The naval escort taskforces of the Chinese and Russian navies which had been respectively sent to the areas off Somalia carried out a joint naval exercise coded the “Blue Peace Shield 2009” in the west sea area of the Gulf of Aden on September 18. It was the first time that Chinese navy conducted the joint exercise with the foreign naval forces in the Gulf of Aden since it had deployed the first naval escort taskforces on December 26, 2008.

On the 20th, a Bulk Carrier reported an approached of a skiff of pirates while steaming in the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden. A Japanese P-3C reconnaissance aircraft, already on patrol, observed the skiff, and reported position information to other naval vessels around. The Australian frigate of CTF-151 boarded the skiff. After confiscating the weapons and ammunition, the inspecting team let the pirate suspects free.

In 2 Intelligence Analysis in this monthly report, we has summarized about the status of pirate attack incidents off the Gulf of Aden and Somalia in 2009 and the reactions of the concerned nations and organizations.

**Military:** On the 14th, the US Navy's new amphibious assault ship USS *Makin Island* (46,295 tons) pulled into North Island Naval Air Station following a two-month journey from Northrop

Grumman's Ingalls Shipbuilding yard in Pascagoula, Mississippi and sailing around the southern tip of South America. The *Makin Island* will be commissioned here on October 24. The *Makin Island* is an energy-saving vessel like a big hybrid car, which is using both gas turbine engines and electric motors. The motors are used at low speeds, and the engine kicks in at high speeds.

On the 17th, Malaysia's first French-made *Scorpene* submarine, KD *Tunku Abdul Rahman*, arrived at its home base at Sepanggar, Sabah in eastern Malaysia. At the ceremony Royal Malaysian Navy Chief Admiral Abdul Aziz Jafaar welcomed the *Tunku Abdul Rahman* as a deterrent for would-be perpetrators, and suggested that the boat will be used to enforce Malaysia's territorial claims.

Russia's state-run civilian nuclear power corporation Rosatom will by late 2010 dismantle 191 out of 198 nuclear submarines decommissioned from the Russian Navy. According to Rosatom, as of today, 198 nuclear submarines have been decommissioned from the Navy. Of them, 191 nuclear submarines will have been dismantled by the end of 2010. Of 198 decommissioned nuclear submarines, the disposal of about 25 submarines is not yet over. However, many of them are in the process of disposal, and a total of 191 nuclear submarines will be completely dismantled by late 2010.

**Diplomacy and International Relations:** On the 15th, regarding the document that Japan has submitted to the United Nations (UN) Commission on the Limits of the Continental Shelf (CLCS) over extending the outer limits of the continental shelf, China requested the CLCS not to deliberate on the document submitted by Japan over its extension of the outer limits of the continental shelf. (Japan submitted the document of extending the outer limits of the continental shelf over the seven maritime regions on November 12, 2008.)

**Shipping, Resources, Environment and Miscellaneous:** Japan's Mitsui O.S.K. Lines, Ltd. (MOL) announced the concept for next-generation, environment-friendly car carrier. According to MOL's homepage, MOL has named the concept car carrier "*ISHIN-I* (ishin one)," which stands for "Innovations in sustainability backed by historically proven, integrated technologies." This means that "In whatever economic environment we are placed, it is a technological innovation supported by a history of our company that seeks the coexistence of the sustainable growth of an enterprise and the protection of the global environment."

The British newspaper, *The Daily Mail* (Net editions), dated the 16th carried a long article which says that, due to the worldwide recession, the biggest gathering of merchant ships in maritime history lies at anchor off the southern end of the Johore State in Malaysia east of Singapore, 50 nautical miles south of the Singapore Port.

According to credit rating agency Moody's, Asian shipping companies face the prospect of having their ships seized by creditors within the next year. Cargo shipping rates have fallen dramatically since the beginning of the global recession, and as a result, many ships are sitting empty outside of ports with little prospect of new contracts.

According to Suez Canal Authority, revenue has fallen 7.2% at Egypt's Suez Canal in the FY 2008 ending 30 June 2009. On the other hand, ship transits dropped to 19,354 from 21,080 the year before.

# 1. Information Digest

## 1.1 Security

### September 1 “Indian Navy finds Pakistan-made weapons in piracy boat during inspection” (Shiptalk, September 1, 2009)

On the 1st, the Indian Navy reported that most of the weapons that the Somali pirates were carrying in dhow were found to have Pakistan ordnance tags. It was confirmed as a result of the investigation of the weapons seized from the pirate-boat *Salahuddin* which was boarded by the Indian destroyer INS *Mysore* in the Gulf of Aden on December 13, 2008. According to the report, the rocket-propelled grenade launcher and the rifles seized from the boat were all made-in-Pakistan. Even the magazines recovered had Pak ordnance factory tags. The merchant vessels with Indian crew-members have been attacked several times by Somali pirates. The Indian Navy regards it as an evidence of Pakistan's covert actions against India by using the Somali pirates. (As for the boarding inspection of *Salahuddin*, refer to OPRF MARINT Monthly Report, December 2008, 1. 1. Security.)

### September 2 “Iran deploys 3rd fleet to Gulf of Aden” (Naval Technology, September 2, 2009)

The Iranian Navy deployed its third fleet of two warships from the port of Bandar Abbas to the Gulf of Aden after the second deployment of warships returned from patrols on August 28, 2009. Around 300 Iranian cargo ships and 50 foreign vessels were escorted by the Iranian Navy vessels during the previous deployments.

### September 2 “US to deploy drones to Seychelles” (VOA News, September 2, 2009)

According to the spokesman for the U.S. military's Africa Command, the U.S. military is planning to deploy unmanned aerial vehicles, Reapers, in the Seychelles islands to combat piracy by late October or November. They will be used to conduct intelligence, surveillance, and reconnaissance missions throughout the Indian Ocean region. The deployment of land-based drones is a new approach to deter ship hijackings by pirates in the region. Reapers are designed for long-endurance, high-altitude surveillance, capable of staying in the air for 30 hours and flying at speeds of more than 440 kilometers an hour. They can also carry weapons and ordinance, but African Command says the drones being deployed in the Seychelles will not be armed. The U.S. Navy has long used ship-based unmanned aerial vehicles in counter-piracy missions. But the UAVs in the Seychelles will be housed at the international airport in the capital Mahe. In company with it, dozens of American military and civilian personnel will also be based at the airport. Additionally, the U.S. military is also considering basing Navy P-3C Orion patrol aircraft in the Seychelles for a limited time.

**September 3 “UAE shipping company hires US SEAL members to combat piracy” (Maktoob Shipping Business, September 3, 2009)**

The United Arab Emirates (UAE) shipping company - Sharaf Shipping Agency (SSA) - signed an agreement with an American security firm - Strategic Executive and Logistics Security Solutions (SEAL) - to hire the security officers to fight piracy. According to the agreement, SSA will offer security officers from SEAL to ships passing the waters between Djibouti and Salalah, Oman. But they will not be carrying weapons on ships in accordance with international regulations for merchant shipping. Their most effective tool against armed pirates will be assault dogs. Each team will comprise six men and four dogs. The teams will embark and disembark at select locations, including Fujairah, Salalah, Djibouti and some Red sea ports. The SSA did not say how much shipping companies will have to pay for the contact.

**September 4 “China stages biggest maritime rescue exercise” (Xinhua, September 4, 2009)**

On the 4th, China's maritime rescue services staged their biggest ever exercise since its foundation of the country off the coast of Ningbo in the East China Sea. The exercise, jointly held by the Ministry of Transport and east China's Zhejiang Province, was conducted to test search and rescue capabilities as well as security for the Shanghai World Expo in 2010. The exercise involved 35 ships, three aircraft and more than 1,000 personnel. It simulated a collision between a passenger ship carrying 390 people and a cargo vessel loaded with chemicals, resulting in a fire on the passenger ship and a benzene leak. The drills lasted about an hour. “The exercise was successful,” said Xu Zuyuan, Vice Minister of Transport and director of the China Maritime Search and Rescue Center. “It displayed the achievements of China's maritime rescue services over the past six decades, tested their rescue capabilities and helped improve their rescue skills,” he said.

