



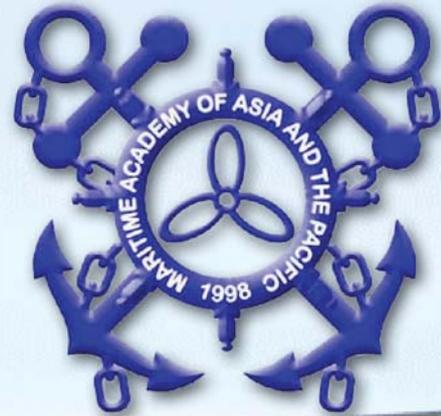
# MARITIME REVIEW

A PUBLICATION OF THE MARITIME LEAGUE

Issue No. 16-2

March-April 2016

## In Focus: Philippine Maritime Education & Training and MAAP





# PACIFIC COAST CITIES

The Future of the Philippines

## The Answer To Metro Manila

Pacific Coast Cities Aims To Build The Next Manila



A Nationwide Problem



The Masterplanned Solution



Development Strategy

## The Pacific Coast Cities

The Pacific Coast Cities Project is comprised of 8 beautifully master-planned cities:



### Shipping Port

A major feature in this project is the development of the Dingalan Bay Seaport. This is considered a national flagship project that will transform the Philippines into a global shipping center.



### Agro-Industrial

As a model of agriculture, the agro-industrial city will be a place where food production becomes an art. All farming will be fully mechanized and automated in close relationship with its corresponding industries.



### Workers

The Workers City will encompass the sources of primary livelihood from industrial estates nearby to service modern agro-based industries and other related light industries.



### University

The university city of Pacific Coast will be home to both new schools and old universities relocating from Metro Manila, with schools that have a special interest in the study of natural sciences and resources indigenous to the surrounding area.



### Olympic

The area zoned for the Olympic City will be suited to host large sporting and water sports related events both nationally and internationally



### Government

The Government City will be the center of all institutions and agencies related to governance. This includes both national and urban governance of the new metropolis.



### Resort

As a resort community, the Pacific Coast City offers unparalleled Pacific Ocean views which sharpen one's fascination with emerald blues and sparkling stretches of sand.



### Ecumenical

The Pacific Coast City will also include a dedicated site for religious communities and an ecumenical center.

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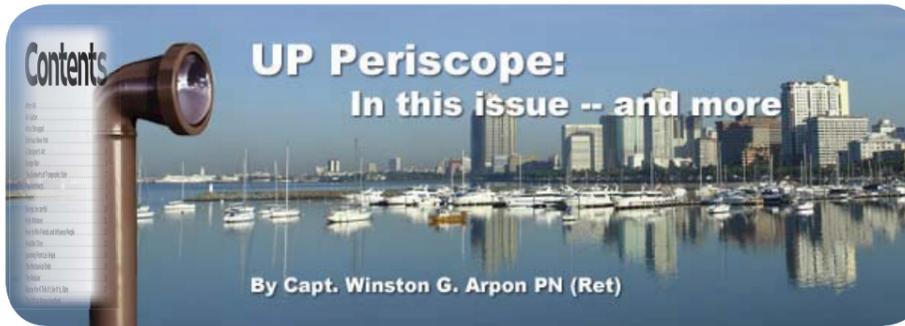
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**UP Periscope:**  
In this issue -- and more  
By Capt. Winston G. Arpon PN (Ret)

**A Funny Thing Happened on the way to the Forum.** Yes, it did, but unlike the 1962 Broadway play, it wasn't funny and it certainly didn't happen on the way to, but, right at the Forum; in particular, the Maritime Breakfast Forum 108. And you won't see any mention, not even a hint, of it in the Proceedings of that Forum on page 18.

"Nice article," he whispered to me while both he and I were on our way out of the meeting room for a needed bathroom break. It turned t it came from someone who had just read the MR 16-1 – in case you have forgotten, this is our shorthand for issues of the Maritime Review; in this instant case, 1st issue of calendar year 2016 – that was distributed earlier to the Forum attendee, and, he was referring to this column in its very first appearance in this publication. I could have dismissed his as idle if courteous talk, coming from a member of my PMA class. Then again, this classmate – Commodore Gualterio I. de la Cruz AFP (Ret) - has a couple of impressive credentials in the written art. An article, "Time for a New Coast Guard Magazine," that he wrote, culled from his thesis at the US Naval War College, was published in March, 1994, one of the articles in the piece, "International Navies Review," in the prestigious US Naval Institute Proceedings.

Our information was that he was the first and the only PN officer published in this prestigious magazine. The commodore has, however, corrected us: he was "only" the second; the first was the late LtSG Willy Viray, the father of our very own Ms. Vicky Viray-Mendoza (VVM), the current editor of the Maritime Review.

**Here to Stay.** As the cover story in MR 16-1, the West Philippine Sea situation was a topic covered in two distinct perspectives, by two authoritative authors; both, of course, critical of China's incursions into a territory not its own: maritime security, by the former national security adviser, Roilo Golez, and, maritime law by Washington D.C. lawyer, Ramon A. P. Paterno. In this issue, we publish the lecture of another expert on the WPS issue, Associate Justice Antonio T. Carpio, refocuses on UNCLOS, the UN Convention

on the Law of the Sea (UNCLOS), as speaker of this year's convention of the PMA Alumni Association at Camp Aguinaldo.

VVM, on the other hand, weighs in on the issue in her piece, Taiwan's New President and the Spratlys issue. Citing the Brookings Lawfare Institute, Viray points out that it was Taiwan that had originally drawn up the 9-dash line now espoused by China and while Beijing is reportedly pleased with Taiwan's stance that it "neither recognizes nor accepts" the tribunal's ruling the Philippines' arbitral claims vs. China. Nonetheless, Taiwan is by no means free from controversy. The new President, it is argued, must walk the tightrope in view of these unavoidable imperative: Taipei neither wants to be labeled as a violator of international law, nor does it want to alienate the U.S., which still functions as her main security protector.

Incidentally, the Manila Mail, a Filipino newspaper in the metro Washington area requested permission to reprint Paterno's article, Philippines vs. China: Arbitral Claims under UNCLOS, a request to Maritime League Chair Carlos L. Agustin readily responded: Go for it!

**Changing Course.** From Kalayaan, Palawan we change course north-northeast to Mariveles, Bataan for this issue's cover story – Philippine Maritime Education & Training and the Maritime Academy of Asia Pacific (MAAP).

The four page article is no less the product of the President of MAAP, Vice Admiral Eduardo Ma. R Santos AFP (Ret), than it is of the co-authors. MAAP Professor Ms. Jane D. Magallon, was instrumental in tracing the historical roots of and presenting the current state of maritime education in the Philippines and what the government has done in the face of challenges from the needs and requirements demanded and imposed by the maritime industry worldwide upon the country's maritime education and training institutions. The sidebar, featuring the man at the helm of MAAP, at the conclusion of the cover story could not have been written without the cooperation and collaboration

of Admiral Santos himself; the inputs we obtained from him, we could have lifted verbatim, knowing that he's a writer in his own right.

With unusual frankness and candor, he willingly shared his personal thoughts.

Realizing that he is a founding member of the Maritime League, we asked his thoughts on the 'Maritime Triangle' – the League itself, the Review and the Forum. Acknowledging satisfaction over the "100+ breakfast fora and the many issues of ML magazine," he rues the fact that so much still needs to be done on these: our Philippine Registry; our indigenous shipbuilding (excluding Hanjin and Tsuneishi) and ship repair; an Admiralty court; and, social corporate responsibility in our maritime educators/trainors. His prescription: identify a doable project, in any and all of these areas; work on it, get it done and show results.

**The Son Also Rises.** Commodore Carlos L. Agustin AFP (Ret) writes his regular column, as he has done since his first in October of 1992, in his capacity as Chairman of the Maritime League. In his article, "The Sinking of SS Corregidor," in this issue, he also writes as a son.

In 1941, his father, an engineer, was called to active duty as a First Lieutenant in the Philippine Army's Corps of Engineers. LT Carlos G. Agustin PA was in Manila when Pearl Harbor was attacked on December 6, 1941 (Manila time). Ten days later, he would board the steamship Corregidor to report to his duty in Davao and would perish with other passengers when the Corregidor for some reason, hit our defensive mine of Corregidor island. To this day, the liner, and of course the body of his father, have not been recovered.

Today, about 75 years later, the surviving son of Carlos Sr. laments, and in my view, quite justifiably:

"Perhaps someday, we can find out where the **SS Corregidor lies, and maybe recover much of what perished with it. The Titanic took almost a century; the Musashi, off Romblon took 70 years. The SS Corregidor, with much lesser area and depth, should have taken much less time.**" (emphasis supplied)

A retired US Navy captain, takes center page in our Special Feature. The son of another Navy man, he rose from a single parent home in Cavite City to a long, fulfilling USN career after graduation in 1986 from the US Naval Academy.

