

OPRF MARINT Monthly Report

October 2010



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

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

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Intelligence Summary in October 2010

Maritime Security: As the south west monsoon is continuing to abate, the NATO Shipping Center estimates the piracy is getting more active, heeding a warning with a summary as follows. As of October 15, there is at least one mother ship operating in the northeast Somali Basin east of 65 degrees east, and any small vessel observed in the open ocean more than 300Nm from the Somali coast should be considered to be a potential pirate vessel.

In fact, in October, piracy in groups is getting more active, and there were five hijackings, including one incident against the Japanese-related vessel. On the afternoon of October 10, the Panama-flagged cargo ship MV *Izumi* (20,170DWT) operated by NYK-Hinode Line Ltd. sent an automatically released distress signal indicating that the vessel was likely to be under pirate attack. In the early hours of October 11, it was confirmed that pirates were in charge of the MV *Izumi*.

Under the situation in which piracy in groups is active, and the number of the incidents is increasing, two counter-piracy measures have been noticeable. One is the self-defense measure by the vessels attacked. According to the anti-piracy manual of the “Best Management Practice (BMP)” issued by the shipping business circles, crews of the vessels are advised to lock themselves inside a safety compartment dubbed “citadel” when they are boarded by pirates. There have been three cases in which they could avoid being hijacked [by pirates]. The other is capturing the pirate groups before their venturing out to sea by the international navies, four cases of which have been noted so far. For instance, on the 18th, a helicopter embarked on the Royal Fleet Auxiliary (RFA) ship *Fort Victoria* (A387) belonging to the multinational counter-piracy task force, Combined Task Force (CTF) 151, identified a suspicious whaler towing a skiff near the Somali coast. The whaler, with nine persons on board, contained a significant amount of fuel barrel. The captain of the *Fort Victoria* has said capturing the pirate group before its going out to the sea is a very effective counter-piracy measure.

On October 21, EU NAVFOR signed a contract with the Seychelles Petroleum Company (SEYPEC), agreeing on the establishment of its F44 fuel delivery facilities for the helicopters based on the naval combatants which are engaged in counter-piracy. The provision of “F44” is available to all naval combatants of all nations engaged in counter-piracy. Payment of F44 will be covered by the warships’ flag nations to reimburse EU NAVFOR.

According to the Shiptalk dated October 27, the German Ship-owners Association (VDR) has recently expressed doubts about a proposal by their British counterpart and insurers to set up a private fleet to combat piracy. A spokesman for the VDR said, “In any case, we don’t believe any such action would be covered by international law.”

Military Developments: On the 11th, INS *Shakti*, the second unit of the Fleet Tanker of the Indian Navy, was launched at the Italian shipyard. INS *Deepak*, the first unit of the two Fleet Tankers, was already delivered to the Indian Navy, which is now at the final stage of sea trials.

INS *Shakti* is scheduled for delivery to the Indian Navy at the end of this year to start sea trials. The *Shakti* is planned to be commissioned in the middle part of 2010.

On the 12th, regarding the Cam Ranh Bay naval base, Vietnam's Foreign Ministry spokeswoman denied the report that the Russian Navy had now drawn up proposals for returning to the base, and said Cam Ranh Bay naval base would not be leased out to any foreign power. On the other hand, according to the Thai newspaper, *The Bangkok Post*, dated on the 31st, Vietnamese Prime Minister Nguyen Tan Dung said, "Vietnam will stand ready to provide services to the naval ships from all countries including submarines when they need our services. Countries will pay for services at the facility." He made this statement in response to a reporter's question at the close of the East Asia Summit on the 30th.

On the 12th, at the meeting of the ASEAN Defense Ministers Meeting Plus held in Hanoi, U. S. Defense Secretary Robert M. Gates made a speech, in which he said: "The United States has been a Pacific nation for many years and will continue to be a resident power in Asia in the future." Based on this perspective, Gates encouraged claimant nations in the South China Sea to make initial steps to discuss the development of a full code of conduct, in line with the 2002 ASEAN Declaration on the Conduct of Parties. Gates also stressed the U.S. has a national interest in freedom of navigation, unimpeded economic development and commerce, and is in respect for international law. Prior to the meeting of the ASEAN Defense Ministers Meeting Plus, Gate made an address at the Vietnamese National Defense University, and talked with the Thai Defense Minister Lt. Gen. Phung Quang Thanh. Moreover, Gates also talked with the Japanese Defense Minister Toshimi Kitazawa, and the Chinese Defense Minister Gen. Lian Guanglie.

On October 14-15, senior officials from U.S. Pacific Command held the meetings with officials from the People's Republic of China (PRC) Ministry of National Defense under the U.S.-China Military Maritime Consultative Agreement (MMCA) in Honolulu, Hawaii. The MMCA plenary discussions are part of an ongoing process to increase the safety of Airmen and Sailors operating in close proximity to each other and are an important component of a sustained, reliable and meaningful military-to-military relationship. Both sides will report their findings to the Defense Consultative Talks, scheduled for December 9-10 in Washington, D.C.

On the 22nd, Russian Defense Minister Anatoly Serdyukov said the transformation into four unified strategic commands – Command West (CW), Command South (CS), Command Center (CC), and Command East (CE) - to replace four military districts as part of Russia's military reform has been completed.

On the 19th, Russian Navy's first Project 22350 frigate *Admiral Gorshkov* was floated out at the shipyard in St. Petersburg. The *Admiral Gorshkov* has a displacement of 4,500 tons, a speed of 29 knots, a range of 4000 nm at 14 knots, and endurance of 15 days. The Russian Navy will receive up to 10 new ocean-going frigates in the next 10 years, a Defense Ministry source said. The Russian Navy needs between 20 and 30 such frigates, which will be the 21st century's main ocean-going surface ship.

Maritime Boundaries: On the 11th, Li Lixin, director of South China Sea Branch of State Oceanic

Administration of China, said China plans to build 30 patrol vessels in the next five years in order to improve the capacity of marine law enforcement and safeguard marine rights. By the end of 2010 to early 2011, six vessels will be added to the China Marine Surveillance. The patrol boat “*China Marine Surveillance 75*,” which was launched at the end of this July, joined the South China Sea Branch on October 26.

Diplomacy and International Relations: Contributing an article titled “N.E. Asia needs a maritime code of conduct” to the Japan’s English newspaper *The Japan Times* dated October 6, Mark Valencia, a well-known maritime policy analyst, has said in it what is needed in Northeast Asia is some guidelines or an agreed declaration of expected behavior to avert serious confrontations over the territorial rights, which is similar to a declaration of the code of conduct signed by ASEAN and China in 2002.

The U. S. newspaper, *The Washington Times* dated October 20, carried an article titled “China Policy fight” by Bill Gertz who is well versed in security policy. According to the article, the foreign policy against China of the Obama Administration is divided into camps of the “kowtow” group and “sad and disappointed” group, and a heated policy debate [between these camps] is underway over how to deal with China.

Shipping, Shipbuilding and Harbors: On the 17th, China’s English newspaper *Global Times* reports, as information from the Myanmar’s local *Weekly Eleven News* dated 16 October, that Myanmar has planned to construct a railroad that will link a deep-sea port, Kyaukphyu, in western Rakhine state with Kunming in Yunnan Province, China. According to the report, the Kyaukphyu-Kunming railroad, which is part of the national railroad network, is targeted to be completed in 2015.

Ocean Resources, Energy, Sea Environment and Others: According to the U.S. newspaper, *The New York Times* dated October. 4, carried an article reporting that, with insurgents increasingly attacking the American fuel supply convoys, the U. S. military is pushing to develop, test and deploy renewable energy to decrease its need to transport fossil fuels.

On the other hand, on the 22nd, the U.S. Navy conducted a full power demonstration of a Riverine Command Boat (experimental) (RCB-X) powered by alternative fuel aboard Naval Station Norfolk, Va. The fuel, a drop in replacement to standard shipboard fuel, is 50 percent algae-based and 50 percent NATO F-76 fuel, which forms a 50/50 blend of hydro-processed renewable diesel. The fuel, a drop in replacement to standard shipboard fuel, is 50 percent algae-based and 50 percent NATO F-76 fuel, which forms a 50/50 blend of hydro-processed renewable diesel, which is also known in industry as HR-D. These exhibitions will culminate in 2012 with a “Green Strike Group” of U.S. Navy ships operating locally and by 2016 deploying a “Great Green Fleet” powered entirely by alternative fuels.

According to the “MHI News (Mitsubishi Juko News)” dated October 14, Japanese shipbuilder Mitsubishi Heavy Industries, Ltd. (MHI) has announced it completed the conceptual design of a

14,000 TEU containership with an air-lubricated hull, Mitsubishi Air Lubrication Systems (MALS)-14000CS. The MALS-14000CS is a New Panamax size vessel, adopting the proprietary MALS, which reduces frictional resistance between the vessel hull and seawater using air bubbles at the vessel bottom. By incorporating the MALS, along with an advanced high-efficiency hull and propulsion system, the vessel will be capable of reducing emissions of CO₂ by 35 percent compared with container carriers of conventional design.

Intelligence Assessment: The International Maritime Bureau (IMB) and the International Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) released a report which deals with incidents on of piracy and armed robberies against ships up to the third quarter of the year 2010 (January 1 - September 30, 2009), respectively. The intelligence assessment in this monthly report has covered these two reports. On October 18, the IMB has issued a report on the incidents (attacks/cases) of piracy and armed robberies against ships noted in the world up to the third quarter of the year 2010 (January 1 - September 30, 2009). The number of the incidents reported in the third quarter of the year 2010 was 289. Of them, 167 were actual attacks, which included 39 hijackings, and 128 boarding incidents. Of 122 attempted attacks, 52 were firing incidents and 70 were boarding incidents.

On October 18, the ISC of the ReCAAP issued a report on the incidents of piracy and armed robberies against ships noted in Asia up to the third quarter of the year 2010 (January 1 - September 30, 2009). According to the report, the number of the incidents reported in the third quarter of the year 2010 was 118. Of them, 97 were actual attacks, and 21 were attempted cases. (The number of incidents reported during the same period of 2009 was 69 incidents, of which 58 were actual attacks, and 11 were attempted cases.) Of 118, 24 were incidents of piracy against ships and 94 were incidents of armed robberies against ships.

1. Information Digest

1.1 Maritime Security

October 3 “German warship frees pirate suspects after detention” (EU NAVFOR Public Affairs Office, Press Release, October 4, 2010)

On the 3rd, upon receipt of a rescue call from a merchant ship, MV *Star II*, sailing the Internationally Recognized Transit Corridor (IRTC), the EU NAVFOR German frigate FGS *Koeln* went to the scene. The boarding team from the *Koeln* detained six suspected pirates on board [the skiff] and captured a large amount of fuel. In the absence of evidence, the six suspected pirates were released.

An outline of the article: On the 3rd, upon receipt of a rescue call from a merchant ship, MV *Star II*, sailing the Internationally Recognized Transit Corridor (IRTC), the EU NAVFOR German frigate FGS *Koeln* went to the scene. A helicopter launched the *Koeln* sighted at the scene the suspected pirate skiff gave up chase of MV *Star II* and the occupants of the skiff were seen to be throwing equipment overboard. The helicopter fired warning shots to have the skiff stopped. The boarding team from the *Koeln* detained six suspected pirates on board [the skiff] and captured a large amount of fuel. In the absence of evidence, the six suspected pirates were released.

Refer to the article : EU NAVFOR German frigate FGS KOELN foils an attack against a merchant vessel

<http://www.eunavfor.eu/2010/10/eu-navfor-german-frigate-fgs-koeln-foils-an-attack-against-a-merchant-vessel/>

October 9 “Somali pirates hijack South Korean fishing boat” (EU NAVFOR Public Affairs Office, Press Release, October 17, China Daily, October 17 and Monster and Critics, Oct 17, 2010)

On the 9th, a Kenyan-flagged fishing vessel operated by the South Korean fishery company, FV *Golden Wave* (ex-name: *Keummi 305*), had been hijacked off Kenya by Somali pirate. The ship has 34 crews - two South Koreans including captain, two Chinese nationals and 39 Kenyans.

An outline of the article: On the 17th, the South Korean Ministry of Foreign Affairs and Trade confirmed that a Kenyan-flagged fishing vessel operated by the South Korean fishery company, FV *Golden Wave* (ex-name: *Keummi 305*), had been hijacked off Kenya by Somali pirates on the 7th. The 241-ton Kenyan-flagged trawler (ex- *Keummi 305*) is currently being held in Harardhere, north of Mogadishu, capital of Somalia. The ship has 34 crews - two South Koreans including captain, two Chinese nationals and 39 Kenyans.

Refer to the article: Fishing vessel GOLDEN WAVE pirated in the Somali Basin

<http://www.eunavfor.eu/2010/10/fishing-vessel-golden-wave-pirated-in-the-somali-basin/>

S. Korean ship hijacked by Somali pirates

http://www.chinadaily.com.cn/world/2010-10/17/content_11419677.htm

Somali pirates holding South Korean ship

http://www.monstersandcritics.com/news/africa/news/article_1591981.php/Somali-pirates-holding-South-Korean-ship



FV Golden Wave

Source: <http://www.shipping.nato.int/GoldenWave>

October 10 “Somali pirates hijack Japanese-related vessel” (EU NAVFOR Public Affairs Office, Press Release, October 11, 2010)

On the afternoon of October 10, the Panama-flagged MV *Izumi* (20,170DWT) operated by NYK-Hinode Line Ltd. sent an automatically released distress signal indicating that the vessel was likely to be under pirate attack. In the early hours of October 11, it was confirmed that pirates were in charge of the MV *Izumi*. The MV *Izumi* has a crew of 20, all Filipinos.

An outline of the article: On the afternoon of October 10, the Panama-flagged MV *Izumi* (20,170DWT) operated by NYK-Hinode Line Ltd. sent an automatically released distress signal indicating that the vessel was likely to be under pirate attack. The Danish warship (command and support ship) HDMS *Esbern Snare* of the NATO counter piracy force was dispatched to the scene. In the early hours of October 11, the captain of the vessel made contact with the Danish warship, stating that pirates were in charge of the MV *Izumi*. EU NAVFOR French warship FS *Floreal* is now monitoring the pirated vessel which is presently 170 nautical miles South of Mogadishu. It said the ship was carrying a cargo of steel and was heading for Mombasa. The MV *Izumi* has a crew of 20, all Filipinos.

Refer to the article: Pirating of MV *Izumi* in the Somali Basin

<http://www.eunavfor.eu/2010/10/pirating-of-mv-izumi-in-the-somali-basin/>



The MV *Izumi*

Source: EU NAVFOR Public Affairs Office, Press Release, October 11, 2010

【Related Story】

“Filipino sailors captured as hostages now reach 101” (GMANews.TV, October 12, 2010)

Twenty Filipino sailors on board MV *Izumi* was captured by Somali pirates as hostages, bringing to 101 the total number of Philippine seafarers being held by Somali pirates.

An outline of the article: Twenty Filipino sailors on board MV *Izumi* was captured by Somali pirates as hostages, bringing to 101 the total number of Philippine seafarers being held by Somali pirates. According to the Philippine Department of Foreign Affairs (DFA), Filipinos account for 70 percent or 30,000 seafarers manning Japanese vessels. The Philippines is the world's leading supplier of ship crew with over 350,000 sailors, or about a fifth of the world's seafarers. As a policy, the Philippine government does not negotiate nor pay ransom to kidnappers, but gives ship owners the free hand in negotiating for the release of abducted Filipino sailors.

Refer to the article: Pirates seize ship with 20 Pinoy seafarers off Kenya

<http://www.gmanews.tv/story/203177/pirates-seize-ship-with-20-pinoy-seafarers-off-kenya>

October 15 “NATO: Risk of Piracy increasing in Indian Ocean” (NATO Shipping Centre, October 15, 2010)

On the 15th, the NATO Shipping Center heeded a warning that there is at least one mother ship operating in the northeast Somali Basin east of 65 degrees east, and any small vessel observed in the open ocean more than 300Nm from the Somali coast should be considered to be a potential pirate vessel.

An outline of the article: As the south west monsoon is continuing to abate, the NATO Shipping Center estimates the piracy is getting more active, heeding a warning with a summary as follows.

- (1) There is at least one mother ship operating in the northeast Somali Basin east of 65 degrees east. The vessel is the *FV Tai Yuan 227* which was hijacked off Seychelles on 6 May 2010. The *Tai Yuan 227* may be responsible for both the October 12. attack on the MV *Ardore Seafarer* (Location of attack: 08 11N 067 56E) and the October 10. attack on the MV *Kavo Portland* (Location of attack: 04 49N 067 06E). Continued activity of the *Tai Yuan 227* in this area is to be expected.