**September 5 “NK ship fights off Somali pirates” (AP, September 15, 2009)**

While the North Korean (NK) ship was adrift off the Somali coast near Mogadishu on September 5 for engine work, the crew saw 10 pirates approaching in two speedboats, said Noel Choong, who heads the International Maritime Bureau's piracy reporting center (PRC) in Kuala Lumpur, on the 15th. The NK ship immediately started its engine and moved away, and the captain called the International Maritime Bureau (IMB) for help. According to Choong, when informed, the pirates, dressed in military clothing, began firing rocket-propelled grenades and machine guns. The crew fought back with improvised molotov cocktails - bottles filled with kerosene or similar fluid and set alight by a wick or rag. The crew also fired distress rocket flares at the pirates, and the ship escaped after the captain increased speed. The captain later told the IMB a U.S. warship arrived at the scene, but the pirates had fled.

**September 7 “German warship inspects suspected pirate boat” (Maritime Security Centre, Horn of Africa, Press Release, September 7, 2009)**

On the 7th, the EU NAVFOR German warship FGS *Brandenburg* stopped to investigate a suspected pirate skiff with a crew of five in the Gulf of Aden just south of Al Mukalla. A helicopter launched from the FGS *Brandenburg* observed and exhorted the skiff to stop. However, the pirates continued to run away, throwing out the weapons and the ladder into the water. The helicopter fired warning shots across the bow. Launched from the FGS *Brandenburg*, a boarding team in a RHIB captured the weapons and five pirate suspects in the skiff. One of the five suspected pirates was wounded, but was later dead.

**September 8 “Somalia trains 500 navy recruits” (AP, September 9, 2009)**

Completing the training of its first 500 naval recruits who will form the backbone of the country's first naval force, Somalia took a step toward policing its own shores independently. Somalia's new naval commander, Admiral Farah Ahmed, said the navy will set up bases in the ports of Bosasso, Berbera and Kismayo, and its headquarters in the capital of Mogadishu. Of them, the port of Berbera is in Somaliland in the north facing the Gulf of Aden, a relatively peaceful area. However, the areas around Bosasso which are also facing the Gulf of Aden are pirate havens, and Kismayo in the south facing the Indian Ocean is in the hands of Islamist insurgents. In addition, the force also has only a dozen small boats so far. Many private military companies have expressed an interest in training the new Somali navy but European naval officials have expressed fears that new recruits might simply end up as better trained pirates. On the other hand, Ahmed is hopeful that in future he will get warships so he can chase the pirates out of his coast, adding he eventually hoped to have 5,000 sailors.

**September 9 “US Maritime Administration warns increase in piracy” (AP, September 9, 2009)**

On the 9th, the Maritime Administration of the U.S. Department of Transportation warned mariners to expect an increase in piracy off the “Horn of Africa” and in the Indian Ocean, because the monsoon season ended in the area. The advisory suggested that crew members demonstrate a willingness to defend themselves and never surrender the vessel if pirates climb aboard the ship. Deputy Director of the Maritime Administration David Matsuda stressed, “We must apply the lessons learned from the crew of the *Maersk Alabama* attacked in April.” Despite the kidnapping of their captain, the crew never surrendered the vessel. The Navy eventually rescued the Alabama's captain. (As to the details on the incident, refer to OPRF MARINT Monthly Report, April 2009, 1. 1 Security.)

**September 10 “4th Plenary Meeting of Contact Group on Fighting Piracy off Somalia Held” (MOFA HP, 10 September 2009)**

On the 10th, the “Fourth plenary meeting of the Contact Group (CG) on piracy off the coast of Somalia” was held in New York, involving participants from 45 nations and nine organizations.

The Japanese representative was in the chair at the meeting. The gist of the statements announced after the meeting is as follows.

- (1) The Transitional Federal Government of Somalia thanked the CG and its participants for their efforts, especially the deployment of naval assets, in fighting piracy off the coast of Somalia. The CG confirmed that the key factor to stability in Somalia is the ultimate solution to the issue of piracy and reaffirmed the importance of exerting further efforts to bring about a more stable Somalia.
- (2) Regarding the Working Group 1 (WG1) meetings of the United Kingdom, the CG welcomed the success of the ongoing multinational military co-ordination, which is at an unprecedented level, in contributing to lowering the rate of successful pirate attacks in the Gulf of Aden. The CG also welcomed the WG1-led regional capability development needs assessment mission, linked closely to ongoing work to implement the “Djibouti Code of Conduct.” The CG looked forward to the report to be made in the future from this mission and its recommendations, and agreed on the need for early action to deliver increased counter-piracy capability throughout the region, including within Somalia, as the sustainable means to combat piracy and address its root causes in the longer term.
- (3) The CG welcomed the establishment of the “IMO Djibouti Code Trust Fund” (Multi-donor Trust fund-Japan initiated). The CG expressed its expectation that the vigilance against pirates off the Coast of Somalia will be further strengthened when the anti-piracy information sharing centers in Kenya, Tanzania, and Yemen, and the training center in Djibouti start their operations.
- (4) Cyprus, Japan, Singapore, the United Kingdom and the United States, and the Republic of Korea signed the “New York Declaration” which had been signed by Panama, Liberia, the Bahamas, and the Marshall Islands on May 29, 2009. Together, these countries account for more than fifty percent of the world's shipping by gross tonnage. These signatories state that they will promulgate internationally recognized “Best Management Practices” for the protection of ships against piracy attacks. The CG welcomed this Declaration along with International Maritime Organization (IMO) efforts and encouraged other nations to adopt and implement piracy counter-measure guidance.

Note 1 : CG Statement Text in English, MOFA HP;

<http://www.mofa.go.jp/policy/piracy/communique0909.html>

Note 2 : New York Declaration;

<http://www.state.gov/r/pa/prs/ps/2009/sept/128767.htm>

Note 3: Best Management Practices (BMP) is a check-list for the vessels navigating the Gulf of Aden, booklet of which is available from web below;

[http://www.marad.dot.gov/documents/HOA\\_OCIMF\\_piracy\\_web.pdf](http://www.marad.dot.gov/documents/HOA_OCIMF_piracy_web.pdf)

Additionally, a revised edition as of August 21, 2009 is available from web below;

<http://www.ukpandi.com/UKPandi/Infopool.nsf/html/BMPPiracy>

### **September 14 “Somali pirates free Greek ship” (Trade Winds, September 14, 2009)**

On the 14th, Somali pirates released a Greek bulker (St Vincent & Grenadines-flagged), MV



*Irene EM* (38,340 DWT). It is said that a \$2m ransom was paid and its 22 crew members have been unharmed. The MV *Irene EM* was snatched in the Gulf of Aden on April 14 while en route from Jordan to India. Up to this time, the ship being held the longest by Somali pirates is the Taiwanese fishing vessel FV *Win Far 161* seized on April 6. Additionally, pirates continue to hold the Greek bulker *Ariana* (captured on May 2), the New Zealand general cargo ship MV *Charelle* (captured on June 12) and Turkish bulker MV *Horizon 1* (captured on July 8).

### **September 14 “Spain says no to station soldiers on tuna fishing boats” (AP, September 15, 2009)**

On the 14th, Spanish Deputy Defense Minister says that Spain cannot station soldiers on fishing boats, as requested by the industry, because Spanish law does not allow this. At present, most of the 14 Spanish tuna boats operating in the Indian Ocean are based in the Basque country. Back in January 2009 the Spanish government decided to let Spanish vessels hire private security guards armed with pistols, but this was soon seen as insufficient firepower against Somali pirates armed with weapons such as rocket-propelled grenades. Therefore, Spain's government is now allowing private security guards who board the fishing boats with high-powered rifles. The Spanish and Basque governments will consider providing financial aid for ship owners to pay for private security guards.

### **September 18 “Chinese and Russian naval escort taskforces hold joint exercise in Gulf of Aden” (PLA Daily, Net edition, the ‘Gulf of Aden,’ September 18, “China's Net,” September 20, and Xinhua, September 20, 2009)**

The naval escort taskforces of the Chinese and Russian navies which had been respectively sent to the areas off Somalia carried out a joint naval exercise coded the “Blue Peace Shield 2009” in the west sea area of the Gulf of Aden on September 18. It was the first time that Chinese navy conducted the joint exercise with the foreign naval forces in the Gulf of Aden since it had deployed the first naval escort taskforces on December 26, 2008. According to the third naval escort task force, it conducted drills, including such contents as: (1) the communication and liaison, and assembling of the two naval escort taskforces, (2) sailing maneuver, (3) flag signal communication, (4) sailing replenishment, (5) cooperated examination of suspected ships by the helicopter and the naval ship, (6) the ship-to-sea shooting, and joint maritime inspections. During the exercise, the participating ships of the Chinese side were *Zhoushan* and *Xuzhou* guided-missile frigates and *Qiandaohu* comprehensive supply ship. The participating ships of the Russian side were *Admiral Tributes* large-scaled anti-submarine ship, *Butoma* comprehensive supply ship and *MB-99* towing ship.