We could only fit at most a sketchy bio of him, one which we could fit on one page, but

# Capt. Dan Gruta Mentors Children of Seafarers

by Vicky Viray-Mendoza

*this does not detract from the fact that this Filipino-American deserves his rightful place in our Special Feature.*

*He remains engaged after his life in the Navy – a civilian Navy Civil Service program analyst, working in the Shore and Expeditionary Communications Integration Program Office; a defense management consultant – but nothing more impressive in our view than what he does for others, foremost of all, as our title says: **Captain Dan Gruta Mentors Children of Seafarers.***

**Go East, My Friend.** Author Antonio Topacio, quoting Atty. Romeo G. Roxas, asks:

*“Why are we neglecting the East? Why do we allow our people to be squatters in our own country when we have a lot of idle, prime, naturally-developed-by-nature-land in the East? Why do we keep on enjoying the sunset when we have lots of land offering us unlimited sunrise?”*

*Roxas, is an economist, a marketer, and a financial whiz with an MBA from Alexander Hamilton University of Alberta, Canada and extensive economics and finance courses at Harvard, with a book to boot, “Pathways to Progress,” His answer to the above questions: a strategic scheme to develop the country’s seaboard – **Eastern Luzon Seaboard Strategic Scheme (ELSSS).***

**A Space of Their Own.** *They were inserts in our last issue: the 3rd edition of Marine Philippines, Shipbuild Philippines and Off-shore Philippines 2016, and, the 1st Maritime League Golf Tournament, In this issue, both have a space of their own, pages 19 and 30, respectively. And for good reason: as their “Save Dates,” of June 6-8 and October 21, respectively, are drawing near, a loose leaf, a flyer would have been most inadvisable.*

**Spaces of His Own.** *And, as in all MR issues, our regular feature on National Affairs – word or two from former President Fidel V. Ramos (FVR) and Chairman Emeritus of the Maritime League.*

*The month of February is Valentine, for lovers; alumni homecoming, for PMA alumni; EDSA, for other Filipino patriots. No surprise to anyone that the latter is the choice of FVR, the lover, PMA alumni and Filipino patriot.*

*And what is an EDSA celebration without that photo showing FVR victory jump I call LEDSA, Lundag EDSA, which has been associated with the old warrior as much as his push-ups and his trademark tabako.*

@waga2016

In a recent visit to the Philippines, retired US Navy Captain Dan Gruta was invited by Joel and Tessa Yuvienco, coowners of Ekindling Inc. (a blended learning company) to conduct a mentorship session with the school children (K-12) of Filipino seafarers at the San Pancras School at AMOSUP’s Seaman’s Village in Dasmariñas, Cavite.

Capt. Gruta accepted the offer with pleasure because of similar experiences with the children and the close ties developed during his career with Filipino Seafarers. The common culture helped him accomplish his mission. Mentoring was a way to give back.

First, he experienced being in a single-parent home. Second, while at the US Naval Academy, he was assigned by the US Navy to the Philippine Navy on a two-month exchange training tour. Third, during his time at sea, he had encounters with Filipino Seafarers.

As the son of a US Navy man, he grew up in a single parent home in Cavite City, while his father, Chief Aviation Storekeeper Eduardo B. Gruta, was at sea. He saw his father mostly during his short shore leaves when his aircraft carrier would stop at Subic in between its tour in Vietnam. He was thus raised primarily by his mother, Aurora, a Pharmacist.

He entered the US Naval Academy Preparatory School from San Diego in 1981. While at the Naval Academy, he served as a Political Science Intern at the Office of the Chief of Naval Operation’s Politico-Military Directorate, and participated in a foreign exchange cruise with the Philippine Navy. He won a Cox Fund Language Scholarship to Spain and Mexico. He graduated with a Bachelor of Science from the US Naval Academy, and was commissioned as Ensign in 1986. Dan later earned his Master of Arts from the US Naval



Capt. Daniel Gruta, USNA '86

War College and an MS in Environmental Management from National University. He completed his MBA in IT Management from Trident University International, graduating Summa Cum Laude.

After attending Basic Surface Warfare Officer (SWO) School, he was assigned to USS FANNING (FF-1076) as Boilers and ASW Division Officer, deploying to the Arabian Gulf, Alaska and South America. He served onboard USS MARVIN SHIELDS (FF-1066) during Operations Desert Shield and Desert Storm. He qualified as a SWO and Engineer Officer of the Watch (EOOW).

During his tours, he encountered Filipino Merchant Officers and Seamen both at sea and his ports of call, and developed bonds with them. Tagalog was spoken over bridge to bridge radios. During Operations Desert Shield and Desert Storm, one of his ship’s missions was to enforce the United Nations embargo against Iraq and Kuwait.

One of his memorable nights was when he was the Officer of the Deck (OOD) on an anchored ship when he saw a large tanker Jupiter coming

towards his ship, at constant bearing and decreasing range, an early sign of collision.

Lt. Gruta called them on bridge to bridge radio, “Merchant vessel off my starboard bow, this is US Navy

Warship at anchor, channel one six please.” Jupiter responded, “This is Jupiter, say again please.”

Lt. Gruta responded, “Jupiter,

this is US Navy Warship at anchor, request you steer clear my vessel by 3000 yards off my port bow.” Jupiter responded, “This is Jupiter, say again please. Say again.” The vessel was still approaching closer at constant bearing and decreasing range. At this point, Lt. Gruta, decided to switch to Tagalog on the radio, “Psst! Psst! Hoy, Filipino ka ba? Mababangga mo ako. Lumiko ka sa kanan! Kanan! Iwasan mo ako ng 3,000 yards sa port bow ko.” [“Psst! Psst! Are you Filipino? You are about to run into me. Turn right and avoid me by 3,000 yards off my port bow.”] Jupiter finally responded, “O sige! O sige! Iiwasan kita ng 3000 yards.” [“Ok! I will avoid you by 3,000 yards.”]

He remembers his senior enlisted men, many of whom were married to Filipinas, roaring with laughter as he avoided a collision at sea. For his part, Capt. Gruta relates that he has never seen a big ship turn as fast since then.

Ashore, he found Filipino seafarers in Karaoke Bars and Roman Catholic Churches. Unable to find many English speakers alone in the

ports of Piraeus, Greece, Odessa, and Ukraine, the Filipino seafarers provided him company and information about how to get around town. In Aruba, a merchant seaman at church noted, how much he still has

a Cavite-no accent despite living in the US for two decades.

COMMO. CARLOS L. AGUSTIN AFP (RET)  
President, Maritime League

Ekindling Inc. assigned Capt. Gruta to speak on two topics, hard

work and discipline. Capt. Gruta drew from his experiences growing up in a single-parent home, and growing up with humble means in the United States; he explained to the students of San Pancras how they all have the opportunity to become their parent’s “heroes.”

He related that his parents decided to retire in the US after his father’s retirement from the US Navy. Noting that his father’s retirement income was only enough to cover

basic expenses, he had to learn to provide for himself by holding two jobs in high school, and take charge of his own destiny by finding an appointment at the US Naval Academy, freeing scarce resources to enable his parents to send his siblings to school. This also provided him a sense of independence.

He left two points to the students. First, “Don’t let your culture control your destination, but rather strive to influence your culture.” In other words, “learn to be independent and think for yourself.” Second, “You may not be able to change a situation or someone else, but you can always change your tactics. Learn to adapt and breakaway from group mentality.”

He shared a gem of wisdom, “The best repayment to your parents is not material possessions, but the duty you show as their sons and daughters in relieving them of burdens.”

Capt. Gruta retired in November 2014. He is now a civilian Navy Civil Service program analyst, working in the Shore and Expeditionary Communications Integration Program Office. He also been working as a defense management consultant for the US Navy since 1998. 🚢



Capt. Dan Gruta mentoring children of seafarers.

# The Sinking of SS Corregidor

by Commo. Carlos L. Agustin AFP (Ret)

Looking for an idea for this issue's column, I reviewed my e-mail files and came across what a friend and classmate, Capt. Frank Bessenger USN (Ret) sent me in April 2011. He recalled his last tour of duty working for the late VADM John D. Bulkeley, USN as a member of the Board of Inspection and Survey (INSURV) in Washington, DC. They conducted all of the USN underway contract acceptance inspections of new ships and submarines and INSURV trials underway on all active duty ships and submarines of the US Navy.

In 1979, they did underway trials on two Destroyers out of Subic Bay and on a Sunday between trials, they visited Corregidor Island where as a PT Boat CO Jodn D. Bulkeley had taken General MacArthur off thru the minefields to be transferred to a submarine in Mindanao, destined for Australia. An account of that visit may be found in [http://corregidor.org/chs\\_mac/bulkeley.htm](http://corregidor.org/chs_mac/bulkeley.htm), where Bulkeley commented on the erroneous identification of the pier from where MacArthur boarded his PT-Boat. But my subject is not about Bulkeley.