- (2) Piracy continues to be very active in the area south of 1 degree south off the Kenyan coast. The Japanese-related ship MV *Izumi* was hijacked by pirates on October 10., and piracy in this area will likely remain so for the foreseeable future. Of note a previously unknown fishing trawler was identified with the MV *Izumi* when it went to anchor. This trawler is believed to have been pirated in the same location and may have been used in the attack on the MV *Izumi*.
- (3) Pirates frequently use these pirated vessels including dhows to extend their range and increase their endurance. These vessels represent an active threat to merchant shipping and any small vessel observed in the open ocean more than 300Nm from Somali coast should be considered to be a potential pirate vessel. Masters should note that the *Tai Yuan 227* is a white hulled fishing vessel, approximately 50 meters long, with the registration numbers BH3Z87 painted in large black letters on the hull.

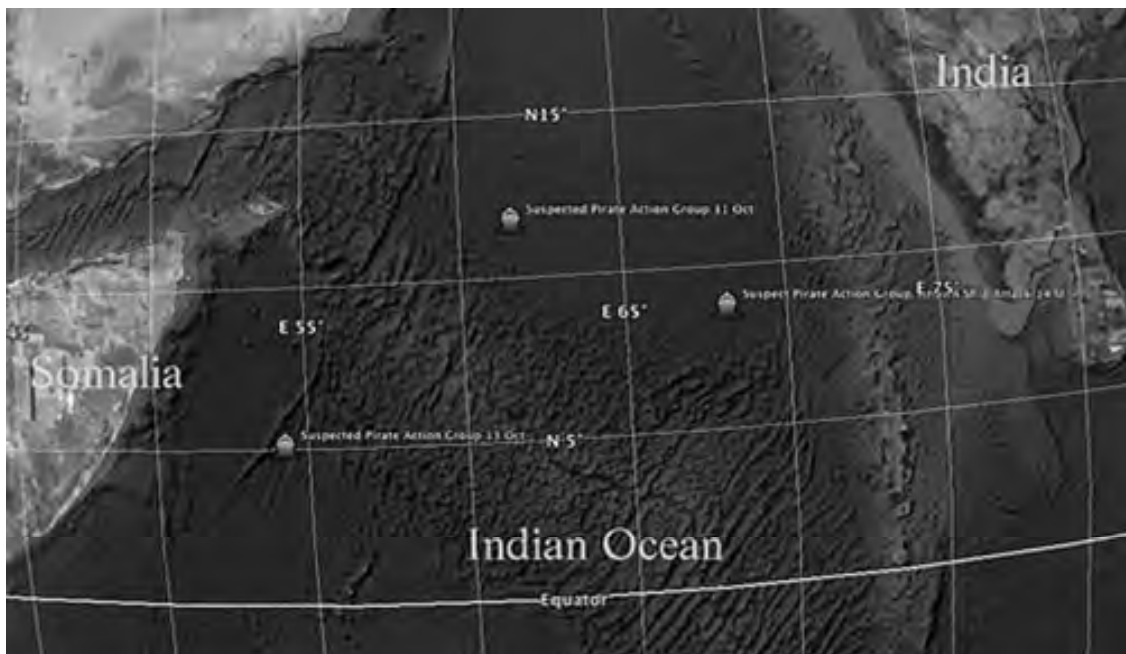
Refer to the article: Risk of Piracy is increased

<http://www.shipping.nato.int/RiskofPira>



Picture of the FV *Tai Yuan 227*

Source: <http://www.shipping.nato.int/TaiYuan227>



Reported positions of Somali pirate "action groups" as of 13 Oct 10

On October 13th MV *Ardmore Seafarer* came under attack, position 08°18N 068°05E, fortunately the ship was not pirated, it is assessed that the pirate action group could be linked to the pirates onboard FV Tai Yuan 227. October 12th MV *Viona* was pursued by a skiff but evaded the attack in position 04°38N 054°16E. It is assessed that a Pirate Attack Group may be active around that position. October 12th MV *Mary Gorgias* reported suspicious activity by skiffs and a possible mother ship in position 11°16N 061°36E.

Source: NATO Shipping Centre, October 15, 2010

October 15 “EU NAVFOR supports legal training course for regional countries by IMO in Djibouti” (EU NAVFOR Public Affairs Office, Press Release, October 15, 2010)

EU NAVFOR provided her support during a training course on Maritime Law Enforcement on counter-piracy organized by the International Maritime Organization (IMO) in Djibouti for representatives of “Djibouti Code of Conduct”* States. Legal experts from the IMO and EU NAVFOR briefed them on the legal aspects of counter-piracy during this course to help the signatories States of “Djibouti Code of Conduct” examine the legal mechanism of maritime law-enforcement.

An outline of the article: EU NAVFOR provided her support during a training course on Maritime Law Enforcement on counter-piracy organized by the International Maritime Organization (IMO) in Djibouti for representatives of “Djibouti Code of Conduct” States. Participants to this training course counted representatives from Djibouti, Comoros, Ethiopia, Kenya, Jordan, Madagascar, Maldives, Mauritius, Seychelles, Sudan, United Republic of Tanzania and Yemen. Legal experts from the IMO and EU NAVFOR briefed them on the legal aspects of counter-piracy to help the signatories States of “Djibouti Code of Conduct”* build the legal mechanism of maritime law-enforcement. In addition to legal briefings, EU NAVFOR organized a visit of the EU NAVFOR Dutch ship HNLMS *Amsterdam* for the participants, in order to provide them with the practical background of counter-piracy operations by the boarding team. In addition, the delegation viewed the Temporary Holding Facility, which can be used to temporarily detain suspects of piracy. Since the beginning of the operation in December 2008, 92 pirates have been arrested by EUNAVFOR, among which 79 transferred to Kenya for prosecution, 11 to Seychelles and two to Spain.

Refer to the article : EU NAVFOR supports a legal training course for regional countries in Djibouti

<http://www.eunavfor.eu/2010/10/eu-navfor-supports-a-legal-training-course-for-regional-countries-in-djibouti/>

Note* : Formal name: The Djibouti Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and Gulf of Aden

October 17~18 “British warship intercepts pirate suspects to release later” (UK Ministry of Defence, October 18, and Combined Maritime Forces, Press Release, October 18, 2010)

On the 17th, the Royal Navy’s frigate HMS *Montrose* belonging to the NATO fleet sighted a suspicious boat with ten men on board in waters off the coast of Somalia near to a known pirate camp. A helicopter and the boarding team were launched from the HMS *Montrose* to arrive at the scene. Having confiscated all pirate gear, the boarding team transferred the pirate suspects to the remaining skiff to release.

An outline of the article: On the 17th, the Royal Navy’s frigate HMS *Montrose* belonging to the NATO fleet sighted a suspicious boat with ten men on board in waters off the coast of Somalia near to a known pirate camp. The boat, loaded with ladders and fuel drums that have been traditionally used for pirate attacks against ships, was towing two other smaller vessels. A helicopter and the boarding team were launched from the HMS *Montrose* to arrive at the scene. After confiscating all pirate gear, the boarding team transferred the pirate suspects to the remaining skiff to release. Commanding officer of the HMS *Montrose* mentions that actions of preventing suspected pirates from heading out to sea are very effective counter-piracy measures.

NATO has contributed to the counter-piracy efforts since December 2008, and it will continue its commitment to counter-piracy by extending current Operation OCEAN SHIELD to December 2012. In addition to the the HMS *Montrose*, other ships currently involved in Operation OCEAN SHIELD are the Danish Navy’s multi-use transport ship HDMS *Esbern Snare*, the Italian Navy’s frigate ITS *Bersagliere*, and the U.S. Navy’s guided missile frigate USS *Kauffman* and the U.S. Navy’s guided missile destroyer USS *Laboon*.

Refer to the article: HMS Montrose Disrupts Pirates

http://www.defenceweb.co.za/index.php?option=com_content&view=article&id=10069:insight-hms-montrose-disrupts-pirates&catid=51:Sea&Itemid=106

Moreover, on the next day of the 18th, a helicopter embarked on the Royal Fleet Auxiliary (RFA) ship *Fort Victoria* (A387) belonging to the multinational counter-piracy task force, Combined Task Force (CTF) 151, identified a suspicious whaler towing a skiff. The whaler, with nine persons on board, contained a significant amount of fuel barrel. The boarding team of the Royal Marines confiscated weapons and other equipment from the whaler. Having disabled their outboard engine and handed them oars, the Royal Marines transferred the nine suspects to the small skiff and released them. Afterwards, the whaler was rigged with explosives and destroyed along with the other confiscated paraphernalia [by the boarding team].

An outline of the article: In addition, on the next day of the 18th, a helicopter embarked on the Royal Fleet Auxiliary (RFA) ship *Fort Victoria* (A387) belonging to the multinational counter-piracy task force, Combined Task Force (CTF) 151, identified a suspicious whaler towing a skiff. The whaler, with nine persons on board, contained a significant amount of fuel barrel. The RFA *Fort Victoria* (A387), regarding them as a pirate group, sent the boarding team of the Royal Marines to the whaler after obtaining approval of dispatching it from the Commander of the

CTF-151. The boarding team confiscated six AK47s, a rocket propelled grenade (RPG) launcher with four warheads, hand-held GPS units, make-shift ladder sections, four mobile phones, and others from the whaler. Having disabled their outboard engine and handed them oars, the Royal Marines transferred the nine suspects to the small skiff. Once the suspected pirates were safely ashore, the whaler was rigged with explosives and destroyed along with the other confiscated paraphernalia. According to the boarding team, the Pirate Action Group (PAG) was almost certainly in the final stages of preparing to venture to sea in search of [new] targets.

Refer to the article: Suspected Pirate Boat Boarded And Destroyed

<http://www.cusnc.navy.mil/articles/2010/CMF062.html>

October 17 “Somali pirates free Panamanian-flagged vessel” (EU NAVFOR Public Affairs Office, Press Release, October 18, and Ecoterra International, October 18, 2010)

On the 17th, Somali pirates released the Panama-flagged bulk carrier MV *Voc Daisy* (47,183 tons). MV *Voc Daisy* was hijacked in the Gulf of Aden on April 21. The bulk carrier has a crew of 21 Filipinos, all of whom are reported in good health.

An outline of the article: On the 17th, Somali pirates released the Panama-flagged bulk carrier MV *Voc Daisy* (47,183 tons) operated by the Greek shipping company. (The ship is owned by a Liberian shipping company.) MV *Voc Daisy* was hijacked in the Gulf of Aden approximately 190 nautical miles South East from Salalah, Oman, on April 21. The vessel had been held by pirates off Kulub near Garacad at the North-Eastern Indian Ocean coast of Somalia. The bulk carrier has a crew of 21 Filipinos, all of whom are reported in good health.

Refer to the article: Pirated MV VOC DAISY released

<http://www.eunavfor.eu/2010/10/pirated-mv-voc-daisy-released/>

VOC DAISY free, MV ELENI P still held

<http://coordination-maree-noire.eu/spip.php?article14107&lang=fi>



MV Voc Daisy

Source: EU NAVFOR Public Affairs Office, Press Release, October 18, 2010

October 20 “French warship intercepts PAG” (EU NAVFOR Public Affairs Office, Press Release, October 20, 2010)

On the early morning of the 20th, the French naval frigate FS *De Grasse* of the EU NAVFOR

spotted a pirates action group (PAG) comprising two skiffs and one whaler while conducting a patrol along the Somali coastline. The boarding team from the FS *De Grasse* arrested 11 pirate suspects on board the three vessels, and confiscated a large quantity of fuels and food. While 11 pirate suspects were sent back to Somali coast because of the absence of hard evidence, the whaler was destroyed.

An outline of the article: On the early morning of the 20th, the French naval frigate FS *De Grasse* of the EU NAVFOR spotted a pirates action group (PAG) comprising two skiffs and one whaler while conducting a patrol along the Somali coastline. The FS *De Grasse* launched her helicopter, which fired the warning shots to stop the skiffs and whaler. The boarding team from the FS *De Grasse* arrested 11 pirate suspects on board the three vessels, and confiscated a large quantity of fuels and food. Quantity of weapons were seen thrown overboard by the helicopter as the boarding team approached. While 11 pirate suspects were sent back to Somali coast because of the absence of hard evidence, the whaler was destroyed. Pirate actions by them were hampered and deterred by FS *De Grasse*.

Refer to the article: EU NAVFOR Flagship FS DE GRASSE disrupts a Pirate Action Group

<http://www.eunavfor.eu/2010/10/eu-navfor-flagship-fs-de-grasse-disrupts-a-pirate-action-group/>

Refer to the aSomalia

<http://www.bbc.co.uk/news/world-africa-11250785>



EU NAVFOR Flagship FS De Grasse disrupts a Pirate Action Group

Source: EU NAVFOR Public Affairs Office, Press Release, October 20, 2010

October 21 “Current Cooperative Status of EU NAVFOR” (EU NAVFOR Public Affairs Office, Press Release, October 21, 2010)

According to the press release of the European Union Naval Force (EU NAVFOR), twenty-three nations have been currently participating in the EU NAVFOR Operation. Of them, eleven EU Member States, including France, Spain, Germany, Greece, Sweden, Netherlands, Italy, Belgium, United Kingdom (also hosting the EU NAVFOR Operational headquarters), Portugal and Luxembourg, have provided an operational contribution to EU NAVFOR, either with ships or with maritime patrol and reconnaissance aircraft.

An outline of the article: According to the press release of the European Union Naval Force (EU NAVFOR), with only five nations contributing to the mission three months from its beginning, the EU NAVFOR Operation has since then been supported by twenty-three different nations. So far eleven EU Member States have provided an operational contribution to EU NAVFOR, either with ships or with maritime patrol and reconnaissance aircraft. This includes France, Spain, Germany, Greece, Sweden, Netherlands, Italy, Belgium, United Kingdom (also hosting the EU NAVFOR Operational headquarters), Portugal and Luxembourg. Additionally, ten other EU countries have participated in the effort providing military staff to work at the EU NAVFOR Operational Headquarters in Northwood, UK. These are Cyprus, Malta, Romania, Bulgaria, Slovenia, Czech Republic, Hungary, Poland, Ireland and Finland. Moreover, other non EU Member States, like Norway and Croatia, have so far also brought their contribution to EU NAVFOR with staff working at the headquarters. Norway has also provided an operational contribution with a warship regularly deploying in the area of operation. Additionally, two officers and men - one Croatian, one Djiboutian and two Montenegrins - are serving onboard NAVFOR ITS *Libecio*, which, according to the Captain of ITS *Libeccio*, demonstrates their States' intent to contribute to supporting international security in the region.

Refer to the article: EU NAVFOR: a common effort supported by more and more countries

<http://www.eunavfor.eu/2010/10/eu-navfor-a-common-effort-supported-by-more-and-more-countries/>

October 21 “EU NAVFOR builds helicopter fuel facilities in Seychelles” (EU NAVFOR Public Affairs Office, Press Release, October 27, 2010)

On October 21, EU NAVFOR signed a contract with the Seychelles Petroleum Company (SEYPEC), agreeing on the establishment of its F44 fuel delivery facilities for the helicopters based on the naval combatants which are engaged in counter-piracy.

The provision of “F44” is available to all naval combatants of all nations engaged in counter-piracy. Payment of F44 will be covered by the warships' flag nations to reimburse EU NAVFOR.

An outline of the article: On October 21, EU NAVFOR signed a contract with the Seychelles Petroleum Company (SEYPEC), agreeing on the establishment of its F44 fuel delivery facilities for the helicopters based on the naval combatants which are engaged in counter-piracy. The provision of “F44” is available to all naval combatants of all nations engaged in counter-piracy. Payment of F44 will be covered by the warships' flag nations to reimburse EU NAVFOR.

So far, F44 helicopter fuel delivery facilities have been located only in Djibouti, which is approximately 1,400 nautical miles away from the Seychelles (equivalent to around 4 days of transit by ship). Therefore, this new asset will deeply improve the operational capabilities of the counter-piracy naval forces in the Indian Ocean by significantly reducing a logistical constraint for the warships. Logistic expert and Project leader from EU NAVFOR Operational Headquarters said, “More than a simple fuel facility, it provides greater flexibility and efficiency opportunities to the counter-piracy warships, and thereby the possibility to stay longer at sea to fulfill our mission.

This project has been truly collaborative between Seychelles authorities, NATO fuel experts and EU maritime experts.” Seychelles is already a strong partner for EU NAVFOR. This new capability is making this archipelago a major support base of EU NAVFOR.

