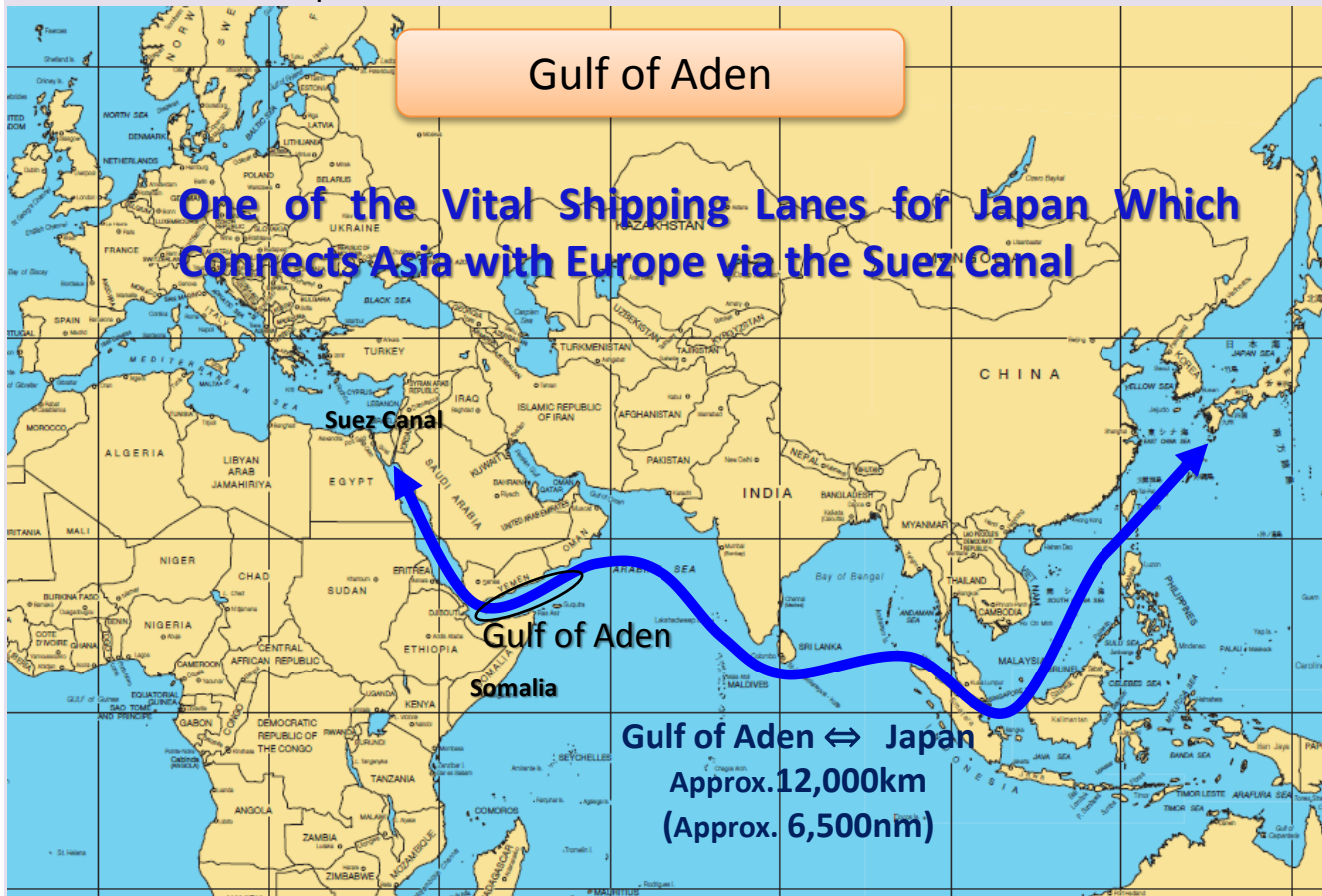


Annual Report 2014
“Japan's Actions against Piracy
off the Coast of Somalia
and in the Gulf of Aden”

□ Somalia and the Surroundings (off the Coast of Somalia and the Gulf of Aden)

