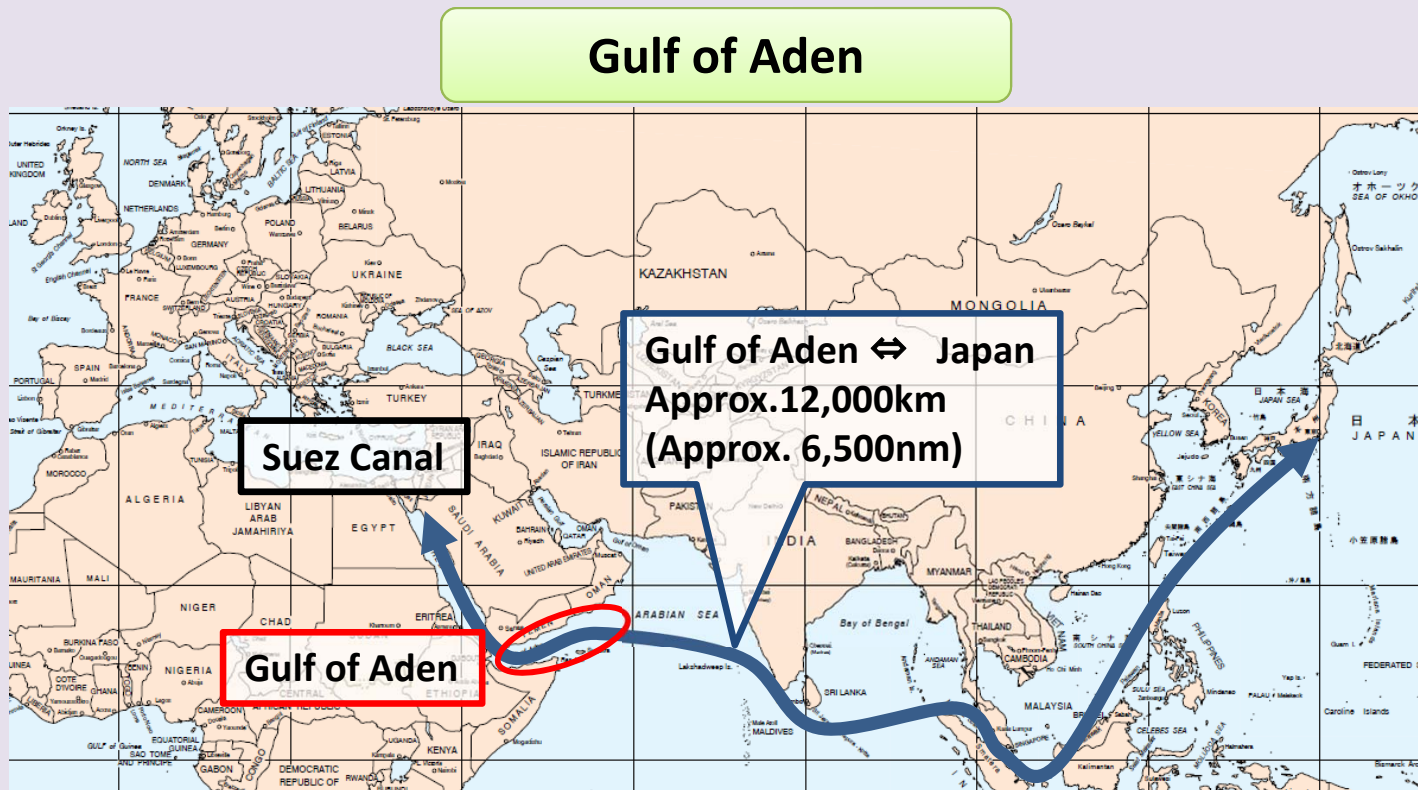


Annual Report 2018
**“Japan's Actions against Piracy
off the Coast of Somalia
and in the Gulf of Aden”**

❑ Somalia and the Surroundings (off the Coast of Somalia and in the Gulf of Aden)