Refer to the article: EU NAVFOR offers a new kerosene facility in Seychelles to all counter-piracy warships

<http://www.eunavfor.eu/2010/10/eu-navfor-offers-a-new-kerosene-facility-in-seychelles-to-all-counter-piracy-warships/>

October 24 “Somali pirates hijack Singapore-flagged vessel” (EU NAVFOR Public Affairs Office, Press Release, October 24, 2010)

On the 23rd, a Singapore-flagged liquefied natural gas (LNG) carrier, the MV *York*, was attacked by two skiffs in waters approximately 50 nautical miles East from Mombasa while it was on route to the Seychelles. On the morning of October 24, the LPG carrier was confirmed pirated. In a separate but seemingly linked incident the fishing vessel *Golden Wave*, pirated on October 9, 2010, was seen in the vicinity of the MV *York*.

An outline of the article: On the 23rd, a Singapore-flagged liquefied natural gas (LNG) carrier owned by the Greek shipping company, the MV *York* (5,076DWT), was attacked by two skiffs in waters approximately 50 nautical miles East from Mombasa while it was on route to the Seychelles. On the morning of October 24, the LPG carrier was confirmed pirated. The Turkish warship *Gaziantep*, operating under the Combined Maritime Forces (Task Force 151), launched her helicopter to investigate the incident. The helicopter observed pirates with weapons on board the vessel. Initially the MV *York* was drifting but then began moving at 10 knots on the morning of the 24th. In a separate but seemingly linked incident the fishing vessel *Golden Wave*, pirated on 9 October 2010, was seen in the vicinity of the MV *York*. The MV *York* has a crew of 17, of which one is German (Master), two are Ukrainians and 14 Filipinos.

Refer to the article: Merchant vessel YORK pirated in the Somali Basin

<http://www.eunavfor.eu/2010/10/merchant-vessel-york-pirated-in-the-somali-basin/>



MT *York*

Source: EU NAVFOR Public Affairs Office, Press Release, October 24, 2010

October 24-25 “Royal Marines rescue hijacked vessel” (Deutsche Welle-World, October 25, and EU NAVFOR Public Affairs Office, Press Release, October 26, 2010)

In the early hours of October 24, the Antigua Barbuda-flagged heavy lift vessel MV *Beluga Fortune* (9,611GT) operated by the German shipping company was attacked and hijacked by Somali pirates some 1,200 some 1,200 nautical miles east of Mombasa, Kenya in the Indian Ocean. The crew locked in the ships ‘citadel’, disabling the ship’s propulsion. Halting fuel supply to the engine, and shielding the bridge from inside, the crew made it impossible for the pirates to move the ship. The warship HMS *Montrose*, operating under NATO’s naval force, headed towards the vessel as it was the closest ship from the scene of attack. Arriving at the scene after 15 hours, the warship HMS *Montrose* found the pirates had set fire to part of the superstructure and immediately abandoned the ship. A team of Royal Marines from HMS *Montrose* boarded the vessel on the afternoon of October 25 and released the crew from the safe room. All 16 crewmembers, including two Germans, were unharmed.

An outline of the article: In the early hours of October 24, the Antigua Barbuda-flagged heavy lift vessel MV *Beluga Fortune* (9,611GT) operated by the German shipping company was attacked and hijacked by Somali pirates some 1,200 some 1,200 nautical miles east of Mombasa, Kenya in the Indian Ocean. The Captain of the vessel then reported the pirates were on board and that he was with his crew locked in the ships ‘citadel’, disabling the ship’s propulsion. Halting fuel supply to the engine, and shielding the bride from inside, the crew made it impossible for the pirates to move the ship. On the afternoon of October 24, the EU NAVFOR dispatched a Maritime Patrol Aircraft (MPA) to the area of the incident. Although the MPA sighted pirates on board, it was unable to establish contact with the crew. The warship HMS *Montrose*, operating under NATO’s naval force, headed towards the vessel as it was the closest ship from the scene of attack. Arriving at the scene after 15 hours, the warship HMS *Montrose* found the pirates had set fire to part of the superstructure and immediately abandoned the ship on the morning of October 25. A team of Royal Marines from HMS *Montrose* boarded the vessel this afternoon and released the crew from the safe room. All 16 crewmembers, including two Germans, were unharmed. Having been freed, the *Beluga Fortune* was continuing her planned journey to South Africa. A spokeswoman for the Beluga-Reederei, the shipping company based in Bremen, Germany, said in a statement, “The cool-headed behavior of the *Beluga* crew on board and the quick action of navy units left the pirates no other option than to give up their dream of a million [-euro] ransom and to flee.”

Refer to the article: Pirates abandon takeover of German ship

<http://www.dw-world.de/dw/article/0,,6149675,00.html?maca=en-rss-en-all-1573-rdf>

Pirates fail in pirating MV BELUGA FORTUNE in Somali Basin

<http://www.eunavfor.eu/2010/10/pirates-fail-in-pirating-mv-beluga-fortune-in-somali-basin/>



MV *Beluga Fortune*

Source: <http://www.shipspotting.com/gallery/photo.php?lid=989905>



“A team of Royal Marines from HMS *Montrose* boarded the vessel on the afternoon of October 25 and released them from the safe room,” explained NATO

Source: EU NAVFOR Public Affairs Office, Press Release, October 26, 2010

【Related Story 1】

French-flagged vessel : Crew retreat to ‘citadel’ to repel piracy” (EU NAVFOR Public Affairs, Press Release, Office, October 27, 2010)

On the 26th, the French-flagged Liquefied Petroleum Gas Carrier (LPGC) *Maido* owned by the German shipping company was attacked by pirates approximately 100 nautical miles south east from Dar Es Salaam, Tanzania. However, the pirates eventually abandoned hijacking the vessel, as the crew had fled to the ship’s “citadel” for safety. The 14 crewmembers are reported safe.

An outline of the article: On the 26th, the French-flagged Liquefied Petroleum Gas Carrier (LPGC) *Maido* owned by the German shipping company was attacked by pirates approximately 100 nautical miles south east from Dar Es Salaam, Tanzania. However, the pirates abandoned hijacking the vessel, as the crew had fled to the ship’s “citadel” for safety. The 14 crewmembers are reported safe. The ship arrived in her destination of Dar Es Salaam.

Refer to the article: Pirates fail in pirating LPGC MAIDO in the Somali Basin

<http://www.eunavfor.eu/2010/10/pirates-fail-in-pirating-lpgc-maido-in-the-somali-basin/>

【Related Story 2】**“Malta-flagged vessel : Crew locked themselves in ‘citadel’ to repel piracy” (EU NAVFOR Public Affairs, Press Release, Office, October 31, 2010)**

On the morning of October 30, the Malta-flagged bulk carrier MV *Go Trader* was attacked and boarded by pirates approximately 280 nautical miles south east from Salalah, Oman. However, the pirates eventually gave up hijacking and left the vessel, as the crew had fled to the ship’s “citadel” for safety, locking themselves in it. The 24 crewmembers are reported safe.

An outline of the article: On the morning of October 30, the Malta-flagged MV *Go Trader* was attacked and boarded by pirates in a skiff approximately 280 nautical miles south east from Salalah, Oman. However, after a couple of hours the pirates eventually gave up hijacking the vessel, as the crew had fled to the ship’s “citadel” for safety, locking themselves in it. The 24 crewmembers are reported safe.

Refer to the article: Pirates fail in pirating MV GO TRADER in the Somali Basin

<http://www.eunavfor.eu/2010/10/pirates-fail-in-pirating-mv-go-trader-in-the-somali-basin/>

October 26 “Danish warship seizes pirate suspects; release them after destroying suspicious boat” (Shiptalk, October 28, 2010)

On the 26th, a Danish Navy’s command and control vessel of the NATO fleet, the HDMS *Esbern Snare*, intercepted to inspect a suspected boat in the Gulf of Aden. The boarding team seized a large number of cans of petrol and weapons, and detained the six suspected Somali pirates on board. Describing the suspect vessel as a pirate “mother-ship,” the navy mined and sank the boat. The six suspected pirates who had been detained were released near the Somali coast.

An outline of the article: On the 26th, a Danish Navy’s command and control vessel of the NATO fleet, the HDMS *Esbern Snare*, intercepted a suspected boat in the Gulf of Aden, the Danish Navy said on the 27th. Inspecting the suspected pirate boat, the boarding team of the *Esbern Snare* seized a large number of cans of petrol and weapons, and detained the six suspected Somali pirates on board. Describing the suspect vessel as a pirate “mother-ship,” the navy mined and sank the boat. The six suspected pirates who had been detained were released near the Somali coast. The Danish Navy explained that they could not arrest the suspected pirates because they had not by law committed a criminal act.

Refer to the article: Sunken Enemy

<http://www.shiptalk.com/?p=6300>

October 27 “VDR expresses doubts about building plan of ‘Private Fleet’” (Shiptalk, October 27, 2010)

Lately, the German Ship-owners Association (VDR) has expressed doubts about a proposal by their British counterpart and insurers to set up a private fleet to combat piracy.

An outline of the article: Lately, the German Ship-owners Association (VDR) has expressed doubts about a proposal by their British counterpart and insurers to set up a private fleet to

combat piracy. A spokesman for the VDR said, “We don’t believe it would be a clever move to send out ‘private fleet’ on the open sea. In any case, we don’t believe any such action would be covered by international law.” The spokesman added a privately financed fleet consisting of combat-ready ships could set a dangerous precedent.

The proposal by their British insurers and Ship-owners Association calls for 20 armed and privately financed speedboats to patrol the waters off the Horn of Africa at a cost of 12 million Euros (\$16.5 million) [a year]. On the other hand, ship-owners are currently losing about 115 million Euros annually due to piracy. (As for the ‘private fleet,’ refer to the OPRF MARINT Monthly Report, September 2010, 1. 1 Security.)

Refer to the article: Private Navy Doubts

<http://www.shiptalk.com/?p=6257>

October 28 “VLCC shakes off pirate attack” (Maritime Bulletin, October 28, 2010)

On the 28th, a Hong Kong-registered crude oil tanker, MT *Starlight Venture* (318,000DWT), was attacked by two small crafts with an unknown number of pirates onboard at approximately 340 nm west of Mangalore, India (13.16N, 068.59E). The ship took evasive action and increased speed to 16 knots, and finally managed to shake off the pirates. The tanker is engaged in crude oil shipping between Saudi Arabia and Japan.

An outline of the article: On the 28th, a Hong Kong registered crude oil tanker, MT *Starlight Venture* (318,000DWT), was attacked by two small crafts with an unknown number of pirates onboard at approximately 340 nm west of Mangalore, India (13.16N, 068.59E). Approaching from the starboard-side of the tanker, the pirates fired at the vessel. The ship took evasive action and increased speed to 16 knots, and finally managed to shake off the pirates. About 50 bullet holes were found on the accommodation doors with foremast light fixtures broken. The crew was not injured. The tanker is engaged in crude oil shipping between Saudi Arabia and Japan.

What is even worse, according to on-the-spot reports from Somalia, the very large crude oil carrier (VLCC) operated by the South Korean shipping company, MT *Shamo Dream* which had already been sea-jacked on April 4, 2010, is believed to have been used as the pirates’ mother boat to capture this vessel. (Ecoterra International, October 30, 2010)

Refer to the article: Pirates attack VLCC, Arabian sea is dangerous

<http://www.odin.tc/eng/articles/814-Pirates-attack-VLCC-and-boxship-all-of-Arabian-sea-is-dangerous.asp>

October 28 “RP, Vietnam ink MOA on maritime concerns” (Philippines News Agency, October 28, 2010)

On the 28th, the Philippine Coast Guard (PCG) and Vietnam’s National Search and Rescue Commission signed in Hanoi two memorandums of agreements (MOAs) on Cooperation in Search and Rescue at Sea and on Cooperation in Oil Spill Preparedness and Response.

An outline of the article: On the 28th, the Philippines and Vietnam signed in Hanoi two memorandums of agreements (MOAs) on Cooperation in Search and Rescue at Sea and on

Cooperation in Oil Spill Preparedness and Response. The MOAs were signed by the Philippine Coast Guard (PCG) and Vietnam's National Search and Rescue Commission, which was and was witnessed by President Aquino, President Nguyen Minh Triet. The MOA on Cooperation in Search and Rescue at Sea takes note of the importance of cooperation in maritime safety of SAR operations for persons, vessels and aircraft in distress at sea. It also recognizes the need for establishing direct linkages between the two agencies, and mutual assistance in the conduct of SAR operations, as well as exchange of personnel and visits, joint trainings, and others. On the other hand, the MOA on Cooperation in Oil Spill Preparedness and Response takes note of the importance of promoting cooperation in the fields of human resources development, mutual assistance, information exchange, research and development, and in other fields related to recent developments in the MARPOL (maritime pollution) Convention as well as enhancing national capacity to prevent, control, mitigate, and protect against marine pollution.

Refer to the article: RP, Vietnam ink deal on maritime concerns

http://www.pna.gov.ph/index.php?&sid=6&pfn=309629&arch=1&go=Go&search_arch=RP,%20Vietnam%20ink%20deal%20on%20maritime%20concerns%20&andor=and&mdte_arch=10&dte_arch=28&ydte_arch=2010&nga_Session=5bd4968148bdee85fee69b56aed5c2db

October 29 “Italian warship contacts with Yemeni dhow for information” (EU NAVFOR Public Affairs Office, Press Release, October 29, 2010)

On the 29th, the EU NAVFOR Italian ship ITS *Libeccio* encountered with two Yemeni fishing dhows, while patrolling along the Somali coast. The boarding team in the warship's rigid hull inflatable boat (RHIB) visited the vessels and the EU NAVFOR sailors exchanged some information [with the fishermen] regarding activities of suspicious vessels at sea and others.

An outline of the article: On the 29th, the EU NAVFOR Italian ship ITS *Libeccio* encountered with two Yemeni fishing dhows, while patrolling along the Somali coast. The boarding team in the warship's rigid hull inflatable boat (RHIB) visited the vessels and the EU NAVFOR sailors exchanged some information [with the fishermen] regarding activities of suspicious vessels at sea and others. These kind of friendly visits on board non-suspected vessels are crucial to exchange information as well as to help create an understanding of EU NAVFOR in the area.

Refer to the article: EU NAVFOR ITS LIBECCIO develops contact with the local fishing community

<http://www.eunavfor.eu/2010/10/eu-navfor-its-libeccio-develops-contact-with-the-local-fishing-community/>



These kind of friendly visits are crucial to collect information about piracy and help create an understanding of EU NAVFOR in the area

Source: EU NAVFOR Public Affairs Office, Press Release, October 29, 2010

October 30 “Somali pirates hijack Panama-flagged vessel” (EU NAVFOR Public Affairs Office, Press Release, October 30, 2010)

On the 30th, the Panama-flagged tanker MV *Polar* (72,825DWT) was hijacked by Somali pirates in the basin approximately 580 nautical miles East from Socotra Island. The tanker has a crew of 24, of which one is Romanian, three are Greek, four Montenegrin and 16 Filipino.

An outline of the article: On the 30th, a Panama-flagged tanker owned by the Liberian shipping company, the MV *Polar* (72,825DWT), was hijacked by Somali pirates in the basin approximately 580 nautical miles East from Socotra Island. The tanker has a crew of 24, of which one is Romanian, three are Greek, four Montenegrin and 16 Filipino.

Furthermore, according to information from the different source, it is believed that, during the attack on the MV *Polar*, the pirates used as their mother boat the Saudi-flagged product tanker *Al-Nisr al Saudi* which had been hijacked in the Gulf of Aden on 1 March 2010. Additionally, boarding the attacked vessel, the pirates fired a rocket-propelled grenade (RPG) to gain entry to the “citadel.” But that RPG reportedly bounced back, injuring three of the attackers. (Maritime Bulletin, October 31, 2010)

Refer to the article: Merchant vessel POLAR pirated in the Somali Basin

<http://www.eunavfor.eu/2010/10/merchant-vessel-polar-pirated-in-the-somali-basin/>



MT Polar

Source: EU NAVFOR Public Affairs Office, Press Release, October 30, 2010

1.2 Military Developments

October 11 “Indian Navy launches 2nd supply ship” (Deccan Herald, October 11, and Fincantieri, Press Release, Monday, October 11, 2010)

On the 11th, INS *Shakti*, the second unit of the Fleet Tanker of the Indian Navy, was launched at the Italian shipyard. INS *Deepak*, the first unit of the two Fleet Tankers, was already delivered to the Indian Navy, which is now at the final stage of sea trials. INS *Shakti* is scheduled for delivery to the Indian Navy at the end of this year to start sea trials. The *Shakti* is planned to be commissioned in the middle part of 2010.