■ Importance of the Gulf of Aden for Japan

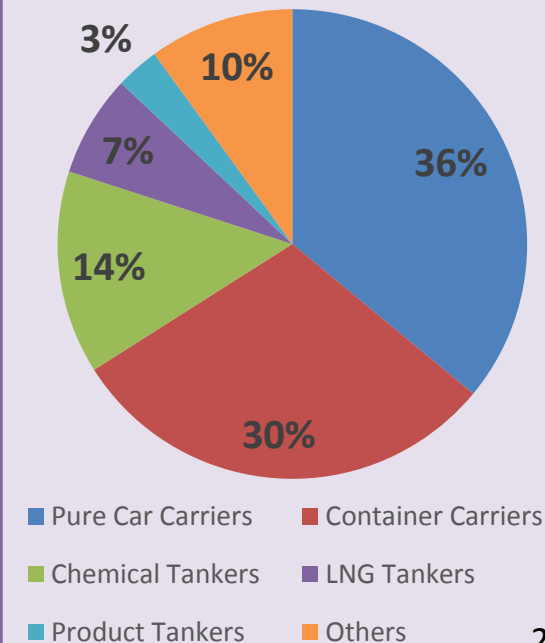
Japan depends, 99.7% of its trade volume, on maritime transportation, therefore, the navigational safety is the key for the daily life of its people as well as for its economy. The Gulf of Aden is one of the vital shipping lanes for Japan, since it connects Asia with Europe via the Suez canal where 17,000 vessels pass annually. Furthermore, since approximately 13% of the world container cargos and 740,000 exported vehicles (approximately 17% of all the exported ones) from Japan were transported through the Gulf of Aden in 2014, the safety of merchant vessels is still one of the urgent and critical issues for Japan.



2014 Annual Passage of Japan-Related Vessels* through the Gulf of Aden

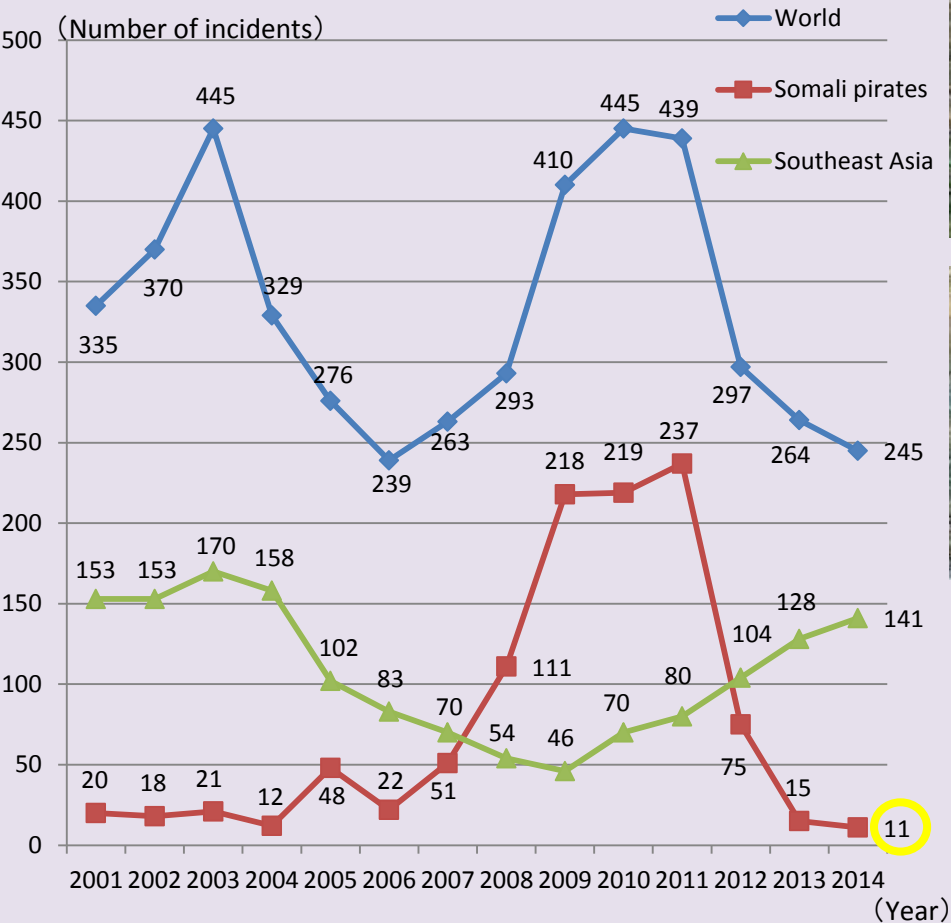
*Japanese flag vessels and foreign flag vessels operated by Japanese shipping companies