Rear Admiral Wen Xinchao, deputy commander of the third Chinese naval escort taskforce, told the reporters: (1) this is another important cooperation in the sea area of the Gulf of Aden following the first joint naval escort of the Chinese and Russian navies. It is also the first time for the Chinese naval escort taskforce to conduct joint military exercise with foreign militaries in the mission sea since setting sail in the area; (2) it has important significance for deepening the trust and understanding between the naval escort taskforces of the two countries and strengthening

the exchange and co-operation between the navies of the two countries in maintaining the safety and stability of the international public sea area; and (3) improving PLA Navy's capabilities of jointly implementing diversified military tasks with foreign militaries in the open sea.

Prior to the joint exercise, the Chinese *Zhoushan* frigate and Russia's *Admiral Tributs* destroyer conducted a joint exercise for escorting the shipping in the Gulf of Aden on September 10 -15. During this period they escorted a convoy of 18 commercial ships successfully. (RIA Novosti, September 15, 2009)

### **【Related Story】**

#### **“Commanders of Chinese and Russian naval escort taskforces hold meeting” (PLA Daily Net Edition, the ‘Gulf of Aden,’ September 8, 2009)**

On the 6th, at the invitation of the Chinese naval escort taskforce, Rear Admiral Sergei Aliokminski, commander of the Russian naval escort taskforce, with his seven staff officer in company, boarded the Chinese missile frigate, *Zhoushan* by helicopter, where he talked with Rear Admiral Wang Zhiguo, Commander of the third Chinese naval escort taskforce. The two sides had an exchange of the characteristics of the pirate activities off Somali coast and tactics in the process of fulfilling escort missions, and exchanged views on the escort cooperation between the two taskforces.

#### **September 19 “Pirates attack LPG tanker in SCS” (Fairplay Daily News, September 21, 2009)**

On the 19th, six pirates armed with knives and machetes attacked Singapore-registered LPG tanker *Prospect* in the South China Sea, off Anambas Island, Singapore's ReCAAP Information Center reported. The pirates hit the duty officer on the head and forced him to take them to the cabins of the captain and chief officer, who handed over cash and their personal effects. The pirates then fled the tanker and the crew activated the ship's security alert.

#### **September 20 “JMSDF P-3C finds suspicious vessel to be captured by Australian naval ship” (Maritime Security Centre, Horn of Africa, Press Release, September 21, The Sydney Morning Herald, September 23, 2009, Japan Defense Ministry's HP)**

On the 20th, a Bulk Carrier, MV *BBC Portugal*, reported an approached of a skiff of pirates while sailing in the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden. On board of the Bulk Carrier a unit of the Yemeni Coastguard was embarked. On sighting of these military personnel the skiff abandoned the approach and tried to flee as reported by the merchant vessel to the UK Maritime Trade Organization in Dubai. UKMTO alerted other merchant vessels and the Counter Piracy Forces. Thereupon a Japanese P-3C reconnaissance aircraft, already on site, reported position information to other Counter Piracy forces.

The Australian warship *Toowoomba* of CTF-151, closest to the skiff, was assisted by the helicopter of the German EU NAVFOR warship FGS *Bremen* in stopping the fleeing skiff. On sighting of the helicopter unknown items and a ladder were thrown over the bow of the skiff and

all eight persons on the skiff raised their arms awaiting the boarding team in RHIB of HMAS *Tbowoomba*. A search of the vessel revealed a rocket-propelled grenade launcher (RPG), six AK-47 assault rifles, a G-3 assault rifle and a large quantity of ammunition of weapons of mass-destruction among others. Confiscating the weapons, the team let the pirate suspects free.

### **September 21 “Pakistan to establish communication system for port security with aid through JICA” (Daily Times, September 21, 2009)**

According to Pakistani official sources, the Pakistani government plans to set up a new port security system to strengthen a posture of security along the coast of the Arabian Sea. According to the sources, the new system, which would function as a counter-terrorism measure, is composed of a new vessels traffic management system (VTMS), an automatic identification system (AIS) and a VHF global maritime distress and safety system (GMDSS) which are established at Karachi, Gwadar, Ormara and Jiwani ports. The project, proposed by the Information Technology Ministry, is estimated to cost \$21.29 million, which would be paid through an aid grant from the Japan International Cooperation Agency (JICA). The project would be completed in June 2011.

### **September 26 “Turkish navy captures 7 pirate suspects” (Bosphorus Naval News, September 27, 2009)**

On the 26th, the Turkish naval frigate TCG *Gediz* which is part of the NATO anti-piracy force captured seven pirate suspects inside the Internationally Recommended Transit Corridor (IRTC) and 66 miles off the coast. The pirates were attacking two Panamanian-flagged vessels - MV *Handy V* and MV *Gem of Cochin* when intercepted by Turkish forces. The TCG *Gediz* sent a helicopter, and the naval special force team on board of TCG *Gediz* captured the pirates. With this latest arrest the total of captured pirates increased to 24.

## **1.2 Military**

### **September 2 “USN CNO releases ‘Guidance for 2010’” (Navy News Stand, September 2, 2009)**

U.S. Navy's Chief of Naval Operations (CNO) Admiral (ADM) Gary Roughead released the CNO Guidance for 2010 on 2 September. The ‘Guidance for 2010’ reaffirms the results of the ‘Guidance for 2009’ as well as a naval policy of building a future force. The ‘Guidance for 2010’ continues to carry out the 18 intentions from the ‘Guidance for 2009,’ but also identifies five intentions that CNO will place particular emphasis on in the coming year: (1) continue to be the dominant force, ready naval forces across all maritime missions; (2) build a Navy with appropriate force structure and strategic lay down; (3) achieve decision superiority; (4) align the requirements, resources and acquisition processes; and (5) evolve and establish international

relationships.

Note: To read the CNO's 2010 guidance, visit:

<http://www.navy.mil/features/CNOG%202010.pdf>

### **September 7 “RI may purchase South Korean or Russian submarines” (A NTARA News, September 8, 2009)**

Indonesia has yet to decide the prospective supplier country for its plan to purchase two submarines to reinforce its navy in 2011 or 2012. So far, Indonesia has four optional prospective countries from which it expects to purchase the submarines, namely Germany (*U-209*), South Korea (*Changbogo*), Russia (*Kilo* class) and France (*Scorpene*). But the optional countries have now been reduced to only two, namely South Korea and Russia, Director General for Defense Facility Affairs at the Defense Ministry, Rear Marshal Eris Heryanto, said on the 7th. If South Korea becomes the last option for the importation of the submarines, it means that the Indonesia navy will have two *Changbogo* class submarines. Based on German *Type 209-1200, SS-209* class submarines are built under license in South Korea. They are low-noise submarines, owing to a high effective sonar system. On the other hand, as to the Russian *Kilo*-class submarines, Indonesia placed an order for two *Kilo* Type 636 submarines in September 2007, plus options to purchase up to eight more. But due to budget constraints, the Indonesian defense ministry canceled the previous plan and in exchange will purchase only two submarines in 2011 or in 2012. Navy Chief Admiral Tedjo Edhy Purdijatno said that the two new submarines that would be imported should have the same battle capability as that of submarines owned by other countries. “So, we hope that the two submarines would strengthen deterrent capability for our country. Submarines are not only a mere means of war but also strategic equipment,” he stressed.

### **September 14 “US Naval energy saving landing ship enters San Diego” (San Diego Union-Tribune, September 15, 2009)**

On the 14th, the US Navy's new amphibious assault ship USS *Makin Island* (46,295 tons) pulled into North Island Naval Air Station following a two-month journey from Northrop Grumman's Ingalls Shipbuilding yard in Pascagoula, Mississippi, and around the southern tip of South America. The *Makin Island* will be commissioned here October 24. The *Makin Island* is an energy-saving vessel like a big hybrid car, which is using both gas turbine engines and electric motors. The motors are used at low speeds, and the engine kicks in at high speeds. Captain Bob Kopas, commander of the ship, said the ship saved 900,000 gallons of fuel, worth more than \$2 million, on its maiden cruise. The Navy predicts it will save \$250 million in fuel costs over the life of the ship.