An outline of the article: On the 11th, INS *Shakti*, the second unit of the Fleet Tanker of Indian Navy, was launched at the Fincantieri shipyard in the vicinity of Genova, Italy. India had signed a contract to design and build two Fleet Tankers with the Italian ship builder Fincantieri in April 2008, valued at Euro 300 million. INS *Deepak*, the first unit of the two Fleet Tankers, was already delivered to the Indian Navy, which is now at the final stage of sea trials. INS *Shakti* is scheduled for delivery to the Indian Navy at the end of this year to start sea trials. The *Shakti* is planned to be commissioned in the middle part of 2011.

At 175 meters long, and 25 wide, the Fleet Tanker has a displacement at full load of 27,500 tons and a propulsion system of two 10,000 kW diesel engines enabling her to reach a maximum speed of 20 knots. The tanker has maximum passenger capacity of 250 including crew and additional forces, and is equipped with a flight deck for medium weight helicopters up to 10 tons. Equipped with double hatches, the tanker can refuel four vessels at the same time. Moreover, the ships are in double hull configuration, which provides greater safety against accidental oil spillages, in accordance with latest MARPOL regulations.

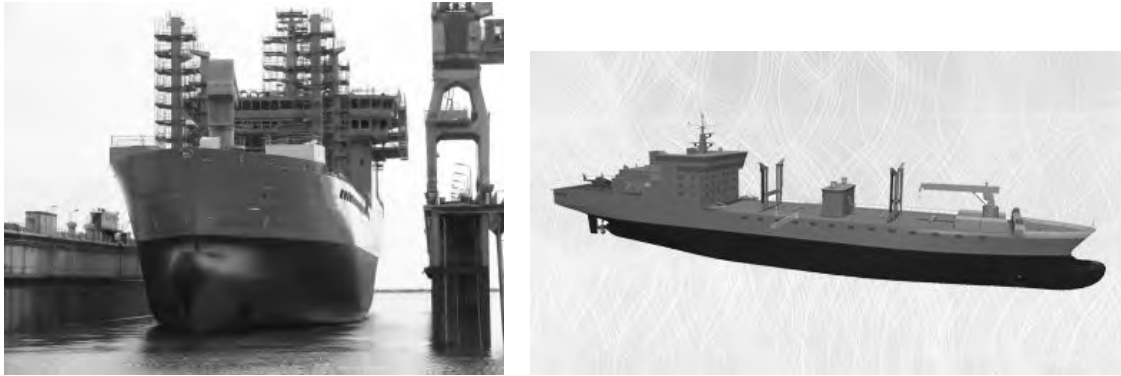
According to the press release, the order is the first surface vessel India has ever made to a European company and followed a selection procedure with strong international competitors, especially from Russia and Korea.

Refer to the article: “SHAKTI” FOR INDIAN NAVY LAUNCHED AT SESTRI PONENTE
Fincantieri, Press Release, Monday, October 11, 2010

<http://www.fincantieri.it/cms/data/browse/news/000381.aspx>

INS Shakti launched at Italian shipyard

<http://www.deccanherald.com/content/104114/ins-shakti-launched-italian-shipyard.html>



Right; Image of INS *Shakti*

Source: Left; India Defence, October 11, 2010

<http://frontierindia.net/indian-navy-fleet-tanker-%E2%80%9Cins-shakti%E2%80%9D-launched-at-sestri-ponent>

October 12 “Vietnam: Cam Bay not for lease” (The Hindu, Oct ober13, 2010)

On the 12th, regarding the Cam Rahn Bay naval base, Vietnam's Foreign Ministry spokeswoman denied the report that the Russian Navy had now drawn up proposals for returning to the base, and said Cam Ranh Bay naval base would not be leased out to any foreign power.

An outline of the article: On the 12th, regarding the Cam Rahn Bay naval base which has not been used for years, Vietnam's Foreign Ministry spokeswoman denied the report that the Russian Navy had now drawn up proposals for returning to the base, and said the strategic Cam Ranh Bay naval base would not be leased out to any foreign power for military purposes.

Refer to the article: Cam Bay not for lease: Vietnam

<http://www.thehindu.com/news/international/article827145.ece>

Note: In 1979, the Soviet government signed an agreement with Vietnam for a 25-year lease of the base. Cam Ranh Bay was the largest Soviet naval base outside the Soviet Union. After that, as Vietnam side demanded the payment in case of a renewal of the agreement, Russia decided to withdraw from the base in May 2002.

【Related Story】

According to the Thai newspaper, *The Bangkok Post*, dated on the 31st, Vietnamese Prime Minister Nguyen Tan Dung said, “In the center of the Cam Ranh port complex Vietnam will stand ready to provide services to the naval ships from all countries including submarines when they need our services. Countries will pay for services at the facility.” He made this statement in response to a reporter's question at the close of the East Asia Summit on the 30th.

Refer to the article: Vietnam to reopen Cam Ranh Bay to foreign fleets: PM

<http://www.bangkokpost.com/news/asia/204055/vietnam-to-reopen-cam-ranh-bay-to-foreign-fleets-pm>

October 12 “US Defense Chief at ASEAN Plus: US has national interest in ‘Freedom of navigation’” (American Forces Press Service, Oct 12 and U.S. Department of Defense News Transcript, Oct 12, 2010)

On the 12th, U. S. Defense Secretary Robert M. Gates made an address at the meeting of the Association of Southeast Asian Nations (ASEAN) Defense Ministers Meeting Plus held in Hanoi. In his remarks at the conference of the ASEAN Defense Ministers Meeting Plus, Gates said: “The United States has been a Pacific nation for many years and will continue to be a resident power in Asia in the future.” Based on this perspective, Gates encouraged claimant nations in the South China Sea to make initial steps to discuss the development of a full code of conduct, in line with the 2002 ASEAN Declaration on the Conduct of Parties. Gates also stressed the U.S. has a national interest in freedom of navigation, unimpeded economic development and commerce, and is in respect for international law.

An outline of the article: On the 12th, U.S. Defense Secretary Robert M. Gates made an address at the meeting of the Association of Southeast Asian Nations (ASEAN) Defense Ministers Meeting Plus held in Hanoi. In his remarks at the conference of ASEAN Defense Ministers Meeting Plus, Gates said: “The United States has been a Pacific nation for many years and will continue to be a resident power in Asia in the future.” He further mentioned several points on maritime security issues in East Asia, the gist of which is as follows.

- (1) First of all, I would like to reaffirm our commitment to fundamental principles that are essential to regional peace, prosperity, and stability. These include: Our commitment to free and open commerce; A just international order that emphasizes the rights and responsibilities of nations, and fidelity to the rule of law; Open access by all to the global commons of sea, air, space, and now, the cyberspace domain; and The principle of resolving conflict without the use of force.
- (2) The agreements on such fundamental principles are becoming more important than before. A topic of particular importance for all nations in the ASEAN Defense Ministers Meeting Plus here is maritime security. The United States does not take sides on competing territorial claims, such as those in the South China Sea. But, competing claims should be settled peacefully, without force or coercion, through collaborative diplomatic processes, and in keeping with customary international law.
- (3) From this perspective, we are encouraged to see claimant nations in the South China Sea making initial steps to discuss the development of a full code of conduct, in line with the 2002 ASEAN Declaration on the Conduct of Parties. We applaud this multilateral approach and we stand ready to help facilitate such initiatives.
- (4) The U.S. position on maritime security remains clear: we have a national interest in freedom of navigation; in unimpeded economic development and commerce; and in respect for

international law. We also believe that customary international law, as reflected in the UN Convention on the Law of the Sea, provides clear guidance on the appropriate use of the maritime domain, and rights of access to it. By adhering to this guidance, we can ensure that all share equal and open access to international waterways.

Refer to the article: Gates Emphasizes Value of Expanded Regional Dialogue

<http://www.defense.gov//News/NewsArticle.aspx?ID=61222>

Remarks by Secretary Gates at ASEAN Defense Ministers Meeting Plus

<http://www.defense.gov/transcripts/transcript.aspx?transcriptid=4700>

【Related Story】

“US Defense Secretary Gate conducts interview with press” (U.S. Department of Defense, Office of the Assistant Secretary of Defense for Public Affairs, News Transcript, October 11, 2010)

Prior to the meeting of the ASEAN Defense Ministers Meeting Plus, U. S. Defense Secretary Robert M. Gates made a speech at the Vietnamese National Defense University, and talked with the Thai Defense Minister Lt. Gen. Phung Quang Thanh. Moreover, Gates also talked with the Japanese Defense Minister Toshimi Kitazawa, and the Chinese Defense Minister Gen. Lian Guanglie.

An outline of the article: Prior to the meeting of the ASEAN Defense Meeting Ministers Meeting Plus, U.S. Defense Secretary Robert M. Gates made a speech at the Vietnamese National Defense University, and talked with the Thai Defense Minister Lt. Gen. Phung Quang Thanh. Moreover, Gates also talked with the Japanese Defense Minister Toshimi Kitazawa, and the Chinese Defense Minister Gen. Lian Guanglie. The gist of these meetings is as follows.

- (1) In the talks with Japanese Defense Minister Toshimi Kitazawa, Gates talked about Guam, Okinawa, Futenma. Gates also talked about host nation support.
- (2) In the talks with the Vietnamese counterpart, Gates talked about the full range of bilateral military relations and how they can expand those relationships in a number of different areas. In particular, they reached an agreement on more exchanges in professional military education between National Defense University and Vietnamese counterpart.
- (3) The talks with Chinese Defense Minister Liang Guanglie were constructive. General Liang did invite me to come to China and I agreed. We still have to work out the timing. We talked about a number of areas where we could strengthen the military-to-military relationship. And I outlined to Chinese side why I believe the military exchanges between the two nations is important.

Refer to the article: Media Availability with Secretary Gates from Hanoi, Vietnam

<http://www.defense.gov/Transcripts/Transcript.aspx?TranscriptID=4698>

October 13 “SK hosts PSI exercise” (The Korea Herald, October 13 and AP, October 14, 2010)

On October 13-14, South Korea (SK) hosted the multinational Proliferation Security Initiative

(PSI) exercise, codenamed “Eastern Endeavor 10.” On the 14th, 10 naval vessels from the United States, Japan and SK, P-3C maritime patrol aircraft from Australia, and others participated in the maneuvers in the international waters between Japan and SK.

An outline of the article: On October 13-14, South Korea (SK) hosted the multinational Proliferation Security Initiative (PSI) exercise, codenamed “Eastern Endeavor 10.” On the first day of the two-day exercise a closed seminar was held in Busan to discuss their PSI decision-making policies and procedures for search operations. On the 14th, ten naval vessels from the United States, Japan and SK, P-3C maritime patrol aircraft from Australia, and others participated in the maneuvers in the international waters between Japan and SK. Other nations such as France, Canada, Chile, Italy and others sent their representatives or observers.

Refer to the article: PSI exercise begins in waters off Busan

<http://www.koreaherald.com/national/Detail.jsp?newsMLId=20101013000824>

S Korea kicks off naval maneuvers with US, Japan

<http://ph.news.yahoo.com/ap/20101014/tap-as-koreas-nuclear-2nd-1d-writethru-d3b07b8.html>

October 13 “India, Vietnam agree to expand defense cooperation” (Net Indian News Network, October 13, 2010)

On the 13th, during his tour of Hanoi, Vietnam, Indian Defense Minister A K Antony had bilateral meetings with the top Vietnamese leadership, including his counterpart Gen Phung Quang Thanh and Prime Minister Nguyen Tan Dung. India and Vietnam agreed on a series of measures to expand defense cooperation between the two countries, including the holding of mountain and jungle warfare exercises in India in 2011.

An outline of the article: On the 13th, during his tour of Hanoi, Vietnam, Indian Defense Minister A K Antony had bilateral meetings with the top Vietnamese leadership, including his counterpart Gen Phung Quang Thanh and Prime Minister Nguyen Tan Dung. India and Vietnam agreed on a series of measures to expand defense cooperation between the two countries, including the holding of mountain and jungle warfare exercises in India in 2011. According to Mr Antony, India will provide support to Vietnamese Services and Navy, in particular, in its capacity-building for repair and maintenance of its platforms. The two countries will also promote cooperation in areas like information technology and English-language training of Vietnamese Army personnel. Vietnam said it would welcome more port calls by the Indian Navy to Vietnam and offer maintenance and repair facilities at Vietnamese ports.

Refer to the article: India and Vietnam to expand defense cooperation

<http://netindian.in/news/2010/10/13/0008294/india-vietnam-expand-defence-cooperation>

【Related Story】

“Indonesia, Vietnam agree to strengthen defense ties” (ANTARA News, October 27, 2010)

On the 27th, Indonesia and Vietnam agreed to strengthen their bilateral defense relations based on a memorandum of understanding (MoU) signed in Hanoi.

An outline of the article: On the 27th, Indonesia and Vietnam have agreed to strengthen their bilateral defense relations based on a memorandum of understanding (MoU) signed in Hanoi. After witnessing the signing of the MOU by both nations' defense ministers, Indonesian President Susilo Bambang Yudhoyono said cooperation in the defense sector was significant because Indonesia and Vietnam have common border in South China Sea. He also said, "This cooperation will be promoted in the form of exchanges of visits between the two countries' military men, joint exercises, and marine patrols."

Refer to the article: RI, Vietnam agree to strengthen defense ties

<http://www.antaraneews.com/en/news/1288175099/ri-vietnam-agree-to-strengthen-defense-ties>

October 14-15 "US defense officials hold maritime meeting with Chinese counterparts" (PACOM Public Affairs, October 15, 2010)

On 14-15 October, senior officials from U.S. Pacific Command held the meetings with officials from the People's Republic of China (PRC) Ministry of National Defense under the U.S.-China Military Maritime Consultative Agreement (MMCA) in Honolulu. The MMCA plenary discussions are part of an ongoing process to increase the safety of Airmen and Sailors operating in close proximity to each other and are an important component of a sustained, reliable and meaningful military-to-military relationship. Both sides will report their findings to the Defense Consultative Talks, scheduled for December 9-10 in Washington, D.C.

An outline of the article: On 14-15 October, senior officials from U.S. Pacific Command held the meetings with officials from the People's Republic of China (PRC) Ministry of National Defense under the U.S.-China Military Maritime Consultative Agreement (MMCA) in Honolulu. U.S. Marine Corps Maj. Gen. Randolph Alles, Director of Plans and Policy, U.S. Pacific Command, was the senior U.S. representative. People's Liberation Army (Navy) Rear Adm. Liao Shining, the Deputy Chiefs of Staff of the Chinese PLA (Navy), led the Chinese delegation., which began yesterday, The MMCA plenary discussions are part of an ongoing process to increase the safety of Airmen and Sailors operating in close proximity to each other and are an important component of a sustained, reliable and meaningful military-to-military relationship. Both sides will report their findings to the Defense Consultative Talks, scheduled for December 9-10 in Washington, D.C. "We exchanged views and perspectives on safety and security," said Alles. "It was a professional and frank exchange."

Refer to the article: Senior U.S. Defense Officials Conclude Talks with Chinese Counterparts

http://www.pacom.mil/web/Site_Pages/Media/News%20201010/20101015-Defense%20Officials%20conclude%20talks%20Chinese%20Counterparts.shtml

October 20 "UAE opens naval base in doorway of Hormuz" (Defense News, October 21, 2010)

On the 20th, the United Arab Emirates (UAE) opened a naval base in the emirate of Fujairah facing the Gulf of Oman in the doorway of the Strait of Hormuz. A huge oil export facility and an oil storage terminal are reportedly under construction in Fujairah.

An outline of the article: On the 20th, the United Arab Emirates (UAE) opened a naval base in the emirate of Fujairah facing the Gulf of Oman in the doorway of the Strait of Hormuz. A huge oil export facility and an oil storage terminal are reportedly under construction in Fujairah. There's an oil pipeline from Abu Dhabi to Fujairah port, and there's the Dolphin project, which is a gas pipeline between Qatar, Abu Dhabi, then Fujairah and then on to Oman.

Refer to the article: UAE Opens Naval Base to Bypass Hormuz

<http://www.defensenews.com/story.php?i=4947987&c=MID&s=SEA>

October 22 “Russia completes transformation into unified strategic commands” (RAI Novosti, October 22, 2010)

On the 22nd, Russian Defense Minister Anatoly Serdyukov said the transformation into four unified strategic commands – Command West (CW), Command South (CS), Command Center (CC), and Command East (CE) - to replace four military districts as part of Russia's military reform has been completed.

An outline of the article: On the 22nd, Russian Defense Minister Anatoly Serdyukov said the transformation into four unified strategic commands to replace four military districts as part of Russia's military reform has been completed. The work was finished drastically ahead of original date for December 1 set by President Dmitry Medvedev. By transformation, the six military districts prior to the reform will be reorganized as follows.

Command West (CW) : With headquarters in Moscow, CW will control all military personnel and hardware in the Western Military District. The new district will incorporate the former Moscow and Leningrad military districts and the Baltic and Northern Fleets.