Approx. 1,700 Vessels

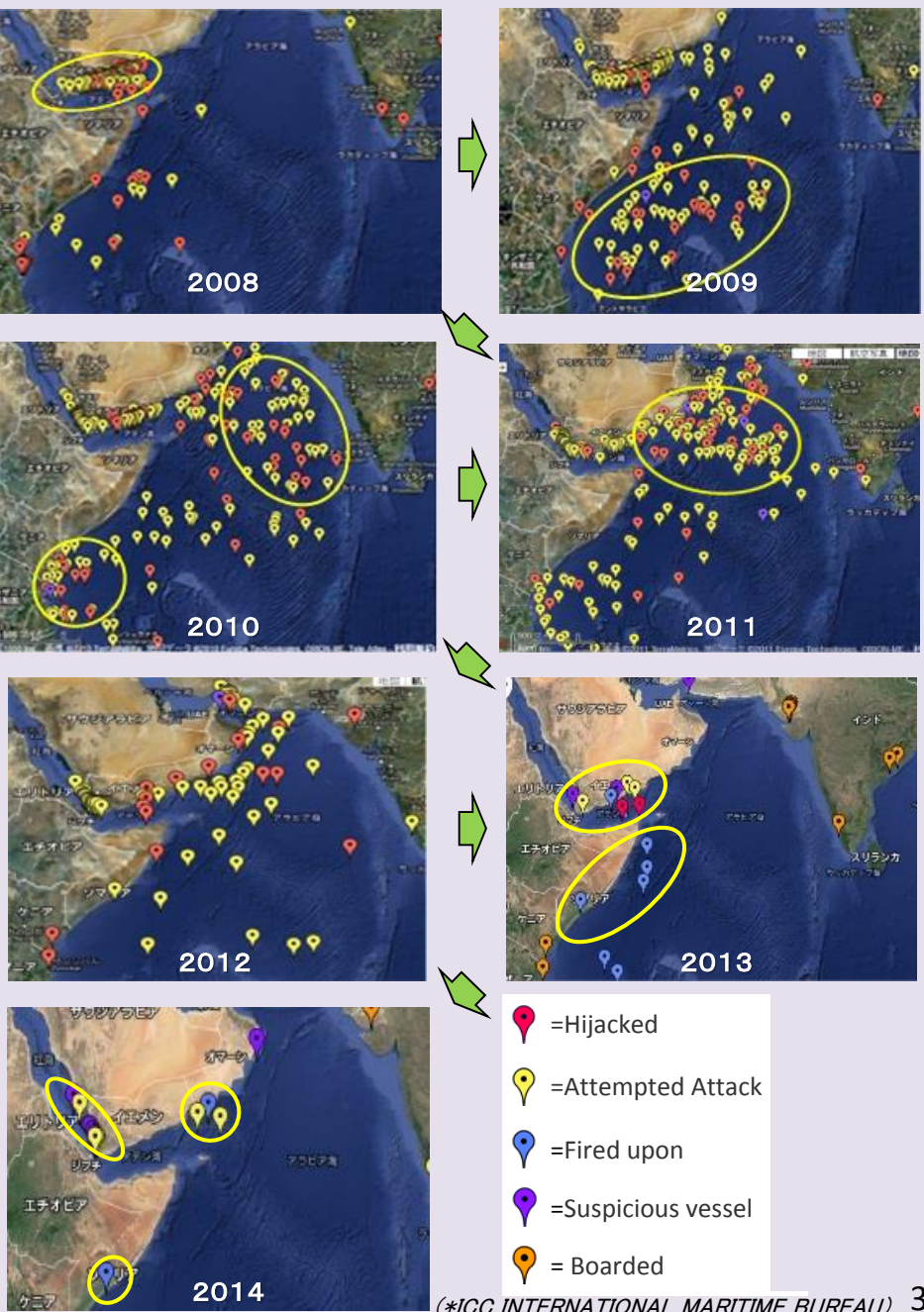


Piracy Incidents off the Coast of Somalia and in the Gulf of Aden

According to the ICC-IMB*, 11 Somali piracy incidents were reported in 2014. No attacks were reported against Japan-related vessels.



Japan remains concerned about the continuing threat posed by piracy off the coast of Somalia and in the Gulf of Aden. Although a marked reduction has been seen in the number of attacks and hijackings in 2012, Japan observes that the underlying causes of piracy remain in place, and the current decline is inherently reversible.



- ❑ Japan's Actions against Piracy off the Coast of Somalia and in the Gulf of Aden
- The Counter-Piracy Operation by the JSDF and the JCG
- Act on Special Measures Concerning the Guarding of Japanese Ships in Pirate-Infested Waters

- The Counter-Piracy Operation by the Japan Self-Defense Forces (JSDF) and the Japan Coast Guard (JCG) *(See "Overview" on Page 6)*

In March 2009, after receiving the approval of the Prime Minister based on the Cabinet decision under the provisions of Article 82 of the SDF Act, the Minister of Defense gave the order for Maritime Security Operations in order to protect Japan-related vessels from acts of piracy in the waters off the coast of Somalia and in the Gulf of Aden. Following this order, two Japanese destroyers departed from Japan and began escorting Japan-related vessels in the same month. Moreover, to conduct more effective counter-piracy operations over an extensive marine area, the other order was given in May 2009 to dispatch two P-3C patrol aircrafts, and these aircrafts commenced warning and surveillance activities in the Gulf of Aden in June the same year.



