

# OPRF MARINT Monthly Report

## October 2011



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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 2011.

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## Intelligence Summary in October 2011

**Maritime Security:** Recently, German government coordinator for the maritime industry has announced that the government will carefully examine whether amendments to the legal framework are necessary in order to provide legal certainty for ship-owners that deploy armed private security personnel. The issue is status of legal control of carrying weapons.

Italy is to station military forces on its merchant vessels to guard against attacks by Somali pirates, Italian shipping sources said on the 11th.

British Protection Vessels International Ltd. (PVI) will add about 250 guards of former Royal Marines to its existing force of 750 ex-marines, said Managing Director of the PVI on the 18th. About 1,000 former Royal Marines will be deployed by the British company in 2012 to protect vessels transiting the areas around the Gulf of Aden. On the other hand, ships sailing under the British flag will be able to carry armed guards to protect them from pirate attacks, U.K. Prime Minister (PM) David Cameron said on the 30th. The Home Office will be responsible for issuing ships with licenses to carry armed guards.

Somali pirates have restarted their attacks after the end of southwest monsoon season. On the 2nd, three merchant vessels were attacked, but pirates broke off their attack and fled, when armed security guards on board fired warning shots at them or the ships took some other defensive measures. On the 3rd, the Tanzanian navy foiled a pirate attack on an offshore oil drilling ship and captured all seven pirate suspects. On the 7th, EU NAVFOR warship FGS *KÖLN* successfully disrupted a suspect Pirate Action Group's (PAG) supply boat, a whaler, operating in the Somali Basin about 200 nautical miles East of Tanzania. On the 11th, two warships of British and U.S. Navies of the NATO fleet freed an Italian-flagged bulk carrier operated by the Italian shipping company, MV *Montecristo* (55,675DWT) which was hijacked by Somali pirates, and captured 11 pirate suspects. On the 19th, the Royal Navy frigate HMS *Somerset* and fleet supply ship RFA *Victoria* belonging to the NATO fleet located the pirate dhow, which was stopped while heading towards the Somali coast. During the inspection numerous weapons and piracy equipment were found within the dhows compartments. On completion of the investigation, the dhow and its Pakistani crew were set free and four Somali pirates were taken into custody by the Italian authorities to join the other 11 pirate suspects involved in the attack on MV *Montecristo*. On the 31st, Somali pirates hijacked the Marshal Islands-flagged, Greek-owned chemical tanker MT *Liquid Velvet* in the Gulf of Aden.

According to Somali Report on the 30th, Somalia pirates are now hunting specifically for Indian seafarers in an effort to pressure the Indian government to release Somali pirates being held in Indian jails. The pirates are searching for Indians among the nearly 300 sailors already being held hostage on various hijacked ships and on land. Pirates say they won't release any Indian crews until the Indian government releases their friends being held in Indian jails.

In the ReCAAP's responsible area, on the 30th, navy ships from Malaysia and neighboring

Indonesia rescued the tanker, which had been hijacked in the Straits of Singapore on the 27th, in the Indonesian waters off east coast of Malaysia.

Britain is to boost its fight against Somali piracy by creating a new intelligence cell with the job of tracking the multi-million dollar money flows generated by buccaneering kingpins. Ministers plan to dispatch officers from the Serious and Organized Crime Agency to staff a new Indian Ocean unit. The new unit will be based in the Seychelles Islands. Additionally, on the 12th, the British government announced it was spending roughly \$7 million to fund a package of counter-piracy projects that complement naval efforts in Mauritius, the Seychelles, Tanzania and Somalia.

On the 24th, United Nations (UN) Security Council unanimously adopted the resolution 2015 on piracy in Somalia co-sponsored by India and 10 other UNSC members, taking on board, at India's initiative, the issue of prosecution of convicted pirates not only for acts of piracy but also for hostage taking.

**Military Developments:** On the 1st, INS *Shakti*, the second of the two fleet tankers of the Indian navy, was commissioned. Built in Italy, the ship displaces over 27,000 tons. According to the Indian newspaper, *The Times of India*, on the 15th, the Navy is planning a significant expansion in its manpower and shore-based operational and technical infrastructure in the coming years, in keeping with its warship, submarine and aircraft induction projects over the next 15 years.

On the 3rd, Indonesian Navy chief of staff Admiral Soeparno said they were planning to increase their fleet from the current two, to three between 2011 and 2014. So, one fleet each could be assigned to safeguard the Western, Central and Eastern regions of the country.

Daewoo Shipbuilding and Marine Engineering (DSME) of South Korea has begun final-phase negotiations with the Indonesian government over the construction and sale of three 1,300-ton, Type-209 submarines valued at \$1.1 billion, the company said on the 11th.

On the 20th, the U.S. and Royal Cambodian Navies began their 2nd annual Cooperation Afloat Readiness and Training (CARAT) Cambodia exercise, with a pier-side opening ceremony at the port of Sihanoukville. During one-week exercise various drills ashore and at sea will be held.

**Maritime Boundaries:** On the 7th, the 6th meeting of the Vietnam-Philippines Joint Committee for Bilateral Cooperation was held in Hanoi. They agreed to establish the Vietnam-Philippines Plan of Actions for 2011-2016.

On the 9th, the Philippines and Vietnam have agreed to protect the fragile marine ecosystem in the South China Sea (West Philippine Sea) from threats of overexploitation, the Philippine Department of Foreign Affairs (DFA) said.

At the top meeting between Vietnam and China held in Beijing on the 11th, the Vietnamese and Chinese leaders signed an agreement on basic principles for the settlement of sea-related issues. Basic principles consist of six items, including the basic and long-term settlement of sea-related issues based on a legal regime and principles defined by international law, comprising

the 1982 UN Convention on the Law of the Sea, as well as setting up a hotline mechanism between the government-level delegations to exchange and properly deal with sea-related issues and others.

On the 12th, India and Vietnam signed an accord to promote oil exploration in Vietnamese waters between the foreign arm of India's state-owned Oil and Natural Gas Corp and PetroVietnam. It covers new investments and the exploration and supply of oil and gas.

On the 18th, a Philippine Navy's gunboat collided with a large Chinese fishing vessel in the West Philippine Sea (South China Sea). Philippine Navy chief [Flag-Officer-in-Command] confirmed it was the "freak" incident in the vicinity of Recto Bank. On the 19th, the Philippine Navy (PN) has apologized to China after one of its warships accidentally rammed a Chinese fishing boat.

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

U.S. Secretary of State Hillary Clinton has contributed an article titled "America's Pacific Century" to the U.S. magazine, *Foreign Policy*, the November Issue (made public on October 11). In the article Clinton says: "From now on, the world's politics will be decided in Asia, not Afghanistan or Iraq. She has stressed: One of the most important tasks of American statecraft over the next decade will be to lock in a substantially increased investment – diplomatic, economic, strategic, and otherwise -- in the region." Since her speech in Honolulu in January 2010, this article is a compilation of all of her foreign policy in which she has been consistently placing emphasis on the Asia-Pacific. Translating the article into Japanese, the OPRF has carried it as a topic in this monthly report (Japanese Version).

**Shipping, Shipbuilding and Harbors:** On the 1st, Indian Prime Minister (PM) Manmohan Singh said, "India's maritime sector is of vital significance to our economy and every effort should be made to strengthen it in the context of India's growing trade and increasing energy demand." Singh said at the golden jubilee celebrations of the state-owned Shipping Corporation of India.

**Ocean Resources, Energy, Sea Environment and Others:** On the 2nd, Sri Lankan President Mahinda Rajapaksa said natural gas has been found in the Mannar Basin, in a well Cairn India Ltd. said required more exploration to see if it is commercially viable.

The Pacific island nation of Tuvalu has declared a state of emergency due to a severe shortage of freshwater. Responding to it, Murray McCully, New Zealand's foreign minister, said on the 3rd that a New Zealand Defence Force C-130 commenced to take supplies and personnel to Tuval. Also, Australia sent fresh water and supplies and personnel, including fresh water, by New Zealand's transport aircraft. On the 5th, the U.S. Coast Guard cutter USCG *Walnut* stationed in

Honolulu commenced delivering assistance commodities to Tokelau Islands.

**Intelligence Assessment:** On October 18, the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) published a report on the incidents of piracy and armed robbery against ships noted in the world up to the third quarter of 2011 (January 1–September 30) through the Piracy Reporting Center (PRC) based in Kuala Lumpur. In the intelligence assessment column No. 1 the OPRF has summarized the characteristics of the incidents of piracy and armed robbery against ships viewed from the IMB report noted up to the third quarter of 2011.

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

# 1. Information Digest

## 1.1 Maritime Security

### October 1 “Judicial problems when using armed private security guard aboard German vessels” (Hellenic Shipping News, October 1, 2011)

Recently, the German government coordinator for the maritime industry has announced that the government will carefully examine whether amendments to the legal framework are necessary in order to provide legal certainty for ship-owners that deploy armed private security personnel. The issue is status of legal control of carrying weapons.

An outline of the article: (1) The German government has long been reluctant with regard to armed private security personnel guarding vessels. However, recently, the federal government coordinator for the maritime industry has announced that the government will carefully examine whether amendments to the legal framework are necessary in order to provide legal certainty for ship-owners that deploy armed private security personnel. The government is considering whether private security teams should be obliged to obtain a new state license to perform their services. Under the existing legal framework, security companies may obtain the necessary authorizations to provide security for vessels, but the authorizations would be based merely on general legal provisions. The issue is status of legal control of carrying weapons.

(2) German criminal law is applicable aboard German-flagged vessels. Ship-owners are generally allowed to hire armed private security teams to serve aboard their vessels under German law provided that all legal requirements are satisfied and all restrictions are adhered to. Although most of the legal provisions address security companies, ship-owners are also at risk of being prosecuted. The most important of these provisions are as follows:

(a) Companies offering armed private security services require a particular certificate and a license under the “Weapons Act.” A criminal penalty would be incurred for the possession of certain guns without a license. Also, guns and ammunition are not to be handed over to the security team until the competent authorities have consented.

(b) Private security teams are not allowed to carry or use weapons of war which are governed by the War Weapons Control Act. Such weapons may be carried and used only by military forces. No license or permission can be obtained which could provide an exemption from the legal prohibition to carry or use weapons of war. Whether a gun is a weapon of war is determined in a list annexed to the War Weapons Control Act. German law is rather strict in this regard; for example, semi-automatic rifles are not approved.

(c) The effects of any weapons license are limited to German jurisdiction. Thus, if a vessel calls at a port outside Germany carrying weapons, foreign export/import or weapons legislation might impose criminal penalties regardless of whether the vessel has a license under the Weapons Act.

Refer to the article: Piracy: criminal liability risks when using armed private security teams

[http://www.hellenicshippingnews.com/index.php?option=com\\_content&view=article&id=49957:piracy-criminal-liability-risks-when-using-armed-private-security-teams-&catid=1:top-stories&Itemid=61](http://www.hellenicshippingnews.com/index.php?option=com_content&view=article&id=49957:piracy-criminal-liability-risks-when-using-armed-private-security-teams-&catid=1:top-stories&Itemid=61)

## **October 2 “Armed guards deter Somali prate attacks – Pirate back in business” (Hiraan Online, Trade Winds, October 3, 2011)**

Somali pirates have restarted their attacks after the end of southwest monsoon season. On the 2nd, three merchant vessels were attacked, but pirates broke off their attack and fled, when armed security guards on board fired warning shots at them or the ships took some other defensive measures.

An outline of the article: On the 2nd, supported by a mother ship, pirates in a two skiffs targeted the UAE-flagged chemical tanker MT *UACC Shams* (50,100DWT) in the Somali Basin. All of the *UACC Shams's* crew had mustered in the citadel, except for the master and the duty able seaman (AB), along with the armed guards. When armed security guards on board the *UACC Shams* fired warning shots at one of the pirate-laden skiffs, pirates broke off their attack and returned to their mother ship. The mother-ship is described as looking like a large fishing vessel with an orange hull and white top. On the same day of the 2nd, another bulk-carrier of the Greek-shipping company, MV *Theoforos I* (67,400DWT), was attacked in the Gulf of Aden. Pirates attempted to board the ship with grappling hooks and ladders deployed, but were unable to gain access. Also, in the Arabian Sea, the open hatch cargo carrier vessel owned by the German shipping company - MV *Lara Rickmers* (45,100DWT) - came under attack. Using two skiffs and a dhow, pirates launched a rocket-propelled grenade at the vessel. When a security team fired warning shots, pirates fled. The sources say Somali pirates have restarted their attacks after the end of southwest monsoon season.

Refer to the article: Somali Pirates back in business

[http://www.hiraan.com/news2/2011/oct/somali\\_pirates\\_back\\_in\\_business.aspx](http://www.hiraan.com/news2/2011/oct/somali_pirates_back_in_business.aspx)

## **October 4 “Tanzanian navy foils pirate attack on oil rig” (AFP, October 5, 2011)**

On the 3rd, the Tanzanian navy foiled a pirate attack on an offshore oil drilling ship and captured all seven pirate suspects.