Command South (CS) : With headquarters in Rostov, CS will be in charge of the Southern Military District, which will include the former North Caucasian Military District as well as the Black Sea Fleet and Caspian Flotilla.

Command Center (CC) : With headquarters in Yekaterinburg, CC will control the Central Military District, including the former Volga-Urals Military District and the western part of the Siberian Military District.

Command East (CE) : With headquarters in Khabarovsk, CE will have command over the Pacific Fleet, the Far Eastern Military District and the larger part of the Siberian Military District.

Refer to the article: Russia completes creation of new military command system

http://rianovosti.com/military_news/20101022/161052302.html

October 22 “Singapore Navy launches 2nd submarine” (Defence Talk, October 22, 2010)

On the 22nd, the Singaporean navy's second Archer-class submarine RSS *Swordman* was launched at the Swedish shipyard.

An outline of the article: On the 22nd, the Singaporean navy's second Archer-class submarine RSS *Swordman* was launched at the Swedish shipyard. Since 1970s, Singapore and Sweden

have shared a close defense relationship, encompassing the construction of the RSN's mine counter-measure force and submarine capability in Sweden.

Refer to the article: Singapore Navy Launches Second Archer-Class Submarine

<http://www.defencetalk.com/singapore-navy-launches-second-archer-class-submarine-29596/>



RSS Swordsman

Source: Defence Talk, October 22, 2010

October 26 “China, Thai commence joint exercise” (PLA Daily, Net Edition, October 21 and 27, and The Washington Times, October 27, 2010)

According to the PLA Daily dated the 20th, a marine unit of the People's Liberation Army (PLA) Navy Marine Corps is reportedly conducting the anti-terrorist exercise dubbed “Blue Assault-2010” with Thailand's armed forces from October 26 through November 14 in and around the Sattahip Naval Base facing the Gulf of Thailand. The Blue Assault-2010 exercise is the first time China's marines are training with another country's forces in the foreign land.

An outline of the article: According to the PLA Daily dated the 20th, a marine unit of the People's Liberation Army (PLA) Navy Marine Corps is reportedly conducting the anti-terrorist exercise dubbed “Blue Assault-2010” with Thailand's armed forces from Oct. 26 through Nov. 14 in and around the Sattahip Naval Base facing the Gulf of Thailand. The Blue Assault-2010 exercise is the first time China's marines are training with another country's forces in the foreign land. According to the Chinese defense ministry, the exercise will aim at mutual studies and promotion of understanding between the marine units of the two navies, strengthening of friendly exchanges and cooperation, and enhancing capabilities reactions to new challenges and threats. From the Chinese side, 115 personnel of the PLA Navy Marine Corps amphibious special operations force unit will participate in the exercise. From Thai side, a roughly equal number of personnel will be involved in the drills. Starting at the beginning of the exercise, Vice Admiral (VADM) Su Zhiqian, Commander of the Chinese South Sea Fleet, inspected the exercise. Describing the non-traditional security threats represented by terrorist organizations and pirates are menacing the sovereign states, as well as regional and international security and developments, VADM Gu has shown his understanding by mentioning “International cooperation and striking jointly the threats of international terrorism and piracy are the urgent necessities.”

Refer to the article: Original text in Chinese;

http://www.chinamil.com.cn/jfjbmap/content/2010-10/21/content_41011.htm

http://www.chinamil.com.cn/jfjbmap/content/2010-10/27/content_41553.htm

http://www.chinamil.com.cn/jfjbmap/content/2010-10/29/content_41701.htm

Chinese train with Thai forces for first time

<http://www.washingtontimes.com/news/2010/oct/27/chinas-forces-train-with-thais-for-first-time/>

October 26 “Canadian Navy awarded full member status in ‘The Western Pacific Naval Symposium’” (Earth Times, October 26, 2010)

On the 26th, Canadian Defense Minister Peter MacKay announced that the Canadian Navy has been granted full membership into “The Western Pacific Naval Symposium (WPNS).”

An outline of the article: On the 26th, Canadian Defense Minister Peter MacKay announced that the Canadian Navy has been granted full membership into “The Western Pacific Naval Symposium (WPNS).” During the 12th Annual meeting of the WPNS held on September 27-29 in Sydney, Australia, the member nations amended the organization’s charter which then allowed new countries to join as either observer status or to upgrade to full membership. Vice-Admiral Dean McFadden, Chief of the Maritime Staff told they were honored to have the opportunity to work towards greater cooperation and mutual understanding between our fellow navies in the Asia-Pacific region.

The WPNS is a structure which aims to promote mutual understanding between navies in the Western Pacific nations through the discussion of maritime issues, the exchange of information, the joint exercises, the exchange of personnel and others. The WPNS has 20 full member countries and four countries possessing observer status as follows. Full Member Countries are Australia, Brunei, Cambodia, Canada, Chile, China, France, Indonesia, Japan, Malaysia, New Zealand, Papua New Guinea, Philippines, South Korea, Singapore, Russia, Thailand, Tonga, United States, and Vietnam. Observer Status Countries are Bangladesh, India, Mexico, and Peru.

Refer to the article: Canada Awarded Full Member Status In The Western Pacific Naval Symposium

<http://www.earthtimes.org/articles/press/pacific-naval-symposium,1518072.html>

October 29 “Russia floats out first of new class frigate” (RIA Novosti, October 29, 2010)

On the 19th, Russian Navy’s first Project 22350 frigate *Admiral Gorshkov* was floated out at the shipyard in St. Petersburg. The *Admiral Gorshkov* has a displacement of 4,500 tons, a speed of 29 knots, a range of 4000 nm at 14 knots, and endurance of 15 days. The Russian Navy will receive up to 10 new ocean-going frigates in the next 10 years, a Defense Ministry source said. The Russian Navy needs between 20 and 30 such frigates, which will be the 21st century’s main ocean-going surface ship.

An outline of the article: On the 19th, Russian Navy’s first Project 22350 frigate *Admiral*

Gorshkov was floated out at the shipyard in St. Petersburg. The *Admiral Gorshkov* has a displacement of 4,500 tons, a speed of 29 knots, a range of 4000 nm at 14 knots, and endurance of 15 days. It has a crew of 210 and an assortment of weaponry, including a 130 mm A-192 gun, a Kashtan close-in weapon system (CIWS), eight Oniks 3M55 (SS-N-26) anti-ship missiles, the Shtil I (SA-N-12 "Grizzly") medium range anti-aircraft missile complex, four 533mm torpedo tubes, RPK-9 Medvedka-VE (SS-N-29) anti-submarine rockets, and 24 Uragan SAM missiles. It also carries a Ka-27 or Ka-32 helicopter. The next *Gorshkov*-class frigate, the *Admiral Kasatonov*, is under construction and expected to be launched in 2012. The Russian Navy will receive up to 10 new ocean-going frigates in the next 10 years, a Defense Ministry source said. The next *Gorshkov*-class frigate, the *Admiral Kasatonov*, is under construction and expected to be launched in 2012. The Russian Navy will receive up to 10 new ocean-going frigates in the next 10 years, a Defense Ministry source said. The Russian Navy needs between 20 and 30 such frigates, which will be the 21st century's main ocean-going surface ship.

Refer to the article: Russia floats out first of new class of frigate

http://en.rian.ru/military_news/20101029/161134416.html

1.3 Maritime Boundaries

October 11 "State Oceanic Administration of China to build over 30 vessels in 5 years" (People Daily Online, October 12, 2010)

In order to improve the capacity of marine law enforcement and safeguard marine rights, China plans to build 30 vessels for marine law enforcement in the next five years, said Li Lixin, director of South China Sea Branch of State Oceanic Administration of China, on the 11th. By the end of 2010 to early 2011, six vessels will be added to the China Marine Surveillance and the patrol boat "China Marine Surveillance 75," which was launched at the end of this July, will join the South China Sea Branch at the end of October.

An outline of the article: In order to improve the capacity of marine law enforcement and safeguard marine rights, China plans to build 30 vessels for marine law enforcement in the next five years, said Li Lixin, director of South China Sea Branch of State Oceanic Administration of China, on the 11th. China has a vast area of seas, but the number and the tonnage of vessels for marine law enforcement are both small. China's fleet does not meet the standard of one vessel per 1,000 square kilometers and there is a huge gap compared to other developed countries, said Li. According to Li, the number of China's boats has not yet reached half that of the Japan's. (Note: Japan Coast Guard has more or less 120 vessels.) By the end of 2010 to early 2011, six vessels will be added to the China Marine Surveillance and the patrol boat "China Marine Surveillance 75," which was launched at the end of this July, will join the South China Sea Branch at the end of October. It is understood that the patrol boat "China Marine Surveillance 83," called the flagship of China's marine surveillance, is the most advanced in China. The vessel has a highly-developed

communication network and graphic information transmission system, with a displacement of around 3,980 tons. It is equipped with the China Marine Surveillance B-7112, a Chinese-made ship-borne helicopter, which allows for long-range cruise sea and rapid response capability in law enforcement with air interaction. However, the number of these kinds of vessels is small in China, according to Wang Yun, captain of the boat.

Refer to the article: China to build 30 marine law enforcement vessels over 5 years
<http://english.peopledaily.com.cn/90001/90776/90785/7163636.html>

【Related Story】

“‘China Marine Surveillance 75’ deployed to SCS Branch to patrol SCS” (People daily Online, October 28, 2010)

An outline of the article: On the 26th, “*China Marine Surveillance 75*” joined the South China Sea (SCS) Branch under the State Oceanic Administration (SOA) to engage in patrolling the SCS. The inspection ship is 77-meter-long, 10-meter-wide, and reported to be the fastest in the fleet with a maximum sailing range of 5,000 nautical miles. Having a displacement of 1,290 tons and a crew of 43, the ship is equipped with advanced satellite communication and navigation systems.

Refer to the article: Expansion of fleet to safeguard sea rights

<http://english.peopledaily.com.cn/90001/90776/90786/7179716.html>



China Marine Surveillance 75

Source: People daily Online, October 28, 2010

1.4 Diplomacy and International Relations

October 4 “U.S. envoy to RP: US supports ‘Common Code’ between ASEAN and China” (ABS-CBN news.com, October 4, 2010)

On the 4th, US ambassador to Manila Harry Thomas said the United States is willing to help craft a legally binding “code of conduct between ASEAN members and China, and if they ask for

U. S. assistance in specific items, the United States would be happy to assist.

An outline of the article: On the 4th, US ambassador to Manila Harry Thomas said: The United States is willing to help craft a legally binding “code of conduct” to end a territorial dispute between ASEAN members and China that threatens regional stability. Washington had a clear interest in ensuring that tensions surrounding overlapping claims to the Spratly islands in the South China Sea were settled peacefully through dialogue. The US believes that adopting the code of conduct would ensure regional stability, freedom of navigation and international commerce. “I think we have to wait for ASEAN and China to agree to sit down and when ASEAN develops its goals and objectives, and if they ask for our assistance in specific items, we would be happy to assist,” Thomas said.

Refer to the article: US willing to help in South China Sea code of conduct: envoy

<http://www.abs-cbnnews.com/global-filipino/world/10/04/10/us-willing-help-south-china-sea-code-conduct-envoy>

October 6 “M. Valencia: N.E. Asia needs a maritime code of conduct” (The Japan Times, October 6, 2010)

Contributing an article titled “N.E. Asia needs a maritime code of conduct,” to *The Japan Times* dated October 6, Mark Valencia, a former senior fellow with the East-West Center in Hawaii, and a maritime policy analyst, asserts in it what is needed in Northeast Asia is some guidelines or an agreed declaration of expected behavior similar to an arrangement signed between the ASEAN and China in 2002 to avert serious confrontations over the territorial rights.

An outline of the article: Contributing an article titled “N.E. Asia needs a maritime code of conduct,” to *The Japan Times* dated October 6, Mark Valencia, a former senior fellow with the East-West Center in Hawaii, and a maritime policy analyst, mentioned in it what is needed in Northeast Asia is some guidelines or an agreed declaration of expected behavior to avert serious confrontations over the territorial rights. The gist of his article is as follows.

(1) All Northeast Asian states except North Korea have ratified the 1982 U.N. Convention on the Law of the Sea (UNCLOS). The convention stipulates that, pending agreement on exclusive economic zones (EEZ) and continental shelf boundaries, the parties concerned shall enter into “provisional arrangements of a practical nature” for management of resources in areas of overlapping claims. (Note: Article 83. 3) Such provisional arrangements in Northeast Asia include Japan and South Korea to share fish stocks in their respective disputed areas (Note: Come into effect on January 20, 1999), and fisheries agreements between China and Japan (Note: Come into effect on June 1, 2000). Japan and South Korea have been undertaking joint development of hydrocarbons for nearly 40 years in their area of overlapping continental shelf claims in the northern East China Sea (Note: January 30, 1974).

Moreover, Japan and China established a mutual “prior notification” regime for scientific research in their disputed area in the East China. (Note: Operation begins in February 2001.) Bilateral military arrangements of direct security significance include incidents at sea agreement between Russia and Japan (Note: Signed on October 13, 1993), a maritime

consultative agreement between the U.S. and China (Note: Signed on January 19, 1998) and others.

- (2) Looking at the situation in which various agreements on the prevention of such conflicts have been realized in East Asia, it is natural that an expectation of the agreements to the declaration of code of conducts. But what should such a code contain? First, a necessary item is the question of arrest and detention of fishing vessels of fellow claimants. Additionally, it should also govern any and all other activities in disputed areas, e.g., resource exploration and exploitation, marine scientific research, marine and aerial spy probes, and other military activities in disputed exclusive economic zones (EEZs). Right up front must be a clause stating that nothing in the declaration prejudices any party's sovereign rights or jurisdiction in its claimed territory, territorial sea, continental shelf, EEZ or its rights and responsibilities under the UNCLOS.
- (3) It should reaffirm the use of the sea only for peaceful purposes and the resolution of disputes without the threat or use of force in accordance with international law including the UNCLOS. Moreover, it should also reaffirm the freedom of navigation and over-flight consonant with international law. The parties would commit to self-restraint in the conduct of activities that might complicate or escalate disputes, and outside parties would be encouraged to adhere to the provisions of the declaration. Looking forward, the parties would agree to consider making the declaration a formal code of conduct. While this all may appear to be wishful thinking, China agreed to a similar declaration promulgated by ASEAN in 2002 for the South China Sea. That discussion should begin at sea.

Refer to the article: N.E. Asia needs a maritime code of conduct

<http://search.japantimes.co.jp/cgi-bin/ea20101006a1.html>

October 20 “‘kowtow’ vs. ‘sad and disappointed’: U.S. divided over Obama’s China policy” (The Washington Times, October 20, 2010)

According to U. S. newspaper, *The Washington Times* dated October 20, the foreign policy against China of the Obama Administration is divided into camps of the “kowtow” group and “sad and disappointed” group, and a heated policy debate [between these camps] is underway over how to deal with China. One faction that favors past policy of conciliation and concessions in relations with China is described as the “kowtow” group. On the contrary, the other faction is described as the “sad and disappointed” group which is against China’s across-the-board refusal to work cooperatively with the United States for the past two years.

An outline of the article: On the 20th, the U. S. Newspaper, *The Washington Time* (WT), carried an article titled “China policy fight” by Bill Gerts, a reporter for the WP who is well versed in the national security issues. In the article, Gerts says the foreign policy against China of the Obama Administration is divided into camps of the “kowtow” group and “sad and disappointed” group, and a heated policy debate between these groups is underway over how to deal with China. The gist of the article is as follows.

- (1) One faction that favors past policy of conciliation and concessions in relations with China is

described as the “kowtow” group. The “kowtow” group is headed by Deputy Secretary of State James Steinberg and includes White House National Security Council Asia Staff Director Jeff Bader, and his deputy, Evan Medeiros, a China military expert. Additionally, officials at the U.S. Embassy in Beijing also support continuing the current U.S. policies aimed to avoid upsetting Beijing's communist leaders.