The JSDF's Destroyers and its P-3C on Warning and Surveillance Activities

In view of United Nations Convention on the Law of the Sea, Japan subsequently enacted the Act concerning the Punishment of Acts of Piracy and Measures to Deal with Acts of Piracy (the Anti-Piracy Measures Act) in July 2009 in order to deal appropriately and effectively with acts of piracy.



In July 2013, Japan decided to participate in the CTF151 to commence so-called zone defense* in addition to escort missions as before, while coordinating closely with the units of other countries that are engaged in counter-piracy operations, for the purpose of conducting more flexible and effective operations each others. Following this, the surface force started zone defense in Dec. 2013. In addition, the air force has been participating in the CTF151 since Feb. 2014.

*Stationing in certain waters to protect navigating vessels

At present, two destroyers have been dispatched, one of which is in principle escorting civilian vessels back and forth across the Gulf of Aden. The other destroyer is conducting zone defense in the designated marine area within the Gulf of Aden. The direct escort method firstly places the destroyer and private vessels to be escorted as a convoy at the assembly point, one each designated at the eastern and western ends of the Gulf. When the convoy sails across the Gulf of Aden, the destroyer guards the one. In this way, the ships take around two days to sail the 900km or so distance across the Gulf of Aden, all the while making absolutely certain that the convoy is safe and secure, day and night. Moreover, there are eight JCG officers aboard the destroyers and the JSDF cooperates with the JCG to enable them to conduct judicial law enforcement activities, as required. (See "Outline" on Page 7)

In addition, the maritime patrol aircraft (P-3C) based in the Republic of Djibouti make use of their excellent cruising capability in conducting warning and surveillance activities in the vast area of the Gulf of Aden. The flight zone is determined, based on coordination with the CTF151 headquarters. Since commencing duties in June 2009, the aircraft have flown 1,248 missions as of Dec. 31 2014, and their flying hours total 9,640 hours. Approximately 102,200 ships have been identified and information has been provided to vessels navigating the area and other countries engaging in counter-piracy operations on around 10,300 occasions.

Moreover, in July 2014, Japan decided to dispatch a commander and command center staff to the CTF151 from the JSDF.



Officers of the JMSDF & the JCG on Warning and Surveillance Activities



The JSDF's P-3Cs at the Djibouti Airport



The JSDF's Officer at the CTF151 H.Q. (Front Row the 3rd from the Right) 5

Overview of the Counter-Piracy Operation of Japan

- Activities with deployment of one for escort and one for defense zone as a basis.
- Japan's original framework is used for escort, while for defense it is implemented by participating in the CTF151.

*The relationship between the CTF151 Headquarters and participating units is a relationship of coordination.

Deploy one for Defense Zone



Djibouti

Point A

CTF151

- Established in January 2009 for counter-piracy operations. The U.S., Australia, UK, Turkey, ROK, Pakistan, etc. participated
- Participants are to be engaged in operations upon liaison coordination on deployment dates, etc. with the Command.



Deploy one for escort



Point C

Point B

About 1,100 Km

About 200 Km

* Conducting escort between point A and point B during the monsoon season (June-August, December-February)

Conducting warning and surveillance operations, and Information collection and provision

Gathering Information

Sharing Information

Suspicious vessel

Merchant ship

Escorted ships

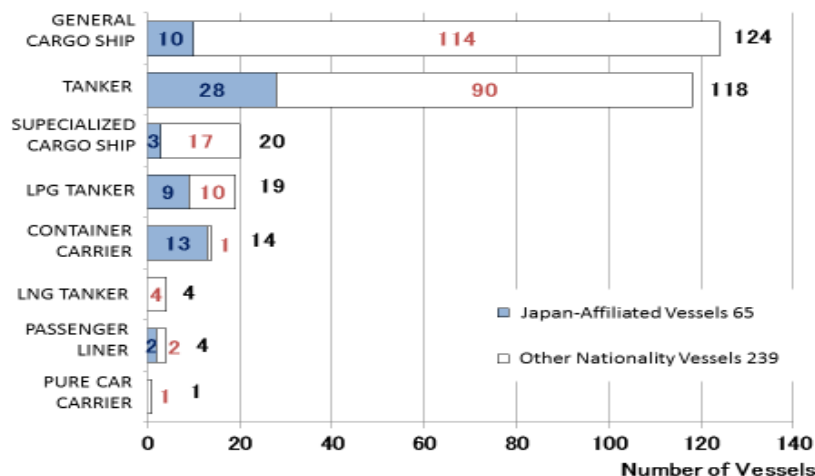
Deployed Maritime Force for Anti-Piracy Operations