➤ Importance of the Gulf of Aden for Japan

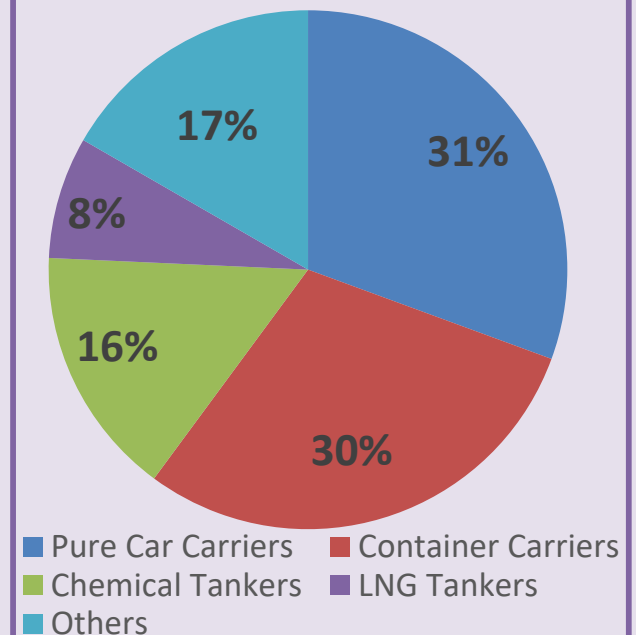
Japan depends, 99.6% of its trade volume, on maritime transportation, therefore, the navigational safety is the key for the daily life of its people as well as for its economy. The Gulf of Aden is one of the vital shipping lanes for Japan, since it connects Asia with Europe via the Suez Canal where 18,000 vessels pass annually. Furthermore, since approximately 18% of container cargos over the world and 18% of the vehicles for export from Japan were transported through the Gulf of Aden in 2018, the safety of merchant vessels is still one of the urgent and critical issues for Japan.



2018 Annual Passage of Japan-Related Vessels* through the Gulf of Aden

*Japanese flag vessels and foreign flag vessels operated by Japanese shipping companies or their wholly own overseas subsidiaries