An outline of the article: On the 3rd, the Tanzanian navy foiled a pirate attack on an offshore oil drilling ship and captured all seven pirate suspects. The attack on the 228-meter long Ocean Rig Poseidon, owned by Ocean Rig of Norway, took place 23 nautical miles south-east of Mafia Island, about 82 miles south-east of Dar es Salaam as it was carrying out exploration drilling for Brazilian firm Petrobras. In Tanzania, in September 2010 pirates also attacked a drill ship exploring for British Ophir Energy off the southern port town of Mtwara. The Tanzanian navy captured one pirate.

Refer to the article: Tanzanian navy foils pirate attack on oil vessel

<http://www.google.com/hostednews/afp/article/ALeqM5glmsGXvZc8P7dbU3rscdz0ExwT-g?docId=CNG.0d7475ce7de608317f0ef718cc8c43a2.4a1>



**October 7 “German warship disrupts pirate group” (EU NAVFOR Public Affairs Office, Press Release, October 9, 2011)**

On the 7th, EU NAVFOR warship FGS *KÖLN* successfully disrupted a suspect Pirate Action Group’s (PAG) supply boat, a whaler, operating in the Somali Basin about 200 nautical miles East of Tanzania.

An outline of the article: On the 7th, EU NAVFOR warship FGS *KÖLN* successfully disrupted a suspect Pirate Action Group’s (PAG) supply boat, a whaler, operating in the Somali Basin about 200 nautical miles East of Tanzania. The whaler had been located previously by a Norwegian Maritime Patrol and Reconnaissance Aircraft (MPRA) under control of NATO Task Force, and FGS *KÖLN* was searching it under the support of the MPRA. On the 7th, the German naval warship detected a whaler with a crew of four persons. FGS *KÖLN* conducted a boarding of the whaler and discovered pirate paraphernalia. The four pirate suspects were subsequently landed to Somalia.

Refer to the article: Suspected Pirates disrupted by EU NAVFOR

<http://www.eunavfor.eu/2011/10/suspected-pirates-disrupted-by-eu-navfor/>

**October 8 “Britain to establish unit to hunt pirate financiers” (The Telegraph, October 8, 2011)**

Britain is to boost its fight against Somali piracy by creating a new intelligence cell with the job of tracking the multi-million dollar money flows generated by buccaneering kingpins. Ministers plan to dispatch officers from the Serious and Organized Crime Agency to staff a new Indian Ocean unit. The new unit will be based in the Seychelles Islands.

An outline of the article: Britain is to boost its fight against Somali piracy by creating a new intelligence cell with the job of tracking the multi-million dollar money flows generated by buccaneering kingpins. Ministers plan to dispatch officers from the Serious and Organized Crime Agency to staff a new Indian Ocean unit dedicated to hunting pirate financiers, who provide start-up cash for gangs in return for the lion's share of ransom proceeds. A financier who offers as little \$10,000 to equip a gang with skiffs, fuel and guns can easily expect a return of 10 or 20 times his money in the event of a successful hijacking. But while such profits are now believed to run into tens of millions of dollars a year, relatively little is known about exactly where the cash ends up. It may also line the pockets of Somalia's al-Shabaab Islamist movement. A British government official is pointing out effectively targeting them will have a huge impact on the ability of pirates to terrorize the high seas. The new unit will be based in the Seychelles Islands, which have now become a key forward operating base against pirate gangs as they spread their reach across the Indian Ocean. The British government says that more than 1,000 pirates are now held in custody in over 20 countries, including three prominent leaders and financiers.

Refer to the article: British police to launch Seychelles pirate hunting base

<http://www.telegraph.co.uk/news/worldnews/piracy/8815552/British-police-to-launch-Seychelles-pirate-hunting-base.html>



Pirates Dividing Ransom

Source: Somalia Report, August 29, 2011

### **October 11 “U.S., British Navies freed Italian-flagged vessel” (AP, October 11, 2011)**

On the 11th, two warships of British and U.S. Navies of the NATO fleet freed an Italian-flagged bulk carrier operated by the Italian shipping company, MV *Montecristo* (55,675DWT) which was hijacked by Somali pirates, and captured 11 pirate suspects.

An outline of the article: On the 11th, two warships of British and U.S. Navies of the NATO fleet stormed an Italian-flagged bulk carrier operated by the Italian shipping company, MV *Montecristo* (55,675DWT) which was hijacked by Somali pirates, and rescued its crew, as well as captured 11 pirate suspects, the Italian Foreign Ministry said. MV *Montecristo* was attacked by pirates on the early morning of the 10th 620 miles off Somalia in the Indian Ocean as the crew was hauling scrap iron to Vietnam from England. The 23 crew members — seven Italians, six Ukrainians and 10 Indians — locked themselves inside a safety area of the vessel (citadel) when the pirates boarded the ship. As pirates shut all means of communication, crew members tossed a message in a bottle from a porthole alerting ships nearby that they were safely sealed inside a safety area. The message in the bottle recovered gave an important signal that the crew of the Italian ship was out of harm's way and that a rescue operation could be launched without risking injury. The operation was carried out by two navy ships — one British and one American — and coordinated by Italian Admiral as part of NATO's Ocean Shield anti-piracy force. According to Reuters dated the 11th, MV *Montecristo* was escorted by a Japanese warship -- part of an international anti-piracy force in the area -- as it crossed the Gulf of Aden, but was hijacked after it entered the Indian Ocean. Built at the Korean shipyard Hyundai Mipo, the *Montecristo* was delivered on July 10.

Refer to the article: Pirate's hostages freed after message in bottle

<http://www.google.com/hostednews/ap/article/ALeqM5hoOLnblnD4n1GQlAI5MI dgUk8U1Q?docId=98fc3223a5e640c894d8aab1bd770cd6>



Left: MV *Montecristo*, Source: Somalia Report, October 10, 2011

Right: British marines approaching MV *Montecristo*, Source: Global Post, October 12, 2011

### **【Related article】**

#### **“NATO fleet seizes mother ship of pirate attack group” (Allied Maritime Command, News Release, October 19, 2011)**

On the 19th, the Royal Navy frigate HMS *Somerset* and fleet supply ship RFA *Victoria* belonging to the NATO fleet located the pirate dhow, which was stopped while heading towards the Somali coast. During the inspection numerous weapons and piracy equipment were found within the dhows compartments. On completion of the investigation, the dhow and its Pakistani crew were set free and four Somali pirates were taken into custody by the Italian authorities to join the other 11 pirate suspects involved in the attack on MV *Montecristo*.

An outline of the article: On the 19th, successful coordination of military assets amongst naval units operating in the Somali region made it possible for the Royal Navy frigate HMS *Somerset* and fleet supply ship RFA *Victoria* belonging to the NATO fleet to locate the pirate dhow, which was stopped while heading towards the Somali coast. Under the watchful eye of HMS *Somerset* a boarding team from the RFA *Fort Victoria* boarded the dhow to carry out an inspection. During the inspection clear evidence was found of involvement in piracy with numerous weapons and piracy equipment secreted within the dhows compartments. The investigation also revealed that Somali pirates had forced the Pakistani crew to use their dhow as a pirate mother ship. On completion of the investigation, the dhow and its Pakistani crew were set free and four Somali pirates were taken into custody by the Italian authorities to join the other 11 pirate suspects involved in the attack on MV *Montecristo*. Below is the scene at the time.

Refer to the article: NATO disrupts pirate mother ship responsible for the attack on MV *Montecristo*

<http://www.manw.nato.int/pdf/Press%20Releases%202011/NATO%20Press%20release%2018102011%20NATO%20finds%20mothership%20responsible%20for%20attack%20on%20Montecristo.pdf>



Source: <http://www.manw.nato.int/Images/Anti%20Piracy%20Action%20Photos/MV%20MONTECRISTO/Montecristo%2001%20large.jpg>

### **October 11 “Italy to use military to guard merchant ships against pirates” (Reuters, October 11, 2011)**

Italy is to station military forces on its merchant vessels to guard against attacks by Somali pirates, Italian shipping sources said on the 11th.

An outline of the article: Italy is to station military forces on its merchant vessels to guard against attacks by Somali pirates, Italian shipping sources said on the 11th. Although many shipping companies already have contracts with private security contractors to try to prevent hijacks, deployment of military forces on merchant vessels would mark a clear escalation in measures to combat piracy. The sources said Defence Minister Ignazio La Russa would sign an agreement later on the 11th with the confederation of Italian ship owners to put military guards on board vessels operating in the huge area of the Indian Ocean. While there has been a growing acceptance of using armed security guards, sovereign military forces are preferred by the shipping industry because they have clearer rules of engagement and the reduced risk of legal issues in the event of fatalities.

Refer to the article: Italy to use military to guard merchant ships against pirates

<http://in.reuters.com/article/2011/10/11/idINIndia-59823720111011>

### **October 12 “London funds roughly \$7 million to fund counter-piracy initiatives” (UPI, October 12, 2011)**

On the 12th, the British government announced it was spending roughly \$7 million to fund a package of counter-piracy projects that complement naval efforts in Mauritius, the Seychelles, Tanzania and Somalia.

An outline of the article: On the 12th, the British government announced it was spending roughly \$7 million to fund a package of counter-piracy projects that complement naval efforts. British Foreign Minister for Africa Henry Bellingham said, in a statement to lawmakers, the government approved of funding for counter-piracy efforts in Mauritius, the Seychelles, Tanzania and Somalia. “This support provides concrete evidence of this government's determination to deliver a comprehensive range of action in response to the threat from piracy, complementing the

robust action being taken by the British navy at sea,” he said. The projects range from court and prison capacity building to maritime security needs and economic development. The projects are supported through a variety of U.N. agencies, including the U.N. Office on Drugs and Crime and the U.N. Development Program.

Refer to the article: London funds counter-piracy initiatives

[http://www.upi.com/Top\\_News/Special/2011/10/12/London-funds-counter-piracy-initiatives/UP-I-55871318436970/](http://www.upi.com/Top_News/Special/2011/10/12/London-funds-counter-piracy-initiatives/UP-I-55871318436970/)

### **October 17 “Indian navy thwarts attack by pirate group” (Outlook India, October 18, 2011)**

On the 17th, Indian Navy patrol boat, INS *Sukanya*, thwarted an attack on an Indian merchant tanker, MT *Desh Rakshak* (113,976DWT) owned by the Indian shipping company, in its ongoing operations to counter piracy in the Arabian Sea.

An outline of the article: On the 17th, Indian Navy patrol boat, INS *Sukanya*, thwarted an attack by pirates on an Indian merchant tanker, MT *Desh Rakshak* (113,976DWT) owned by the Indian shipping company, in its ongoing operations to counter piracy in the Arabian Sea, an Indian Navy release said. A boat, about 12 meters in length, with a skiff in tow, was observed approaching the tanker and personnel from the boat were observed to be boarding the skiff, it said. INS *Sukanya* immediately altered their course toward the scene. A helicopter launched from her warned the pirate boat to stop, and ordered the 14-member crew to come up on the deck. Thereafter, a boarding party from the *Sukanya* carried out a search of the pirate boat. This search revealed that the boat was carrying three rifles, eight magazines and about 320 rounds of ammunition. In addition, ladders and grapnels normally used by pirates to board merchant vessels were also found. The boat was also carrying a large quantity of fuel and LPG cylinders, in addition to communication and navigation equipment. Seizing the arms and ammunition and throwing other piracy related equipment over board, the Indian Navy released the boat.

Refer to the article: Navy Ship Foils Piracy Bid in Arabian Sea

<http://news.outlookindia.com/items.aspx?artid=738782>

### **October 18 “British PVI hires retired marines” (Bloomberg.com, October 18, 2011)**

British Protection Vessels International Ltd. (PVI) will add about 250 guards of former Royal Marines to its existing force of 750 ex-marines, said Managing Director of the PVI on the 18th. About 1,000 former Royal Marines will be deployed by the British company in 2012 to protect vessels transiting the areas around the Gulf of Aden.

An outline of the article: British Protection Vessels International Ltd. (PVI) will add about 250 guards of former Royal Marines to its existing force of 750 ex-marines, said Managing Director of the PVI on the 18th. About 1,000 former Royal Marines will be deployed by the British company in 2012 to protect vessels transiting the areas around the Gulf of Aden. At present, PVI is providing armed security guards for about 180 ships and has a 50 percent market share in this business world. An estimated 17 percent of ships in the Indian Ocean will have armed ex-marines

in 2012, compared with 15 percent now. About 23,000 ships carrying \$1 trillion of trade pass through the Gulf of Aden, the U.K. government estimates. Maritime piracy costs the global economy an estimated \$7 billion to \$12 billion annually. The armed guards are composed of only former Royal Marines. PVI charges a flat daily rate and the average cost is \$50,000 a voyage. The average journey lasts eight days. PVI's guards have come under attack 30 times in 3 1/2 years, but, the company says warning shots were enough to repel all the assaults without incurring any deaths or injuries.