- (2) On the other hand, the other faction which is against China's across-the-board refusal to work cooperatively with the United States for the past two years is described as the “sad and disappointed” group. This group includes Secretary of State Hillary Rodham Clinton, CIA Director Leon E. Panetta, Kurt Campbell, assistant secretary of state for East Asia, and Wallace Gregson, a retired Marine three-star general and assistant defense secretary for Asian and Pacific security affairs, and others. Mrs. Clinton set the tone for this group in a speech given on July 23 in Hanoi when she told a regional forum that “the United States has a national interest in freedom of navigation, open access to Asia's maritime commons, and respect for international law in the South China Sea.” China denounced the statement as U.S. meddling in its territorial disputes, which include Beijing's seeking control or influence over nearly the entire resource-rich sea. The secretary's speech was privately criticized by the pro-China camp for what it regarded as needless inflammatory remarks. (As to the remarks of Hillary Rodham Clinton, refer to the OPRF MARINT Monthly Report, July 2010, 1. 4.)
- (3) Those outside the debate include President Obama, who has little experience with foreign policy, and Vice President Joseph R. Biden Jr., who, while a staunch liberal, has not weighed in directly on the debate. Likewise, Defense Secretary Robert M. Gates, who is focused mainly on Afghanistan, has not made clear where he stands on the China debate. However, he upset some pro-China hands in the administration when he said that he even though he strongly favors resuming military talks and exchanges with the Chinese military, he does not want talks that are not substantive.
- (4) For Mr. Gates, crunch time is coming next spring. The secretary, if he stays in office, must make a series of decisions that will affect policies, arms acquisitions and war planning related to China, including a major revision of U.S. war plans for a conflict with China. The decisions will involve several major weapons programs the military wants to deal with a future hostile China, including a new long-range bomber, the high-technology “prompt global strike” program that will permit attacks on any place on Earth in 30 minutes or so; and U.S. counter-space programs to deal with China's anti-satellite weapons.
- (5) The policy debate is almost totally hidden from public view and only occasionally surfaces in public through statements or public speeches by faction members. On the other hand, China's diplomats and intelligence officers are said to be aware of the debate. The U.S. officials said the Chinese are actively trying to influence it behind the scenes through their supporters in and out of government.

Refer to the article: China policy fight

<http://www.washingtontimes.com/news/2010/oct/20/inside-the-ring-875212385/>

1.5 Shipping, Shipbuilding and Harbors

October 15 “Deep water port access is key for Vietnam container traffic” (Cargo News Asia, October 15, 2010)

According to Vietnam’s Cai Mep International Terminal (CMIT) chief commercial officer Malcolm Gregory, growth in trade and corresponding container traffic at southern Vietnam’s gateway Ho Chi Minh City port complex is jumping, and in response there has been tremendous activity in terminal investment. Four new container terminals in the Ho Chi Minh City port area planned to open between 2011 and 2013, which will add the 1.1 million TEU annual capacities to CMIT.

An outline of the article: Deep-water facilities will play a significant role in the growth of southern Vietnam container traffic in the years ahead, said Vietnam’s Cai Mep International Terminal (CMIT) chief commercial officer Malcolm Gregory at the 4th Annual Vietnam Ports and Logistics Conference in Ho Chi Minh City. According to Gregory, growth in trade and corresponding container traffic at southern Vietnam’s gateway Ho Chi Minh City port complex is jumping, and in response there has been tremendous activity in terminal investment. Four new container terminals in the Ho Chi Minh City port area planned to open between 2011 and 2013, which will add the 1.1 million TEU annual capacities to CMIT. Water depth of 14m is required for non-tide restricted access for vessels up to 8,000 TEU capacities, which are expected to soon be entering the Vietnam trade. Long-haul transpacific and Europe trades, representing nearly 30 percent of Ho Chi Minh City port traffic, will continue to migrate to the new deep-water terminals.

Refer to the article: Deep water port access is key for Vietnam

<http://www.cargonewsasia.com/secured/article.aspx?id=3&article=24070>

October 16 “PPA wants to privatize five ports in Mindanao” (Hellenic Shipping News, October 16, 2010)

The Philippine Ports Authority (PPA) recently announced that it is pushing ahead with its decision to privatize at least five state-controlled ports in the Visayas and Mindanao as part of the Aquino administration’s strategy to allow the private sector help the government in funding infrastructure projects. Ports eyed for privatization are Davao, Cagayan De Oro, Iloilo, General Santos and Ozamiz.

An outline of the article: The Philippine Ports Authority (PPA) recently announced that it is pushing ahead with its decision to privatize at least five state-controlled ports in the Visayas and Mindanao as part of the Aquino administration’s strategy to allow the private sector help the government in funding infrastructure projects. Ports eyed for privatization are Davao, Cagayan De Oro, Iloilo, General Santos and Ozamiz. These ports handle the bulk of local and international trade in Visayas and Mindanao. According to the PPA, all of the PPA’s more than 100 ports will be privatized before the end of the Aquino administration in 2016. Three ports of Davao port,

Cagayan De Oro port, and General Santos have already been operated by private harbor business companies.

Refer to the article: Philippine Ports Authority wants to privatise five ports in Mindanao

http://www.hellenicshippingnews.com/index.php?option=com_content&task=view&id=125780&Itemid=36

October 17 “Myanmar to construct railroad to link deep-seaport with Kunming, Yunnan Province, China” (Global Times, October 17, 2010)

On the 17th, China’s English newspaper *Global Times* reports, as information from the Myanmar’s local *Weekly Eleven News* dated 16 October, that Myanmar has planned to construct a railroad that will link a deep-sea port, Kyaukphyu, in western Rakhine state with Kunming in Yunnan Province, China. According to the report, the Kyaukphyu-Kunming railroad, which is part of the Kyaukphyu- Ruili platform project and national railroad network, is targeted to be finished in 2015.

An outline of the article: On the 17th, China’s English newspaper under the “Xinhua News,” *Global Times*, reports, as information from the Myanmar’s local *Weekly Eleven News* dated 16 October, that Myanmar has planned to construct a railroad that will link a deep-sea port, Kyaukphyu, in western Rakhine state with Kunming in Yunnan Province, China. According to the report, the Kyaukphyu-Kunming railroad, which is part of the national railroad network project, is targeted to be finished in 2015. The railroad will pass through Rakhine State, Magway Region, Mandalay Region and Shan State in Myanmar. The railroad project is implemented, dividing it into three sections. After the railroad network project is completed, Myanmar's Shan State and China's Yunnan province can be connected directly and the railroad will mainly facilitate the goods flow from China, adding that Magway and Mandalay regions will then become the important business centers. Meanwhile, China has also planned to invest in a special industrial zone to be established in Kyaukphyu.

Refer to the article: Myanmar to construct railroad to link deep-sea port with China

<http://china.globaltimes.cn/diplomacy/2010-10/582773.html>

【Related Story】

“Construction starts on China section of Sino-Myanmar oil-gas pipeline” (Global Times, September 11 2010)

Construction began on the China section of the Sino-Myanmar oil and gas pipeline in An'ning City in Yunnan Province, China, on September 10. CNPC, China's largest oil firm and parent company of PetroChina will build and operate the pipeline whose construction is due to finish in 2013. This pipeline starts at Kyaukryu port of Myanmar and enters China at Yunnan's border city of Ruili. The 2,380-km long oil pipeline will end in Kunming City. It is expected to carry 22 million tons of crude oil per annum to China. The natural gas pipeline is expected to transport 12 billion cubic meters of gas to China every year.

An outline of the article: According to the Chinese newspaper, *Global Times*, dated September

11, construction began on the China section of the Sino-Myanmar oil and gas pipeline in An'ning City in Yunnan Province, China, on September 10. CNPC, China's largest oil firm and parent company of PetroChina will build and operate the pipeline whose construction is due to finish in 2013. The pipeline starts at Kyaukryu port of Myanmar and enters China at Yunnan's border city of Ruili. The 2,380-km long oil pipeline will end in Kunming City. It is expected to carry 22 million tons of crude oil per annum to China from the Middle East and Africa. The natural gas pipeline will be even longer, running from Kunming into Guizhou Province and the Guangxi Zhuang Autonomous Region in south China for a total length of 2,806 km. It is expected to transport 12 billion cubic meters of gas to China every year. Construction in An'ning of an oil refinery with an annual capacity of 10 million tons also started on September 9.

The Sino-Myanmar oil and gas pipeline will be the fourth transport route for China, after ocean shipping, the Sino-Kazakhstan pipelines and the Sino-Russian crude oil pipeline. The oil pipeline saves 1,200 km of shipping by going around the Malacca Straits. Construction of the pipeline's Myanmar section began in June.

Refer to the article: Construction starts on China section of Sino-Myanmar oil-gas pipeline <http://china.globaltimes.cn/diplomacy/2010-09/572236.html>



Constructors work at the project as the China-Myanmar oil and gas pipelines formally started Chinese section construction in A An'ning of Southwest China's Yunnan province, on September 10, 2010.

Source: Global Times, September 11, 2010

1.6 Ocean Resources, Energy, Marine Environment and Others

October 4 “U.S. military depending less on fossil fuels” (The New York Times, October 4, 2010)

With insurgents increasingly attacking the American fuel supply convoys, the U.S. newspaper, *The New York Times* dated Oct. 4, carried an article reporting that the U. S. military is pushing to develop, test and deploy renewable energy to decrease its need to transport fossil fuels.

An outline of the article: According to the U.S. newspaper, *The New York Times* dated Oct. 4, carried an article reporting that, with insurgents increasingly attacking the American fuel supply convoys, the U. S. military is pushing to develop, test and deploy renewable energy to decrease its need to transport fossil fuels. An outline of the report is as follows.

- (1) At the end of September, a Marine company from California arrived in Afghanistan bearing novel equipment: portable solar panels that fold up into boxes; energy-conserving lights; solar tent shields that provide shade and electricity; solar chargers for computers and communications equipment. This Marines Company has become the first to take renewable technology into a battle
- (2) After a decade of waging wars in remote corners of the globe where fuel is not readily available, senior commanders have come to see overdependence on fossil fuel as a big liability, and renewable technologies as providing a potential answer. These new types of renewable energy now account for only a small percentage of the power used by the armed forces, but military leaders plan to rapidly expand their use over the next decade. Fossil fuel accounts for 30 to 80 percent of the load in convoys into Afghanistan, bringing costs as well as risk. While the military buys gas for just over \$1 a gallon, getting that gallon to some forward operating bases costs \$400.
- (3) In 2009, the Navy introduced its first hybrid vessel, a *Wasp* class amphibious assault ship called the U.S.S. *Makin Island*, which at speeds under 10 knots runs on electricity rather than on fossil fuel, a shift resulting in greater efficiency that saved 900,000 gallons of fuel on its maiden voyage from Mississippi to San Diego. (Refer to OPRF MARINT Monthly Report, October 2009, 1. 2 Military.) The Air Force will have its entire fleet certified to fly on biofuels by 2011 and has already flown test flights using a 50-50 mix of plant-based biofuel and jet fuel; the Navy took its first delivery of fuel made from algae this summer. Biofuels can in theory be produced wherever the raw materials, like plants, are available, and could ultimately be made near battlefields.
- (4) This spring, the military invited commercial manufacturers to demonstrate products that might be useful on the battlefield. A small number were selected for further testing. This summer, renewable technologies proved capable of powering computers, residences and most equipment for more than a week at a test base in the Mojave Desert — though not enough to operate the most sophisticated surveillance systems. The Marines are exploring solar-powered water purification systems and looking into the possibility of building a small-scale, truck-based biofuel plant.

Refer to the article: U.S. Military Orders Less Dependence on Fossil Fuels

http://www.nytimes.com/2010/10/05/science/earth/05fossil.html?_r=1&pagewanted=1&hp

【Related Story】

“U.S. Navy conducts testing of effectiveness of alternative fuels” (US Navy News Service, October 22, 2010)

On the 22nd, the U.S. Navy conducted a full power demonstration of a Riverine Command

Boat (experimental) (RCB-X) powered by alternative fuel aboard Naval Station Norfolk, Va. The fuel, a drop in replacement to standard shipboard fuel, is 50 percent algae-based and 50 percent NATO F-76 fuel, which forms a 50/50 blend of hydro-processed renewable diesel. The fuel, a drop in replacement to standard shipboard fuel, is 50 percent algae-based and 50 percent NATO F-76 fuel, which forms a 50/50 blend of hydro-processed renewable diesel, which is also known in industry as HR-D. These exhibitions will culminate in 2012 with a “Green Strike Group” of U.S. Navy ships operating locally and by 2016 deploying a “Great Green Fleet” powered entirely by alternative fuels.

An outline of the article: On the 22nd, the U.S. Navy conducted a full power demonstration of a Riverine Command Boat (experimental) (RCB-X) powered by alternative fuel aboard Naval Station Norfolk, Va. Testing and evaluation of alternative fuels from the 49-foot fast and agile RCB-X boat supports the secretary of the Navy's efforts to reduce the fleet's reliance on fossil fuels and is part of a series of progressively complex tests and evaluations scheduled through 2012. These exhibitions will culminate in 2012 with a “Green Strike Group” of U.S. Navy ships operating locally and by 2016 deploying a “Great Green Fleet” powered entirely by alternative fuels. Director of the Chief of Naval Operations Energy and Environmental Readiness Division (Rear Adm. Philip Cullom) said, “It is not just about natural security; it also strengthens national security. By having reliable and abundant alternate sources of energy, we will no longer be held hostage by any one source of energy, such as petroleum. Our goal, as a Navy, is to be an 'early adopter' of new technologies that enhance national security in an environmentally sustainable way.” The testing and evaluation is being led by Naval Sea Systems Command's Advanced Fuels program office.

The fuel, a drop in replacement to standard shipboard fuel, is 50 percent algae-based and 50 percent NATO F-76 fuel, which forms a 50/50 blend of hydro-processed renewable diesel. The blend which also known in industry as “HR-D,” as opposed to biofuel, does not include water which is incompatible for shipboard fuel systems and does not have the limited serviceable life (typically six months) of biofuels. Shipboard fuel systems ensure the use of HR-D as it is.

Refer to the article: Navy Sailing Toward Great Green Fleet

http://www.navy.mil/search/display.asp?story_id=56757



Sailors assigned to Riverine Group 1 conduct maneuvers aboard Riverine Command Boat (Experimental) (RCB-X) at Naval Station Norfolk. The RCB-X is powered by an alternative fuel blend of 50 percent algae-based and 50 percent NATO F-76 fuels to support the secretary of the Navy's efforts to reduce total energy consumption on naval ships.

Source: US Navy News Service, October 22, 2010

October 12 “U.S. Interior Dept lifts ban on deep-water drilling in Gulf of Mexico” (The Washington Post, October 13, 2010)

On the 12th, the U. S. Interior Department lifted the moratorium on deep-water drilling for oil and gas in the Gulf of Mexico. Initially, lifting the drilling ban was scheduled on November 30, but the Obama Administration had been under pressure from the lawmakers elected from the Gulf Coast regions and the oil industries to lift the moratorium for employment measures.

An outline of the article: On the 12th, the U. S. Interior Department lifted the moratorium on deep-water drilling for oil and gas in the Gulf of Mexico. Initially, lifting the drilling ban was scheduled on November 30, but the Obama Administration had been under pressure from the lawmakers elected from the Gulf Coast regions and the oil industries to lift the moratorium for employment measures. Because of ban imposed since late May, thirty-three rigs working in the Gulf of Mexico have been idled. Having recently issued a slew of new operational and safety rules, the Interior Department will issue permits for those operators that are able to clear these rules one after another. Therefore, the oil industry welcomed the move but cautioned that a de facto moratorium could remain in effect if the Interior Department doesn't issue permits in a timely fashion. On the other hand, most environmental groups blamed the department for the early end to the ban, citing the actions are too premature.

Refer to the article: U.S. lifts ban on deep-water drilling

http://www.washingtonpost.com/wp-dyn/content/article/2010/10/12/AR2010101206259.html?wpi_src=nl_politics

October 14 “MHI completes design of container ship with MALS” (Mitsubishi Heavy Industries HP, October 14, and Marine Log, October 14, 2010)

According to the “MHI News (Mitsubishi Juko News)” dated October 14, Japanese shipbuilder Mitsubishi Heavy Industries, Ltd. (MHI) has announced it completed the conceptual design of a 14,000 TEU containership with an air-lubricated hull, Mitsubishi Air Lubrication Systems (MALS)-14000CS. The MALS-14000CS is a New Panamax size vessel, adopting the proprietary MALS, which reduces frictional resistance between the vessel hull and seawater using air bubbles at the vessel bottom. By incorporating the MALS, along with an advanced high-efficiency hull and propulsion system, the vessel will be capable of reducing emissions of CO₂ by 35 percent compared with container carriers of conventional design.

An outline of the article: According to the “MHI News (Mitsubishi Juko News)” dated 14 October, Japanese shipbuilder Mitsubishi Heavy Industries, Ltd. (MHI) has announced it completed the conceptual design of a 14,000 TEU containership with an air-lubricated hull, Mitsubishi Air Lubrication Systems (MALS)-14000CS. The News reports:

- (1) The MALS-14000CS is a New Panamax size vessel, adopting the proprietary MALS, which reduces frictional resistance between the vessel hull and seawater using air bubbles at the vessel bottom. By incorporating the MALS, along with an advanced high-efficiency hull and propulsion system, the vessel will be capable of reducing emissions of CO₂ by 35 percent compared with container carriers of conventional design.
- (2) By incorporating the MALS, the vessel will be capable of realizing CO₂ reduction efficiency 10 percent compared with container carriers of conventional design. In addition, the ship design, featuring a new high-performance hull form, places the bridge relatively forward, exhaust funnels at the stern, and additional container space under the accommodations quarter. The new ship design, providing increased container carrying capacity, coupled with a two-engine, two-shaft propulsion system, enables a reduction in CO₂ emissions by 24 percent. With another 5 percent reduction enabled by the electronically controlled diesel engine and waste heat recovery system, the MALS-14000CS achieves an overall 35 percent cut in CO₂ emissions.