### **September 17 “Malaysian navy receives 1st sub at home port” (The Star, September 18, 2009)**

On the 17th, Malaysia's first French-made *Scorpene* submarine, KD *Tunku Abdul Rahman*, arrived at its home base at Sepanggar, Sabah in eastern Malaysia. At the ceremony Royal

Malaysian Navy chief Admiral Abdul Aziz Jafaar welcomed KD *Tunku Abdul Rahman* as a deterrent for would-be perpetrators, and suggested that the boat will be used to enforce Malaysia's territorial claims, such as Ambalat in the Sulawesi Sea, which is disputed by Indonesia and other Malaysian waters including areas like Turumbu Layang, about 150 nautical miles off Kota Kinabalu. Malaysia's acquisition of several Scorpene subs is widely viewed as a response to Singapore's submarine procurement, and Indonesia's submarine purchase among others.

### **September 18 “China's diplomacy: its tracks and objective” (CSIS, Pacific Forum, PacNet #63, September 18, 2009)**

Loro Horta is a Visiting Fellow with the S Rajaratnam School of International Studies Nanyang Technology University, Singapore. In his article on the tracks and goal of naval diplomacy of the Chinese Navy in recent years, he is mentioning its major points as follows.

- (1) In recent years, the PLAN has conducted a growing number of visits to foreign harbors and conducted joint exercises with other navies. In 2007 alone, Chinese warships visited 11 countries. In 2007, the PLAN carried out joint exercises with the navies of France, Spain, Britain, and Russia. On the other hand, two other Chinese vessels were conducting visits to Australia and New Zealand. At about the same time, two other PLAN ships were visiting Pakistan. The fact that 8 Chinese warships were simultaneously deployed in foreign waters near three different continents illustrates the growing importance of naval diplomacy to Beijing as well as the growing ability to conduct naval operations. In April 2009, the People's Liberation Army Navy (PLAN) celebrated its 60th anniversary. Warships representing navies from 14 countries including the U.S. and Australia attended the naval parade.
- (2) Educational exchanges with foreign countries are another growing component of China's naval diplomacy. In 2008, 97 foreign officers from 40 countries graduated from PLAN academies and institutes. On the other hand, an increasing number of Chinese officers attended courses overseas, ranging from short courses to longer courses. Chinese naval officers also attend courses in foreign civilian universities, with a dozen or so PLAN officers graduating from post-graduate programs at Singaporean, Australian, and European universities in 2007.
- (3) The donation of naval equipment is used by China to win goodwill. Medium and small vessels have been donated to Mauritania, Tanzania, Burma, Cambodia, and Sierra Leone. China has also repaired or built naval bases, and donated communication equipment among others to 34 countries around the world.
- (4) In October 2008, the Chinese Navy took delivery of its 10,000 ton hospital ship. It will be based in Qingdao and could become a major tool in Chinese diplomacy, following the example of the U.S. Navy hospital ship USNS *Mercy*. Anti-piracy operations have also emerged as another important element of Chinese naval diplomacy.
- (5) Several factors account for China's growing naval diplomacy. First and foremost China is eager to portray its military expansion and modernization as peaceful and in the interest of regional stability. Additionally, by giving wide coverage on the missions of anti-piracy

activities and others in the Chinese media and impressing a national public with an image of China as a great naval power, Chinese leadership has an objective to strengthen the basis of the communist regime as well as to enhance Chinese prestige as a great power in the world through the naval diplomacy.

- (6) The visits of the naval vessels to the outside world and the joint exercises with the foreign navies allow the PLAN exposure to the latest developments in naval doctrine and technology. In September 2007, the PLAN conducted an exercise with an aircraft carrier of the Royal Navy. Given China's publicly stated intention to acquire an aircraft carrier before 2020, such exercises are of great value to the PLAN. The long cruise of the PLAN before visiting foreign countries will strengthen its long-range operational capability which is in line with its ambitions to become a blue-water navy.
- (7) China's naval diplomacy is crucial to its strategy as a great power. However, Beijing's naval diplomacy sends mixed messages. On the one hand, the PLAN is becoming more open and transparent, increasing its contact with foreign navies. On the other, it is expanding its arsenal and feeling more confident in showing it to the world.

### **June 18 “India launches 2nd stealthy destroyer” (Defense News, September 21, 2009)**

On the 18th, the Indian Navy (IN) launched the second of three *Kolkata*-class stealth destroyers of Project-15-A, INS *Kochi*, at the state-owned Mazagon Dock shipyards (Mumbai). The INS *Kochi* is as part of the IN's next generation of guided-missile ships, which will be equipped with indigenously-developed BrahMos cruise missiles, twin torpedo launchers, anti-submarine rocket launchers, and four AK-630 rapid-fire guns and a medium-range gun for closer fighting. It is scheduled for active service in May 2011.

### **September 29 “Russia dismantles 191 nuke subs by late 2010” (RIA Novosti, September 29, 2009)**

Russia's state-run civilian nuclear power corporation Rosatom will by late 2010 dismantle 191 out of 198 nuclear submarines decommissioned from the Russian Navy. According to Rosatom, as of today, 198 nuclear submarines have been decommissioned from the Navy. Of them, 191 nuclear submarines will have been dismantled by the end of 2010. Of 198 decommissioned nuclear submarines, the disposal of about 25 submarines is not yet over. However, many of them are in the process of disposal, and at total of 191 nuclear submarines will be completely dismantled by late 2010. Russia has signed cooperation agreements on the disposal of decommissioned nuclear submarines with the United States, Britain, Canada, Japan, Italy and Norway. During the dismantlement, spent nuclear fuel is removed from the submarine's reactors and sent into storage, the hull is cut into three sections, and the bow and stern sections are removed and destroyed. The reactor section is sealed and transferred into storage.

## 1.3 Diplomacy and International Relations

### September 15 “China's Foreign Ministry requests UN CLCS not to deliberate Japan's submission” (Xinhua Net, September 15, 2009)

On the 15th, regarding the document that Japan has submitted to the United Nations (UN) Commission on the Limits of the Continental Shelf (CLCS) over extending the outer limits of the continental shelf, spokesman of Chinese Ministry of Foreign Affairs Jian Yu said: “We expect that the CLCS will appropriately solve the issue through the mechanism of the UN Convention of the Law of the Sea (UNCLOS),” requesting the CLCS not to deliberate on the document submitted by Japan over its extension of the outer limits of the continental shelf.

Note: On November 12, 2008, Japan submitted the document of extending the outer limits of the continental shelf over the seven maritime regions, as follow; the Southern Kyusyu-Palau Ridge region, the Minami-Io To Island Region, the Minami-Tori Shima Island region, the Mogi seamount region, the Ogasawara Plateau Region, the Southern Oki-Daito Ridge Region, the Shikoku Basin Region. (More information on a summary of the document in English about Japan's submission for the extension of the outer limits of the continental shelf to the CLCS is available from visiting the website of the Sogou Kaiyo Seisaku Honbu: Headquarters for Ocean Policy of Japan.)

## 1.4 Shipping, Resources, Environment, and Miscellaneous

### September 2 “K Line seals deal with China's Anshan ISG & Australia's iron ore company” (Trade Winds, September 2 and K Line HP, September 2, 2009)

On the 2nd, Kawasaki Kisen Kaisha, Ltd. (K Line) concluded a long-term iron ore transport agreement with China's Anshan Iron and Steel Group (ISG) (based in Anshan City, Liaoning Province) to transport Australian iron ore using cape-size bulk carriers (170,000-ton). The ten-year contract, which is due to start in October 2009, will involve the annual transportation of about 1.5mt of iron ore to Liaoning Province in China from Australia. Anshan ISG, thought to be China's second largest steel producer, had an output of 23.4mt of crude steel in 2008.

### September 10 “MOL issues concept for its next-generation vessels” (Marine Log, September 10, and MOL HP, September 10, 2009)

Japan's Mitsui O.S.K. Lines, Ltd. (MOL) announced the concept for next-generation, environment-friendly vessels. MOL continues to work on concepts for other next-generation vessels such as ferries, bulk-ships, tankers, and containerships. According to MOL's homepage, MOL has named the concept car carrier “*ISHIN-I* (ishin one),” which stands for “Innovations in Sustainability backed by Historically proven, Integrated technologies.” This means that “In

whatever economic environment we are placed, it is a technological innovation supported by a history of our company that seeks the coexistence of the sustainable growth of an enterprise and the protection of the global environment.”