In 1940, my father was appointed Asst. City Engineer of Davao City, to where the family moved from Manila. Within a couple of months upon arrival there, he was called to active duty as a First Lieutenant in the Corps of Engineers, Philippine Army,

which was newly-organized, and given command of the Second Davao Training Cadre to prepare recruits for war.

To brief all commanders about MacArthur's War Plan Orange, they

S.S. CORREGIDOR		
PORTS	ARRIVALS	DEPARTURES
Manila .....	Wednesday .. 9:30 a.m.	Tuesday .....
Iloilo .....	Thursday .. 7:30 a.m.	Wednesday .. 5:30 p.m.
Cebu .....	Friday .. 5:00 p.m.	Thursday .. 10:00 a.m.
Surigao .....	Saturday .. 7:30 a.m.	Friday .. 6:30 p.m.
Iloilo .....	Sunday .. 8:30 a.m.	Saturday .. 2:00 p.m.
Manila .....		

SS Corregidor photo provided by Chad Hill for the Philippine Diary Project

we were asked to report to Manila for a few weeks' session in early December 1941. Thus LT Carlos G Agustin PA was there when Pearl Harbor was attacked on December 6, 1941 Manila time. All the personnel were inducted into the USAFFE and ordered to report back to their units, and as there were no airlines or military aircraft

we were asked to report to Manila for a few weeks' session in early December 1941. Thus LT Carlos G Agustin PA was there when Pearl Harbor was attacked on December 6, 1941 Manila time. All the personnel were inducted into the USAFFE and ordered to report back to their units, and as there were no airlines or military aircraft flying to Davao, it took 10 days before he was able to board the steamship SS Corregidor, jam-packed with passengers and troops.

For some reason, the liner hit our own defensive mine off Corregidor on December 17. My father was never to be found and we only learned that he had perished with the SS Corregidor after the war,

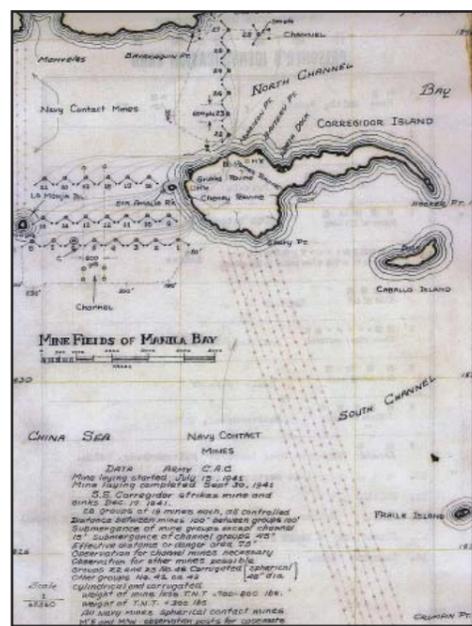
when the Philippine Army was able to determine all the facts. His remains, or as far as I know the SS Corregidor itself were never recovered, although the US and Philippine governments did a lot of salvage work after the war. I even remember a neighbor in 1969 who worked for the Central Bank (CB) and was once assigned to be a CB representative on such a project, in case they salvaged

gold or currency.

In 2003 I learned that the Manila-based Malayan Towage Co. had a deep submergence vehicle (DSV) coming in, and had gotten a commitment from one of its executives that they would consider a sortie between La Monja Islet and Corregidor Island to seaward. That was the safe channel, with the floating mines used as a gate controlled from Corregidor by the Army. Accounts about the 17 Dec 1941 incident vary, as I later discovered.

In January 2016 an associate led me to a website, [www.corregidor.org](http://www.corregidor.org) that contains lots of information, accounts and opinion about the forces and the life on Corregidor, including the Corregidor's sinking. I recommend that site to US and Philippine historians and researchers.

Perhaps someday, we can find out where the Corregidor lies, and maybe recover much of what perished with it. The Titanic took almost a century; the Musashi, off Romblon took 70 years. The Corregidor, with much lesser area and depth, should have taken much less time. ⚓



Sketch of minefields around Corregidor Island provided by Peter Parsons for the Philippine Diary project of Manuel L. Quezon III

# The Royal Netherlands Navy's First Hybrid Tugboat

by Ben Littler

The first of a series of three ASD TUGs 2810 Hybrid was navigated into the Den Helder Harbour by the Royal Netherlands Navy (RNLN) on February 20th. This hybrid tug boat that bears the name Noordzee is almost 29 meters long and is the first standard hybrid tug supplied by Damen Shipyard to the RNLN.

The contract for three ASD tugs highlights the good cooperative partnership between Damen and the RNLN, but more importantly, their shared vision. Both parties believe in a durable future, and the RNLN has thus chosen the sustainable option to go with the ASD TUG 2810 Hybrid.

## Power and Sustainability

At present, the RNLN has four conventional tugs at Den Helder. However, these are older vessels and do not have sufficient power to tug new ships such as the HNLMS Karel Doorman, HNLMS Rotterdam and the HNLMS Johan de Witt. Furthermore, the old vessels still use normal propellers with rudders that come with a restricted maneuverability, and thus no longer have the sustainability level that RNLN seeks for the future.

But with a hybrid propulsion system, the ASD TUG 2810 is both powerful and durable. The vessel is provided with two rudder propeller units for optimum maneuverability, and is able to sail on full electric propulsion by means of two 120 kWh battery packs with a sailing speed of up to 4.8 knots; and also on diesel-electric propulsion on the generator set with a sailing speed

of up to 8.7 knots. When full pull is required, two main diesel engines are used, giving a maximum bollard pull of 61 tonnes at sailing speed of up to 13.2 knots, ensuring that heavy duty tug jobs can be performed effectively.

## Hybrid as a Standard

The RNLN was explicitly looking for a standard tug that was both very environmentally friendly as well as powerful enough to perform heavy operations. The RNLN contracted Damen for the project because hybrids and sustainability are standard design concepts for Damen. To-date, the RNLN, in cooperation with the Swedish Navy, has ordered five vessels, including the hybrid tugs. The two additional Swedish tugs are also of a standard design, but designed for operations in icy waters.



The Noordzee was sailed by the RNLN from Damen Shipyards Galati in Romania to the port of Den Helder in North Holland. The two other hybrid tugs, Waddenzee and Zuiderzee, will be delivered in mid-March and mid-June.

## Damen Shipyards Group

The Damen Shipyards Group operates 32 ship-and-repair yards,

employing 8,000 people worldwide. Damen has delivered more than 5,000 vessels in more than 100 countries and delivers about 180 vessels annually to customers worldwide. Based on its unique, standardized ship-design concept, Damen is able to guarantee consistent quality.

Damen's focus on standardisation, modular construction and keeping vessels in stock leads to short delivery times, low 'total cost of ownership', high resale value and reliable performance. Furthermore, Damen vessels are based on thorough R&D and proven technology.

Damen offers a wide range of products, including: tugs, workboats, naval and patrol vessels, high speed crafts, cargo vessels, dredgers, vessels for offshore industries, ferries, pontoons, and super yachts.

For nearly all vessel types, Damen offers a broad range of services, such as maintenance, spare parts delivery, training, and transfer of shipbuilding know-how. Damen also offers a variety of marine components such as nozzles, flap-type rudders, steering gear, anchors, anchor chains, and steel works.

In addition to ship design and shipbuilding, Damen Shiprepair & Conversion (DS&C) offers a network of 15 repair & conversion yards worldwide, with dry docks ranging up to 420x80 meters. Conversion projects range from adapting vessels to today's requirements and regulations, to the complete conversion of large offshore structures. DS&C handles 1,500 repair and maintenance jobs annually. ⚓

# Expanding Military Budget Prompts Philippines Defense Procurement Event

by PR Newswire, Singapore, 16-Feb-2016

Upcoming presidential elections in Philippines and a 9.2% increase in the country's defense budget sees National Coast Watch Council Secretariat, Office Of The President partnering with IQPC Asia to host the inaugural Maritime Security & Coastal Surveillance Philippines in June 2016.

In conjunction with the Philippine Government and the National Coast Watch Council Secretariat (NCWCS), IQPC Asia will be hosting the inaugural Maritime Security & Coastal Surveillance Philippines conference on the 9-10 June 2016 at The Manila Hotel, Philippines.

The conference will follow on from the presidential elections taking place in May, where senior government officials, political decision makers, and organizational heads from the Philippines and Southeast Asia will gather to discuss the current challenges and strategies to enhance maritime security and surveillance in the region.

In an official letter of agreement signed by Undersecretary Jose Luis M. Alano, the conference welcomes international and regional Navies, Coast Guards and maritime government organizations to the event. Set to deliver over 200 delegates, the Undersecretary underscored the importance of the timing of the event that will showcase the operational and technological requirements of various organizations in the Philippines.