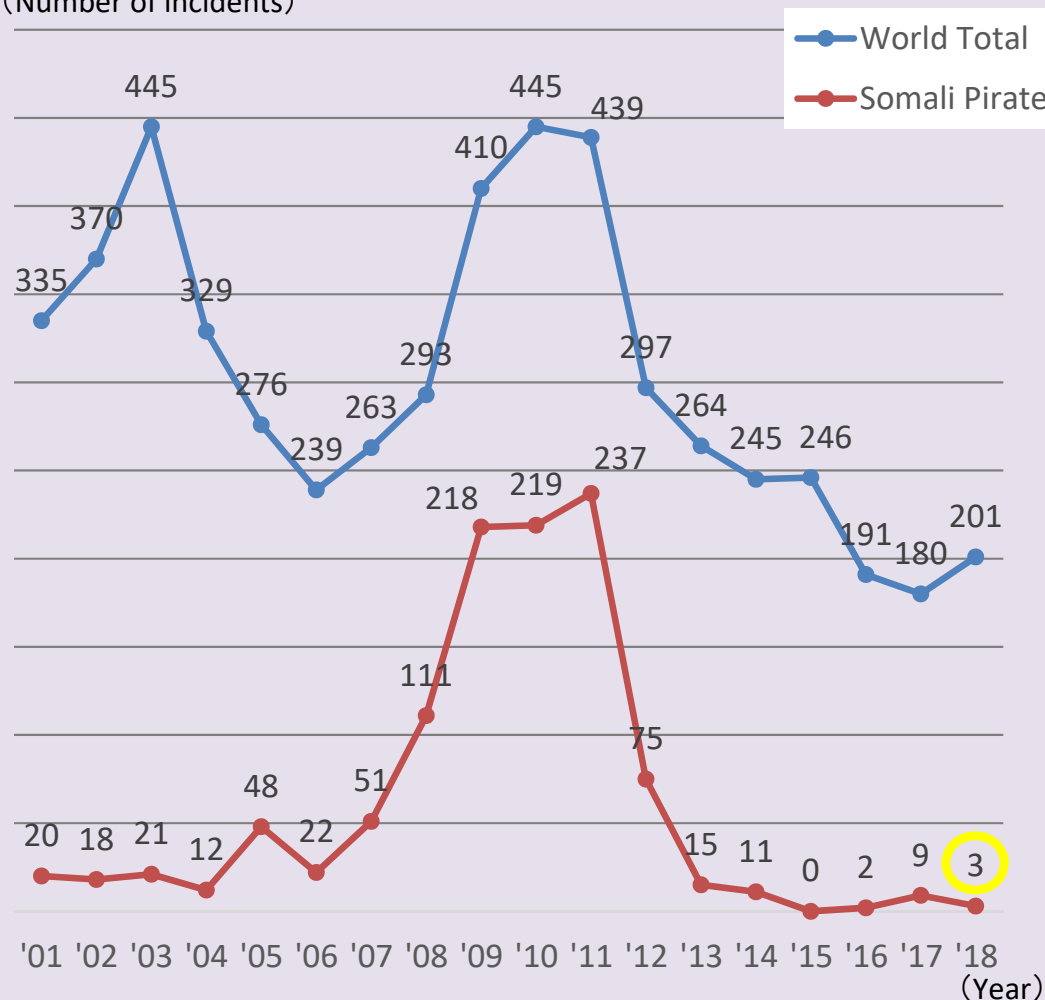
Approx. 1,800 Vessels



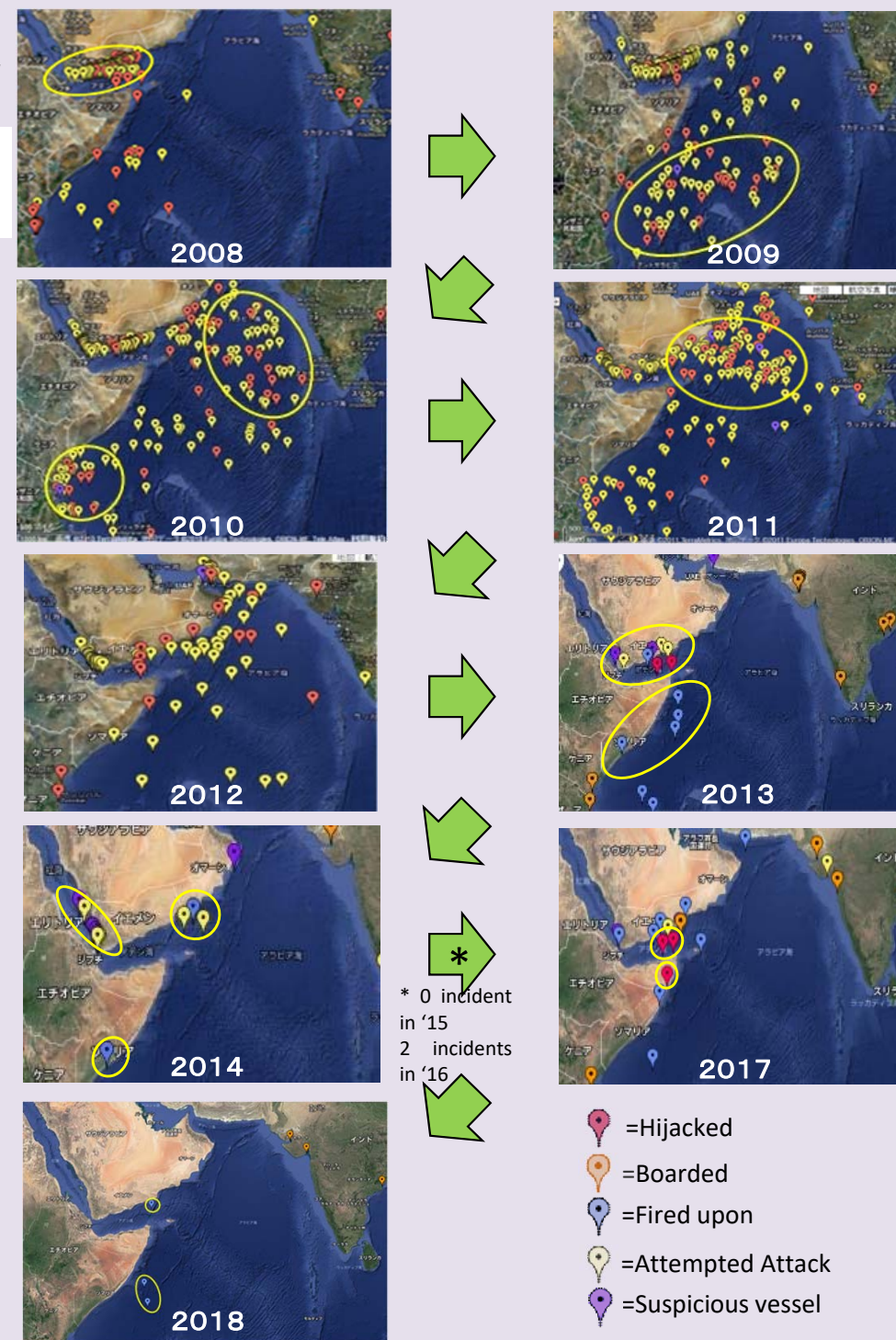
❑ Piracy Incidents off the Coast of Somalia and in the Gulf of Aden