Main features are:

- (1) While in port, and during loading and unloading: Achieve zero CO<sub>2</sub> emissions. Further develop the use of renewable energy for conventional car carriers. Realizes zero emission goal by adopting large-capacity solar-power panels and rechargeable batteries.
- (2) Under way: Reduce CO<sub>2</sub> emissions by 50%. Adopt multiple new technologies to greatly reduce the vessel's burden on the environment. The ship achieves a 41% reduction in comparison (per unit) to conventional vessels with a capacity of 6,400 cars. CO<sub>2</sub> emissions can be reduced by 50% on the larger capacity vessels envisaged for the future.

Note: MOL HP; <http://www.mol.co.jp/ishin/carcARRIER/future/index.html>

### **September 16 “Biggest gathering of ships in maritime history lies at anchor off Singapore” (Daily Mail Online, September 16, 2009)**

The British newspaper, *The Daily Mail* (Net editions), dated the 16th carried a long article which says that, due to the worldwide recession, the biggest gathering of merchant ships in maritime history lies at anchor off the southern end of the Johore State in Malaysia east of Singapore, 50 nautical miles south of the Singapore Port. The gist of the report is as follows.

- (1) The size of the idle fleet becomes more palpable when the ships' lights are switched on after sunset. Looking from the Malaysian side, a seemingly endless blaze of light of the ships at anchor stretches from one end of the horizon to another. According to the local fishermen, when they sail past the vessels in their fishing boats, they never see anyone, and they are like real ghost ships. During daylight hours, flags of convenience from destinations such as Panama and the Bahamas become visible. In reality, though, these vessels belong to some of the world's biggest Western shipping companies.
- (2) The Aframax-class oil tanker is the camel of the world's high seas. It is smaller than 132,000 DWT and with a breadth above 106ft. It is used in the basins of the Black Sea, the North Sea, the Caribbean Sea, the China Sea and the Mediterranean - or anywhere where non-OPEC exporting countries have harbors and canals too small to accommodate very large crude carriers (VLCC) or ultra-large crude carriers (ULCCs). A couple of years ago these ships would be steaming back and forth. Now, 12 percent are doing nothing. In September 2008, an Aframax tanker capable of carrying 80,000 tons of cargo would cost £31,000 a day (\$50,000). Now, it is about £3,400 (\$5,500).
- (3) Charter fare of container vessels is not exceptional. For example, the cost of sending a 40ft steel container of merchandise from China to the UK has fallen from £850 plus fuel charges in 2008 to £180 in 2009. The cost of chartering an entire bulk freighter suitable for carrying raw materials has plunged even further, from close to £185,000 (\$300,000) in the summer of 2008 to an incredible £6,100 (\$10,000) earlier 2009. Business for bulk carriers has picked up slightly in recent months, largely because of China's rediscovered appetite for raw materials such as



iron ore. But this is a small part of international trade, and the prospects for the container ships remain bleak.

- (4) Some experts believe the ratio of container ships sitting idle could rise to 25 percent within two years. Managing director of Clarksons, London's biggest ship broker, says container shipping has been hit particularly hard: 'In 2006 and 2007 trade was growing at 11 percent. In 2008 it slowed down by 4.7 percent. In 2009 they think it might go down by as much as eight percent. If it costs £7,000 a day to put the ship to sea and if you only get £6,000 a day, the ratio of container ships sitting idle could rise. Yet at the same time, according to the director, the supply of container ships is growing. In 2009, supply could be up by around 12 per cent and demand is down by eight percent. As a result, the ships sitting idle could be twenty percent.
- (5) There have hardly been any new orders to the shipping industry. There is a three-year lag between the placing of an order and the delivery of a ship. Thus the labors of today's Korean shipbuilders merely represent the completion of contracts ordered in the fat years of 2006 and 2007. Those ships will now sail out into waters that no longer want them. Maersk announced recently that it was renegotiating terms and prices with Asian shipyards for 39 ordered tankers and gas carriers.
- (6) According to East Asia editor of Lloyd's List, there was an ordering frenzy on all types of vessel, particularly container ships, because of the booming trade between Asia and Europe and the United States. It was fuelled in particular by consumer demand in the UK, Europe and North America, as well as the demand for raw materials from China. Orders for most existing ships to be delivered within the next six to nine months would be honored, and the ships would go into service at the expense of older vessels in the fleet. These older vessels would be scrapped or end up anchored off places like southern Malaysia. Moreover, some ship owners won't be able to pay their final installments when the vessels are completed. Normally, they pay ten percent down when they order the ship and there are three or four stages of payment. But 50 to 60 percent is paid on delivery. South Korean shipyard Hanjin Heavy Industries recently said it had been forced to put up for sale three container ships ordered at a cost of £60 million (\$100 million) by the Iranian state shipping line after the Iranians said they could not pay the bill.

### **【Related Story】**

#### **“Asian ship lines face drop in income” (Financial Times, September 23, 2009)**

According to credit rating agency Moody's, Asian shipping companies face the prospect of having their ships seized by creditors within the next year. Cargo shipping rates have fallen dramatically since the beginning of the global recession, and as a result, many ships are sitting empty outside of ports with little prospect of new contracts. For example, Hong Kong's Orient Overseas Container Line, one of the world's largest shipping and logistics companies, reported a 37 percent decline in revenue last month, while Korea's Hanjin Shipping, Singapore's Neptune Orient Lines, and Taiwan's Evergreen Marine reported revenue decreases of 38, 37 and 35 percent, respectively. Asian shipping companies are predicted to not recover before 2012 due to

the surplus of available vessels, as well as new ships still being constructed.

**September 30 “Suez Canal revenue in FY2008 drops” (Trade Winds, September 30, 2009)**

According to Suez Canal Authority, revenue has fallen 7.2% at Egypt's Suez Canal in the FY 2008 ending 30 June 2009. Takings dropped to \$4.74bn from the record high of \$5.1bn in the previous 12 months. On the other hand, ship transits dropped to 19,354 from 21,080 the year before, while cargo volume was down 8.9% at 811.4m tons. The canal has been hit by the double whammy of depressed trade and pirate attacks in the Gulf of Aden causing some owners to re-route vessels round South Africa.

## 2. Intelligence Assessment

### **Status of Incidents of Piracy Attacks off the Gulf of Aden and Somalia in 2009**

The incidents of piracy attacks on the vessels steaming in the waters around the so-called “Horn of Africa” in the Gulf of Aden, the Red Sea, and off Somalia have significantly increased, in particular, from September 2008 to April 2009. Additionally, the Somali pirates have been expanding the attacking areas further into the Indian Ocean from the Somali coast since March 2009. Usually, this area is visited by the Southwest monsoon season from early May to early September, in which the sea is rough and the incidents of attacks will decrease. Since September incidents of attacks were expected to increase again, but those by Somali pirates in August and September were zero.

On the other hand, in 2009, based on several successive resolutions of the United Nations (UN) Security Council in the second half of the year 2008, major maritime and shipping nations have implemented joint or independent counter-measures against piracy by dispatching naval vessels and aircraft. As of September 2009, about more than 20 major maritime and shipping nations are dispatching more than 30 naval vessels and aircraft to conduct joint or independent counter-measures against piracy. Also, the international organizations such as the International Maritime Organizations (IMO) and the International Maritime Bureau (IMB) and the maritime shipping circles are taking various counter-measures.

Below is a report on the situation of the incidents of the piracy off the Gulf of Aden and Somalia in 2009 and the counter-measures of the respective nations and organizations, which is summarized from various sources of information.

#### **1. Actual situation of pirate groups**

Since its dictator Mohamed Siad Barre had been ousted from power in 1991, Somalia has no central government which effectively controls the whole country, and a situation, where local warlords defend their own territories, continues. The Somali Transitional Federal Government (STFG) controls a middle part of the country centering on the capital of Mogadishu. However, in the southern area the Islamic armed group “Al Shabaab” is dominant and continues conflicts with the forces of the STFG. Additionally, there are two autonomous regions of Somali Land and Puntland in the northern area. (The Japanese government has not approved the STFG military forces.)

This internal situation of Somalia is said to be the major reason for making the piracy active in the surrounding waters. This is why the United Nations Security Council (UNSC) resolution 1838 adopted on October 7, 2008 emphasized that it is necessary to secure, first of all, the peace and stability in Somalia, to strengthen the national organizations, and to establish the rule of law.

According to the report on Somalia released by UN Secretary-General Ban Ki-moon on March

18, 2009, there are two major pirate networks of Somali Pirates, which are rooted to the coast of Somalia, particularly, the fishing regions in the northeast and central areas, reflecting the Somali social structures based on the family clans, as follows.