Refer to the article: Ex-Marines Fighting Pirates Off Africa as World Shipping Lanes Attacked  
<http://www.bloomberg.com/news/2011-10-17/ex-royal-marines-fighting-somali-pirates-as-world-shipping-lanes-attacked.html>

### **October 24 “UNSC adopts India-co-sponsored resolution on Somali piracy” (FIRSTPOST, October 25, 2011)**

On the 24th, United Nations (UN) Security Council unanimously adopted the resolution 2015 on piracy in Somalia co-sponsored by India and 10 other UNSC members, taking on board, at India's initiative, the issue of prosecution of convicted pirates not only for acts of piracy but also for hostage taking.

An outline of the article: On the 24th, United Nations (UN) Security Council unanimously adopted the resolution 2015 on piracy in Somalia co-sponsored by India and 10 other UNSC members, taking on board, at India's initiative, the issue of prosecution of convicted pirates not only for acts of piracy but also for hostage taking. The resolution calls for international cooperation in sharing information for the purpose of law enforcement and effective prosecution, as well as prosecution of those who illicitly plan, organize, facilitate, or finance and profit from such attacks. Additionally, the resolution urged countries that have not already done so to criminalize piracy under their domestic laws and to implement prosecution methods in accordance with international human rights law. The resolution also emphasized the need to establish specialized anti-piracy courts in Somalia and other countries in the region.

Refer to the article: UNSC adopts India-co-sponsored resolution on piracy  
<http://www.firstpost.com/politics/unsc-adopts-india-co-sponsored-resolution-on-piracy-116438.html>

For the full text of Resolution 2015, refer to:

<http://daccess-dds-ny.un.org/doc/UNDOC/GEN/N11/561/03/PDF/N1156103.pdf?OpenElement>

### **October 28 “Somali pirates target Indian crew” (Somali Report, October 28, 2011)**

Somalia pirates are now hunting specifically for Indian seafarers in an effort to pressure the Indian government to release Somali pirates being held in Indian jails. To increase the odds, the pirates are searching for Indians among the nearly 300 sailors already being held hostage on various hijacked ships and on land. Pirates say they won't release any Indian crews until the Indian government releases their friends being held in Indian jails.

An outline of the article: Somalia pirates are now hunting specifically for Indian seafarers in

an effort to pressure the Indian government to release Somali pirates being held in Indian jails. The pirates are searching for Indians among the nearly 300 sailors already being held hostage on various hijacked ships and on land. For instance, although a Panamanian-flagged Asphalt Carrier, MT *Asphalt Venture*, was released on April 15, 2011, for \$3.5 million in ransom, the pirates are keeping the seven Indians of 15 crew members. The pirates holding seven Indian crew members of the MT *Asphalt Venture* in Harardheere area of Somalia's central region explained the new tactic to Somalia Report, saying "We are hunting Indian crews from any hijacked vessel and we won't release any Indian crews until the Indian government releases our friends in their jails. We will continue to release any hijacked vessel that pays a ransom, but will not release the Indian crews even if a ransom is paid."

At present, India holds 105 Somali pirate suspects. In June, the Somali ambassador to India requested India to return the pirates to Somalia. On the other hand, Somali pirates are currently holding at least 53 Indian hostages including 46 on hijacked vessels and seven others on land.

As for now, Indian crew being held by Somali pirates as hostages are as follows:

MV *Iceberg 1* – Of 24 crew six are Indian. (Hijacked on March 18, 2010)

MV *Albedo* – Of 23 crew two are Indian. (Hijacked on November 26, 2010)

MV *Savina Caylyn* – Of 22 crew 17 are Indian. (Hijacked on February 8, 2011)

MT *Firchem Bogey* – Of 21 crew 21 are Indian) (Hijacked on August 20)

MT *Asphalt Vneture* – Seven Indians are being held in Harardheere. (See above.)

Refer to the article: New Pirate Tactic: Hunt Indians

[http://www.somaliareport.com/index.php/post/1885/New\\_Pirate\\_Tactic\\_Hunt\\_Indians](http://www.somaliareport.com/index.php/post/1885/New_Pirate_Tactic_Hunt_Indians)

### **October 30 "British PM authorizes armed guards on UK-flagged ships" (gCaptain, October 30, 2011)**

Ships sailing under the British flag will be able to carry armed guards to protect them from pirate attacks, U.K. Prime Minister (PM) David Cameron said on the 30th. The Home Office will be responsible for issuing ships with licenses to carry armed guards,

An outline of the article: Ships sailing under the British flag will be able to carry armed guards to protect them from pirate attacks, U.K. Prime Minister (PM) David Cameron said on the 30th. The change of policy was necessary because of the escalation in attacks by Somali pirates and evidence showed that ships with armed guards do not get attacked, the prime minister said. He said the Home Office will be responsible for issuing ships with licenses to carry armed guards. The employment of armed guards is not currently allowed under British firearm laws.

Refer to the article: British Prime Minister Authorizes Armed Anti-Piracy Teams on UK-Flagged Ships

<http://gcaptain.com/british-prime-minister-authorizes?33289>

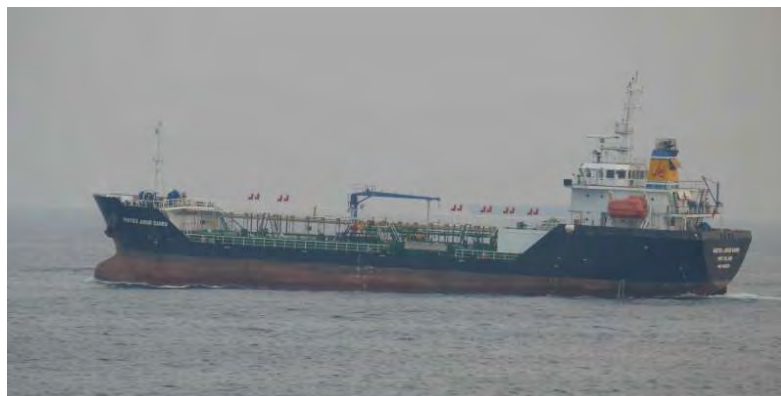
**October 30 “Malaysia rescues its ship hijacked” (AFP, October 30, 2011)**

On the 30th, navy ships from Malaysia and neighboring Indonesia rescued the tanker *MT Nautica Johor Bahru* (3,388GT), which had been hijacked in the Straits of Singapore on the 27th, in the Indonesian waters off east coast of Malaysia. It was made after about 10 men armed with a pistol and machetes had gotten away in a speedboat. None of the 19 crew members were injured but their belongings were stolen.

An outline of the article: According to the Malaysian Maritime Enforcement Agency (MMEA) on the 30th, a Malaysian-flagged tanker which had been hijacked was rescued. The vessel rescued is the Malaysian-registered Chemical and Product Tankers *MT Nautica Johor Bahru* (3,388GT). The tanker was hijacked in the Straits of Singapore on the 27th, while it was on its way to Borneo Island, carrying oil and gas worth \$4.6 million. Malaysian authorities located the tanker off the country's east coast on the 28th. Navy ships from Malaysia and neighboring Indonesia rescued the vessel after about 10 men armed with a pistol and machetes had gotten away in a speedboat. None of the 19 crew members were injured but their belongings were stolen.

Refer to the article: Malaysia rescues hijacked tanker, barge

<http://www.google.com/hostednews/afp/article/ALeqM5jjIVSbXVz0IfxFRhzj3blEHuKyFw?docId=CNG.9b32e0a9fc436daa7fc786d454cea4f0.661>



*MT Nautica Johor Bahru*

Source: <http://www.shipspotting.com/gallery/photo.php?lid=1008210>

**October 30 “Somalia’s semi-autonomous region of Puntland tightens anti-piracy operations” (Somalia Report, October 30, 2011)**

Police from Somalia’s semi-autonomous region Puntland arrested 150 pirate suspects and captured many of their weapons during a two week anti-piracy operation in Jariban and Garacad area of Mudug region, an official from the semi-autonomous region said on the 30th.

An outline of the article: Police from Somalia’s semi-autonomous region Puntland arrested 150 pirate suspects and captured many of their weapons during a two week anti-piracy operation in Jariban and Garacad area of Mudug region, an official from the semi-autonomous region said on the 30th. According to the police authorities, most of the suspects captured in Garacad were preparing for hijacking other ships. In addition to PKMs, RPG-7s, and AK-47s, a number of



pistols were seized. The operations against pirate hubs will continue in all districts of Mudug region.

Refer to the article: Pirates Beware: Puntland is Coming For You

[http://www.somaliareport.com/index.php/post/1912/Pirates\\_Beware\\_Puntland\\_is\\_Coming\\_For\\_You](http://www.somaliareport.com/index.php/post/1912/Pirates_Beware_Puntland_is_Coming_For_You)

### October 31 “Somali pirates hijack Greek vessel” (Somalia Report, November 1, 2011)

On the 1st, Somali pirates hijacked the Marshal Islands-flagged, Greek-owned chemical tanker, MT *Liquid Velvet* (5,998GT), in the Gulf of Aden.

An outline of the article: On the 1st, Somali pirates hijacked the Marshal Islands-flagged, Greek-owned chemical tanker, MT *Liquid Velvet* (5,998GT), in the Gulf of Aden.

Refer to the article: MT Liquid Velvet Hijacked, 22 Crew Seized

[http://www.somaliareport.com/index.php/post/1924/MT\\_Liquid\\_Velvet\\_Hijacked\\_22\\_Crew\\_Seized](http://www.somaliareport.com/index.php/post/1924/MT_Liquid_Velvet_Hijacked_22_Crew_Seized)



MT *Liquid Velvet*

Source: Somalia Report, November 1, 2011

## 1.2 Military Developments

### October 1 “2nd fleet tanker induced into the Indian navy” (The Times of India, October 2, 2011)

On the 1st, INS *Shakti*, the second of the two fleet tankers of the Indian navy, was commissioned. Built in Italy, the ship displaces over 27,000 tons.

An outline of the article: On the 1st, INS *Shakti*, the second of the two fleet tankers of the Indian navy, was commissioned. Built in Italy, the ship displaces over 27,000 tons and is capable of carrying over 15,000 tons of liquid cargo, including fuels for ships and aircraft of the navy as well as fresh water. It also has large storage space to carry up to 500 tons of solid cargo like victuals and ammunition. It has state-of-the-art cargo handling facilities including a 30 -ton capacity deck crane. The ship also has a credible self-defense capability and an indigenous

Anti-Missile Defense Chaff system.

Refer to the article: INS Shakti inducted into the Indian navy

<http://timesofindia.indiatimes.com/city/hyderabad/INS-Shakti-inducted-into-the-Indian-navy/articleshow/10201838.cms>



INS Shakti

Source: Defense Now.com, October 3, 2011

### **October 3 “Indonesian navy to add third fleet” (The Jakarta Post, October 4, 2011)**

On the 3rd, Indonesian Navy chief of staff Admiral Soeparno said they were planning to increase their fleet from the current two, to three between 2011 and 2014. So, one fleet each could be assigned to safeguard the Western, Central and Eastern regions of the country.

An outline of the article: According to *The Jakarta Post* dated the 4th, the Indonesian Navy is planning to add a third fleet within three years. So, one fleet each could be assigned to safeguard the Western, Central and Eastern regions of the country. On the 3rd, Navy chief of staff Admiral Soeparno said, “We have been hoping to increase our fleet from the current two, to three between 2011 and 2014.” The Western region fleet center of command will be based in Jakarta, the central region fleet in Makassar, South Sulawesi, and the Eastern region fleet in Sorong, West Papua. “We will take these steps based on the consideration that there are three sea corridors in the Indonesian archipelago, in addition to existing border-conflict prone areas in each fleet region,” he said. The first sea corridor passes through the South China Sea, the Karimata Strait, the Java Sea and the Sunda Strait. The second corridor crosses the Sulawesi Sea, the Makassar Strait, the Flores Sea and the Lombok Strait. The third corridor passes through the Pacific Ocean, the Maluku Strait, the Seram Sea and the Banda Sea.

Refer to the article: Navy to add third fleet by 2014

<http://www.thejakartapost.com/news/2011/10/04/navy-add-third-fleet-2014.html>

### **October 6 “U.S. Navy’s P-3 squadron returning to Misawa” (Stars and Stripes, October 6, 2011)**

According to the *Stars and Stripes* dated the 6th, for the first time since 2007, a P-3 Orion maritime patrol squadron will be deployed to Misawa Air Base. Although the squadron from Naval Air Station Whidbey Island, Wash., arrives in Misawa in late November, the period of deployment remains undetermined.