Issues including maritime security, illegal immigration, the smuggling of illicit goods and arms, piracy, human trafficking, anti-terrorism, illegal fishing, and border protection are expected to dominate the agenda of the two-day conference.

"Given the opportunity to collaborate with the prestigious NCWCS, this conference acts as an ideal regional platform for Navies, Coast Guards, Air Force, and all government defense bodies to engage in constructive dia-

logue over all pressing concerns in the changing maritime security environment. We're looking forward to positive discussions from all defense bodies on their technology requirements as they make procurement decisions at the event," adds Maya Sivamany, Head of the Defense and Government Portfolio at IQPC Asia.

**"Enhancing Maritime Security & Coastal Surveillance in The Philippines and the APAC Region through the Effective Use of Surveillance and Cutting- Edge Technologies"** is the

theme of the conference, and will allow local government organizations including the Philippine Navy, Philippine Coast Guard, Philippine Air Force, NAMRIA, Department of Transport and Communications, Department of National Defense, Bureau of Fisheries, and more to highlight and search

for the latest technological solutions to meet operational requirements.

In addition, the conference will feature VIP one-to-one meetings and bilateral visits between Philippine, regional government organizations, and key industry players in a bid to promote inter-agency cooperation and enhanced networking opportunities.

**Surveillance Philippines 2016** is now open at: [www.maritimesecurityphilippines.com](http://www.maritimesecurityphilippines.com)

The program is also available for review. For further information, contact: [enquiry@iqpc.com.sg](mailto:enquiry@iqpc.com.sg) or +65 6722 9388.

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## Maritime Events Calendar

### FEBRUARY '16

- 2-4 INTERNATIONAL -NAVIGATION UNDERWAY CONFERENCE 2016 (COPENHAGEN AND OSLO)
- 2-4 UNMANNED SYSTEMS EXPO (THE HAGUE, NETHERLANDS)
- 2-4 ANNUAL OFFSHORE SUPPORT JOURNAL CONFERENCE, AWARDS & EXHIBITION AND DYNAMIC POSITIONING CONFERENCE (LONDON UK)
- 3-5 SUBSEA EXPO (ABERDEEN, UK)
- 9-11 GLOBAL DEFENCE AND ENERGY CONFERENCE (CONVERGXTM) (CALGARY, AB)
- 11 MARITIME BREAKFAST FORUM #109 (CEBU PORT AUTHORITY (CPA); NORTH RECLAMATION AREA, CEBU CITY, CEBU)
- 11-14 LONDON INTERNATIONAL DIVE SHOW (LONDON UK)
- 15-16 MARITIME RECONNAISSANCE AND SURVEILLANCE TECHNOLOGY (ROME, ITALY)
- 17-19 THE PREMIER NAVAL CONFERENCE AND EXPOSITION ON THE WEST COAST (WEST 2016) (SAN DIEGO, CA)
- 19-21 SEA EXPO 2016 (SMX CONVENTION CENTER, MANILA, PH)
- 23-25 UNDERWATER INTERVENTION (NEW ORLEANS)
- 23-27 INTERNATIONAL CONFERENCE ON OCEAN ENERGY (EDINBURGH, UK)
- 24-26 AUSTRALASIAN OIL & GAS EXHIBITION & CONFERENCE (PERTH AUSTRALIA)

### MARCH '16

- 1-3 ASNE DAY 2016 (ARLINGTON, VA)
- 6-10 NACE CORROSION (VANCOUVER, BC)
- 6-11 ICS2016 — INTERNATIONAL COASTAL SYMPOSIUM 2016 (SYDNEY, AUSTRALIA)
- 14-17 SEATRADER CRUISE GLOBAL (PREVIOUSLY MIAMI CRUISE SHOW) (FORT LAUDERDALE, FL)
- 15-17 OCEANOLOGY INTERNATIONAL 2016 (LONDON, UK)
- 15-18 13TH ANNUAL GREEN SHIP TECHNOLOGY CONFERENCE (COPENHAGEN)
- 16-17 13TH ANNUAL GREEN SHIP TECHNOLOGY CONFERENCE (RADISSON BLU SCANDINAVIA HOTEL, COPENHAGEN)
- 16-18 ASIA PACIFIC MARINE, SHIPBUILDING, & MARINE, WORKBOAT, OFFSHORE (SINGAPORE)
- 16-18 IMO GLOBALLAST R&D FORUM (MONTREAL)
- 18 MARITIME BREAKFAST FORUM #110 (MARITIME INDUSTRY AUTHORITY (MARINA); 984 PARKVIEW PLAZA, TAFT AVE. COR. TM KALAW STREET, MANILA)
- 22-23 6TH IMAREST CONDITION BASED MAINTENANCE CONFERENCE (SINGAPORE)
- 22-24 SUBSEA TIEBACK FORUM & EXHIBITION 2016 (SAN ANTONIO, TX)
- 22-25 OTC ASIA 2016 (OFFSHORE TECHNOLOGY) (KUALA LUMPUR, MALAYSIA)
- 23 8TH ARCTIC SHIPPING SUMMIT (MONTREAL)
- 28-31 DEFEXPO INDIA (SOUTH GOA INDIA)
- 29-30 DIMDEX DOHA INTERNATIONAL MARITIME DEFENCE EXHIBITION AND CONFERENCE (QATAR)
- 29-31 CHINA MARITIME BEIJING (BEIJING)

### APRIL '16

- 3-5 CANADIAN UNDERWATER CONFERENCE AND EXHIBITION (HALIFAX NS)
- 6-7 ERGOSHIP 2016 MARITIME HUMAN FACTORS CONFERENCE (MELBOURNE)
- 6-8 14TH SEATEC INTERNATIONAL EXHIBITION OF TECHNOLOGY SUBCONTRACTING AND DESIGN FOR BOATS, YACHTS AND S (CARRARRA, ITALY)
- 7-10 COFES (THE CONGRESS ON THE FUTURE OF ENGINEERING SOFTWARE) (SCOTTSDALE, ARIZONA, USA)
- 10-13 MTS/IEEE OCEANS 16 (SHANGHAI, CHINA)
- 12-14 WORKBOAT MAINTENANCE AND REPAIR CONFERENCE AND EXPO (NEW ORLEANS)
- 13-15 SEA JAPAN (TOKYO, JAPAN)
- 15 MARITIME BREAKFAST FORUM #111 (MARITIME ACADEMY OF ASIA AND THE PACIFIC (MAAP); KAMAYA POINT, MARIVELES, BATAAN)
- 16-26 SINGAPORE MARITIME WEEK (SINGAPORE)
- 18-21 DEFENCE SERVICES ASIA EXHIBITION AND CONFERENCE (KUALA LUMPUR MALAYSIA)

- 18-21 11TH BI-ANNUAL ONR/MTS BUOY WORKSHOP (WOODS HOLE, MA)
- 19-20 OFFSHORE VESSEL & RIG CONNECT ASIA (MARINA BAY SANDS, SINGAPORE)
- 19-21 OFFSHORE PATROL AND SURVEILLANCE (PORTSMOUTH UK)
- 20-21 TOC ASIA (SINGAPORE)
- 21-22 7TH ANNUAL GLOBAL LINER SHIPPING CONFERENCE (EMPIRE RIVERSIDE HOTEL, LONDON, UK)
- 24-29 28TH ANNUAL PORTS STATE CONTROL COURSE (SOUTHAMPTON, UK)
- 25 INTERNATIONAL CONFERENCE ON SMART AND GREEN TECHNOLOGY FOR THE FUTURE OF MARINE INDUSTRIES (SMATECH (GLASGOW, UK)
- 26-28 13TH INTERNATIONAL NAVAL ENGINEERING CONFERENCE AND EXHIBITION 2016 (BRISTOL UK)
- 27-28 2ND IMAREST BALLAST WATER TECHNOLOGY ASIA CONFERENCE (SINGAPORE)