MHI has already installed the MALS on the YAMATAI, a module carrier operated by NYK-Hinode Line, Ltd., a subsidiary of Nippon Yusen Kaisha (NYK Line), and is verifying its CO₂ reduction efficiency, expecting a reduction of some 10 percent. This marked the world's first application of an air-blow type ALS system on an ocean-going vessel for permanent use; the MALS-14000CS signifies the second application of MALS technology. (Refer to OPRFMARINT Monthly Report, February 2010, 1. 6.)

Refer to the article: MHI HP

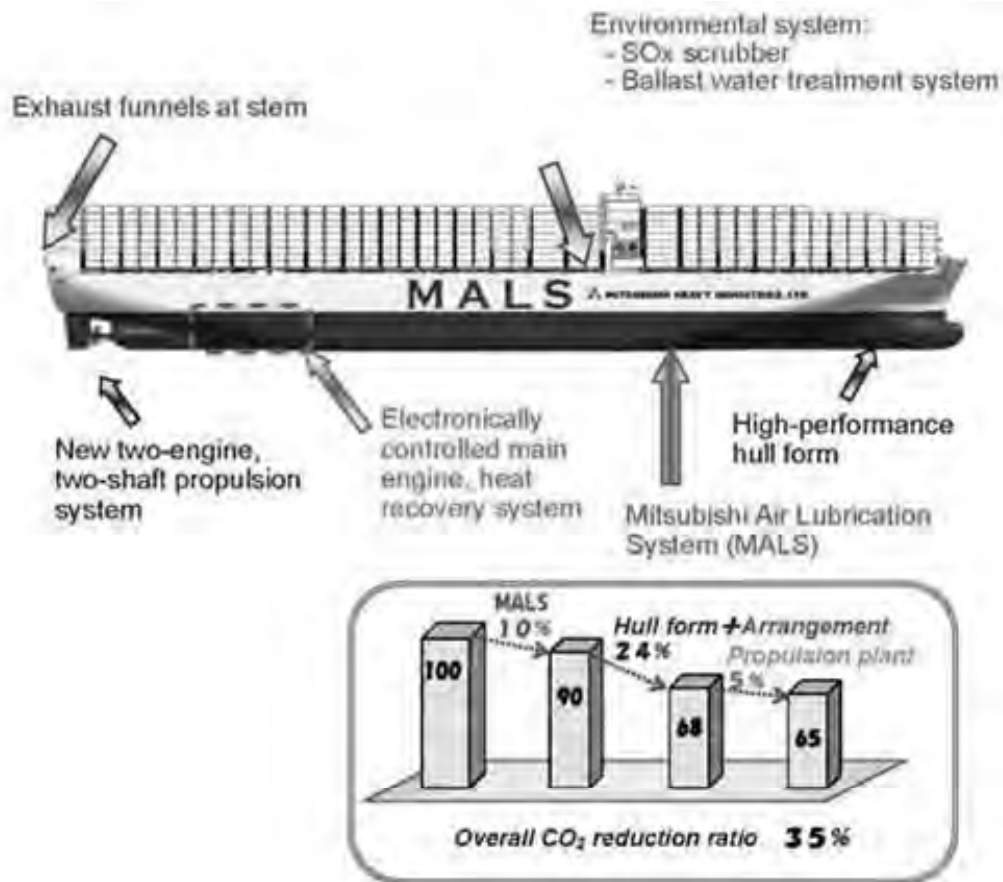
<http://www.mhi.co.jp/news/story/1010144987.html>

For “MALS – 14000CS,” refer to:

<http://www.mhi.co.jp/news/story/pdf/1010144987.pdf>

MHI designs giant containership with air lubricated hull

<http://www.marinelog.com/DOCS/NEWSMMIX/2010oct00141.html>



October 14 “S. Korea bans operations of single hull tankers in its territorial waters from 2011” (Turkish Maritime, October 14, 2010)

On the 14th, the South Korean Ministry of Land, Transport and Maritime Affairs said that all locally registered single-hull tankers with a deadweight tonnage of 5,000 tons will be barred from operating in territorial waters as of 1 January 2011 to better protect the environment from oil spills. It also said single-hull foreign ships will be barred from entering South Korean ports as of January 1, 2011.

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Refer to the article: Single hull tanker to be banned

http://www.turkishmaritime.com.tr/news_detail.php?id=8232

2. Intelligence Assessment

2.1 Piracy and Armed Robbery against Ships up to 3rd Quarter of 2010 (Characteristics reviewed in the IMB Report)

On October 18, 2010, the International Maritime Bureau (IMB) of International Chamber of Commerce (ICC) published a report through the Piracy Reporting Center (PRC) based in Kuala Lumpur on the incidents of piracy and armed robbery against the ships noted in the world in the third quarter of 2010 (January 1 – September 30, 2010). Below is a summary of the characteristics of the incidents of piracy and armed robbery against the ships viewed from the IMB report (hereinafter referred to as the Report) noted in the third quarter of 2010.

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

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

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

The number of the incidents (actual attacks/cases) reported in the third quarter of the year 2010 was 289. Of them, 167 were actual attacks. Of them, 39 were hijackings, and 128 incidents were boarding. There were 122 attempted attacks. Of them, 52 cases were firing and 70 incidents were attempted boarding. However, IMB is regarding there are a great number of the unreported cases apart from the reported cases, advising the shipping owners and masters of the ships to report all piratical attacks and suspicious movements of the crafts to the bureau.

The attacks in the third quarter (January 1 – September 30) of 2010 have decreased to some extent, compared with 306 attacks during the same period in 2009 (406 attacks throughout a year). However, looking at the status of attacks for the last five years, the number of attacks during the same period in 2006 was 174 (239 cases throughout a year); the number of attacks during the same period in 2007 was 198 (263 cases throughout a year); and the number of attacks during the same period in 2008 was 199 (293 cases throughout a year). Therefore, the number of 289 attacks in the third quarter of 2010 has already decreased to some extent, compared with [the number of attacks during] the same period in 2009. Nevertheless, by the third quarter of 2010, the number of incidents has already reached the number which equals the number of incidents throughout a year of 2008.

Looking at 289 incidents (attacks/cases) in the third quarter of 2010 by location, 199 incidents,

which are more than two-thirds of the total incidents, occurred in the five areas as follows. There were 56 incidents in Somalia, 45 incidents in the Gulf of Aden, 30 incidents in the South China Sea, 26 incidents in Indonesia, 24 incidents in the Red Sea, and 18 incidents in Bangladesh. As shown in the Table 1, there were 124 incidents in the Gulf of Aden, the Red Sea, and off Somalia, highlighting an abnormal feature in the surrounding area of the “Horn of Africa.” According to the Report, in addition to two incidents in the Arabia Sea, the incidents by Somali pirates in the third quarter reached 126.

According to the Report, Somali pirate attacks cover a vast area which includes off Kenya/ off Tanzania, off Seychelles and off Madagascar, expanding further out at sea from the east and south coast of Somalia. Moreover, the Report says recently pirates are expanding their attack area as far west as the southern Red Sea and in the Straits of Bab El Mandeb and as far north as off east coast Oman/Arabian Sea. (See Reference Information Maps: 2005-2009 and 2010 to October 26 in enclosures of this document.)

Of 126 incidents in the third quarter, 35 were hijackings. Of 168 incidents in the third quarter of the year 2009, 32 were successful hijackings. Looking at the incidents until the third quarter of 2010, attacks by Somali pirates in the Gulf of Aden have drastically declined. In addition, although a total of attacks have been decreasing, there is a feature that the successful hijackings have been increasing. Moreover, according to the Report, as the warships dispatched by the international navies are patrolling this area, and intelligence gathering coupled with strategic placement of naval asset is increasing, there are more cases in which suspected pirated groups are detected and arrested by these naval vessels before they go out to the sea. (Refer to this MARINT Monthly Report, 1. 1 Maritime Security.) The presence of warships dispatched by the international navies is indispensable for countering the piracy in these waters, although they cannot cover the vast sea areas. Additionally, the dissemination of the anti-piracy manual of the “Best Management Practice (BMP)” has led to heighten awareness among ship-owners, operators, and Masters. (Regarding the recent incidents in which, on advice of the BMP, the crews fled into the safety compartment dubbed “citadel” of the ship, locked themselves inside, and escaped from being taken hostage by the boarding pirates, refer to this MARINT Monthly Report, 1. 1 Maritime Security.)

In Southeast Asia, the incidents in the South China Sea have increased from 10 cases in the third quarter of 2009 to 30 cases in the same period of 2010. Moreover, the incidents in Indonesia have drastically increased from seven cases in the third quarter of the 2009 to 26 cases during the same period of 2010. According to the Report, in the South China Sea, incidents frequently occurred in Anambas, Natuna, and Mankai islands, and of 30 actual attacks in this area, 17 were actual cases of being boarded. In Indonesia, of 26 incidents, 17 cases were cases of being boarded, in which robbers stole shipping equipment and personal belongings.

2. Characteristics viewed from Activities

The Table 2 shows the status of attacks by location noted frequently in the areas in Asia and others throughout the third quarter of 2010.

On the other hand, regarding the status of the vessels when they were attacked, the Report says as follows. Of 167 actual attacks throughout the third quarter of 2010, the attacks made while the vessels were berthed in port totaled 10 cases (14 cases during the same period in 2009), whereas the attacks made while the ships were anchored totaled 81 cases (74 cases during the same period in 2009). The attacks made while the ships were steaming totaled 74 cases (59 cases during the same period in 2009). Of 122 attempted attacks, two cases (14 cases during the same period in 2009) occurred while the vessels were berthed, and 12 cases (74 cases during the same period in 2009) occurred while they were anchored. The remaining 108 cases (142 cases during the same period in 2009) occurred while the ships were steaming. Also, in eight locations, more than three attacks were reported respectively while the ships were berthed or anchored throughout the third quarter of 2010, which totaled 50 cases. This means a decrease in the number of places and the incidents (cases), looking from 11 locations with a total of 66 cases during the same period of 2008. Most attacks were reported at Chittagong, Bangladesh with 18 cases (12 cases during the same period in 2009), which is followed by seven cases (nine cases during the same period in 2009) at Callao, Peru, and six cases (eight cases during the same period in 2009) at Lados, Nigeria. It is a feature of the past several years that the incidents of armed robbery are increasing at Chittagong in Bangladesh while the vessels are berthed, and anchored.

Table 3 shows by location the status of the ships when they were involved in all incidents (actual attacks) including attempted cases. According to Table 1 and Table 2, all attacks by Somali pirates are hijackings of vessels while they are steaming. It shows a peculiarity of Somali pirates that attack the navigating vessels by mother-boats and skiffs. On the other hand, although the attacks in the South China Sea are made while the ships were steaming, it is peculiar that the attacks include boarding cases. Most of the attacks in Bangladesh and India are made while the ships were berthed in port or anchored.

What types of vessels were attacked as the targets of the pirates/robbers? The number of ships by type involved in attacks (including attempted attacks) throughout the third quarter of 2010 was noted as follows: First, the highest number of 48 attacks (cases) (33 cases during the same period in 2009) for the chemical tankers; second, 48 cases (48 cases during the same period in 2009) for containers; third, 47 cases (42 cases during the same period in 2009) for general cargoes; fourth, 46 cases (84 cases during the same period in 2009) for the bulk carriers. Next come 24 cases (27 cases during the same period in 2009) for oil tankers, 17 cases (18 cases during the same period in 2009) for product tankers, 13 cases (nine cases during the same period in 2009) for fishing boats, 12 cases (12 cases during the same period in 2009) and others. Here, a significant increase in the number of attacks on the bulk carriers is noted. The Table 4 shows data on major vessels by type that were hijacked in the Gulf of Aden and off Somalia in the third quarter of 2010.

As shown in the Table 4, on average, the vessels hijacked in the Gulf of Aden and off Somalia, including those seized in 2008, have relatively low dry decks with a full load of oil (the Table above indicates the data when unloaded), slow speed (below 15 knots), and a small crew (more or less 20 - 25 persons on average).

Looking at the vessels attacked by registration, of 289 incidents (ships) in the third quarter of 2010, 49 (52 during the same period in 2009) ships were Panamanian-registered, which marked the highest number. Next come 35 (30 during the same period in 2009) Liberian-registered ships. The following are 32 (26 during the same period in 2009) Singaporean-registered ships, 27 (21 during the same period in 2009) Marshall Islands-registered ships, 14 (19 during the same period in 2009) Malta-registered ships, 15 (18 during the same period in 2009) Antigua Barbuda-registered ships, 12 (16 during the same period in 2009) Hong Kong (SAR)-registered ships, and 10 (two during the same period in 2009) Malaysian-registered ships. In case of Japanese-registered vessels, throughout the past five whole years, one ship in 2007, and two ships in 2008 were attacked, but there was no ship attacked in 2009. Until the third quarter of 2010 no ship has been attacked.

On the other hand, in view of the operational status of the vessels attacked by country where victim ships were controlled / managed, 46 (50 during the same period in 2009) German ships were noted, which marks the highest number of the incidents. This was followed by 42 (36 during the same period in 2009) Singaporean ships, 28 (41 during the same period in 2009) Greek ships, 14 (13 during the same period in 2009) Japanese ships, 12 (seven during the same period in 2009) British ships, 11 (15 during the same period in 2009) Hong Kong (SAR) ships, 10 (5 during the same period in 2009) UAE ships, 10 (one during the same period in 2009) Malaysian ships, nine (six during the same period in 2009) South Korean ships, seven (two during the same period in 2009) Taiwanese ships, seven (seven during the same period in 2009) Indian ships and others.

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

Looking at the status of violence to crew, as the Table 5 shows, the incidents (including the attempted attacks) in which the crews were taken hostage have dramatically increased for the past five years, occupying a greater part of violence. By the end of the third quarter of 2010, 773 persons were taken hostage, which dramatically increased by nearly three times compared with the numbers during the same period in 2009. On the other hand, looking at the incidents by location, of 773 hostage incidents, 261 cases (310 cases during the same period in 2009) in the Gulf of Aden and 401 cases (213 cases during the same period in 2009) in Somalia were noted respectively. While the incidents are decreasing in the Gulf of Aden, they were almost doubled in Somalia. Anyway, including 18 cases in the Red Sea, a greater part of the incidents are concentrated in the surrounding area of the "Horn of Africa." Looking at violence, this area abounds in many cases of demanding ransom for the hostages, which shows a peculiarity of the attacks by Somali pirates. According to the Report, as of 30 September 2010, 17 vessels are being held for ransom with 369 crewmembers as hostages.

Table 6 shows types of arms used by pirates in all incidents in each third quarter of the recent five respective years. Looking at this Table, you will find few changes in the trends that guns and knives are major arms of for the past five years.

On the other hand, looking at the types of arms to be used by pirates by location, of a total of 137 attacks in which guns were used, 39 cases in the Gulf of Aden, 13 cases in the Red Sea, and 50

cases in Somalia occupy a greater part of the incidents. This will make us find how dangerous the Somali pirates armed with AK-47 rifles and RPG-7 rocket weapons are. Throughout the third quarter of 2010, one crewmember was killed at the incident in the Gulf of Aden. Additionally, of 27 crewmembers who were injured in the incidents, 10 were hurt in Somalia, two in Gulf of Aden, and seven in Nigeria, which shows the status of violence in the incidents in these maritime areas.

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

Table 1: Trends of incidents (including the attempted attacks) that occurred frequently in Asia and other areas until each third quarter (1 January – 30 September) of recent 5 years

Location	2010	2009	2008	2007	2006
Indonesia	26	7	23	37	40
Malacca Straits	1	2	2	4	8
Malaysia	13	14	7	7	9
Philippines	3	1	6	2	3
Singapore Straits	2	6	2	3	3
Thailand	1	1		2	1
China	1				1
South China Sea	30	10		3	1
Vietnam	9	8	8	4	3
Bangladesh	18	12	9	13	33
India	4	10	10	7	4
Gulf of Aden*	44	100	51	10	9
Red Sea**	24	15			
Somalia	56	47	12	26	8
Arabian Sea***	2	1		4	1
Indian Ocean****		1			
Oman*****		4			
Seychelles			1		
Tanzania	1	5	14	9	2
Nigeria	11	20	24	26	9
Sub total for nine months	289	306	199	198	174
Total at yea end		406	293	263	239

Source: Made from Table 1 in the IMB report in the third quarter of 2010 "Piracy and Armed Robbery against Ships, January 1– September 30, 2010," pp. 5 - 6. The total of the incidents covers all areas targeted in the report.