An outline of the article: According to the *Stars and Stripes* dated the 6th, for the first time since 2007, a P-3 Orion maritime patrol squadron will be deployed to Misawa Air Base. Although the squadron from Naval Air Station Whidbey Island, Wash., arrives in Misawa in late November, the period of deployment remains undetermined. The move to bring a squadron back coincides with the drawdown of troops in Iraq and Afghanistan, Misawa's Navy spokesman said, and was in an effort to bring surveillance coverage in the region back to 2007 levels. "Misawa is an important strategic location. The P-3's have been rotationally deployed here in the past, and I think they're trying to get back to that," the spokesman added.

Refer to the article: P-3 Orions returning to Misawa

<http://www.stripes.com/news/p-3-orions-returning-to-misawa-1.157084>

### **October 11 "South Korean Daewoo begins final-phase talks on sub-sale to Indonesia" (The Korea Herald, October 11, 2011)**

Daewoo Shipbuilding and Marine Engineering (DSME) of South Korea has begun final-phase negotiations with the Indonesian government over the construction and sale of three 1,300-ton, Type-209 submarines valued at \$1.1 billion, the company said on the 11th.

An outline of the article: Daewoo Shipbuilding and Marine Engineering (DSME) of South Korea has begun final-phase negotiations with the Indonesian government over the construction and sale of three 1,300-ton, Type-209 submarines valued at \$1.1 billion, the company said on the 11th. South Korea's biggest arms sale is expected to be completed by November. Previously, a \$400 million deal with Indonesia to sell 16 T-50 Golden Eagle supersonic trainer jets, jointly built by Korea Aerospace Industries and Lockheed Martin of the United States, was the biggest weapons sale. Competing with submarine powerhouses Germany, France and Russia to win the status of preferred negotiator, DSME is in the final stage of fine-tuning detailed requirements and contract terms. The Type-209 diesel/electric propulsion submarine is built with technical assistance from Germany. South Korean Navy operates eight Type-209 submarines fitted with torpedoes and submarine-to-surface missiles. The ship measures 56 meters in length and 5.5 meters in width. It can submerge to a depth of up to 250 meters and has an underwater endurance of about two weeks. The sub, with a capacity of 33 crew, has a surface speed of 11 knots and can cruise submerged at 22 knots. DSME has been building 1,800-ton, Type-214 submarines following a government order in 2008. Korea plans to build 3,000-ton KSS-III heavy attack submarines beginning in 2018. DSME and its domestic rival Hyundai Heavy Industries will cooperate for the development of the new submarine to be equipped with a domestically-built vertical launching system (VLS).

Refer to the article: Korea to make \$1.1 bil. sub sale to Indonesia

[http://www.koreatimes.co.kr/www/news/biz/2011/10/123\\_96458.html](http://www.koreatimes.co.kr/www/news/biz/2011/10/123_96458.html)



1,300-ton, Type-209 submarine

Source: The Korea Herald, October 11, 2011

### **October 13 “U.S. and Russian Navies to begin joint exercise in the Pacific” (U.S. 7th Fleet News, October 14, 2011)**

An outline of the article: On October 13-15, U.S. and Russian naval vessels will begin bilateral exercise Pacific Eagle 2011. The exercise was last conducted on September 24, 2007.

An outline of the article: Departing Apra Harbor, Guam on the 13th, the U.S. Navy’s guided missile destroyers USS *Fitzgerald* (DDG 62) and USS *McCampbell* (DDG 85), both forward-deployed to Yokosuka, Japan, will begin bilateral, open-ocean mobile exercise in the western Pacific as part of Pacific Eagle 2011 with vessels from the Russian Navy until the 15th. Both of U.S. Navy’s vessels and Russian Navy’s guided missile cruiser *Varyag* and the *Irkut* tanker will conduct at-sea maneuvers as part of exercise Pacific Eagle 2011. The Pacific Eagle’s focus is to improve the USN and RFN maritime interoperability. It will include a series of maritime security exercises, ship maneuvering and communication drills. Pacific Eagle was last conducted September 24, 2007.

Refer to the article: USS *Fitzgerald*, USS *McCampbell* Begin Exercise with Russian Navy  
<http://www.c7f.navy.mil/news/2011/10-october/018.htm>



The guided missile destroyer USS *McCampbell* leads the way during Pacific Eagle, a bilateral exercise with Russian Federation Navy vessels, guided missile cruiser *Varyag* and the *Irkut* tanker, and U.S. guided missile destroyer USS *Fitzgerald*.

Source: U.S. 7th Fleet News, October 14, 2011

### **October 14 “Second stealth corvette joins Russian Navy” (RIA Novosti, October 14, 2011)**

On the 14th, the Russian Navy’s second Project 20380 or *Steregushchy* class corvette, the *Soobrazitelny*, will be delivered at an official ceremony. The first Project 20380 corvette, the *Steregushchy*, was put into service with Russia's Baltic Fleet in October 2008, and two other ships of the same series, the *Boyky* and the *Stoyky*, are under construction.

An outline of the article: On the 14th, the Russian Navy’s second Project 20380 or *Steregushchy* class corvette, the *Soobrazitelny*, will be delivered at an official ceremony. The first Project 20380 corvette, the *Steregushchy*, was put into service with Russia's Baltic Fleet in October 2008, and two other ships of the same series, the *Boyky* and the *Stoyky*, are under construction. The *Steregushchy* class corvette can be deployed to destroy enemy surface ships, submarines and aircraft, and to provide artillery support for beach landings. Advanced stealth technology is used. Russia plans to have up to 30 vessels of this class to ensure the protection of its coastal waters, as well as its oil and gas transportation routes, especially in the Black and the Baltic seas. Each corvette has a displacement of 2,000 metric tons, maximum speed of 27 knots, and a crew of 100. The ship's armament includes SS-N-25 Switchblade anti-ship cruise missiles, a 100-mm gun, a variety of air defense and anti-submarine systems, and a Ka-27 Helix ASW helicopter.

Refer to the article: Second stealth corvette joins Russian Navy

[http://en.rian.ru/mlitary\\_news/20111014/167671449.html](http://en.rian.ru/mlitary_news/20111014/167671449.html)

### **October 15 “Indian navy plans major expansion in manpower and land infrastructure” (The Times of India, October 15, 2011)**

According to the Indian newspaper, *The Times of India*, on the 15th, the Navy is planning a significant expansion in its manpower and shore-based operational and technical infrastructure

in the coming years, in keeping with its warship, submarine and aircraft induction projects over the next 15 years.

An outline of the article: According to the Indian newspaper, *The Times of India*, on the 15th, the Navy is planning a significant expansion in its manpower and shore-based operational and technical infrastructure in the coming years, in keeping with its warship, submarine and aircraft induction projects over the next 15 years. Naval official said the primary challenge confronting the force was to balance its building of resources and human capital with requisite strategy to ensure rapid responses to the full spectrum of operations. The force, for instance, already has 50 ships on order, which includes aircraft carrier INS *Vikramaditya* (refitted *Admiral Gorshkov*) and three *Talwar*-class stealth frigates being built in Russia. The rest, being built or planned in domestic shipyards, include the indigenous aircraft carrier, six submarines, seven guided-missile destroyers and four anti-submarine warfare corvettes, among others. Navy will, of course, need much larger manpower than the existing 60,000 uniformed personnel, including around 8,000 officers. Additionally, navy needs an expanded Karwar naval base in coastal Karnataka as well as new forward operating bases, operational turnaround bases and naval air enclaves on both the mainland as well as island territories. Towards this end, the Phase-II expansion of the strategically-located Karwar base is all set to get the final nod from the Cabinet Committee on Security. After its completion, Navy will be able to base 27 major warships there against 11 at present.

Refer to the article: Navy plans major expansion in manpower, shore-based infrastructure

[http://articles.timesofindia.indiatimes.com/2011-10-15/india/30283327\\_1\\_karwar-naval-base-major-warships-admiral-nirmal-verma](http://articles.timesofindia.indiatimes.com/2011-10-15/india/30283327_1_karwar-naval-base-major-warships-admiral-nirmal-verma)

### **[Related article]**

#### **“Russia puts off sea trials of Indian navy’s aircraft carrier under conversion until next spring” (Hindustan Times, October 16, 2011)**

Sea trials of the Indian Navy’s aircraft carrier INS *Vikramaditya* (*Admiral Gorshkov*), which is being refitted in Russia, have been postponed for another five to six months. They said the change in trial plans will not affect the delivery schedule of the aircraft carrier by December 2012.

An outline of the article: Sea trials of the Indian Navy’s aircraft carrier INS *Vikramaditya* (*Admiral Gorshkov*), which is being refitted at Sev mash shipyard in the Russian White Sea port of Severodvinsk, have been postponed for another five to six months. On the 16th, senior Indian Defense Ministry sources said, “We have to change the trial plans as they can’t be held during the winters in Russia.” According to the defense sources, they will carry out all the trials to be held in the harbor during the winter and then hold the sea trials after the winter is over. They said the change in trial plans will not affect the delivery schedule of the aircraft carrier by December 2012. The progress of the project was reviewed during the visit of Defense Minister A K Antony to Russia on October 5 and 6.

Refer to the article: Sea trials of aircraft carrier Gorshkov put off

<http://www.hindustantimes.com/Sea-trials-of-aircraft-carrier-Gorshkov-put-off/Article1-757981.aspx>

### **October 20 “U.S., Royal Cambodian Navies stage exercise” (U.S. Navy 7th Fleet News, October 21, 2011)**

On the 20th, the U.S. and Royal Cambodian Navies began their 2nd annual Cooperation Afloat Readiness and Training (CARAT) Cambodia exercise, with a pier-side opening ceremony at the port of Sihanoukville. During one-week exercise various drills ashore and at sea will be held.

An outline of the article: On the 20th, the U.S. and Royal Cambodian Navies began their 2nd annual Cooperation Afloat Readiness and Training (CARAT) Cambodia exercise, with a pier-side opening ceremony at the port of Sihanoukville. During one-week exercise various drills ashore and at sea will be held. Two U.S. ships, the guided missile destroyer USS *Kidd* (DDG 100) and the dive and salvage ship USNS *Safeguard* (T-ARS 50), as well as approximately 400 U.S. sailors are participating. CARAT is a series of annual, bilateral maritime exercises between the U.S. Navy and the Armed Forces of Bangladesh, Brunei, Cambodia, Indonesia, Malaysia, the Philippines, Singapore, and Thailand.

Refer to the article: U.S., Royal Cambodian Navies Head to Sea for CARAT 2011 Exercise  
<http://www.c7f.navy.mil/news/2011/10-october/026.htm>

### **October 28 “Russia successfully test-fired SLBM” (Itar-Tass, October 28, 2011)**

The head of the Russian Defense Ministry's press service told the nuclear-powered ballistic missile submarine (SSBN) *Yuri Dolgoruky* successfully test-fired a Bulava intercontinental ballistic missile from the underwater position (SLBM) from the White Sea to the Kura firing range on the Kamchatka Peninsula on the 28th.

An outline of the article: The head of the Russian Defense Ministry's press service told the nuclear-powered ballistic missile submarine (SSBN) *Yuri Dolgoruky* successfully test-fired a Bulava intercontinental ballistic missile from the underwater position (SLBM) from the White Sea to the Kura firing range on the Kamchatka Peninsula on the 28th. The test-launch was carried out, in accordance with the state launch test program. The warheads arrived at the range at the planned time. The *Yury Dolgoruky* already for the third time in six months successfully test-fired Bulava missiles.

Refer to the article: Bulava missile successfully test-fired from submarine  
<http://www.itar-tass.com/en/c32/258464.html>



Source: Itar-Tass, October 28, 2011

### **1.3 Maritime Boundaries**

#### **October 7 “Vietnam, Philippines work on bilateral cooperation” (Philsatr.com, October 7, 2011)**

On the 7th, the 6th meeting of the Vietnam-Philippines Joint Committee for Bilateral Cooperation was held in Hanoi. The two sides agreed to establish the Vietnam-Philippines Plan of Actions during 2007-2010 and others.

An outline of the article: On the 7th, Vietnamese Minister of Foreign Affairs, Pham Binh Minh, and his Philippine counterpart Albert F. Del Rosario, co-chaired the 6th meeting of the Vietnam-Philippines Joint Committee for Bilateral Cooperation in Hanoi. The two sides reviewed and evaluated results from the implementations of the agreements approved at the 5th meeting held in the Philippines in February 2008 and the Vietnam-Philippines Plan of Actions during 2007-2010. They also set forth measures to promote cooperation in some concrete fields in the coming time, including the signing of the Vietnam-Philippines Plan of Actions for 2011-2016 aimed at further deploying the “Joint Declaration on the Framework of Bilateral Cooperation in the first 25 years of the 21st century and years to come.” The two sides agreed to boost two-way trade turnover to reach \$3 billion by 2016. Both sides also exchanged views on regional and international issues of mutual concern. The two sides agreed to hold the 7th meeting in the Philippines in 2013.