### MAY '16

- 2-5 OFFSHORE TECHNOLOGY CONFERENCE (HOUSTON, TX)
- 5-6 MARITECH 2016 (ST JOHN'S NF)
- 9-11 CREW CONNECT EUROPE CONFERENCE (RADISSON BLU SCANDINAVIA HOTEL, COPENHAGEN, DENMARK)
- 9-11 COMPIT 2016 (LECCE, ITALY)
- 10-11 MARINE LOG TUGS AND BARGES (SEATTLE, WA)
- 10-12 CANADA LNG EXPORT CONFERENCE AND EXHIBITION 2016 (VANCOUVER)
- 10-12 NAVEXPO INTERNATIONAL (LORIENT, FRANCE)
- 10-12 INLAND MARINE EXPO IMX 2016 (ST LOUIS, MO)
- 11-15 MIAMI INTERNATIONAL BOAT SHOW (MIAMI, FL)
- 12-13 SEATRADER CRUISE ASIA (BUSAN, KOREA)
- 15-18 SEA-AIR-SPACE: THE NAVY LEAGUE'S GLOBAL MARITIME EXPOSITION (NATIONAL HARBOUR, MD, USA)
- 16-19 CANADIAN HYDROGRAPHIC CONFERENCE (HALIFAX, NS)
- 16-22 PN WEEK (STC)
- 17-18 ITEC DEFENCE TRAINING SIMULATION AND EDUCATION (LONDON, UK)
- 18-20 PORT SECURE 2016 (TORONTO, ON)
- 20 MARITIME BREAKFAST FORUM #112 (PHILIPPINE NAVY (PN); HEADQUARTERS, PHILIPPINE NAVY, ROXAS BOULEVARD, MANILA)
- 23-27 24TH ANNUAL INTERNATIONAL TUG, SALVAGE, OSV CONVENTION AND EXHIBITION (BOSTON, MA)
- 25-26 CANSEC 2016 (OTTAWA, ON)

### MAY-JUNE '16

- 30-1 GREEN MARINE - GREENTECH 2016 SUSTAINABLE SHIPPING (QUEBEC CITY)
- 30-2 10TH INTERNATIONAL HARBOR MASTERS CONFERENCE (VANCOUVER, BC, CANADA)

### JUNE '16

- 1 MARINA ANNIVERSARY (PHILIPPINES)
- 1-3 UNDERSEA DEFENCE TECHNOLOGY (OSLO, NORWAY)
- 2-3 2016 FERRY SAFETY AND TECHNOLOGY CONFERENCE (NEW YORK, NY)
- 6-8 PHIL MARINE 2016 (SMX MALL OF ASIA, PASAY CITY, PHILIPPINES)
- 6-10 CIMAC CONGRESS (HELSINKI, FINLAND)
- 9-10 POSIDONIA, INTERNATIONAL SHIPPING EXHIBITION (ATHENS, GREECE)
- 10 DENR ANNIVERSARY (PHILIPPINES)
- 13-17 EUROSATORY 2016 (PARIS, FRANCE)
- 14-16 SEAWORK 2016 COMMERCIAL MARINE AND WORKBOAT EXHIBITION (SOUTHAMPTON, UK)
- 14-16 TOC EUROPE, INCLUDES CONTAINER SUPPLY CHAIN CONFERENCE, TECH TOC, AND BULK PORTS AND TECHNOLOGY CONF (HAMBURG, GERMANY)
- 19-24 ASME 2016 35TH INTERNATIONAL CONFERENCE ON OCEAN, OFFSHORE AND ARCTIC ENGINEERING (BUSAN, SOUTH KOREA)
- 20-23 NOIA CONFERENCE 2016 (ST JOHN'S, NF)
- 21-23 MEGA RUST 2016 NAVAL CORROSION CONFERENCE (SAN DIEGO, CA)
- 21-23 MARINE MAINTENANCE WORLD EXPO AND ELECTRIC AND HYBRID MARINE WORLD EXPO 2016 (AMSTERDAM, NETHERLANDS)
- 21-23 MAST EUROPE MARITIME / AIR SYSTEMS AND

TECHNOLOGIES (AMSTERDAM, NETHERLANDS)

### JULY '16

- 11 PPA ANNIVERSARY (PHILIPPINES)
- 14-15 14TH ASEAN PORTS & SHIPPING 2016 (BANGKOK)
- 15 MARITIME BREAKFAST FORUM #113 (PHILIPPINE PORTS AUTHORITY (PPA); 637 BONIFACIO DRIVE, PORT AREA, MANILA)

### JULY-AUGUST '16

- 30-3 4TH INTERNATIONAL MARINE CONSERVATION CONGRESS (ST JOHN'S NEWFOUNDLAND AND LABRADOR, CANADA)

### AUGUST '16

- 19 MARITIME BREAKFAST FORUM #114 (NATIONAL COAST WATCH CENTER (NCWC); HEADQUARTERS PHILIPPINE COAST GUARD, 139 25TH STREET, SOUTH HARBOR, PORT AREA, MANILA)

### SEPTEMBER '16

- 1-10 IUCN WORLD CONSERVATION CONGRESS (HONOLULU, HI, USA)
- 5-9 SMM INTERNATIONAL MARITIME TRADE FAIR (HAMBURG, GERMANY)
- 6-8 CANADIAN DEFENCE SECURITY AND AEROSPACE EXHIBITION ATLANTIC - DEFSEC ATLANTIC 2016 (HALIFAX, NS)
- 6-11 CANNES INTERNATIONAL YACHTING SHOW (CANNES, FRANCE)
- 12-15 FLEET MAINTENANCE AND MODERNIZATION SYMPOSIUM 2016 (HAMPTON, VA)
- 16 MARITIME BREAKFAST FORUM #115 (PHILIPPINE COAST GUARD (PCG); HEADQUARTERS PHILIPPINE COAST GUARD, 139 25TH STREET, SOUTH HARBOR, PORT AREA, MANILA)
- 19-22 MTS/IEEE ASIA OCEANS 2016 (MONTEREY, CA, USA)
- 19-25 MARITIME WEEK (PHILIPPINES)
- 21-23 SEATRADER CRUISE MED (STA. CRUZ, TENERIFE)

### SEPTEMBER-OCTOBER '16

- 28-1 MONACO YACHT SHOW (MONACO)

### OCTOBER '16

- 4-6 IBEX 2016 INTERNATIONAL BOAT BUILDERS EXHIBITION AND CONFERENCE (TAMPA, FL)
- 8 MARITIME LEAGUE 25TH ANNIVERSARY
- 14 MARITIME BREAKFAST FORUM #116 (DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES (DENR); TBD)
- 15-19 41ST INTERFERRY CONFERENCE (MANILA)
- 17-21 EURONAVAL 2016 (PARIS, FRANCE)
- 21 MARITIME LEAGUE/MPCGA GOLF TOURNAMENT (PN GOLF CLUB, BNS, TAGUIG CITY)
- 21-23 INTERNATIONAL CONFERENCE ON NAVAL ARCHITECTURE AND OCEAN ENGINEERING (SHANGHAI, CHINA)
- 24 BATTLE OF SIBUYAN SEA, 72ND ANNIVERSARY (ROMBLON CULTURAL & HISTORICAL ASSOCIATION)
- 24-26 ARCTIC TECHNOLOGY CONFERENCE (ST JOHN'S, NF)
- 25-26 OFFSHORE ENERGY 16 (AMSTERDAM, NETHERLANDS)

### NOVEMBER '16

- 1-5 SNAME MARITIME CONVENTION (BELLEVUE, WA)
- 3-4 FERRIES, MARINE LOG CONFERENCE AND EXPO (SEATTLE, WA)
- 8-9 ASIAN MARINE ENGINEERING CONFERENCE (SINGAPORE)
- 15-17 METS MARINE EQUIPMENT TRADE SHOW (AMSTERDAM, NETHERLANDS)
- 15-17 FUTURE OF UNDERWATER TECHNOLOGY CONFERENCE 2016 (UK)
- 16-18 CREW CONNECT GLOBAL CONFERENCE & EXHIBITION (MARRIOTT HOTEL, MANILA)

### NOVEMBER-DECEMBER '16

- 30-2 INTERNATIONAL WORKBOAT SHOW (NEW ORLEANS, LA)

### JANUARY '17

- 6-15 LONDON BOAT SHOW (LONDON, UK)
- 19 DOTC ANNIVERSARY (PHILIPPINES)

# Developing the Eastern Luzon Strategic Seaboard

by Antonio Topacio

Atty. Romeo G. Roxas, Romy to his friends, is having double-vision – figuratively. Standing on his corner office overlooking Ayala’s Makati development, he sees the effort put into the land, from a raw price of P50 per square meter back in the day to a steep P200,000 — a condo in Rockwell goes for P25 million. At nearby Bonifacio Global City, real estate prices go for around P500,000 a square. Yet, those astounding figures and those gigantic skyscrapers pay a hefty human and economic price for the Filipino, hence, the contrast of visions.