According to the ICC-IMB*, 3 Somali piracy incidents were reported in 2018.
 *International Chamber of Commerce International Maritime Bureau

(Number of incidents)



❑ 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 since 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 Mar. 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 aircraft, and these aircraft commenced warning and surveillance activities in the Gulf of Aden in Jun. of the same year.

In view of the 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 Jul. 2009 in order to deal appropriately and effectively with acts of piracy.

In Jul. 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



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



In Nov. 2016, the government of Japan decided to scale down the number of destroyers deployed in the Gulf from two to one, because the needs for direct escort given by JSDF had been decreasing and this trend was expected to continue. While vulnerable vessels against pirates, such as tankers with relatively low speed and low broadside, still require escort service, some other vessels have taken initiatives of self-defense including private armed security guards on board. This scale-down has been applied later than Dec. 2016.

On the other hand, the maritime patrol aircraft (P-3Cs) based in the Republic of Djibouti make use of the excellent cruising capability in conducting warning and surveillance activities in the vast area of the Gulf. The flight zone is managed by the CTF151 headquarters. The flight activities total 2,188 in flight missions and 16,570 in flying hours on as of Dec. 31, 2018, counted from Jun. 2009, when the JSDF started the surveillance activities. Furthermore, aircraft have identified approx. 181,600 ships and provided information to vessels navigating the area and other countries engaging in counter-piracy operations on around 13,800 occasions.

In addition, three JSDF officers have served as the CTF151 commander so far. (May to Aug. in 2015, Mar. to Jun. in 2017 and Mar. to Jun. in 2018). These opportunities have boosted the JSDF reliability in the international community and represented the JSDF's continuous contribution to maritime peace-keeping.



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



**Rear Admiral Kajimoto,
the third JSDF personnel to serve as the Commander of CTF151**

JSDF's Counter-Piracy Operations

Deployed Forces

- DSPE (approx. 200 personnel/1 destroyer)
- DAPE (approx. 60 personnel/2 P-3Cs)
- DGPE (approx. 110 personnel)

International Activities

Vessels

Escort

National Tasking
(Japan, China, India etc.)

Zone Defense

CTF151
(Japan, Korea, Turkey
etc.)

EUNAVFOR
(Spain, Netherlands,
Italy etc.)

Aircraft

CTF151
(Japan)

EUNAVFOR
(Germany, Spain)

CTF 151

Warning and surveillance operations and
information collection and provision

Yemen

Djibouti

Somalia

CTF 151

Zone Defense (*)

Deterring acts of piracy by warning
and surveillance activities

OR

Escort (*)

Accompanying the convoy

National Tasking

IRTC
(900~1,100km)

✧ International Recommended Transit Corridor

(*) Since December 2016, Japan has been dispatching one destroyer. JSDF conducts zone defense when it is not engaged in escort.