Refer to the article: Vietnam, Philippines work on bilateral cooperation

<http://www.philstar.com/Article.aspx?articleId=735258&publicationSubCategoryId=200>

#### **October 9 “Philippines, Vietnam agree to protect Spratlys marine ecosystem” (Philstar.com, October 10, 2011)**

On the 9th, the Philippines and Vietnam have agreed to protect the fragile marine ecosystem in the South China Sea (West Philippine Sea) from threats of overexploitation, the Philippine Department of Foreign Affairs (DFA) said.



An outline of the article: On the 9th, the Philippines and Vietnam have agreed to protect the fragile marine ecosystem in the South China Sea (West Philippine Sea) from threats of overexploitation, the Philippine Department of Foreign Affairs (DFA) said. The agreement was made to address illegal, unregulated and unreported fishing in accordance with the national laws of both countries. Both countries also endorsed the enhancement of cooperation on maritime and ocean matters. This includes the elevation of the Joint Permanent Working Group on Maritime and Ocean Concerns into a vice ministerial level, continued support for the Joint Oceanographic and Marine Scientific Research in the South China Sea, and implementation of the Memorandum of Agreement (MOA) on Oil Spill Preparedness and the MOA on Search and Rescue at Sea. Furthermore, the Philippines and Vietnam agreed to speed up implementation of the MOA on Defense Cooperation and the MOA on Academic Cooperation signed in 2010.

Refer to the article: Phl, Vietnam agree to protect Spratlys marine ecosystem

<http://www.philstar.com/Article.aspx?articleId=735751&publicationSubCategoryId=63>

### **October 11 “Vietnam, China agree to principles of settling sea issues” (VietNam.net, October 12, 2011)**

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

An outline of the article: At the top meeting between Vietnam and China held in Beijing on the 11th, the Vietnamese and Chinese leaders signed an agreement on basic principles for the settlement of sea-related issues. According to the agreement announced by the Vietnamese government, the gist of basic principles is as follows:

- (1) Two sides pursue friendly talks and negotiations to properly settle sea-related issues, thus making the South China Sea (East Sea) a territory of peace, friendship and co-operation and contributing to the development of the Vietnam-China comprehensive strategic cooperative partnership, as well as to regional peace and stability.
- (2) Based on a legal regime and principles defined by international law, including the 1982 UN Convention on the Law of the Sea, two sides make efforts to seek basic and long-term solutions acceptable to both sides for sea-related disputes.
- (3) In negotiations on sea-related issues, the two sides seriously abide by agreements and common perceptions reached by their high-ranking leaders and seriously implement the principles and spirit of the “Declaration on the Conduct of Parties in the East Sea” (DOC). For sea-related disputes between Vietnam and China, the two sides shall solve them through friendly talks and negotiations. Disputes relating to other countries shall be settled through negotiations with other concerned parties.

- (4) In the process of seeking basic and long-term solutions for sea-related issues, the two sides discuss transitional and temporary measures that do not affect the stances and policies of the two sides.
- (5) Two sides address sea-related issues in succession and progress with easy issues first and difficult issues later. Two sides firmly speed up the demarcation of territorial waters off the Tonkin Gulf and actively discuss co-operation for mutual development on these waters. Two sides actively boost co-operation in less sensitive fields, such as sea-related environment protection, sea-related science research, search and rescue at sea, and prevention and minimization of damage caused by natural disasters. Two sides attempt to enhance mutual trust to facilitate the settlement of more difficult issues.
- (6) The two sides in turn conduct periodical meetings between heads of government-level border negotiation delegations twice a year and extraordinary meetings if necessary. The two sides agree to set up a hotline mechanism between the government-level delegations to exchange and properly deal with sea-related issues in a timely manner.

Refer to the article: Vietnam, China establish principles of settling sea issues

<http://english.vietnamnet.vn/en/politics/14065/vietnam--china-establish-principles-of-settling-sea-issues.html>

### **October 12 “India, Vietnam signs oil exploration agreement in Hanoi” (The Washington Post, AP, October 12, 2011)**

On the 12th, India and Vietnam signed an accord to promote oil exploration in Vietnamese waters between the foreign arm of India’s state-owned Oil and Natural Gas Corp and PetroVietnam. It covers new investments and the exploration and supply of oil and gas.

An outline of the article: On the 12th, India and Vietnam signed an accord to promote oil exploration in Vietnamese waters. The accord was signed between the foreign arm of India’s state-owned Oil and Natural Gas Corp. and PetroVietnam. It covers new investments and the exploration and supply of oil and gas by India. Vietnam has in recent years attracted sizable investments from Indian companies. Indian Prime Minister Manmohan Singh said, “Several Indian companies are working in Vietnam, and we similarly welcome Vietnamese investments in India.” The two countries also agreed to cooperate in ensuring the safety and security of sea lanes in the region. Singh said the two “maritime neighbors” faced the common security challenges of terrorism, piracy and natural disasters and agreed to work closely to tackle the threats posed by them. Vietnamese President Sang said the two countries had set a two-way trade target of \$15 billion by 2015. Trade between the two countries was \$2.7 billion last year.

Meanwhile, on the 12th, Vietnam and China signed an agreement aimed at finding a long-term solution to their bitter maritime disputes driven by competing claims to parts of the South China Sea. The largely symbolic agreement calls for twice yearly meetings, and for a hotline to be set up to deal with emergencies.

Refer to the article: India, Vietnam sign oil exploration agreement, ignoring China’s objections

[http://www.washingtonpost.com/world/asia-pacific/india-vietnam-sign-oil-exploration-agreement-ignore-chinas-objections/2011/10/12/gIQA3p9ZeL\\_story.html](http://www.washingtonpost.com/world/asia-pacific/india-vietnam-sign-oil-exploration-agreement-ignore-chinas-objections/2011/10/12/gIQA3p9ZeL_story.html)

### **October 18 “Philippine navy’s gunboat collides with Chinese fishing vessel” (Phil Star.com, October 19, 2011)**

On the 18th, a Philippine Navy’s gunboat collided with a large Chinese fishing vessel in the West Philippine Sea (South China Sea). Philippine Navy chief [Flag-Officer-in-Command] confirmed it was the “freak” incident in the vicinity of Recto Bank.

An outline of the article: On the 18th, a Philippine Navy’s gunboat collided with a large Chinese fishing vessel in the West Philippine Sea (South China Sea). Philippine Navy chief [Flag-Officer-in-Command] confirmed it was the “freak” incident in the vicinity of Recto Bank. The Recto Bank is Philippine territory under the control of the Western Command. Philippine Navy chief said, “It was really an accident, not a hostile act, which occurred when our ship was verifying the activity of the Chinese shipping boat.” Recto Bank is within the country’s exclusive economic zone (EEZ), and, according to Wescom, the situation of the incident is as follows. Naval gunboat, BRP Rizal (PS-74), while monitoring the Chinese fishing group approaching the EEZ, had trouble with steering, causing it to move uncontrollably toward the Chinese mother boat of the fishing group. It was an accidental collision. Influenced by the waves caused by the uncontrollable moves of the Chinese fishing group, the navy ship incurred a steering problem. After being rammed by the Navy gunboat, the Chinese mother boat cut the towing line, and fled, leaving behind 25 sampans. After undergoing repairs, the gunboat towed these sampans to Palawan Island.

Refer to the article: Navy ship scares off Chinese towing boat

[http://www.philstar.com/Article.aspx?articleId=738940&publicationSubCategoryId=63&news\\_alert](http://www.philstar.com/Article.aspx?articleId=738940&publicationSubCategoryId=63&news_alert)



BRP *Rizal* (PS-74)

Source: Phil Star.com, October 19, 2011

**【Related article】****“The Philippines apologizes China” (Phil Star, October 20, 2011)**

On the 19th, the Philippine Navy (PN) has apologized to China after one of its warships accidentally rammed a Chinese fishing boat.

An outline of the article: On the 19th, the Philippine Navy (PN) has apologized to China after one of its warships accidentally rammed a Chinese fishing boat. An apology was sent to China's embassy in Manila to avoid creating tension in the area. The Department of National Defense (DND) spokesman told reporters, saying there were no reports of damage or casualties in the incident. There was no mention of the incident in China. On the 19th, Western Command commander said that collision was unintentional and not aimed at harming the Chinese fishermen or damaging their vessel. On the other hand, he stressed that the ongoing non-confrontational air and maritime territorial patrols will continue in the West Philippine Sea (South China Sea).

Refer to the article: Navy apologizes to China over sea incident

[http://www.philstar.com/Article.aspx?articleId=739278&publicationSubCategoryId=63&news\\_alert](http://www.philstar.com/Article.aspx?articleId=739278&publicationSubCategoryId=63&news_alert)

## **1.4 Diplomacy and International Relations**

**October 3 “Asian nations in agony over choice of China or the U.S.: British article” (Financial Times, October 3, 2011)**

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

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- (1) The defining geopolitical drama of the next century will be the battle for power and influence between China and America. That emerging struggle is already posing awkward choices for Asian countries, caught between the two global giants. China is now the largest trading partner for Japan, India, Australia, South Korea and most of the nations of south-east Asia. On the other hand, these countries still have their most important military relationship with the US. The dilemma of choosing economic and strategic interests for the Asian countries will continue in the future.

- (2) The article was probably provoked by a statement from Japan and the Philippines, the previous day, in which the two countries promised to boost naval co-operation and implicitly disputed China's extensive territorial claims in the South China Sea. But China's warning could equally have been aimed at Vietnam, India, South Korea, Australia or Taiwan – all of whom have moved over the past year to strengthen military ties with America. Until recently China seemed to be playing an intelligent waiting game – relying on its growing economic strength to draw its neighbors inexorably into a Chinese sphere of influence. The irony, of course, is that it is precisely Chinese saber-rattling that is sending its neighbors running screaming into the arms of Uncle Sam.
- (3) A more patient policy would make sense for China because it is likely to be the world's largest economy by 2020. The US remains the world's dominant military power. But since political and military power usually track economic power, American hegemony in the Pacific Ocean may ultimately be unsustainable. China the largest foreign buyer of US debt – the Chinese are indirectly funding American military dominance of the Pacific.
- (4) As seen in the recent China's maritime collisions with Japan and Vietnam, China's neighbors are also worried by the country's growing muscle – and its willingness to flex it. The dark interpretation of China's actions is that nationalist forces and the country's military are becoming more influential in Beijing. A younger generation is coming to power, schooled to believe that China has been victimized by the outside world because it has been weak. The current contrast in the economic fortunes of China and America has also increased China's confidence and assertiveness.
- (5) A more benign interpretation of Chinese actions is that the country now has a growing range of economic interests around the world – which makes it all but inevitable that it will spend a lot more on its military and will be tougher in asserting its interests. The hungry Chinese economy is dependent on imported energy – and would be vulnerable to a naval blockade. Therefore, building a few aircraft carriers and submarines, and pushing China's claims to the energy riches of the South China Sea, might seem like a sensible precaution for the Chinese government – rather than the aggressive claim to regional dominance that its neighbors fear.
- (6) Yet even this relatively benign interpretation of China's actions is not entirely reassuring. It suggests that China and the US are increasingly likely to interpret each other's actions and alliances as threatening – and to respond in ways that then feed the other side's perception of aggression. This is a pattern of great power behavior that might ring a bell for students of 20th century history.

Refer to the article: China or the US ? Make your choice

<http://www.ft.com/intl/cms/s/0/7885de20-edab-11e0-a9a9-00144feab49a.html#axzz1cqBrgnMe>

## **1.5 Shipping, Shipbuilding and Harbors**

### **October 1 “India PM talks tough on maritime security” (Hindustan Times, October 1, 2011)**

On the 1st, Indian Prime Minister (PM) Manmohan Singh said, “India's maritime sector is of vital significance to our economy and every effort should be made to strengthen it in the context of India's growing trade and increasing energy demand.” Singh said at the golden jubilee celebrations of the state-owned Shipping Corporation of India.

An outline of the article: On the 1st, Indian Prime Minister (PM) Manmohan Singh said, “India's maritime sector is of vital significance to our economy and every effort should be made to strengthen it in the context of India's growing trade and increasing energy demand.” Singh said at the golden jubilee celebrations of the state-owned Shipping Corporation of India. Based upon it, Singh underlined the need for seamless integration of various modes of transport and called for coordinated development of shipping industry, land-based logistics and the port sector. According to Singh, the government has set up the National Transport Development Policy Committee, which will expedite the maintenance of good road and rail connectivity to ports. Additionally, the prime minister placed thrust on development of coastal shipping and inland waterways. He said special attention needs to be paid to the remote areas of the northeast. The Shipping Corporation of India, incorporated October 2, 1961, is India's largest shipping line owning 82 vessels. It accounts for one-third of India's total shipping tonnage. It employs a workforce of over 4,000 seafarers.