Outline of the Escorted Vessels and Seafarers

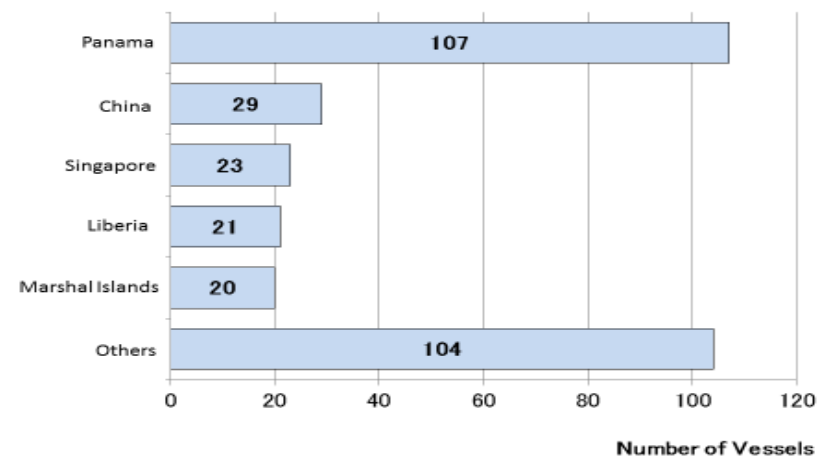
As of Dec. 31 2014, 3493 vessels have been escorted under the protection of the JSDF's destroyers. Not a single vessel has come to any harm from pirates and these vessels have all passed safely across the Gulf of Aden. The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan provides a single contact point for coordination with the JSDF's escort.

Escort Results of 2014

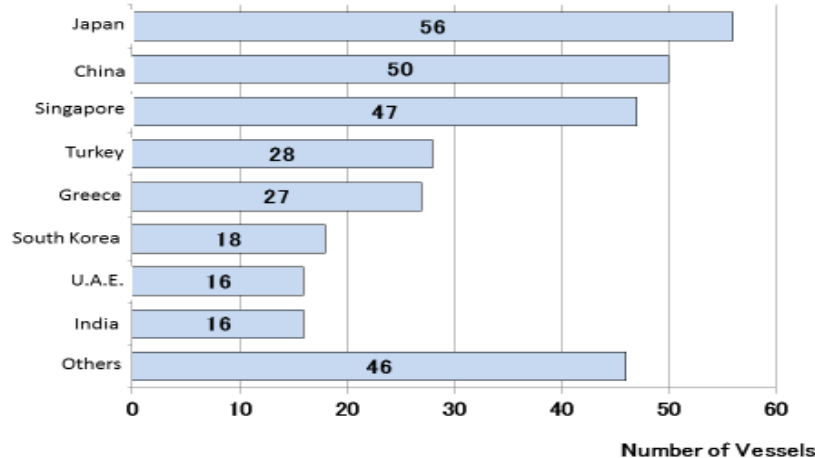
Type of Vessels



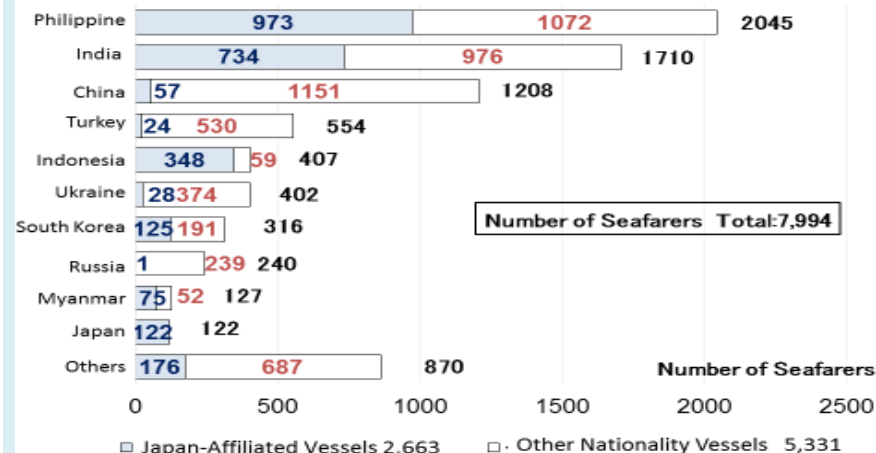
Nationality of Vessels (Top 5)



Nationality of Operating Companies



Nationality of Seafarers



Japan-Affiliated Vessels : Japanese flag vessels, foreign flag vessels operated by Japanese shipping companies, other vessels that any Japanese board or that the MLIT of Japan regards to be related to Japan

- **Coordination with the French Counterpart Result in a Successful Rescue from Pirate Suspects**

On Jan. 18 2014, the JSDF's destroyer "Samidare" dispatched an on-board helicopter in response to a rescue request from a merchant vessel which was attacked by a dhow and its skiff. The helicopter found the suspicious dhow and its skiff, and informed the CTF151. Furthermore, the JSDF's P-3C which was on a warning and surveillance activity in the Gulf of Aden continued to survey the dhow and its skiff, and informed the CTF151 of their movement.