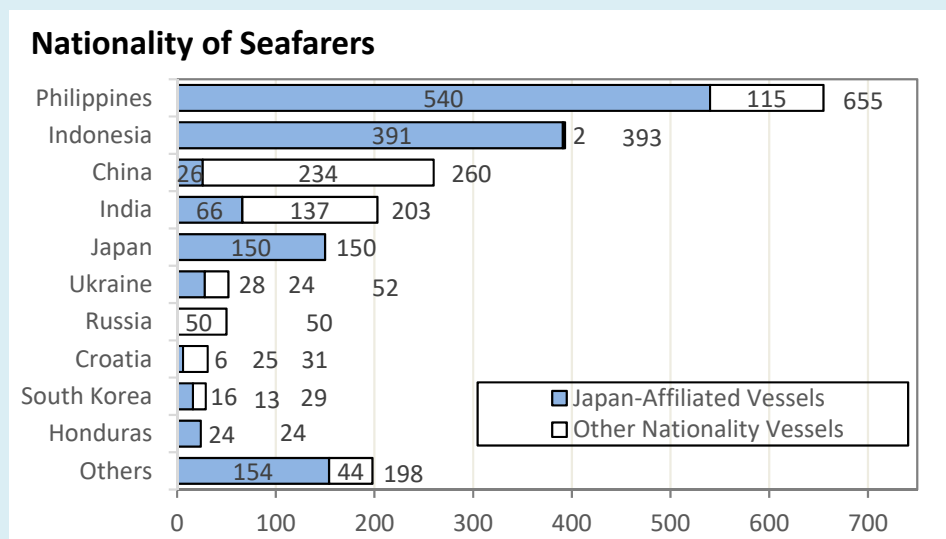
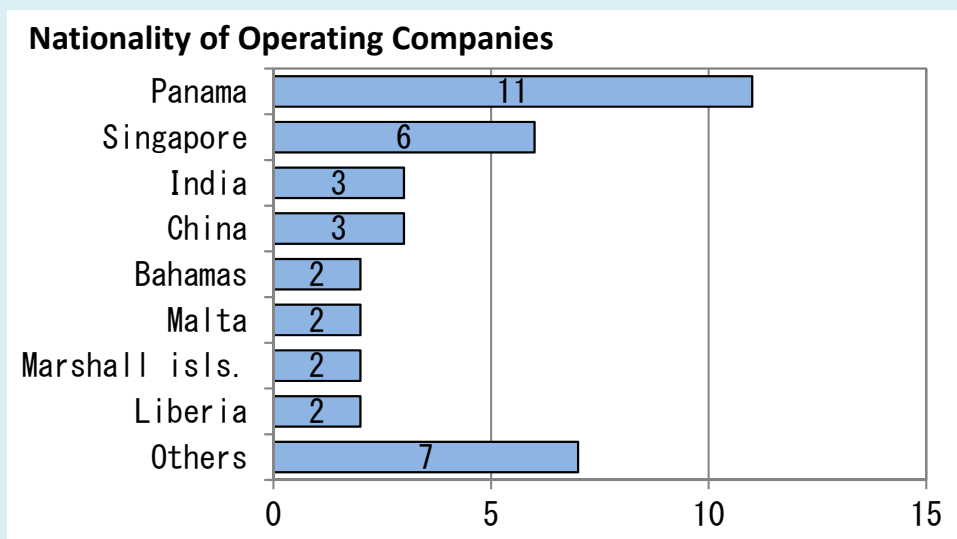
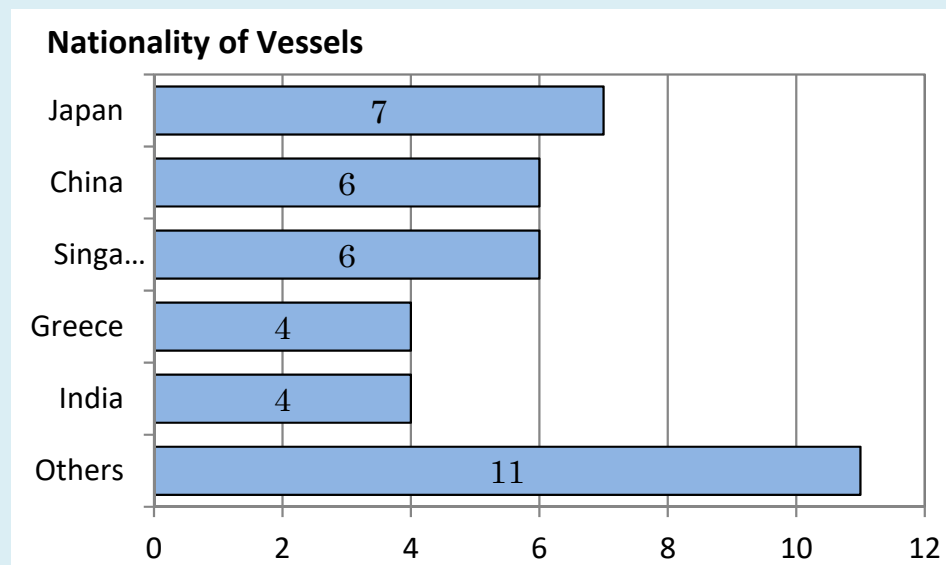
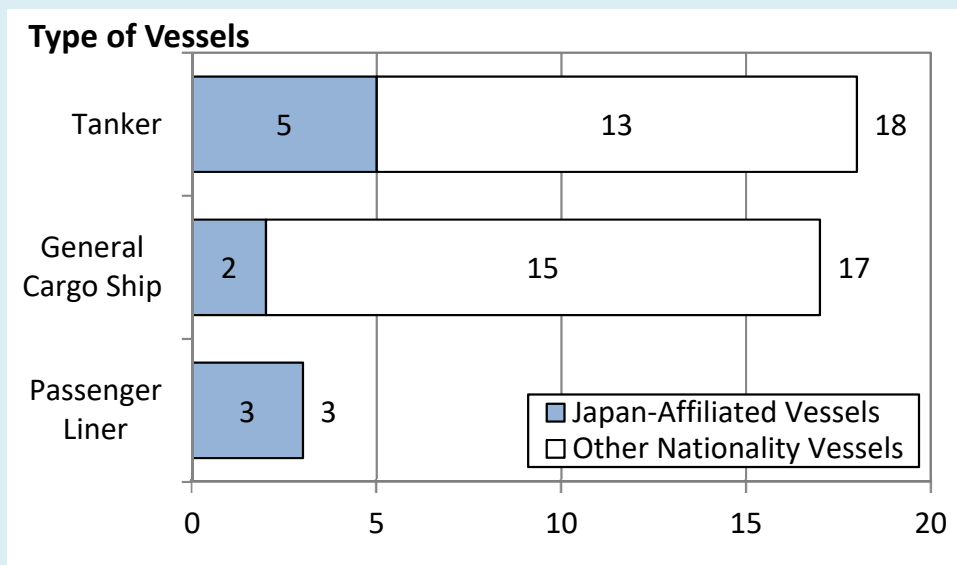
0 50 100 200 km