- (1) There are two main piracy networks in Somalia: one in Puntland and the other based in the southern Mudug region. It is also reported that in Puntland, the most important pirate group is located in the Eyl district, with other smaller groups operating from Bossaso, Qandala, Caluula, Bargaal and Garacad.
- (2) The Mudug piracy network operates from Xarardheere. It was this group that held the Ukrainian ro-ro ship MV *Faina* carrying tanks among other military equipment, together with three other ships, for a period of approximately five months from September 2008 to February 2009. It is widely acknowledged that some of these groups now rival established Somali authorities in terms of their military capabilities and resource bases.

The financial sources of these pirate groups are the ransoms they demand as a condition for releasing the vessels they have hijacked. The business journal, *Fairplay International Shipping Weekly* (May 14, 2009), reports the status of Somali pirates is far from the armed groups of opportunistic family clans carried by media, and they are supported by the legal business of investors in the West and the Middle East. The gist of the report is as follows.

- (1) A partner at New York-based law firm said, “The financiers are key players in the operation and they raise funds for raids, equip boats and have many investments in the UAE.” Another partner from law firm said: Sky-high ransoms reaching, on average, between \$1.2m-\$2m per ship are paid in cash. Pirates simply see it as a business.
- (2) Thanks to increased funds and successful attacks, pirates have wider access to information and can hire a broader range of informants to help them complete their hijacks. Regarding the spike in attacks in large maritime areas in recent months, including the use of bigger boats among others, the improved operations have been funded by the Somali businessmen who, together with some law enforcement, hide behind the pirates. However, ransoms are spread widely. For example, only part of a \$2m ransom would be transferred to a bank account. One-third would be paid to the pirates on board the vessel and 10% paid to local authorities.

According to the *Fairplay International Shipping Weekly*, so far, several piracy groups have been identified but their tactics and end result remain the same. The pirates are from different regions of Somalia, and have an allegiance to local war lords who in turn have organized criminal links beyond the region. Therefore, as piracy earnings are bolstering Somalia’s battered economy, ending piracy is unlikely to be a major priority of the Somali clan government.

## **2. Transition of the numbers of incidents of pirate attacks**

Table 1 indicates the transition of the numbers of the incidents of pirate attacks, including the attempted cases, in the Gulf of Aden, the Red Sea and off Somalia during the recent five years.

Table 1: Transition of numbers of incidents of pirate attacks including the attempted cases in the Gulf of Aden, the Red Sea and off Somalia noted during the recent five years (including attempted cases)

	2005	2006	2007	2008	2009
Gulf of Aden, Red Sea	10	10 (B1)	13 (H1)	92 (B2, H32)	117 (H19)
Somalia	35 (B1, H15)	10 (H5)	31 (H11)	19 (H10)	50 (B1, H12)
<b>Totals</b>	<b>45 (B1, H15)</b>	<b>20 (B1, H5)</b>	<b>44 (H12)</b>	<b>111(B2, H42)</b>	<b>167(B1, H31)</b>

Source : Calculated from each annual edition issued by ICC International Maritime Bureau, London, "Piracy and Armed Robbery Against Ships" However, regarding 2009 year, numbers of cases from January 1 to June 30 were taken from the "Piracy and Armed Robbery against Ships: Half Year Report 2009." The numbers of the cases from July 1 to September 30 were taken from the weekly report of the Worldwide Threat to Shipping Mariner Warning Information (Office of Naval Intelligence Civil Maritime Analysis Department, U.S. Navy.)

Remarks: The number of each year includes all attacks, including attempted cases. Numbers in parentheses are the details of the actual cases with capital alphabets. B means 'boarded' and H means 'hijacking.'

Note: The numbers of cases in Somalia include those in the Indian Ocean in the sea near the shore of Seychelles and off Oman,

As shown in the Table 1, in 2008, particularly in August, a remarkable increase of incidents of attacks in the Gulf of Aden was noted. Although the numbers of the incidents themselves were decreasing off Somalia, the incidents of attacks were occurring again in the maritime areas off the eastern and southern coasts of Somalia. It is peculiar that the incidents of attacks began to occur far away in the areas off Kenya and Tanzania. Additionally, in 2009, changes have been noticeable in the incidents of attacks by pirates in the maritime area around Somalia. According to the report of the first half year (January1 –July30) of 2009 of the IMB, by June 30, the numbers of incidents in this maritime area have already exceeded the numbers of incidents which had occurred throughout the year in 2008. However, in the Gulf of Aden particularly, compared to the numbers of attacks, the numbers of successful hijackings have been decreasing in 2009, as patrols by the warships of respective nations have increased. However, the report of the first half year of 2009 points out that, since the warships of respective nations were deployed to the Gulf of Aden and the captains of respective merchant vessels steaming in the area strengthened counter-piracy measures, the numbers of successful hijackings have been decreasing significantly although the incidents of attacks themselves have not decreased as expected.

On the other hand, incidents of attacks in the Indian Ocean off the eastern coast of Somalia, where no warships of respective nation have been deployed, have a trend toward increasing. The report of the first half year of 2009 points out that Somali pirates are taking more daring actions, which have been expanded to the area including off Kenya, off Tanzania, off Seychelles and off Madagascar. In these waters, pirates are believed to be using "mother ships" and some attacks have taken place in the area more than 600 nautical miles from the coastline.

Bahrain-based Combined Maritime Forces (CMF) - Commander of the US 5th Fleet – issued

an updated Special Maritime Advisory message for mariners on June 9. According to the message, merchants are urged to use a new route off the east coast of Somalia due to the start of the southwest monsoon season. In addition, the message are warning the merchants that there is the sign of the pirates' extended range of operations off the Eastern Somali coast, stretching all the way to and beyond the Seychelles, with the use of larger ships as "mother ships." Pirates have also recently increased their number of attacks during the hours of darkness, highlighting the need for heightened vigilance of merchant mariners during both day and night time transits through the high risk areas. The majority of attacks during 2008 and early 2009 took place during the day time in the Gulf of Aden. However, recently pirates have attacked vessels at night and have conducted attacks far off the eastern coast of Somalia. (Combined Maritime Forces Public Affairs, Press Release, June 9, 2009)

### 3. Methods of attacks and types of ships vulnerable to attacks from pirates

Table 2 shows the specifics of typical types of the ship hijacked in the Gulf of Aden and off Somalia in the first half of 2009. As shown in the Table 2, on average, the vessels hijacked by Somali pirates have relatively low dry decks, slow speed (below 15 knots) , and a small crew (more or less 20 on average).

Table 2: Specifics of typical types of the ship hijacked in the Gulf of Aden and off Somalia in the first half of 2009

Name	Type	GRT	DWT	Freeboard(ft)	Speed(k)	Crew
<i>Blue Star</i>	General Cargo	6,168	7,032	7	15	28
<i>Sea Princess II</i>	Product Tanker	1,902	3,399	2	12	15
<i>Longchamp</i>	LPG Tanker	3,415	4,318	5	13	13
<i>Saldanha</i>	Bulk Carrier	38,886	75,707	17	14.5	22
<i>Bow Asir</i>	Chemical Tanker	14,626	22,847	9.5	15.5	27
<i>Nipayia</i>	Chemical Tanker	5,357	8,742	8	13	19
<i>Hans Stavanger</i>	Containership	15,988	20,526	11	18	24
<i>Malaspina Castle</i>	Bulk Carrier	21,173	32,587	14	15	24
<i>Buccaneer</i>	Tug & Barge	1,672	2,524	4	12	16
<i>Irene E. M.</i>	Bulk Carrier	21,947	32,025	9	13	22
<i>Pompei</i>	General Cargo	1,482	1,220	2	9	10
<i>Patriot</i>	Bulk Carrier	19,795	31,838	13	14	17
<i>Ariana</i>	Bulk Carrier	37,955	69,041	17	12.5	24
<i>Victoria</i>	General Cargo	7,767	10,683	9	14.7	11
<i>Horizon 1</i>	Bulk Carrier	21,630	34,173	14	11.5	23

Source: Calculated from information in the "List of Ships Sea-jacked, Horn of Africa Piracy, Maritime Administration, U.S. Department of Transportation."

Pirates usually attack the target-ship with two – five small fast attack boats, skiffs which are launched from the "mother ship" at sea that is regarded to be a hijacked or specifically configured

vessel. For boarding the target vessel, the pirates are equipped with a rope ladder with grappling hooks at the end or an aluminum ladder. Also, they are heavily armed with AK-47 assault rifles, machineguns, and RPG-7 rocket propelled grenades, and use these weapons to halt and board the target vessel and control the crew members. However, Somali pirates consider the hostage to be the greatest assets in negotiations on ransom. Therefore, it is their objective to hijack the target vessel without harming the crew members.