As a result of the coordination by the CTF151, the French warship took over this case, made an inspection on the dhow, successfully forced 5 Somali pirate suspects to surrender, and finally rescued the crew of the (later, found out to be Indian) dhow.



**Dhow Hijacked and Used
as a Mother Ship of Pirate Suspects**

- **The JSDF's Destroyers Rescue a Dhow and a Boat in Distress**

On March 2 2014, the on-board helicopter of the destroyer "Sazanami" found the crew members waving white clothes on a dhow, then, upon receiving this information, the destroyer "Samidare" headed to the area, and identified the dhow which had been drifting for 10 days due to a mechanical problem on its way from Somalia to Yemen. Soon later, the destroyer offered drinking water and food to the dhow's crew. After having coordinated the area to hand over with the Yemeni Coast Guard (YCG), the destroyer towed the dhow to the planned area, and finally handed over the dhow to the YCG.

On April 23 2014, the destroyer "Inazuma" found a drifting roofless boat (10m in length and 2m in width) which carried a total of 75 people consisting of Somali and Ethiopian nationals. Since it was found that the boat had been drifting for 5 days due to a mechanical problem on its way from Somalia to Yemen and that some were critically dehydrated, the destroyer rescued all the passengers from the boat and handed them over to the Yemeni counterpart.



Boat Rescued by the JSDF's Destroyer "Inazuma" on April 23 2014

- **1st Japan-U.S.-South Korea Joint Exercise on Counter-Piracy Operations**

On Dec. 11 2013, the JSDF's destroyer "Ariake" and "Setogiri" participated in the first Japan-U.S.-South Korea joint exercise focusing on counter-piracy operations in the Gulf of Aden. This trilateral joint exercise was conducted based on the agreement reached at the Japan-U.S.-South Korea defense ministers' conference in June 2013.



1st Japan-U.S.-South Korea Joint Exercise on Counter-Piracy Operations

- **Joint Counter-Piracy Drill with NATO**

In Sep. and Nov. 2014, NATO and Japan conducted a joint counter-piracy drill in the Gulf of Aden to test communications and tactical skills.

This drill was conducted based on the agreement signed in May 2014, between NATO Secretary General Anders Fogh Rasmussen and Prime Minister Shinzo Abe of Japan to further political dialogue and practical cooperation between NATO and Japan.



Joint Counter-Piracy Drill with NATO

- **Joint Counter-Piracy Exercise with the EU NAVFOR**

In Oct. and Nov. 2014, the JSDF's destroyer "Takanami" conducted a joint counter-piracy exercise 3 times in total with its counterparts from Italy, Germany and Holland of the European Union Naval Force (EU NAVFOR) Somalia-Operation Atalanta in the Gulf of Aden. These exercises aimed to increase interoperability and mutual knowledge between the respective navies, through various actions related to communications, tactical maneuvering, flying operations, and boarding team.



Joint Counter-Piracy Exercise with the EU NAVFOR

This joint exercise followed an agreement between EU and Japanese leaders during the 22nd Japan-EU summit in Brussels in May 2014.

➤ Act on Special Measures Concerning the Guarding of Japanese Ships in Pirate-Infested Waters (Act No.75 of 2013, Enacted on Nov. 13 2013 , Enforced on Nov. 30 2013)