Refer to the article: PM talks tough on maritime security

<http://www.hindustantimes.com/PM-talks-tough-on-maritime-security/Article1-752300.aspx>

## **1.6 Ocean Resources, Energy, Marine Environment and Others**

### **October 2 “Sri Lanka finds natural Mannar Basin” (Reuters, October 2, 2011)**

On the 2nd, Sri Lankan President Mahinda Rajapaksa said natural gas has been found in the Mannar Basin, in a well Cairn India Ltd. said required more exploration to see if it is commercially viable.

An outline of the article: On the 2nd, Sri Lankan President Mahinda Rajapaksa said natural gas has been found in the Mannar Basin, in a well Cairn India Ltd. said required more exploration to see if it is commercially viable. The find was Sri Lanka's first confirmed hydrocarbon discovery. Cairn Lanka, a subsidiary of Cairn India, has one of eight blocks in the Mannar Basin and began drilling in August. It struck a 25-meter hydrocarbon column showing primarily gas, drilled at a water depth of 1,354 meters. Sri Lanka's government has said seismic data shows the potential for more than 1 billion barrels of oil under the sea in a 30,000 sq km area

of the Mannar Basin, off the island's north western coast. In addition, at present, there are nearly 30 operating wells on the Indian side of the Cauvery Basin, and Calgary-based Bengal Energy Ltd. has exploration rights for 1,362 sq km there. Sri Lanka is hopeful that success will be reflected on its side of the field. There is also speculation that Sri Lanka's eastern coastal shelf has major oil and gas potential, but there is no seismic data yet to back it up.

Refer to the article: Sri Lankan president says natural gas found offshore

<http://www.reuters.com/article/2011/10/02/srilanka-naturalgas-idUSL3E7L203F20111002>

### **October 3 “NZ, Australia help Tuvalu facing drinking water emergency” (Al Jazeera, October 3, and The Sydney Morning Herald, October 7, 2011)**

New Zealand and Australia commenced assistance to the Pacific island nation of Tuvalu that has declared a state of emergency due to a severe shortage of freshwater.

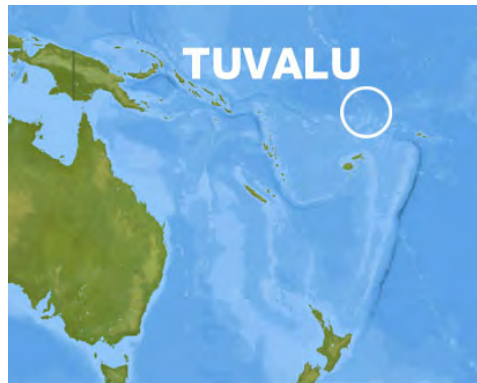
An outline of the article: The Pacific island nation of Tuvalu has declared a state of emergency due to a severe shortage of freshwater. Responding to it, Murray McCully, New Zealand's foreign minister, said on the 3rd that a New Zealand Defence Force C-130 commenced to take supplies and personnel to Tuvalu. Also, Australia sent fresh water and supplies and personnel, including fresh water, by New Zealand's transport aircraft. Moreover, the Australian government is considering sending its military aircraft to help deal with the crisis. Tuvalu's shortage of drinking water is caused by the change of weather. Normally this is their rainy season, but it has not rained in six months. Even their root crops have died from the salt. Rising sea tides have contaminated underground water reserves. Scientists have said a prolonged La Nina has caused drought. (Note: La Nina is an ocean-atmosphere phenomenon in which the sea surface temperature across the equatorial Eastern Central Pacific will be lower than normal.) Australia may face an influx of the world's first climate change refugees from Tuvalu, which has a population of less than 11,000, in coming years if a solution to a shortage of drinking water is not found.

Refer to the article: Tuvalu faces drinking water emergency

<http://english.aljazeera.net/news/asia-pacific/2011/10/201110364857797250.html>

Tuvalu desperate as water dries up

<http://www.smh.com.au/world/tuvalu-desperate-as-water-dries-up-20111006-1lbrv.html>



Source: Al Jazeera, October 3, 2011

**【Related article】**

**“U.S. Coast Guard sends drinking water to Tokelau Islands” (Forbes.com, October 6, 2011)**

On the 5th, the U.S. Coast Guard cutter USCG *Walnut* stationed in Honolulu commenced delivering assistance commodities to Tokelau Islands. (Note: Tokelau is New Zealand territory made up of three atolls located east of Tubalu.)

An outline of the article: On the 5th, the U.S. Coast Guard cutter USCG *Walnut* stationed in Honolulu commenced delivering assistance commodities to Tokelau Islands. (Note: Tokelau is New Zealand territory made up of three atolls located east of Tubalu.) Receiving large containers carrying drinking water airlifted from New Zealand in U.S. territory Samoa, USCG *Walnut* sailed to Tokelau. Tokelau has no useable airfield, making an air mission impossible. Parts of Samoa are also starting to ration water.

Refer to the article: Coast Guard sends drinking water to South Pacific

[http://www.forbes.com/feeds/ap/2011/10/06/business-us-water-delivery\\_8720283.html](http://www.forbes.com/feeds/ap/2011/10/06/business-us-water-delivery_8720283.html)



## 2. Intelligence Assessment

### 2. 1 Piracy and Armed Robbery against Ships up to 3rd Quarter of 2011 - Characteristics viewed in the IMB Report -

On October 18, 2011, the International Maritime Bureau (IMB) of the International Chamber of Commerce (ICC) published a report on the incidents of piracy and armed robbery against ships noted in the world up to the third quarter of 2011 (January 1– September 30) through the Piracy Reporting Center (PRC) based in Kuala Lumpur. Below is a summary of the characteristics of the incidents of piracy and armed robbery against ships viewed from the IMB report (hereinafter referred to as the Report) noted up to the third quarter of 2011.

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

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

The number of the incidents reported up to the third quarter of 2011 was 352 (289 during the same period in 2010). According to the Report, as the number of the incidents noted up to the third quarters of the year, this year marked the highest number of incidents since the PRC commenced monitoring of the incidents of piracy and armed robbery against ships in 1991. Of 352, 173 (167 during the same period in 2010) were actual attacks. Of them, 35 (39 during the same period in 2010) were cases hijacked, and 138 (128 during the same period in 2010) were cases boarded. There were 89 (70 during the same period in 2010) attempted attacks.

However, the IMB is regarding there are a great number of the unreported cases apart from the reported cases, advising the shipping owners and captains of the ships to report all piratical attacks and suspicious movements of the crafts to the bureau.

The number of 352 attacks noted up to the third quarter of 2011 showed a remarkable increase, compared with the number of 289 attacks (445 attacks throughout the year) noted up to the same period in 2010. The trends of attacks noted up to each third quarter of the recent six years are as shown in the Table 1. Looking at the attacks by location, of 352 attacks, 247 attacks which occupy more than two-thirds of the total have occurred in the five locations as follows. Looking at the attacks in order of a higher frequency, as shown in Table 2, there are 130 attacks off Somalia (including the Indian Ocean), 36 attacks in the Red Sea, 32 attacks in the Gulf of

Aden, 30 attacks in Indonesia, and 19 attacks in Benin on the west coast of Africa.

According to the Report, the IMB PRC has received a total of 198 incidents in the Gulf of Aden, off Somalia (including the Indian Ocean), and the Red Sea, which, in addition to one incident in Oman, involve 199 incidents attributed to Somali pirates. This number occupies 58 percent, more than a half of the whole of incidents, which distinctly shows that the attacking incidents by Somali pirates continue to increase. According to the Report, of 199 incidents attributed to Somali pirates, 24 hijacking incidents (three in the Gulf of Aden, one in Oman, and 14 off Somalia, including the Indian Ocean), and 18 attacks boarded (one in the Gulf of Aden, three in the Red Sea, and 14 off Somalia, including the Indian Ocean) were noted. Three hundred and ninety-nine seafarers have been taken hostage, three reported injured, eight killed, and six kidnapped. The Report says, as of 30 September 2011, Somali pirates still held 13 vessels for ransom with 247 crew members as hostages. In addition, these pirates are also holding 19 kidnapped crew members (13 from 2010 and six from 2011) as hostage. Of 199 incidents, 157 were attempted attacks. Of them, 87 were attempted boarding cases (17 in the Gulf of Aden, 12 in the Red Sea, and 58 off Somalia, including the Indian Ocean) and 70 attempted cases (11 in the Gulf of Aden, 21 in the Red Sea, and 38 off Somalia, including the Indian Ocean).

According to the Report, the incidents attributed to Somali pirates continue to threaten an extended geographical region – from the southern part of the Red Sea in the west to 76°east longitude and beyond in the east. Incidents in the past have also been reported off the coast of Oman/Arabian Sea in the north 22°20' north latitude extending southward to 22° south latitude. In these areas Somalia pirates had used hijacked merchant vessels, ocean-going fishing vessels, and dhows as their mother vessels to conduct piracy operations. Launching skiffs from these mother vessels, the pirates attack the navigating vessels by using automatic weapons and Rocket Propelled Grenade (RPG). The Report is pointing out that, by using “mother boats,” the pirates are able to proceed very far out to sea to attack the merchant vessels in the area more than 1,000 nautical miles (nm) from the Somali coast. Even so, there were fewer attacks in the third quarter (July – September) due to the SW Monsoon generating bad weather conditions not conducive for small boat operations. Only three cases - two hijacking cases in the Gulf of Aden and one case off Oman – were noted. The Report is warning us that, with the end of the SW Monsoon season in September, attacks by Somali pirates will increase.

According to the Report, attacks by Somali pirates have increased, but successful hijackings have reduced. The Reports evaluates that, successful hijackings have reduced due to the efforts and actions by the naval forces and preventive measures used by the merchant vessels particularly armed security guards and citadel actions.

On the other hand, what is the status in the Southeast Asia? As shown in **Table 1**, in Southeast Asia, up to the third quarter of 2011, the number of incidents in Indonesia has increased to 30 cases (29 actual attacks and one attempted attack) from 26 cases (18 actual attacks and eight attempted attacks) up to same quarter of 2010. In particular, the actual incidents have been increasing, including one hijacking case. In Indonesia, the incidents have most frequently occurred in the South China Sea in the vicinity off Anambas, Natuna, Mangkai, Subi Besar and

Merundung islands area; and surrounding waters of Jakarta-Tanjung Priok, Dumai (Sumatra), Samarinda (Kalimantan east coast). The Report estimates there are many unreported incidents. Apart from these nations, Malaysia had 14 attacks (12 actual attacks and two attempted cases), which shows an increase of one incident, compared with 13 attacks (10 actual attacks and three attempted attacks) during the same period of 2010. The South China Sea had 13 attacks (10 actual attacks and three attempted attacks), which were halved from 30 attacks (22 actual attacks and eight attempted attacks) during the same period of 2010. The areas where the incidents most frequently occurred in Malaysia and the South China Sea were waters off Tioman and Pulau Aur. On the other hand, attacks in the Singapore Straits increased to seven attacks (six actual attacks and one attempted attack) from two (both are attempted) during the same period of 2020. In South Asia, Bangladesh had seven attacks (all were attempted), which dropped substantially from 18 attacks (17 actual attacks and one attempted case). The Report is advising ships to continue maintaining strict anti-piracy watches when transiting the area.

## 2. Characteristics viewed from Activities

The Table 2 shows the status of attacks by location noted frequently in the areas in Asia and others up to the 3rd quarter of 2011. Table 3 shows the status of the ships during attacks by location noted up to the 3rd quarter of 2011.

According to these data, the feature of the attacks by Somali pirates is clear. The incidents, including the attempted attacks, by Somali pirates in the Gulf of Aden, Red Sea, Arabian Sea, and off Somalia including the Indian Ocean, occurred while the ships were steaming. These incidents show the feature of Somali pirates that they attack the steaming ships by “mother vessels” and skiffs – small high speed boats.

On the other hand, in case of Southeast Asia, as for a posture of attacks, most were boarded attacks, and in most cases they were attacked while the ships were anchored. Regarding the incidents while the ships were steaming, 13 incidents (10 actual attacks and three attempted attacks) in the South China Sea, nine incidents (seven actual attacks and two attempted attacks) in Malaysia, and three incidents (actual attacks in all) in Indonesia have been noted. According to the Report, up to the third quarter of 2011, three tugs & barges have been hijacked off Tioman island in Malaysia, off Pontionak on the west coast of Kalimantan island in Indonesia, and off Sibi Besar in the South China Sea. On the other hand, up to the third quarter of 2011, there were 12 locations where more than three incidents were reported in ports and anchorages, totaling 68 incidents. This shows an increase in locations and incidents, looking from eight locations and a total of 50 incidents during the same period of 2010. Cotonou, Benin marked the highest number of 18 incidents (no incident during the same period in 2010), which is most noticeable off Benin on the west coast of Africa. The Report says pirates are extremely violent here. In Asia, up to the 3rd quarter of 2011, there have been seven attacks (18 attacks during the same period in 2010) in Chittagong in Bangladesh, four attacks (no attack during the same period in 2010) in Belawan, six attacks (no attack during the same period in 2010) in Dumai, six attacks (no attack during the same period in 2010) in Jakarta/Tg. Priok, and four attacks (no attack during the same period in

2010) in Samaritan in Indonesia respectively, as well as four attacks (no attack during the same period in 2010) in Cochin in India, in which the incidents in Indonesia have been most significant.