According to the IMB report, the types of ships which were involved in the incidents of attacks by Somali pirates frequently are bulk carriers, chemical and product tankers, and container ships. A noteworthy incident occurred in April that the U.S. flagged vessel was attacked for the first time. On April 8, pirates attacked a U. S. flagged container ship, MV *Maersk Alabama*, and temporarily seized it south of the Gulf of Aden. Twenty American crew-members were on board the container ship. Holding the ship's captain on a lifeboat of the vessel, the pirates took him as a hostage. On the evening of the 12th, U. S, Navy Seal snipers conducted an operation to rescue a cargo ship captain unharmed and killed three Somali pirates. This incident was the first rescue attempt by using force for the US navy.

Commodore Gerry Northwood of the Royal Navy, the head of operations for the European Union's anti-piracy taskforce, mentioned the tactics of attacks on ships by Somali pirates, which are summarized as follows.

- (1) As to how the Somali pirates operate, it varies from north to south of the coastline. Pirates operating from Puntland, mainly in the Gulf of Aden, favor using ladders. A skiff - a low fast boat used by pirates - has about three or four feet of ladder extended over the front of the boat. And also within the boat they have a tarpaulin, under which there will be a few extra crew-members hiding themselves away, plus their stash of AK47s and rocket propelled grenades (RPG's), so they come quite well armed. On the other hand, the group based in Hobyo on the east coast of Somalia tends to favor using grappling hooks.
- (2) The pirates tend to station themselves out to sea overnight, then between first light and mid-morning they close in to attack the ship. Their favored approach is to come up from behind on the port side, often choosing the point where the ship's freeboard - the distance between the deck and the waterline - is at its lowest. Frequently, they are deterred by non-lethal methods like water cannons or even barbed wire but when they do manage to climb aboard they often fire their assault rifles, and even their RPG's, indiscriminately. It is a miracle more people have not been killed this way. (BBC News, February 11, 2009)

#### **4. Anti-piracy activities of respective nations and organizations**

The respective nations and organizations are deploying their naval vessels and maritime patrol aircraft, based upon the subsequent UNSC resolutions.

##### **(1) The European Union (EU)**

On December 8, 2008, the EU foreign ministers meeting agreed to launch anti-piracy task mission - Operation Atalanta - off Somalia. The EU Naval Force (EUNAVFOR), which consists of EU warships and maritime reconnaissance aircraft, will patrol the area in the Gulf of Aden and

escort cargo ships carrying relief aid to Somalia under the UN World Food Program (WFP). The EU opened the Maritime Security Center, Horn of Africa (MSC-HOA) as online coordination center to accept the registration of shipping information on the navigating vessels and to provide threat information. On May 19, EU nations agreed to extend their naval operations against Somali pirates as far as the Seychelles. This is the measure taken in response to the situation in which pirates have expanded their activity areas over some seven hundred nautical miles into the Indian Ocean from southern Somalia eastwards to the Seychelles archipelago while foreign navies are focusing their efforts on the Gulf of Aden, The EUNAVFOR sent three Swearingem Merlin 3 maritime patrol aircraft to the Seychelles in September when the pirate attacking incidents were expected to increase to strengthen the anti-piracy patrol activities in the maritime area around the archipelago.

As of the end of September, Spain, Germany, France, Greece, Italy, Sweden, Netherlands, Norway, Belgium, and Britain are participating in EUNAVFOR. The main stay of the naval vessels of the respective nations is a fleet of frigates, most of which are equipped with helicopters. Spain, Germany and France are dispatching maritime patrol aircraft. Apart from these countries, Switzerland, a non-EU member and a landlocked country which has 35 registered merchant vessels, is to send military personnel and experts to the EUNAVFOR, as about 30 percent of commodities bound for Switzerland are transiting the Suez Canal. Also, Croatia has agreed to participate in the EUNAVFOR on condition that it pays its own expense and operates under the command of the EUNAVFOR.

## **(2) NATO**

On October 9, 2008, the NATO defense ministers meeting decided to send NATO fleet to the maritime area of Somalia. The NATO fleet was dispatched from the Standing NATO Maritime Group 2 (SNMG 2) based in Naples, Italy. The NATO executed the Operation dubbed "Allied Provider" on October 27. Its missions are escorting cargo ships carrying relief aid to Somalia under the UN World Food Program (WFP) and patrolling the Somali maritime area. The missions of NATO fleet were turned over to the EU fleet in December 2008. The NATO resumed anti-piracy missions called the Operation "Allied Protector" from the end of March 2009 to June 20. On August 17, NATO commenced a new anti-piracy operation dubbed Operation "Ocean Shield." According to NATO News dated the same day, Operation "Ocean Shield" was intended to support building anti-piracy capabilities of the surrounding nations in the region upon request, in addition to the counter-piracy activities at sea. This was to supplement the international efforts of building the capabilities and to contribute to improving the maritime security situation around the "Horn of Africa." The Allied Joint Command Lisbon in Portugal is in charge of overall operational control, and the Maritime Component Command Headquarters Northwood in Britain controls the daily operational activities. The fleet to be dispatched is composed of the SNMG2, which comprises the warships from Britain, Italy, Greece, the US, and Turkey.

## **(3) Combined Task Force-150 (CTF-151)**

The maritime area around Somalia is under the control of the 5th Fleet of the United States Navy (USN) with its headquarters in Bahrain. The USN 5th Fleet is responsible for controlling



the maritime area which covers the Gulf of Aden, the Red Sea, the Gulf of Oman, and the eastern part of the Indian Ocean. There are multinational naval forces participating in the anti-terrorism operations, and the Combined Maritime Forces (CMF) in Bahrain. The Commander of the USN 5th Fleet is also the Commander of the CMF. In this maritime area, the USN 5th Fleet, together with the CMF, established the Combined Task Force-150 (CTF-150) to deter an inflow of terrorists and arms from the sea in company with the Operation "Enduring Freedom" in Afghanistan, and is conducting the Maritime Security Operation (MSO) in the responsible area of the 5th Fleet. The supply support of the Japanese Maritime Self Defense Force (JMSDF) is oriented to the vessels of the CTF-150.

However, as the primary mission of the CTF-150 is an execution of the MSO, the CMF established another new task force specifically for counter-piracy – CTF-151 on January 1, 2009. According to the CMF press release dated January 8, CTF-151 is a multinational task force that conducts counter-piracy operations in and around the Gulf of Aden, Arabian Sea, Indian Ocean and the Red Sea. It was established to create a lawful maritime order and develop security in the maritime environment. The CTF-151 functions as an international framework to accept the naval vessels dispatched by the countries other than the EU-member countries and NATO-member countries. As of September 2009, in addition to the US, Britain and Turkey, Singapore, Australia, and South Korea are dispatching naval vessels to the CTF-151

#### **(4) Japan**

Japan commenced the anti-piracy activities by the 2nd expeditionary fleet under the anti-piracy law on July 28, 2009. Under the new law, the Japanese Maritime Self-Defense Force (JMSDF) expanded operations to include non-Japanese vessels. According to the homepage of the Japanese Defense Ministry, the details of the escorted commercial ships during the 42nd escort mission (1st session of the anti-piracy activities) and the 64th escort mission (23rd session of the anti-piracy activities) during an approximately two-month period from July 28 to September 30 since escorting activities were implemented under a new anti-piracy activities law that took effect [in late July] are as follows.

JMSDF vessels escorted a total of 150 commercial ships. Of 150, one was Japanese-registered vessel, 57 were foreign-registered vessels operated by the Japanese shipping firms, (of which four were foreign registered vessels with the Japanese crew members.) , and 92 were the other foreign registered vessels.

#### **(5) Other participating nations**

Except the countries participating in the above-mentioned EU fleet, NATO fleet and CTF-151, the nations that are sending the naval vessels and maritime patrol aircraft for anti-piracy activities off Somalia are India, China, Malaysia, Russia and Iran.

In addition, the surrounding countries in the region, Yemen, Kenya and the Seychelles are conducting patrolling activities within their territorial waters and exclusive economic zones (EEZ's). On June 29, 2009, a consortium of 11 Arab states discussed to set up a joint Arab anti-piracy naval force to prevent the spread of piracy. The force, to be initially led by Saudi Arabia, will be joined by Bahrain, Djibouti, Egypt, Jordan, Kuwait, Oman, Qatar, Sudan, the

United Arab Emirates and Yemen.