Source: Esri, DigitalGlobe, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, GeoEye, Getmapping, AeroGRID, IGP, UPR-EGP, and the GIS Community

➤ Outline of the Escorted Vessels and Seafarers

As of Dec. 31 2018, 3,864 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 sole contact point for coordination with the JSDF's escort.

Escort Results of 2018



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

➤ 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)

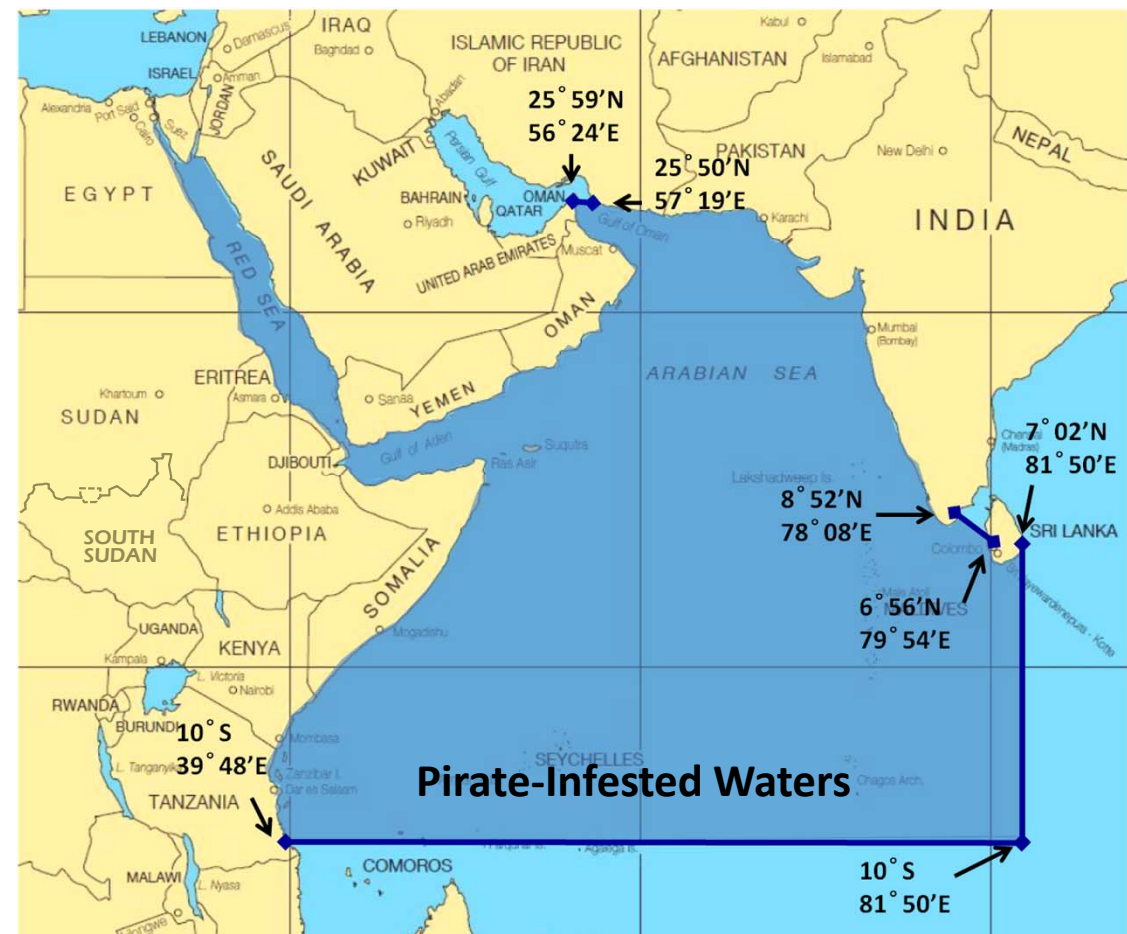
The number of piracy incidents in the Gulf of Aden rapidly increased in 2008, and spread to the Indian Ocean later. Under these circumstances, it became common among major maritime countries that Privately Contracted Armed Security Personnel (PCASP) were on-board of their flag vessels. These PCASP contributed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

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.



➤ Joint Counter-Piracy Exercises with EU NAVFOR

In Jun. to Aug. 2018, the JSDF's counter-piracy units conducted a joint counter-piracy exercise in communication, close maneuver and photographing with the various navies of the European Union Naval Force (EUNAVFOR) Somalia-Operation Atalanta in the Gulf of Aden.

These joint counter-piracy exercises followed the agreement between EU and Japanese leaders during the 22nd Japan-EU summit in Brussels in May 2014.

Month	JSDF	EU NAVFOR	Types of Exercises
Jun.	P-3C x 1	P-3M x 1 (Spanish Navy)	Communication
Jul. & Aug.	Destroyer "Akebono"	"Carlo Margottini" (Italian Navy) "Castilla" (Spanish Navy)	Deck landing of helicopters, Communication, Passenger Transfer, Close Maneuver and Photographing



Exercise with EU NAVFOR (the Spanish Navy)

➤ Japan's Financial and Technical Cooperation to Tackle Piracy

Assistance to Somalia

Total Assistance to Somalia (2007-2018 Fiscal Year): US\$479 million

Japan considers the stability of Somalia is absolutely critical for ensuring human security as well as for the fundamental solution of terrorism and piracy, which threaten the security of international community. From this point of view, Japan has been providing Somalia, through international organizations, with necessary assistance for responses to the humanitarian crisis and for stability over the medium to long term in such sectors as public security, humanitarian assistance, and infrastructure development since 2007, and 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.

1) Recovery of Basic Social Services

- Food aid, Water supplies, Public health, Education, Basic infrastructure development
- Assistance to counter human trafficking and illegal migration

2) Improvement of the Capability of Security Institutions

- Assistance to the Somali Police Force
- 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)

3) Revitalization of Domestic Industries

- Vocational training, Employment generation
- Repair of roads, ports and harbors



**Restoration for Regional Stability
through Skills & Employment for the Youth**



**Assistance for Construction of
the Djibouti Regional Training Centre (DRTC)**

Assistance to Improve Capacities for Maritime Security in the Region

- Contributing US\$14.60 million to the IMO Djibouti Code Trust Fund (a Japan-initiated multi-donor trust fund) for capacity-building in Somalia and its neighboring countries (including assistance for construction of the Djibouti Regional Training Centre) , 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



**Technical Assistance to
Djibouti Coast Guard**