As for the types of vessels attacked (including those of attempted attacks) up to the third quarter of 2011, the highest number of 83 (65 during the same period in 2010) attacks, including attempted attacks, were recorded on chemical/product tankers. The following are 78 (46 during the same period in 2010) bulk carriers, and 50 (24 during the same period in 2010) crude oil tankers, 50 (48 during the same period in 2010) containers, 29 (47 during the same period in 2010) general cargo cargoes, 24 (12 during the same period in 2010) tugs & barges, and others. According to the Report, various types of tankers, containers, bulk carriers, and general cargos occupy the greater part of the vessels which were hijacked in the past six years. The vessels hijacked by Somali pirates include all types of vessels, including general cargoes, bulk carriers, various types of tankers, RO-RO ships, containers, fishing boats, yachts, dhows, tugs and others. The Report points out that the vessels attacked were targets of opportunities, and pirates did not necessarily target the specific vessels by type.

Looking at the ships attacked by nationality, of all of 352 incidents up to the third quarter of 2011, the highest number of 55 (49 during the same period in 2010) attacks were made on Panama-flagged vessels, 46 (35 during the same period in 2010) were on Liberia-flagged vessels, 38 (27 during the same period in 2010) were on Marshall Islands-flagged vessels, 24 (32 during the same period in 2010) were on Singaporean-flagged vessels. Twenty-two (14 during the same period in 2010) were on Malta-flagged vessels. Seventeen (17 during the same period in 2010) were on Hong Kong-flagged vessels. Twelve (15 during the same period in 2010) were on Antigua Barbuda-flagged vessels. Nine (4 during the same period in 2010) were on Bahamas-flagged vessels, and nine (10 during the same period in 2010) were on Malaysia-flagged vessels among others. In case of Japanese-flagged vessels, in the past six years, two vessels were attacked throughout the year of 2008, and one vessel was attacked throughout the year of 2007.

On the other hand, looking at the operational status of the ships attacked by nationality of the countries, where victim ships were controlled/managed [up to the third quarter of 2011], the highest number falls on Germany with 48 (46 during the same period in 2010) attacks. Germany is followed by Singapore with 47 (42 during the same period in 2010) attacks. Greece has 47 (28 during the same period in 2010) attacks; Hong Kong has 22 (11 during the same period in 2010) attacks; Japan has 15 (14 during the same period in 2010) attacks; India has 14 (Seven during the same period in 2010) attacks; Malaysia has 12 (10 during the same period in 2010) attacks; Denmark has 11 (Nine during the same period in 2010) attacks; UAE has 11 (10 during the same period in 2010) attacks; and Britain has 11 (12 during the same period in 2010) attacks, among others.

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

Looking at the status of violence to crew, as the Table 4 shows, since the year 2008 the incidents in which the crews were taken hostages have dramatically increased, occupying a greater part of violence. Of 703 incidents of human violence up to the third quarter of 2008, 619

persons were taken hostage, which has been decreasing, compared with 773 (834 incidents of human violence in all) persons during the same period in 2010. **Table 5** shows the status of human violence to crew in the major pirate-infected areas. Looking at human violence by location, of 619 hostage incidents, 25 cases in the Gulf of Aden, 353 cases in Somalia, and 21 cases in Oman occupies a greater part of hostage incidents by Somali pirates. In addition, eight persons (one in the Gulf of Aden, and seven in Somalia) were killed, and six persons were kidnapped. From a perspective of human violence, this area abounds in many cases of demanding ransom for the hostages, which shows a peculiarity of the attacks by Somali pirates. Many hostage incidents were noted in the Southeast Asian areas – 10 persons in Indonesia, 39 persons in Malaysia, five persons in Singapore Straits, and 22 persons in the South China Sea. The other location which abounds in hostage incidents was Benin on west coast of Africa with 140 persons.

**Table 6** shows types of arms used by pirates in the incidents which occurred during respective, three quarters of the recent five years. Looking at this chart, you will find few changes in the trend that guns and knives are major arms of pirates for the past five years. On the other hand, looking at the types of arms to be used by pirates by location, of 202 attacks in which guns were used, 29 cases in the Gulf of Aden, 30 cases in the Red Sea, 107 cases in Somalia, and one case in Oman are noted. The incidents by Somali pirates 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. In other areas, 18 cases in Benin, and four cases in Guinea were noted, which shows violent characteristics of pirates on the west coast of Africa. In case of Southeast Asia, knives, not guns, are mainly used. In Indonesia, of 30 cases, one case in which gun was used, 10 cases in which knives were used, and 19 cases that were ‘not stated’ were noted. In Malaysia, of 14 cases, three cases in which guns were used, six cases in which knives were used, and five cases that were ‘not stated’ were noted. In case of the South China Sea, of 13 cases, nine cases in which knives were used, and four cases that were ‘not-stated’ were noted. In cases where guns were used, it is peculiar that there are many cases of ‘not stated’ that total 95 cases, occupying a quarter of the whole of the incidents.

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

Table 1: Trends of incidents (including attempted attacks) that occurred frequently in Asia and other areas up to each third quarter of recent 5 years

Locations	2011	2010	2009	2008	2007
Indonesia	30	26	7	23	37
Malacca Straits		1	2	2	4
Malaysia	14	13	14	7	7
Myanmar	1		1	1	
Philippines	2	3	1	6	2
Singapore Straits	7	2	6	2	3
Thailand		1	1		2
China	1	1			
South China Sea	13	30	10		3
Vietnam	6	9	8	8	4
Bangladesh	7	18	12	9	13
India	6	4	10	10	7
Gulf of Aden*	32	44	100	51	10
Red Sea**	36	24	15		
Somalia	130	56	47	12	26
Nigeria	6	11	20	24	26
Benin	19				
Tanzania		1	5	14	9
Arabian Sea***		2	1		4
Indian Ocean****			1		
Oman*****	1		4		2
<b>Subtotal for nine months</b>	<b>352</b>	<b>289</b>	<b>306</b>	<b>199</b>	<b>198</b>
<b>Total at year end</b>		<b>445</b>	<b>406</b>	<b>293</b>	<b>263</b>

Source: Made from Table 1 in the IMB report up to the third quarter of 2011, pp. 5-6. The total of the incidents covers all areas targeted in the report.

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

Table 2: Status of attacks noted frequently in areas in Asia and others up to 3rd quarter of 2011

Locations	Actual Attacks		Attempted Attacks	
	Boarded	Hijacked	Fired Upon	Attempted Boarding
Indonesia	28	1		1
Malaysia	11	1		2
Myanmar	1			
Philippines	2			
Singapore Straits	6			1
China	1			
South China Sea	9	1		3
Vietnam	6			
Bangladesh	7			
India	6			
Gulf of Aden*	1	3	17	11
Red Sea**	3		12	21
Somalia	14	20	58	38
Oman***		1		
Benin	9	8		2
<b>Subtotal</b>	<b>138</b>	<b>35</b>	<b>90</b>	<b>89</b>
<b>Total</b>	<b>352</b>			

Source: Made from Table 2 in the IMB report up to the third quarter of 2011, p. 8. The total of the incidents covers all areas targeted in the report.

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

Table 3: Status of ships during attacks by location up to 3rd quarter of 2011

Locations	Actual			Attempted		
	B	A	S	B	A	S
Indonesia	2	24	3	1		
Malaysia		5	7			2
Myanmar		1				
Philippines		2				
Singapore Straits			6			1
China		1				
South China Sea			10			3
Vietnam		6				
Bangladesh	1	6				
India		6				
Gulf of Aden*			4			28
Red Sea**			3			33
Somalia			34			96
Oman***		1				
Benin		14	3		2	
<b>Subtotal</b>	<b>4</b>	<b>95</b>	<b>74</b>	<b>1</b>	<b>10</b>	<b>168</b>
<b>Total</b>		<b>128</b>			<b>138</b>	

Source: Made from Table 4, pp. 9-10 and Table 5, p. 10 in the IMB report up to the third quarter of 2011. The total of the incidents covers all areas targeted in the report.

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

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



Table 4: Status of violence to crew up to each 3rd quarter of recent 5 years

Types of Violence	2011	2010	2009	2008	2007
Assaulted	6	3	4	5	21
Hostage	619	773	661	581	172
Injured	41	27	23	22	21
Kidnap	6	17	12	9	63
Killed	8	1	6	9	3
Missing			8	7	2
Threatened	23	13	12	4	4
<b>Subtotal</b>	<b>703</b>	<b>834</b>	<b>726</b>	<b>637</b>	<b>286</b>
<b>Total at year end</b>		<b>1,270</b>	<b>1,166</b>	<b>1,011</b>	<b>438</b>

Source: Made from Table 8, p. 9 and Table 5, p. 10 in the IMB report up to the third quarter of 2011.

Table 5: Status of violence in major pirate-infested areas in 3rd quarters of 2011

Locations	Hostage	Threatened	Assault	Injured	Killed	Kidnap
Indonesia	10	2		3		
Malaysia	39	2	1			
Singapore Starits	5	1	1			
South China Sea	22			1		
Bangladesh	2					
Gulf of Aden*	25				1	
Somalia**	353			3	7	6
Oman***	21					
Benin	140	16		2		
<b>Subtotal</b>	<b>619</b>	<b>23</b>	<b>6</b>	<b>41</b>	<b>8</b>	<b>6</b>
<b>Total</b>	<b>703</b>					

Source: Made from Table 9, pp. 11-12 in the IMB report up to the third quarter of 2011. The total of the incidents covers all areas targeted in the report.

Notes : \* Gulf of Aden, \*\* Somalia, \*\*\* Oman. All of the above attacks are attributed to Somali pirates.

Table 6: Types of arms used during attacks up to each 3rd quarter of recent 5 years

Types of Arms	2011	2010	2009	2008	2007
Guns	202	137	176	76	51
Knives	51	66	56	54	47
Other weapons	4	3	3	4	9
Not stated	95	83	71	65	91
<b>Subtotal</b>	<b>352</b>	<b>289</b>	<b>306</b>	<b>199</b>	<b>198</b>
<b>Total at year end</b>		<b>445</b>	<b>406</b>	<b>293</b>	<b>263</b>

Source: Made from Table 6, p. 11 in the IMB report up to the third quarter of 2011.

## **2. 2 Piracy and Armed Robbery against Ships up to 3rd Quarter of 2011 - From ReCAAP Quarterly Report-**

On October 21, 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 quarterly report which deals with incidents of piracy and armed robbery against ships up to the third quarter of 2011 (January – September 2011). (ReCAAP is an abbreviation of the Regional Cooperation Agreement against Piracy.)

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

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

The following are the patterns and trends of the incidents of piracy and armed robbery against the ships viewed from the ReCAAP report noted in the Asian region up to the third quarter of 2011 (January 1–June 30) (hereafter the Report).

### **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)

Table 1 shows the numbers of incidents in the ReCAAP's responsible maritime areas noted up to each third quarter in the past five respective years.

Table 1: Numbers of incidents by location up to each 3rd quarter in past 5 respective years

	2011.1-9		2010.1-9		2009.1-9		2008.1-9		2007.1-9	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
East Asia										
China			1							
<b>Subtotal</b>			<b>1</b>							
South Asia										
Arabian Sea		4								3
Bangladesh	8		18	2	11	2	7	2	11	1
Bay of Bengal		1	1						1	
India	7	2	5		7	1	10	1	5	
Sri Lanka										1
<b>Subtotal</b>	<b>15</b>	<b>7</b>	<b>24</b>	<b>2</b>	<b>18</b>	<b>3</b>	<b>17</b>	<b>3</b>	<b>18</b>	<b>5</b>
South East Asia										
Gulf of Thailand			1							
Indonesia	35	1	24	9	8	2	17	1	28	6
Malaysia	11	3	13		10	3	6		7	1
Myanmar					1					
Philippines	4		4		2	1	5	1	1	1
Singapore	3		2							
South China Sea	10	6	17	7	10	1	4	2	1	3
Straits of Malacca & Singapore	18	2	2	3	5	2	3	4	2	2
Thailand			1		1				1	
Vietnam	6		10		7		7	1	4	
<b>Subtotal</b>	<b>87</b>	<b>12</b>	<b>74</b>	<b>19</b>	<b>44</b>	<b>9</b>	<b>42</b>	<b>9</b>	<b>44</b>	<b>13</b>
<b>Total</b>	<b>102</b>	<b>19</b>	<b>99</b>	<b>21</b>	<b>62</b>	<b>12</b>	<b>59</b>	<b>12</b>	<b>62</b>	<b>18</b>
<b>Overall Total</b>	<b>121</b>		<b>120</b>		<b>74</b>		<b>71</b>		<b>80</b>	

Source: Made from ReCAAP Quarterly Report (January–September 2011), Table 1 - Location of incidents (January-September of 2007-2011), p. 7.