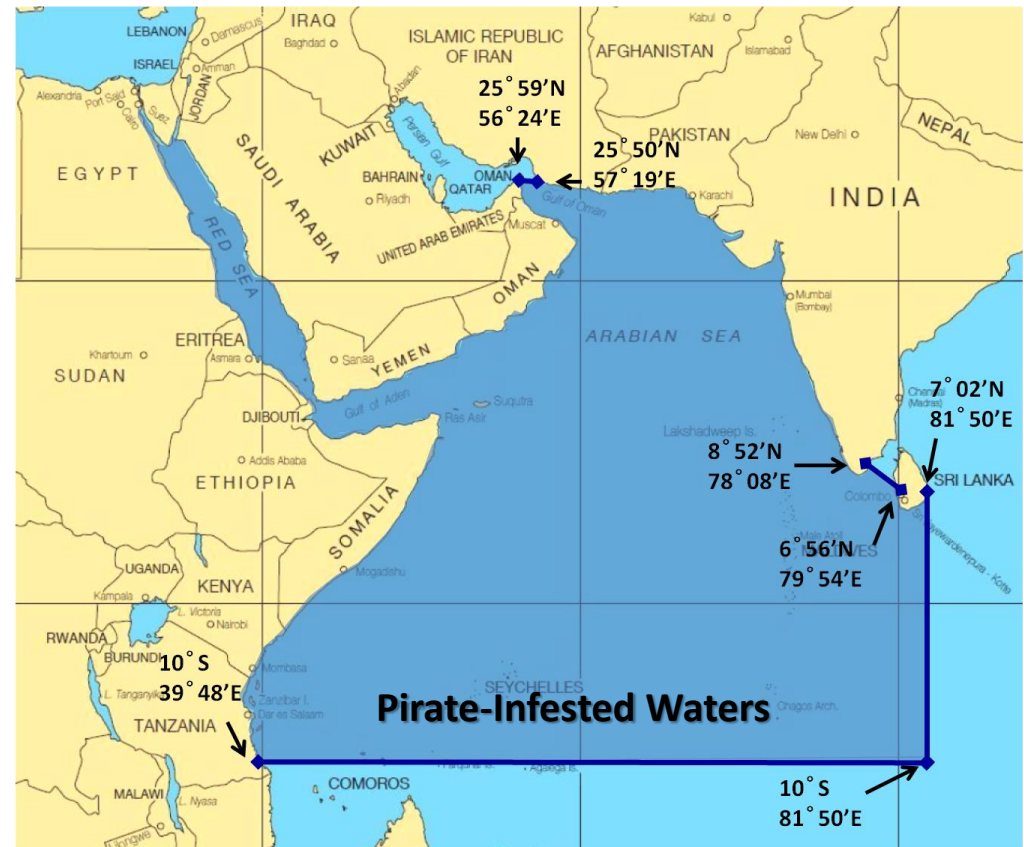
The number of piracy incidents in the Gulf of Aden rapidly increased in 2008, and spread to the Indian Ocean later. Under these circumstances, it became common among major maritime countries that Privately Contracted Armed Security Personnel(PCASP) were on-board of their flag vessels. These PCASP contributed to decrease of attacks by Somali pirates. However, under Japanese laws, it was prohibited to employ PCASP on Japanese flag vessels .

Therefore, the Act on Special Measures Concerning the Guarding of Japanese Ships in Pirate-Infested Waters was enforced on Nov. 30 2013 to ensure the security of Japanese flag vessels by PCASP.

Under the Act, PCASP that is confirmed by the Minister of the MLIT of Japan can guard Japanese flag vessels in the Pirate-Infested Waters based on the Designated Guarding Plan authorized by the Minister of the MLIT of Japan.

Overview of the Act

- (1) Applicable sea areas
: Pirate-infested waters as shown in the map
- Applicable vessels
: High risk Japanese flag vessels prone to piracy
- (2) Ship owners, seeking to protect their vessels by PCASP, shall submit, for each vessel, a Designated Guarding Plan(DGP) specifying any Private Maritime Security Companies (PMSC), implementation method of guarding, etc., and shall obtain the authorization from the Minister of the MLIT of Japan.
- (3) The ship owners, before they implement their DGPs, shall obtain confirmation from the Minister of the MLIT of Japan that both of the PMSC and the PCASP meet all the requirements stipulated by the Act.

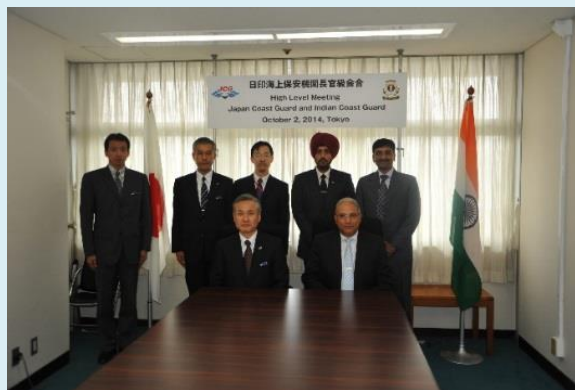


• Coordination & Cooperation with the Indian Coast Guard

The Japan Coast Guard(JCG) and the Indian Coast Guard, once every fiscal year , have held the heads of coast guards meetings in the wake of the piracy incident* occurred in Oct. 1999. In the bilateral coast guard meetings, held in India in Jan. and in Japan in Oct. 2014, the both Commandants discussed on strengthening of mutual collaboration to tackle Somali piracy in the Indian Ocean and agreed upon reinforcement of counter-piracy capacity through sharing information as well as further enforcement of joint exercises.