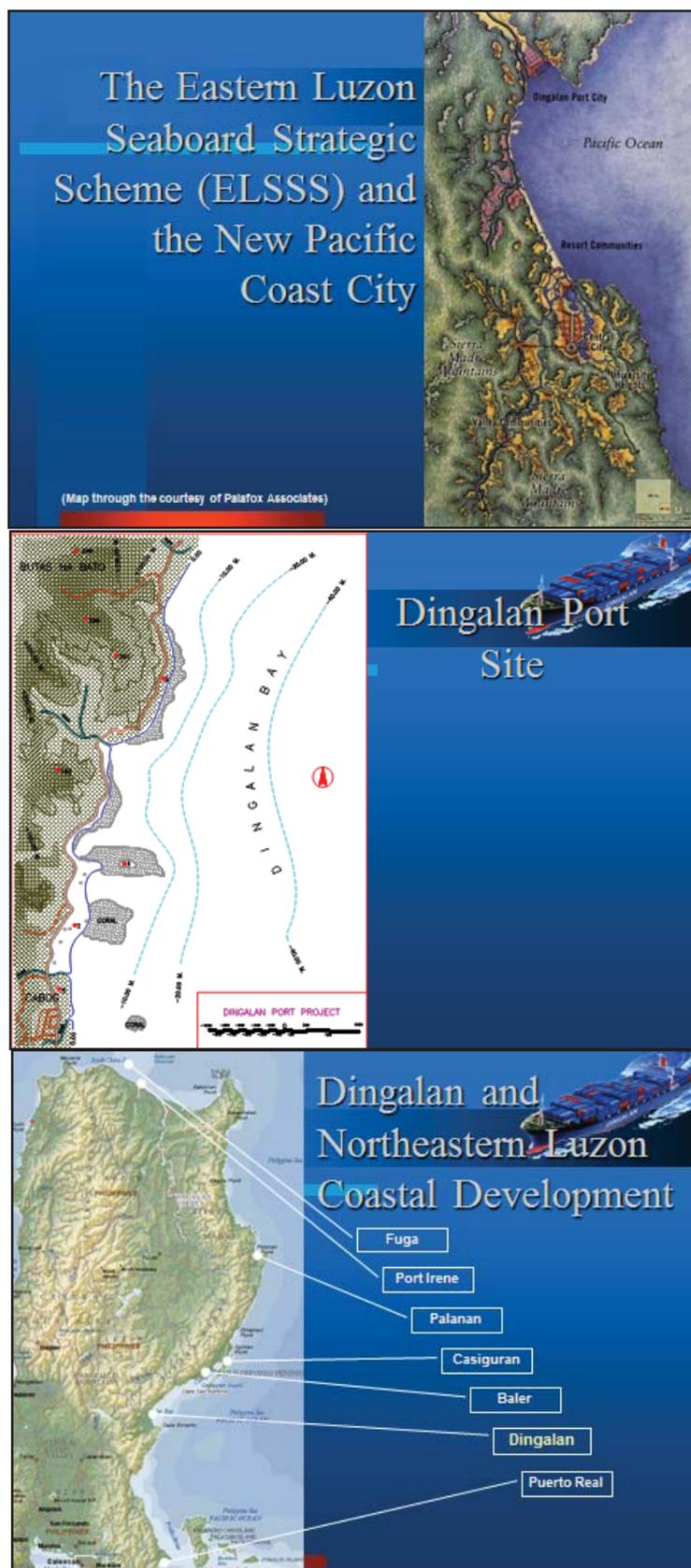
Feeling the pulse of the city, Romy’s lenses are that of an economist, a marketer, and a financial genius backed up by his MBA from Alexander Hamilton University of Alberta, Canada; and extensive economics and finance courses at Harvard. In his book entitled “Pathways to Progress,” he stresses the important role of money in creating value through financing development by the government’s flotation of bonds to be collateralized by future taxes from respective local government grantees.

Being a seasoned land banker, his acquiring companies have accumulated 80,000 hectares of timberland in Aurora and Quezon, and just recently, 1.1 million hectares in the Northern Territory, Australia. He was also the former top operations honcho at Magdalena in the 60s, “the biggest project developer at that time” (Project 1-10 in QC).

He financed and managed the turnaround of the Philippine Veterans Bank, turning it into a billion-peso player in the financial services industry. He was also the former top marketer of Ysmael steel, a current licensee of both the Philippine and New York legal boards.

He sees the Makati gem as just a piece of an overgrown puzzle that continues to baffle all the traffic and development czars thrown in by the government, that, according to a recent study by JICA, Metro Manila traffic alone costs us almost a trillion pesos per year. Moreover, the Philippine Institute for Development Studies (PIDS) estimates that almost 50% of those residing in the National Capital Region (NCR) are informal settlers.

The biggest question in Atty. Roxas’ mind is, “Why are we so uncaring that we allow people to live in squalid poverty? We take pride in living in a cramped 20 square-meter condo, we bask in the ar-



tificial cooling provided by giant malls, we marvel at the water show from public fountains, we get enthralled by visual electronic light displays, by amusement theme parks offering purely mechanical thrills when we could usher in the 2020’s with a 500 sqm. house and lot with a nursery at the back.

We can live and own a tree house, better, perhaps traverse walkways among the trees, zipline our way to thrills, hang-out in our waterfall systems, enjoy breakfast under the warmth of the sun then take a swim in the Pacific, experience the country’s largest live river, the Umiray, enjoy a night camping in the wild with the fireflies, the stars, and a bonfire illuminating you as you listen to Sierra Madre nocturnal music.

Often, and passionately, he laments, “Why are we neglecting the East? Why do we allow our people to be squatters in our own country when we have a lot of idle, prime, naturally-developed-by-nature-land in the East? Why do we keep on enjoying the sunset when we have lots of land offering us unlimited sunrise? Why do we turn our back on good fengshui? – the East beckons.”

All of that is the motivation behind ELSSS which stands for Eastern Luzon Seaboard Strategic Scheme, a multi-regional development plan that will aim to develop the Eastern Luzon seaboard, more popularly known as the Sierra Madre mountain range, through the creation of new cities from Tuguegarao to, eventually, Sorsogon.

In the commissioned study of ELSSS, developing the East will accomplish three major goals:

1. Prevent resource degradation that can result from a rapidly growing demand for food, fuel and fiber, and from poor stewardship due to poverty, ignorance, and corruption;
2. Preserve valuable natural forests,

wetlands, coastal areas, and grasslands from being taken over for relatively low-value uses that are artificially encouraged by bad policies, imperfect markets, and flawed institutions; and

3. Open up new production frontiers and make available new lands for settlements.

The attainment of these goals will in turn help the government by easing population pressures and environmental stresses in the NCR and other traditional urban centers, raising agro-forestry-fishery and industrial output, generating employment, increasing the tax base, providing new town sites, reinforcing political control, and providing relocation sites for people displaced by long-term natural disasters like the



Artist rendition of Pacific Coast Cities Project, a master planned alternative to Metro Manila to solve the many problems besetting Manileños for the past decades through 8 modern resort style communities: Shipping Port, Agro-Industrial, Workers, University, Olympic, Government, Resort and Ecumenical.

Mt. Pinatubo eruption and typhoon Haiyan.

How do we start developing the East?

A monumental task needs a broad, united effort from all fronts; a strong partnership between the private and public sector, a national movement to denounce the metastising poverty brought forth by our current focus on pumping precious resources into overcrowded Metro Manila.

On the government’s end, there is a need for the passing of laws that support creation of new towns on, currently, government land. Laws should also be conducive for enhanced private, local and international, sector participation in financing, management, and ownership of the factors of production: land, labor, and capital.

Thus, our geographically inefficient government services system today will need to be transferred to one big compound so that business, as well as social services, will be much faster and more efficient. And since majority of our trading partners are facing the East, we also need to develop seaports, airports, railways, and related infrastructure to position our eastern cities as a viable trans-shipment and trading point for international cargo traffic – we will be the superhighway of future trade in the Pacific.

Revitalizing Metro Manila is only possible if there is a viable transfer location for development. Developing the East will allow mega Metro Manila to be healed through urban renewal. It is Romy Roxas’ belief that if we do not do

this today, our country’s economy will surely implode. Our development will be at a standstill. Exporting our labor, importing business processes, providing stop-gap solutions to the traffic, erecting taller structures and smaller abodes, can only carry us so far. If we continue on mis-prioritizing our policies and resources, it will surely lead us to a worse situation than where we are today, that is, more poverty, more unemployment, less local industries, more traffic, more dependence on foreign economies, and over-all, a path to national chaos and permanent destitution.

To which, his face grimly determined, billionaire Atty. Romeo G. Roxas has but a simple solution: DEVELOP THE EAST. It’s a tall order but the consequences of not doing so are overwhelming. ⚓

# In Focus: Philippine Maritime Education & Training and MAAP

by Jane D. Magallon with Capt. Winston G. Arpon

The Philippines holds the prestigious title, 'manning capital of the world,' supplying hundreds of thousands of seafarers worldwide. About 30% of the roughly 1.2 million of seafarers are Filipinos.

Today, the question has to be asked of the producers of these seafarers, the Philippine Maritime Education and Training Institutions (PMET): Are they ship-shape?