Remarks: Act = Actual incidents, Att = Attempted incidents

According to the **Table 1**, the number of the incidents (including the attempted cases) reported up to the third quarter of 2011 was 121 (120 during the same period in 2010), comprising 102 (99 during the same period in 2010) actual incidents and 19 (21 during the same period in 2010) attempted incidents. This is consistent with the number of incidents reported during the same period in 2010. The numbers of the incidents in the past three years show increasing trend, particularly, the number of incidents up to the third quarter in 2010 increased largely compared with the number during the same period in 2009.

According to **Table 1**, in Southeast Asia, a decrease of incidents in the South China Sea and Vietnam is observed. However, in Indonesia and the Straits of Malacca and Singapore, the number of incidents increased dramatically, which was highest during the five-years reporting period. According to the Report, in Indonesia, of 36 incidents reported up to the third quarter of 2011, about two-thirds occurred at the ports and anchorages of Belawan, Dumai, Samarinda and Tanjung Priok, Indonesia.

### 3. Evaluation on significance of incidents

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

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 are, the greater the violence develops, and the organized crime will possibly increase.)

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

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

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

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

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

	2011.1-9	2010.1-9	2009.1-9	2008.1-9	2007.1-9
CAT 1	6	3	3	4	4
CAT 2	31	41	25	13	12
CAT 3	65	55	34	42	46

Source : Made from ReCAAP Quarterly Report (January–September 2011), Chart 1 – Significance Level of incidents (January-September of 2007-2011), p. 6.

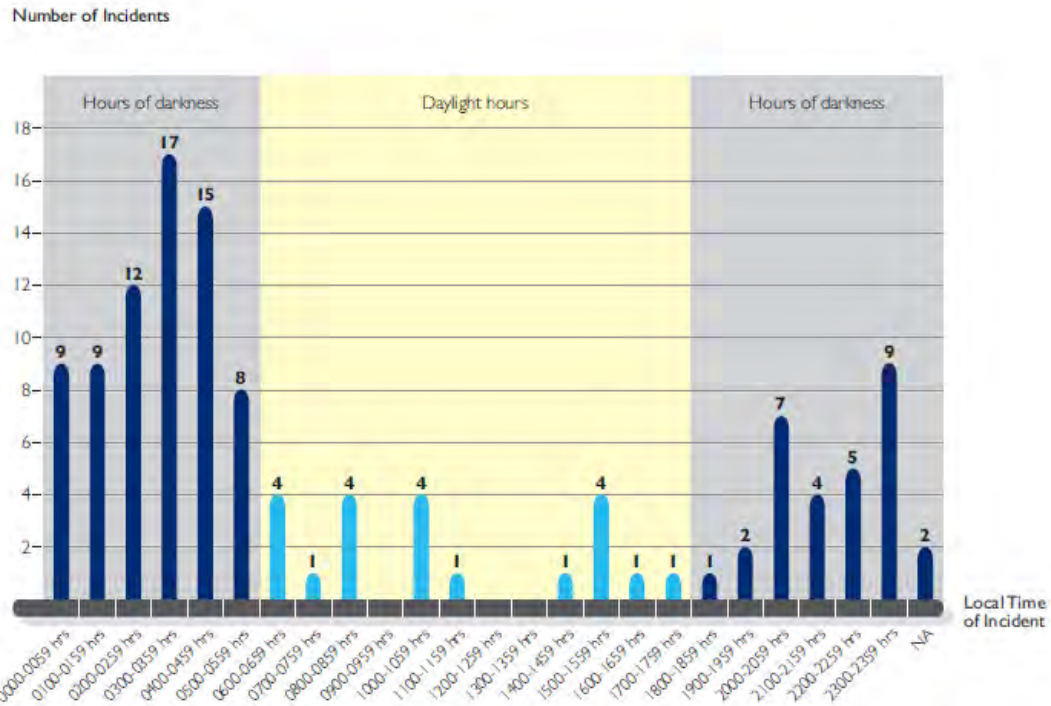
According to **Table 2**, there has been an increase in the number of CAT-1 incidents and CAT-3 incidents up to the third quarter of 2011 compared with the number reported during the same period in 2010. However, the number of CAT-2 incidents up to the third quarter of 2011 has been decreasing compared with the number of CAT-2 incidents during the same period in 2010. According to the Report, CAT-2 incidents predominantly involved robbers who were mostly armed with knives, and usually fled after taking with them cash and the crew's personal belongings. Of the 31 CAT-2 incidents during the third quarter of 2011, eight incidents occurred of Johor, Malaysia; eight incidents in the Straits of Malacca & Singapore; six incidents in the South China Sea and five incidents in Indonesia. These CAT-3 incidents occurred mostly at ports and anchorages. According to the Report, of the 65 CAT-3 incidents, 29 incidents occurred in Indonesia.

Of significance were the CAT-1 incidents which had doubled in number during the same period in 2011. The Report says, of them, four were hijacking incidents, and one was a kidnapping incident, all involved tug boats while on towing operations. The rest of them, a tanker and a fishing boat, were involved in the incidents as the targets.

#### 4. Characteristics of the incidents

Chart 1 shows local time of incidents in the ReCAAP's responsible areas.

Chart 1: Time-zone of Incidents



Source : Made from ReCAAP Quarterly Report (January–September 2011), Chart 2-Local time of incidents (January-September of 2011), p. 10.

According to **Chart 1**, of the 121 incidents, 100 incidents occurred during hours of darkness and 21 incidents occurred during daylight hours. In particular, the majority of the incidents occurred during the 0300-0459 hrs. Of the 21 incidents during daytime, six incidents occurred in the South China Sea, four in the Arabian Sea, three in India, three in Indonesia, two in Bangladesh, two in the Straits of Malacca and Singapore and one in the Bay of Bengal.

Regarding the status of the incidents involving the vessels, the Report says, of 121 incidents, 68 incidents (56%) occurred while the vessels were at anchor or at berth. Of them, 12 were CAT-2 incidents, and 52 were CAT-3 incidents. Of 12 CAT-2 incidents, seven incidents occurred when the vessels were anchored off the ports in Malaysia; and four incidents occurred at the ports and anchorages. Among the 52 CAT-3 incidents, more than half of the incidents occurred at the ports and anchorages of Indonesia. A total of 27 incidents were reported at ports and anchorages of Indonesia, seven incidents in Bangladesh, seven incidents in India, six incidents in Vietnam, four incidents in Philippines and one incident in Malaysia.

**Chart 2** shows the characteristics of the incidents at the ports and anchorages in Bangladesh, Indonesia and Vietnam analyzed from the violence and economic factors. According to the Report, robbers operating in Bangladesh, Indonesia and Vietnam tend to steal ship stores, engine spares and unsecured items on board the ships. Their motive was to board the vessels without alerting

the crew and take away whatever they can lay their hands on. However, once detected, the robbers would escape as fast as possible, sometimes empty-handed. At Malaysia's anchorages, four out of eight incidents reported loss of cash and crew's personal belongings.

**Chart 3** shows the characteristics of the incidents which occurred on vessels while operating in the South China Sea and the Straits Malacca and Singapore, and were viewed from the violence and economic factors.

According to the Report, there appear to be some differences between the incidents in the South China Sea and the Straits of Malacca and Singapore, and the major points are as follows.

- (1) Of the 10 incidents in the South China Sea, five incidents occurred during daylight hours. This is probably due to the absence of law enforcement agencies' presence in the area and pirates are bolder in their attempt to board a vessel any time of the day, including daylight hours. In contrast, incidents in the Straits of Malacca and Singapore mostly occurred during dark hours. This is attributed to the presence of law enforcement agencies and the robbers chose to operate under the cover of darkness [to look out for victim vessel].
- (2) It was peculiar that incidents in the South China Sea involved a large group of pirates/robbers. Of ten incidents, five involved seven or more pirates/robbers.
- (3) Looking from violence, six of incidents in the South China Sea indicated that the pirates enforced some form of physical violence; while about 70% of the incidents in the Straits of Malacca and Singapore reported that the crew did not suffer any injury as the robbers were more interested stealing the targeted items before detecting by the crew.
- (4) In both areas, tug boats were frequently targeted. In the Straits of Malacca and Singapore 12 incidents (67%) involved tug boats while in the South China Sea five incidents (50%) involved tug boats. Regarding the incidents in two areas, of the four CAT-1 incidents in the South China Sea and the Straits of Malacca and Singapore, three incidents involved tug boats. Of the 14 CAT-2 incidents in two areas, half of the incidents involved tug boats. Tug boats are frequently targeted due to their low freeboard and the slow speed, which makes it easier for pirates/robbers to board.

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



Chart 2: Characteristics of incidents at ports and anchorages

Factors	Off Tanjung Ayam, Tanjung Ramunia and Pulau Mungging, Malaysia	Bangladesh	Vietnam	Indonesia
<b>Number of Incidents</b>	8	8	6	30
<b>Significance Level</b>	7 x Category 2 1 x Category 3	1 x Category 2 7 x Category 3	6 x Category 3	3 x Category 2 27 x Category 3
<b>Violence</b>	Number of robbers: Number of incidents 1-3 robbers :1 4-6 robbers :4 7-9 robbers :2 Not stated :1 More than 50% of the incidents involved between 1-6 robbers Guns and knives :3 Knives/Machetes :4 Not stated :1 Three out of eight incidents involved robbers armed with guns and knives Taken hostage :2 Threatened :1 Not stated :5 Lack of information to provide a more substantial assessment	Number of robbers: Number of incidents 1-3 robbers :3 4-6 robbers :2 > 9 :1 Not stated :2 Knives/Machetes :5 Not stated :3 Take hostage :1 Threatened :1 Not stated :6	Number of robbers: Number of incidents 1-3 robbers :1 4-6 robbers :2 Not stated :3 Knives/Machetes :2 Not stated :4 Not stated :6	Number of robbers: Number of incidents 1-3 robbers :12 4-6 robbers :5 7-9 robbers :2 Not stated :11 More than 50% of the incident involved 1-6 robbers Knives/Machetes :11 Not stated :19 Taken hostage :2 Threatened :3 Not stated :25
<b>Economic</b>	Cargo discharged :1 Cash/property :4 Engine spares :1 Not stated :2 The robbers targeted cash and property	Stores :7 Not stated :1	Stores :4 Engine spares :1 Not stated :1	Stores :16 Engine spares :3 Unsecured items :1 Not stated :10

Source: ReCAAP Quarterly Report (January–September 2011), Table 2 – Violence and economic factors of actual incidents involving ships while anchored (January–September 2011), p. 14.

Chart 3: Characteristics of incidents involving ships underway

Factors	South China Sea	Straits of Malacca and Singapore
<b>Number of Incidents</b>	10 x incidents	18 x incidents
<b>Significance Level</b>	2 x Category 1 6 x Category 2 2 x Category 3	2 x Category 1 8 x Category 2 8 x Category 3
<b>Violence</b>	<p>Number of robbers: Number of incidents</p> <p>1 - 3 robbers : 1 4 - 6 robbers : 2 7 - 9 robbers : 3 &gt; 9 : 2 Not stated : 2</p> <p>50% of the incidents involved &gt; 7 pirates</p> <p>Guns and knives : 1 Knives/Machetes : 6 Not stated : 3</p> <p>Commonly armed with knives to threaten crew to surrender their cash and personal belongings</p> <p>Crew abandoned: 1 Taken hostage : 4 Crew assaulted : 1 Not stated : 4</p>	<p>Number of robbers: Number of incidents</p> <p>1 - 3 pirates/robbers : 2 4 - 6 pirates/robbers : 6 7 - 9 pirates/robbers : 5 &gt; 9 : 2 Not stated : 3</p> <p>40% of the incidents involved &gt; 7 pirates/robbers</p> <p>Other weapons : 2 Guns and knives : 1 Knives/Machetes : 8 Not stated : 7</p> <p>11 out of 18 incidents involving robbers armed with either knives or guns</p> <p>Crew kidnapped : 1 Take hostage : 2 Crew assaulted : 1 Not stated : 14</p>
<b>Economic</b>	<p>Hijack of ship : 2 Cargo discharged: 1 Cash/property : 6 Not stated : 1</p>	<p>Hijack of ship : 1 Cash/property : 10 Stores : 4 Not stated : 3</p>

Source: ReCAAP Quarterly Report (January–September 2011), Table 3 – Violence and economic factors of actual incidents involving ships while underway (January -September 2011), p. 22.



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