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

Table 2: Status of attacks noted frequently in areas in Asia and others in 3rd quarter (1 January – 30 September) of 2010

Location	Actual Attacks		Attempted Attacks	
	Boarded	Hijacked	Fired Upon	Attempted
Indonesia	17	1		8
Malacca Straits				1
Malaysia	8	2		3
Philippines	2			1
Singapore Straits	2			
Thailand / Gulf of Thailand	1			
South China Sea	21	1	2	6
Vietnam	9			
Bangladesh	17			1
India	4			
Gulf of Aden*	1	15	15	13
Red Sea**		1	4	19
Somalia		19	28	9
Arabian Sea***				2
Tanzania	1			
Nigeria	8		2	1
Sub total	128	39	52	70
Total	289			

Source: Made from Table 2 in the IMB report in the third quarter of 2010 "Piracy and Armed Robbery against Ships, January 1 – September 30, 2010," p. 9. The total of the incidents covers all areas targeted in the report.

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

Table 3: Status of ships during attacks by location noted in 3rd quarter (1 January – 30 September) of 2010

Location	Actual Attacks				Attempted Attacks			
	B	A	S	NS	B	A	S	NS
Indonesia	2	12	4		1	2	5	
Malaysia		8	2			2	1	
Malacca Straits							1	
Philippines		2					1	
Singapore Straits			2					
Thailand			1					
China		1						
South China Sea			22				8	
Vietnam	1	7	1					
Bangladesh	2	13	2			1		
India		4						
Gulf of Aden*			16				28	
Red Sea**			1				23	
Somalia			19				37	
Arabian Sea***							2	
Tanzania		1						
Nigeria	2	2	4			1	2	
Sub total	10	81	76		2	12	108	
Total		167				122		

Sources: Made from Table 4 and Table 5 in the IMB report in the third quarter of 2010 "Piracy and Armed Robbery against Ships, January 1 – September 30, 2010," pp. 10-11 and p. 11. The total of the incidents covers all areas targeted in the report.

Remarks: B = Berthed, A = Anchored, S = Steaming, NS = Not Stated.

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

Table 4: Data on major types of vessels hijacked in the Gulf of Aden/off Somalia in 3rd quarter
(January 1 – September 30) of 2010

Name (Location)	Type	Date	DWT	Freeboard (ft)	Speed (k)	Crew
<i>Pramoni</i> (A)	Chemical & Oil Tanker	1.1	19,996	11	15	24
<i>Asian Glory</i> (Sy)	Car Carrier	1.2	13,363	16	18.6	25
<i>Al Nisr Al Saudi</i> (A)	Products Tanker	3.1	5,136	3	13.5	14
<i>UBT Ocean</i> (M)	Chemical & Oil Tanker	3.5	9,224	8	13	21
<i>Frigia</i> (I)	Bulk Carrier	3.23	35,246	2	13	21
<i>Talca</i> (O)	Reefer	3.23	11,055	12	18	25
<i>Iceberg I</i> (A)	Ro Ro Vessel	3.29	3,960	1	14	24
<i>Samho Dream</i> (S)	VLCC	4.4	319,430	26	16	24
<i>RAK Afrikana</i> (Sy)	Ro Ro Vessel	4.11	7,561	3	12	26
<i>Voc Daisy</i> (A)	Bulk Carrier	4.21	47,189	15	14	21
<i>Marida Marguerite</i> (A)	Chemical & Oil Tanker	5.8	13,168	14	13	22
<i>Panega</i> (A)	Products Tanker	5.11	5,848	6	13.5	15
<i>Eleni P</i> (O)	Bulk Carrier	5.12	72,119	16	14.5	24
<i>Golden Blessing</i> (A)	Chemical & Oil Tanker	6.28	14,445	9	13	19
<i>Motivator</i> (A)	Chemical & Oil Tanker	7.5	13,065	9	N/A	18
<i>Suez</i> (A)	General Cargo	8.2	17,300	11	15.5	23
<i>Olib G</i> (A)	Chemical Tanker	9.8	6,400	4	14	18
<i>Asphalt Venture</i> (T)	Asphalt Tanker	9.29	3,884	3	10	15

Sources: Made from information in the List of Ships Sea-jacked, Horn of Africa Piracy, Maritime Administration, US Department of Transportation. The List has been irregularly revised.

Notes: (A): Gulf of Aden, including Red Sea; (O): Off Oman; (S): Off east of Somali coast; (Sy): Sea near Seychelles; and (T): Surrounding area off Tanzania, indicate the locations where the ships were hijacked.

Table 5: Status of violence to crew in each third quarter (1 January – 30 September) of recent 5 years

Types of Violence	2010	2009	2008	2007	2006
Hostage	773	661	581	172	163
kidnap	17	12	9	63	20
Threatened	13	12	4	4	14
Assaulted	3	4	5	21	2
Injured	27	23	22	21	13
Killed	1	6	9	3	6
Missing		8	7	2	12
Sub total for nine months	834	726	637	286	218
Total at year end		1,166	1,011	433	317

Sources: Made from Table 8 in the IMB report in the third quarter of 2010 "Piracy and Armed Robbery against Ships, January 1 – September 30, 2010,"p. 12. Each year-round total until 2009 was made from Table 8 in the IMB report of "Piracy and Armed Robbery against Ships, 1 January – 31 December 2009,"p. 12.

Table 6: Types of arms used by pirates in all attacks in each third quarter of the recent five respective years (1 January – 30 September, 2006 – 2010)

Types of Arms	2010	2009	2008	2007	2006
Guns	137	176	76	51	42
Knives	66	56	54	47	57
Other weapons	3	5	4	9	8
Not stated	83	71	65	91	67
Sub total for nine months	289	306	199	198	174
Total at year end		406	293	263	259

Sources: Made from Table 6 in the IMB report in the third quarter of 2010 "Piracy and Armed Robbery against Ships, January 1 – September 30, 2010,"p. 11.

Short Review: Expansion of Somali Piracy 2005 - 2010 (Source: Eagle Speak. Oct 27, 2010)

2005



2006



2007



2008



2009



2010 to October 26



2.2 Piracy and Armed Robbery against Ships up to 3rd Quarter of 2010 ~ From ReCAAP Quarterly Report ~

On October 18, the Information Sharing Center (ISC) of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) which was established, based on ReCAAP, issued a report which deals with incidents of piracy and armed robbery against ships during the third quarter of the year 2010 (January 1 – September 30, 2010) (hereinafter, the Report). While the similar report of the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) covers world-wide areas, the ReCAAP covers the regional areas stretching from the Arabian Sea to northeast Asia via southern rim of the Eurasian continent. In addition, while the IMB makes use of reports from non-government vessels and shipping owners as its main sources of information, ReCAAP has 15 Focal Points as sources of information – one point in each of 14 member-countries plus one in Hong Kong – which are linked with ISC based in Singapore. Focal point is not operation center. Also, ReCAAP is Information Sharing Web which is composed of Focal Points, which are mutually connected with one another. The Focal Point of a country is located in the Coast Guard, Maritime Police, Ministry or Agency in charge of marine transportation and maritime affairs or navy. (In case of Japan, it is located in the Maritime Safety Agency.) Also, the Focal Point of respective country is coordinating with law enforcement agencies, navy, port authorities, custom authorities, and shipping circles among others. Moreover, the ReCAAP is using data from the International Maritime Organization (IMO), IMB and others. (ReCAAP is an abbreviation of the Regional Cooperation Agreement against Piracy. Sixteen member-nations are India, Sri Lanka, Bangladesh, Myanmar, Thailand, Singapore, Cambodia, Laos, Vietnam, Brunei, Philippines, China, Republic of Korea, Japan, and Norway and the Netherlands as other participants. Although Malaysia and Indonesia are non-members, they are conducting exchanges of information with the ISC.)

The following are the patterns and trends of the incidents of piracy and armed robbery against the ships viewed from the Report noted in the Asian region during the third quarter of 2010 (1 January–30 September 2010).

1. Definition of Piracy and Armed Robbery

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

2. Characteristics viewed from numbers and locations of incidents (including attempted cases)

According to the Report, the number of the incidents (including the attempted cases) reported by the third quarter of the year 2010 was 118 (74 during the same period in 2009), of which 97 (62

during the same period in 2009) were actual incidents and 21 (12 during the same period in 2009) were attempted cases. Of 118 cases, 24 were piracy incidents, and 94 were armed robbery incidents. Looking at the numbers of incidents in the third quarter by month, there were 12 incidents (nine actual case and three attempted cases) in January, seven incidents (six actual cases and one attempted case) in February, seven incidents (six actual cases and one attempted case) in March, 16 incidents (14 actual cases and two attempted cases) in April, 10 incidents (eight actual cases and two attempted cases) in May, 19 incidents (15 actual case and four actual cases) in June, 11 incidents (nine actual cases and two attempted cases) in July, 23 incidents (19 actual case and four attempted cases) in August, and 13 incidents (11 actual cases and two attempted cases) in September. There was the highest number of incidents in August. In particular, the piracy incidents most frequently occurred in Plau Anambas and Pulau Mangkai in the South China Sea.

Table 1: Numbers of incidents by location at the end of each third quarter in past five respective years

	2010.1-9		2009.1-9		2008.1-9		2007.1-9		2006.1-9	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
East Asia										
China	1									
Sub Total	1									
South Asia										
Arabian Sea										
Bangladesh	18	2	11	2	7	2	11	1	24	12
Bay of Bengal	1						1			
India	5		7	1	10	1	5		2	
Sri Lanka								1		
Sub Total	24	2	18	3	17	3	18	5	26	12
Southeast Asia										
Gulf of Thailand	1									
Indonesia	23	9	8	2	18	1	28	6	29	10
Malaysia	14		10	3	6		7	1	9	1
Myanmar			1							
Philippines	4		2	1	5	1	1	1	2	
Singapore	1									
South China Sea	17	7	10	1	4	2	1	3	3	
Straits of Malacca & Singapore	2	3	5	2	2	4	2	2	6	2
Thailand			1				1		1	
Vietnam	10		7		7	1	4		3	
Sub Total	72	19	44	9	42	9	44	13	53	13
Total	97	21	62	12	59	12	62	18	80	25
Overall Total	118		74		71		80		105	

Source: ReCAAP Quarterly Report (January-September 2010), Table 2 – Location of incidents reported during January-September of 2006-2010, p. 13.

Remarks: Act = Actual Incidents, Att = Attempted Incidents

The numbers of the incidents in the ReCAAP’s responsible area in each third quarter during the past five years are shown in Table 1, According to this Table 1, the incidents in the third quarter in 2010 are drastically increasing. In particular, increasing trends are remarkable in the South China Sea, Indonesia and Bangladesh.

Note: On September 9, the Information Sharing Center (ISC) of the ReCAAP released a special report on the pirate incidents on the rise off the Pulau (Island) Anambas, Pulau Anambas and Pulau Mangkai in the South China Sea titled “ReCAAP ISC, Special Report on Situation Update off the Islands of Anambas, Natuna and Mangka.” According to the special report, as to the status of the incidents in the vicinity of the islands of Anambas and Mangkai, compared with the previous three years, there has been a drastic increase in 2010. By September 5, a total of 16 incidents (including one attempted case) were reported. Particularly, between August 16 and September 5 there were nine incidents, which were more than a half of the total. (Concerning this information, refer to the OPRF MARINT Monthly Report September 2010, 1. 1 Maritime Security “Topic.”)

3. Evaluation of Significance of Incidents viewed in ReCAAP Report

The most distinctive characteristic of the ReCAAP report is that the ISO evaluates significance of each incident in terms of two factors – violence factor and economic factor and classifies each case into three categories.

In evaluation of the violent factor the report uses as criteria: (1) types of weapons used (violence is the most forceful when more highly efficient weapons than knives and others are used; (2) treatment of the crew (violence is the most intensive if the crew are killed or kidnapped; and (3) numbers of the pirates /robbers who engaged in an attack (in this case, the more the numbers increase, the more the violence develops, and the organized crime will possibly increase.)

In assessment of the economic factors the report uses a criterion of evaluating financial values of damaged vessels. In this case, the seriousness is the utmost when the ship was hijacked with the cargoes.

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

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

Table 2 classifies the actual incidents noted in each third quarter of past five respective years into one of three categories. According to these data, for the recent two years, the numbers of incidents by three categories are in an approximately same ratio with total numbers of incidents by three categories.

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

	2010.1-9	2009.1-9	2008.1-9	2007.1-9	2006.1-9
CAT-1	3	3	4	4	2
CAT-2	41	24	12	12	32
CAT-3	53	31	43	46	46

Source: Made from ReCAAP Quarterly Report (January-September 2010), Chart 1- Significance level of incidents during January-September of 2006-2010, p. 12.

According to the report, as for an evaluation of violence factor, looking from the type of weapons used, of 97 actual incidents in the third quarter of 2010, 49 incidents involving the use of knives, 17 incidents involving the use of guns and knives, one incident involving the use of other weapon, and 30 incidents in which weapons used are not stated were noted. According to the Report, as for the type of weapons used in the past five years, knives have been most frequently used. Of seven cases in which guns and knives are used, six incidents were attacks on tug boats.

Regarding the treatment of crews of the vessels attacked, of 97 actual incidents in the third quarter of 2010, there were one incident of crew being kidnapped, one incident of crew abandoned, and four incidents of crew being assaulted. There were also 25 incidents of crew taken hostage, and six incidents of crew being threatened. The ratio of violence to each of crew members in all actual attacks has been nearly constant during the past five years.

As to the number of pirates/armed robbers (hereafter men), of 97 actual incidents in the third quarter of 2010, 75 incidents involving a group of 1-6 men, 12 incidents involving groups of 7-9 men, and 10 incidents involving groups of more than nine men were noted. According to the Report, the incidents caused by groups of more than nine men include three cases involving about 10 men, three cases involving about 12 men, two cases involving about 15 men, one case involving about 20 men, and one case involving about 25.

With regard to analysis of economic factor (losses), of 97 actual incidents in the third quarter of 2010, three incidents of ship being hijacked/missing, 23 incidents in which cash and property were robbed, 48 incidents in which stores/engine spare parts were stolen, three incidents in which unsecured items were stolen, and 20 incidents which were not reported or unidentified were noted. Looking at the trends in the past five years, majority of the incidents involved the theft of crew's properties, stores and engine spare parts of ships among others, which is an overall trend of the incidents of piracy in the responsible areas of the ReCAAP. The ratio of incidents of robbing cargo and hijacking ships is small in the overall ratio. Here, it contrasts with piracy incidents off Somalia and Aden.

4. Feature viewed from status

Regarding the actual incidents in each 3rd quarter of past five respective years, the status where the ships were attacked is shown in Table 3 below.

Table 3: Status of ships involved in actual incidents in each third quarter in past five respective years

	2010.1-9	2009.1-9	2008.1-9	2007.1-9	2006.1-9
Anchored/berthed	61	36	42	51	52
Underway	36	22	17	11	28

Source: Made from ReCAAP Quarterly Report (January-September 2010), Table 4 – Status of ships during incidents reported during January-September of 2006-2010, p. 17.

According to the Report, looking at the status of the ships at the time of the actual incidents during the past five years, more than 60 percent of the ships were attacked at anchor/at berth, and majority of them were Category 3 incidents. Of 61 actual incidents involving ships that were anchored or berthed in the third quarters of 2010, 45 were Category 3 incidents and 16 were Category 2 incidents. On this matter, this status is assessed to reflect the overall significance of the piracy incidents in the ReCAAP's responsible areas. On the other hand, of 36 incidents in which ships were attacked while underway, three Category 1 incidents and 25 Category 2 incidents, and eight Category 3 incidents were noted. Looking at the trend in the past five years, of incidents in which the ships were attacked while underway, more or less 70 percent were Category 1 incidents and Category 2 incidents, a greater part of which is Category 2.

On the other hand, looking at the ships involved in actual incidents in the third quarter of 2009 by type, of a total of 118 incidents, the highest number of 40 incidents involved various kinds of tankers – chemical, product, LPG, and oil. Tankers were followed by 25 bulk carriers, 19 containers, 18 general cargo ships, and 10 tug boats. Regarding such incidents (attacks) on vessels by type, there is no particular change in the past five years, except that the number of attacks on general cargo ships has tripled to 18 from six during the same period of 2009.

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