## 5. Future issues in anti-piracy

There are two sides in this issue. One is the countermeasures against the incidents of pirate attacks. The other is domestic stability in Somalia and its pursuit of fundamental solutions to exterminating the piracy.

Regarding the counter-measures against the piracy, as we have discussed, major maritime nations have been dispatching their naval vessels and maritime patrol aircraft in the areas surrounding Somalia in accordance with the successive UNSC resolutions. Certainly, presence of the naval vessels and the maritime patrol aircraft in the maritime area frequented by the piracy incidents may be expected to be effective in deterring piracy. Up to this time, the naval vessels of the EU fleet and NATO fleet as well as the Russian naval vessels have kept the pirate suspects in custody on the spot, confiscating the weapons. Also, the United States and France used force to free the hostages.

Commodore (CDR) Gerry Northwood aforementioned told how the naval vessels of the respective nations can respond to the attacks on the spot as follows.

- (1) Regarding a possibility that the coalition warships were ever able rescue a merchant vessel under attack, CDR Gerry Northwood mentioned: From the point when the merchant vessel has seen the pirates to the point where they are on his bridge and it is game over, is about 10 minutes. If the merchant vessels can take protective measures, - either by putting up barricades to block the pirates getting on board, or locking themselves into their super-structure and making it difficult for the pirates to gain access - that buys the coalition force time. If they can extend that period out to about 30 or 40 minutes, it actually becomes very feasible that a coalition warship, or helicopter, or maritime patrol aircraft will arrive on the scene and will be able to assist them.
- (2) When a merchant vessel comes under attack, the ship's master usually has time to activate a security alert which is picked up by the UK Maritime Trade Office in Dubai, and the taskforce is alerted. But, once a ship is taken over by pirates, there is not much the warships can do. The pirates take care to feed and protect their captured crew and cargo as hostages while the bargaining goes on, often for months.

Moreover, the maritime attack area is spreading over the Indian Ocean in 2009. Although the EU fleet is expanding its activity area into the Indian Ocean, and the Indian Navy is intensifying the patrol in the sea near the shore of the Seychelles, it is virtually impossible for the respective nations to conduct and maintain in-depth patrols in the large areas like the Indian Ocean in addition to the Gulf of Aden. Above all, the deadline for the UN resolutions that have requested the respective member nations to send the naval vessels is the end of 2009. At present, although the deadline is very likely to be extended, it is hard to judge how long the respective nations will continue to send the naval vessels at their own expense.

Regarding the second issue of the internal stability of Somalia, a solution of the piracy issue is the key. In spite of the responses of the respective countries, there is still no end to piracy attacks

in Somalia. It goes without saying that, for the international community, the biggest issue in the pursuit of the fundamental solutions of exterminating piracy is the internal stability of Somalia as well as the capacity building by the surrounding nations.

As to this issue, mechanisms of examining a prescription for it are being prepared to some extent and the UN as well as the respective nations concerned are supporting them. Based on the UNSC resolution 1851, on 14 January 2009, twenty-four countries, including Japan, U.S. and China, and five major international organizations have come together at the UN to form the Contact Group on Piracy off the Coast of Somalia (CGPCS), charged with coordinating anti-piracy actions in the Gulf of Aden. At the meeting, the Contact Group established four working groups to tackle different piracy-related issues. Working Group 1 will address activities related to military and operational coordination and information sharing and the establishment of the regional coordination center, and will be convened by the UK with the support of the IMO. Denmark will convene Working Group 2 to address judicial aspects of piracy with the support of UNODC. The US will convene Working Group 3 to strengthen shipping self-awareness and other capabilities, with the support of IMO, and Egypt will convene Working Group 4 to improve diplomatic efforts on all aspects of piracy. Recently, on 10 September, the “Fourth plenary meeting of the Contact Group (CG) on piracy off the coast of Somalia” was held in New York, involving participants from 45 nations and nine organizations. The Japanese representative was in the chair at the meeting. (Refer to 1. 1 Security in this monthly report.)

Additionally, at a meeting convened by IMO and Djibouti government on January 26 – 29, 2009 a “Djibouti Code of Conduct” for the repression of piracy and armed robbery in western Indian Ocean and the Gulf of Aden was adopted. Nine countries --Djibouti, Ethiopia, Kenya, Madagascar, Maldives, Seychelles, Somalia, Tanzania and Yemen--signed the code. The code signatories declare their intention to cooperate on the repression of piracy and armed robbery against ships, to locate an information center, respectively, in Mombasa (Kenya), Dar es Salaam (Tanzania), and Sana'a (Yemen), and to establish the training center in Djibouti.

However, as for the domestic stability in Somalia, there is no drastic, visible solution at present. Although the full-scale commitment of the international community is regarded to be essential to the domestic stability of Somalia, it will be an extremely a difficult issue.

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

## Links

Antara News	<a href="http://www.antaraneews.com/en/">http://www.antaraneews.com/en/</a>
AP	<a href="http://www.ap.org/">http://www.ap.org/</a>
BBC News	<a href="http://news.bbc.co.uk/">http://news.bbc.co.uk/</a>
Bosphorus Naval News	<a href="http://turkishnavy.blogspot.com/">http://turkishnavy.blogspot.com/</a>
China Daily	<a href="http://www.chinadaily.com.cn/">http://www.chinadaily.com.cn/</a>
China.org.cn	<a href="http://www.china.org.cn/index.htm">http://www.china.org.cn/index.htm</a>
CNN	<a href="http://www.cnn.com/">http://www.cnn.com/</a>
CSIS	<a href="http://csis.org/">http://csis.org/</a>
Daily Mail Online	<a href="http://www.dailymail.co.uk/home/index.html">http://www.dailymail.co.uk/home/index.html</a>
Daily Times	<a href="http://www.dailytimes.com.pk/">http://www.dailytimes.com.pk/</a>
Defense News	<a href="http://www.defensenews.com/">http://www.defensenews.com/</a>
Fairplay Daily News	<a href="http://www.fairplay.co.uk/">http://www.fairplay.co.uk/</a>
Financial Times	<a href="http://www.ft.com/home/asia">http://www.ft.com/home/asia</a>
Global Times	<a href="http://www.globaltimes.cn/">http://www.globaltimes.cn/</a>
Maktoob Shipping Business	<a href="http://business.maktoob.com/20090000384954/UAE_s_Eships_wins_Aussie_alumina_deal/Article.htm#">http://business.maktoob.com/20090000384954/UAE_s_Eships_wins_Aussie_alumina_deal/Article.htm#</a>
Marine Log	<a href="http://www.marinelog.com/">http://www.marinelog.com/</a>
Maritime Security Centre, Horn of Africa	<a href="http://www.mschoa.org/Default.aspx">http://www.mschoa.org/Default.aspx</a>
Ministry of Defense	<a href="http://www.mod.go.jp/">http://www.mod.go.jp/</a>
Ministry of Foreign Affairs of Japan	<a href="http://www.mofa.go.jp/index.html">http://www.mofa.go.jp/index.html</a>
Mitsui O.S.K. Lines	<a href="http://www.mol.co.jp/menu-e.html">http://www.mol.co.jp/menu-e.html</a>
Naval Technology	<a href="http://www.naval-technology.com/">http://www.naval-technology.com/</a>
Navy News Stand	<a href="http://www.news.navy.mil/local/greatlakes/">http://www.news.navy.mil/local/greatlakes/</a>
PLA Daily	<a href="http://english.chinamil.com.cn/">http://english.chinamil.com.cn/</a>
RIA Novosti	<a href="http://en.rian.ru/">http://en.rian.ru/</a>
San Diego Union-Tribune	<a href="http://www.signonsandiego.com/">http://www.signonsandiego.com/</a>
Shiptalk	<a href="http://www.shiptalk.com/">http://www.shiptalk.com/</a>
The Star	<a href="http://thestar.com.my/">http://thestar.com.my/</a>
The Sydney Morning Herald	<a href="http://www.smh.com.au/">http://www.smh.com.au/</a>
Trade Winds	<a href="http://www.tradewinds.no/">http://www.tradewinds.no/</a>
VOA News	<a href="http://www.voanews.com/english/index.cfm">http://www.voanews.com/english/index.cfm</a>
Xinhua	<a href="http://www.xinhuanet.com/english/">http://www.xinhuanet.com/english/</a>

# **Ocean Policy Research Foundation**

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

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