Along with these meetings in India and Japan, the joint exercises, where patrol vessels from the both sides participated in, were conducted respectively.

* The piracy incident in Oct. 1999. The Panamanian flag cargo ship, MV Alondra Rainbow (two Japanese onboard) was hijacked by pirates. The Indian Coast Guard and the Indian Navy rescued the cargo ship later on.



High Level Meeting with the Indian Coast Guard



Joint Counter-Piracy Exercise with the Indian Coast Guard

• 3rd Joint Escort Exercise with the Djibouti Coast Guard

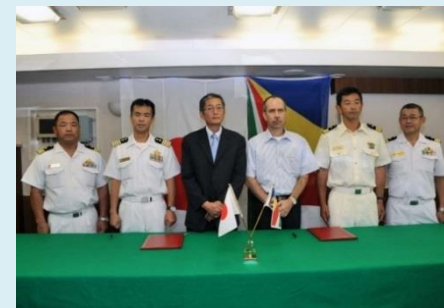
Based on the Japan-Djibouti bilateral agreement on suspected pirates escort, the JCG has conducted exercises for escorting suspected pirates in Djibouti since fiscal 2011, to promote prompt and smooth implementation of escorting suspected pirates apprehended in case of actual or attempted piracy cases. The JCG dispatched its aircraft to Djibouti and conducted the third joint escort exercise with the Djibouti Coast Guard in March 2014.



3rd Joint Escort Exercise with the Djibouti Coast Guard

• Signing of Memorandum with Seychelles

On Dec. 18 2014, Memorandum on the conditions of transfer of suspected pirates and seized property to, And their treatment in the Republic of Seychelles was signed between the Governments of Japan and Seychelles onboard the JSDF's destroyer "Takanami".



Signing Ceremony of the Memorandum

➤ Japan's Financial and Technical Cooperation to Tackle Piracy

Assistance to Somalia

Total Assistance to Somalia (2007-2013): US\$323.10 million

Japan considers the stability of Somalia is absolutely critical for ensuring human security as well as for the fundamental resolution of terrorism and piracy, which threaten the security of international community. From this point of view, Japan has been implementing in Somalia through international organizations, necessary assistance for responses to the humanitarian crisis and for stability over the medium to long term in the sectors such as public security, humanitarian assistance, and infrastructure development since 2007, and thus Japan will continue to assist Somalia with the three pillars of 1) Recovery of Basic Social Services, 2) Improvement of the Capability of Security Institutions, and 3) Revitalization of Domestic Industries.

Recovery of Basic Social Services: US\$232.61million

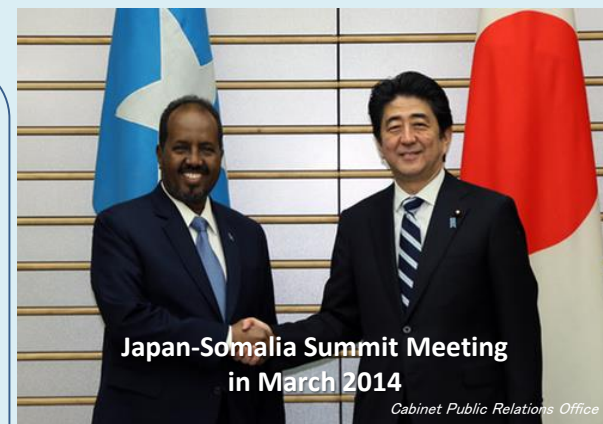
- Food aid, Water supplies, Public health, Education, Basic infrastructure development
- Provision for anti human trafficking and illegal migration
- Repair of ports and harbors

Improvement of the Capability of Security Institutions: US\$81.14million

- Assistance to Somali police
- Assistance to enhance migration management
- Collection and destruction of small arms and light weapons in the Horn of Africa
- Assistance to AMISOM (African Union Mission in Somalia)

Revitalization of Domestic Industries: US\$9.34million

- Vocational training, Employment generation
- Repair of roads



Assistance for the Improvement of Regional Countries' Capacities for Maritime Security

- Contributing US\$14.60million to the IMO Djibouti Code Trust Fund (a Japan-initiated multi-donor trust fund) for capacity-building in Somalia and its neighboring countries, and US\$4.50 million to the Trust Fund to Support Initiative of States countering pirates off the coast of Somalia for the purpose of prosecution of suspected pirates
- Providing patrol vessels and technical assistance to the Djibouti Coast Guard for improvement of its capacities for maritime security and also conducting trainings for coast guards of other countries in the region