The Filipino youth today hardly needs encouragement to become seafarers because of the relatively lucrative salary. Catering to them are about 95 maritime schools accredited by the Commission on Higher Education (CHED), and 119 training centers accredited by the Maritime Industry Authority (MARINA). Data on enrollees and graduates' statistics in the maritime programs vary every year; in over a decade from Academic Year 2002-2003 through Academic Year 2012-2013, it was billowing to 96%. CHED data in 2014, however, show that maritime schools produce an average of 19,440 graduates annually from the average of 127,078 enrollees. The number of maritime graduates who have become seafarers and have stayed on is pretty much unknown. The generally accepted statistic, however, is – of the 20% of the graduates that pass the PRC board examinations of the Professional Regulations Commission, PRC, about 95% get jobs as seafarers.



Maritime Academy of Asia and the Pacific (MAAP) Campus in Mariveles, Bataan

## Challenges, Responses

As in any business or industry, quality is always demanded from the labor supplier and this remains a continuing challenge and concern for the Philippines. To any and every instance of dissatisfaction manifested by its maritime clientele, the Philippines must bear heavily on the two institutions - maritime schools and training centers – that, in the ultimate analysis, bear the primary responsibility of producing graduates or trainees with the technical skills, professional competence and proper work attitude expected and demanded by their future employers

Moreover, the Philippines, as a signatory to the IMO STCW 1978 convention on Standards of Training, Certification and Watchkeeping (STCW) of the International Maritime Organization (IMO) has the obligation to comply with these and other standards set by this international covenant.

The European Maritime Safety Agency (EMSA) under the auspices of the European Commission, conducted a series of audits starting in 2006 and in April 2013, inspecting the government agencies with oversight on maritime schools/training centers in the Philippines—CHED, MARINA, and PRC. Subsequently, EMSA conducted a monitoring audit on selected PMET institutions, precisely to check their compliance with the standards mandated by

STCW 1978, as amended. The EMSA audit expressed dissatisfaction with the progress of the corrections to the adverse findings during their six visits.

On the other hand, the Fisher Report of 2013 funded by the Asian Development Bank (ADB) cited glaring gaps between the overall standard of seafarers' output by colleges and the competency required by employers and industry, attributed to, among others, the lack in quantity and quality of professional trainers, insufficient training facilities, curricula unaligned with the STCW, and lack of training ships. In effect, a huge number of 80,000 Filipino seafarers working aboard EU flagged ships were in danger of losing their jobs. In response, the Philippine government immediately undertook serious moves to comply with the STCW Code and to correct the EMSA findings by the expeditious enactment of Republic Act 10635, the designation of a single agency that would oversee the implementation of the STCW Code in the country.

Previously, the Department of Labor's Maritime Training Council (MTC) composed of many government agencies – CHED; MARINA; Technical Education and Skills Development Authority, TESDA; PRC; National Telecommunications Commission, NTC; National Maritime Polytechnic, NMP, and, the private sector, handled this task. Under the new law, MARINA became the single government agency responsible for the proper training and certification of Filipino seafarers and for ensuring that the international standards based on the STCW Convention are implemented both in the maritime education and training institutions.

## PMET Transformation

CHED then took bold and more aggressive actions to further address the EMSA findings. Stringent audits were done on Maritime Higher Education Institutions (MHEIs) resulting in the closure of some schools that were

not in compliance with the quality standards on curriculum, facilities and qualifications of the trainers or teaching personnel. By February 2015, only 60 out of 95 MHEIs passed the Marina audit (only 23 schools were initially recognized to offer courses towards the degree of Bachelor of Science in Marine Transportation (BSMT) and Bachelor of Science in Marine Engineering (BSMarE) for the Academic Year 2015-2016; the rest of the schools were on pending status. 36 MHEIs were allowed to offer the ratings course for the deck and engine on the so-called Enhanced Support Level Program (ESLP). Three years earlier in 2013, CHED had already issued a memorandum (CMO 27 series of 2013) implementing the formation of a joint CHED-MARINA team to monitor the programs offered by MHEIs, with the objective of ensuring the alignment of the curriculum with the current STCW requirements. In addition, the Commission started promoting a paradigm shift: a competency-based learning system enabling graduates to acquire knowledge and skills aligned with the needs of the maritime industry. Put in place was an 'Outcomes-Based Education and Assessment' curriculum and all MHEIs were required to adopt it.

The country's maritime education and training infrastructure was now positively responding to the growing demand for high-quality graduates in the competitive globally market, thereby reinforcing and sustaining the Philippines' position as the most-sought-after seafarers in the global shipping industry.

## Other Initiatives

A series of workshops on continuing professional development for maritime professional lecturers was spearheaded by GlobalMET, an international organization of 70 schools and

training centers focusing on the maritime education and training through competent and qualified teaching personnel or trainers. The program started by identifying the MET gaps as well as the certification and issuance of Certificates of Competency, in accordance with the IMO-STCW convention, national qualifications and licensing, thus addressing one of the findings of the 2014 Fisher Report.

CHED's goal, on one hand, to ensure that Filipino seafarers' education and training, skills and competencies



MAAP's Full Mission Bridge Simulator on Motion Platform

are maintained at par with the global standards, is achieved by continuous curriculum reviews of the maritime programs that are conducted by a technical panel composed of representatives from the different MHEI and experts on curriculum development. CHED's goals, on the other hand, for MHEIs to address EMSA's concerns are overarching on: the compliance to the minimum requirements of PSG, STCW and other regulations; development of the physical, laboratory, library and other instructional support facilities; faculty development programs to ensure highly qualified faculty members; acquisition of state-of-the-art instructional materials and on-site facilities; provision of shipboard training opportunities or access to training ships; a strong commitment to local and international quality assurance systems, e.g. International

Standardization, ISO or Quality Standard System, QSS; and, building a strong connection to the industry to establish employment track records of graduates.

QSS is the gold standard as far as MHEIs are concerned, the bible and procedures manual which every entity must have. It is akin to the Naval Organization and Operating Procedures rolled into one. It is the subject of constant inspections by external auditors to ensure the audited institution continues to attain its tasks.

## Proof of Quality

The 1995 amendments to the 1978 STCW Convention require proof of quality in education and training within a well-defined set of credible quality standards system to monitor all education, practical training, and assessment of competence to which MHEIs and training centers must be in strict compliance. The Philippines, for its part, through the CHED, issued CMO No. 51 s 1997 which directed all maritime schools in the country to institute QSS, on or before August 1, 1998.

## MAAP

The Maritime Academy of Asia and Pacific (MAAP) one of the premier PMETs/MHEIs, finds itself at the forefront of these, charting the waypoints, as it were, towards the lofty goals set for these institutions, here and abroad; not mere coincidence, one thinks, that its President sits as Vice-President of GlobalMET.

Sited on a picturesque, sprawling 125-hectare campus in Kamaya Point in the coastal town of Mariveles, a first class municipality of Bataan province, MAAP was established by its visionary leader Captain Gregorio S. Oca, fittingly or auspiciously, in 1998, the deadline set by CHED CMO for the institution of QSS. Since then, MAAP has had its share of notable achievements in this respect.



MAAP is the first maritime school in the Philippines to be certified to ISO 9001:2015 standards; likewise, it holds certifications from the Performance Standards Board (PSB-QMET) of Singapore; the Offshore Petroleum Industry Training Organization (OPTO); and, level 1 accreditation from the Philippine Association of Colleges and Universities (PACUCOA). MAAP's courses are certified by both international and local accreditors.

Owned, developed and operated by the Association of Marine Officers and Seamen's Union of the Philippines, AMOSUP, under the leadership of its dynamic chairman Dr. Conrado F. Oca, MAAP has four training and education programs:

1. The AMOSUP Seamen's Training Center (ASTC) offers upgrading or short courses for the seafarers including 20 IMO Model Courses, Management Level Courses, Ship's Cook Course, Cargo Handling Courses and the Offshore Academy.
2. The Ratings to Officers Program in the Professional Continuous Development Center (PCDC) provides adequate examination reviews and a Walk-in Examination System in the AMOSUP Annex that is currently used by the MARINA for the computerized licensure examinations.

As a higher education institute (HEI), MAAP offers the Cadet Program through a baccalaureate program in Marine Transportation, Marine Engi-

neering, a Dual BSMTE and a Bridging course for Mechanical Engineers desiring to get a degree in Marine Engineering.

For senior management program, the Center for Advanced Maritime Studies (CAMS) for any graduate of BS Marine Transportation and BS Marine Engineering to pursue postgraduate studies leading to a Master of Science degree with major in Ship Superintendency.

MAAP tops all maritime institutions in the country based on the number of board passers under the PRC (FindUniversity Study accessible at [www.finduniversity.ph](http://www.finduniversity.ph)). Living up to its place in the country's maritime sector as a cradle, if not the cradle, of competent young Filipino seafarers, MAAP has graduated a total of 2,764 - 35 license master mariners or captains; 26 chief engineers; 182 chief officers; and, 270 second engineers serving as senior or management level officers in foreign commercial vessels.

How MAAP maintains its position at the top is an open secret: An Enhanced Curriculum that goes beyond the minimum requirements of outcomes-based education laid down by CHED-MARINA; a curriculum that is aligned with all STCW competencies. A Competency Management System that is IT-aided has been in place to ensure that MAAP graduates can readily perform their jobs as an operational level officer right after graduation.

This curriculum is bolstered by the

numerous facilities for intensive and extensive hands-on training for all cadets. MAAP has 33 Navigation Bridge Simulators to include a state-of-the-art, full mission Navigation Bridge Simulator on a Motion Platform; 13 Engine Room Simulators; the training ship Kapitan Felix Oca; the Vessel Training Center; and, many other simulators and training facilities.

Completing the blades, so to speak, to propel MAAP towards excellence, effectiveness and efficiency in its commitment, its contribution if you will, to the country in molding the Filipino youth to become qualified and competent Filipino seafarers in the highly competitive maritime world, MAAP has established



a strong supportive learning environment through a tie-up with academic and professional affiliates; to mention a few, the GlobalMET; Warsash Maritime Academy in the University of Solent, Southampton; Asian Marine and Fishery Universities Forum (AMFUF); the International Association of Maritime Universities. MAAP's overall faculty



development is certainly well served by the tremendous research and extension services that can be tapped from these adopted communities.

MAAP's other contributions to the country's maritime sector at large come in the form of free training, including the use of its facilities, to the Philippine Navy, Philippine Coast Guard; PAF; PNP; and, the Bureau of Fire Protection. Trainers and instructors from other institutions can avail of the free training on the IMO Model Course 6.10 or the Simulator Trainer's Course and many other extension services. As this is written, the ASTC is completing its e-learning project for the Management Level Course, MLC - a project that will enable officers to study and finish the course, off-campus.

The Center for Advanced Maritime Studies is the post-graduate school of MAAP, the first vertically articulated program (the Master's degree is aligned to that of the BS, i.e., BSMT to MSMT and BSMarE to MSMarE) for marine and technical superintendents offered, plus a highly subsidized tuition fee for all AMOSUP members and its employees.

Are maritime schools and training centers in the Philippines ship-shape? We didn't ask this question to him, but if we did we reckon hearing this, "Speaking for MAAP, the answer is an unequivocal Yes," from the man at the helm of MAAP - Vice Admiral Eduardo Mar. Santos AFP (Ret).

We did ask him other questions and came up with this 'executive summary' of his professional life, befitting a top executive. ⚓

Ever since leaving Loakan, his home for years, and graduating among the top 10 of the PMA Class of 1966, he made the sea his second home. While navigating diverse naval postings on- and off-shore, he expanded and honed his skills through further studies in the US Naval War College (Naval Command Course), US Naval Postgraduate School (MS Computer Systems Management) and Ateneo de Manila (MBA).

The 23rd FOIC of the Philippine Navy, he has continued his affinity with the sea, decades after his retirement. His other executive positions: Executive Vice President, of the Associated Marine Officers' and Seamen's Union of the Philippines, AMOSUP, Chairman, Philippine Navy Board of Advisers; Chairman of the Support Your Navy Foundation (SYNF); President of the Bagong Bayani Foundation Inc.; President, Philippine Branch of the Nautical Institute; and, President of the Philippine Chapter of the Institute for Marine Engineering, Science and Technology. He is Vice Chair of GlobalMET. Almost two decades after his naval career, he's wearing a maritime uniform!

He had offers from the sitting President as early as May, 1999, five months prior to his retirement from military service: Ambassador to an ASEAN country, GM of the Philippine Ports Authority and even an extension of service as Flag Officer in Command. All were politely refused in favor of another offer from Capt Gregorio S. Oca, a man the retiring Admiral knew as Port of Manila Manager, and, as visionary founder and President of AMOSUP. The offer: first President of what would become the world-class Maritime Academy of Asia Pacific. A job as good as if not better than his dream job of PMA Superintendent that was doomed when the FOIC intervened.

The agreement between the two seadogs was simple: responsibilities split down the middle, hating kapatid: it was agreed that Capt. Oca would handle all the hardware - real estate, buildings, simulators and all related equipment while VADM Santos would take care of the Software - Quality Standard System, Curriculum, faculty, cadet training and development program and overall administration of the Academy. Handling the hardware-software division was music to the ears of the IT specialist in Admiral Santos.

Arguably, he holds the record of the shortest break in retirement. In less than 72 hours after relinquishing command of the Philippine Navy, he was back at work at the helm of MAAP.

The next few months of his life after the Navy, in his own words, "...hectic, harrowing and definitely heavy as (I) and a few officers from the Navy built the foundations of a new school - from the systems/procedures manuals to the uniforms of the midshipmen, from the selection of faculty to the drills and ceremonies and from the formulation of the curriculum to the recruitment of cadets. The environment was similar to that in the Navy more specifically, like PMA because there were uniforms, formations, marching, classes and a maritime atmosphere. However, the actual work was diametrically opposite because even if they were helped by the United States Merchant Marine Academy (USMMA) at King's Point, and even if he copied most of the systems at PMA (imitation is the best form of flattery), they had to do all the work themselves - no aides, no valets, no secretaries - without letup - no athletics days, no drill days.

Unlike the Navy that has age-old systems and traditions.....we had to start afresh with improved systems, better customs and more meaningful traditions. Unlike in the AFP where there is an identifiable hierarchy and specified stakeholders.....had to deal with foreign shipowners/managers who pay for the cadets' tuition, board and lodging, relevant government agencies, international maritime organizations, external auditors, parents of cadets, the local government units and even the surrounding communities"

Somewhere up there, Capt. Gregorio Roberto is smiling down at MAAP and at his protégé, Edd. Or did he call him Edong, as others do? The Captain must be pleased to see that the man in whose hands he entrusted his legacy remains firmly in control of the good ship MAAP and has seen fit to cultivate other passions - scuba diving, flying and practical pistol shooting; but his first and foremost passion remains - his wife, Lil - with whom he has a couple of blessings, Christine and Ana, now both married.

He looks forward to finally hanging his uniform and growing old with his grandchildren, Annika and Santi, and where else? By the sea.....



# Proceedings of MBF 107 & 108

by Vicky Viray-Mendoza

The 107th Maritime Breakfast Forum (MBF) was hosted by the Department of Transportation and Communications (DOTC), and held at Columbia Tower, Ortigas Avenue, Mandaluyong City, on 25 Nov 2015. Undersecretary EDWIN LOPEZ (Operations and PPP, DOTC) welcomed the attendees on behalf of SEC. JOSEPH ABAYA.

COMMO. CARLOS L. AGUSTIN (Ret.) (President, Maritime League) chaired the Maritime Forums.

ENGR. ENRICO FERRE gave a comprehensive presentation, reporting on the 21st APEC Transport Ministers Meeting held in Cebu City on 5-6 Nov 2015. The meeting was preparatory to the APEC Meeting hosted by Roberto P. Gothong. The theme was "building inclusive economies, building a better world." There were four main thrusts: (1) advance inclusive transportation; (2) sustainability; (3) innovation; and (4) women in Development. All interested in the details may view his presentation at [www.mddb.apec.org](http://www.mddb.apec.org).

COMMO. GILBERT RUERAS (PCG, Ret), President of the Philippine Aerospace Development Corporation (PADC) gave a presentation on PADC. The main points were: PADC was created in 1973 by virtue of PD 286; and has the following functions: (1) design, assembly, manufacture, and sale of all types of aircraft; (2) modification, overhaul and repair, including inspection and repair (IRAN); and (3) operate air transport service.

COMMO. RUERAS stated that PADC had assets amounting to P257M in 1973 which has declined to P94M in 2014. PADC has manufactured or assembled 44 BO105 helicopters, 67 Britten Norman Islanders and 24 S211 jet aircraft. Currently, PADC handles the following: (1) de-

pot level maintenance of aircraft (accredited by CAAP); (2) fabrication; (3) operation of facilities, including Hangar 3. Going forward, COMMO. RUERAS says PADC shall work on (1) seaplane conversion; (2) Robinson R22 and R44; (3) UAV R&D; and (4) introduce the Cube Satellite.

COMMO. RUERAS mentioned that President BENIGNO AQUINO III for vetoed a move to abolish PADC earlier this year, and promised that he would strive hard to answer President Aquino's challenge.

The Chair said there are many talents PADC could harness from, including the son of a former CSAFP (Gen CLEMENTE MARIANO), who gave a presentation on locally-built UAVs during an MBF hosted by the Metro Manila Shipyard Association in Navotas in 2013. The Chair encouraged COMMO. RUERAS to write about his vision for PADC in the Maritime Review magazine.

The Philippine Ports Authority (PPA) representative reported that there were only a few Laglag Bala incidents in the ports, and thus was not a serious problem at all. The PPA Police, PCG and the OTS are all on top of the situation in the PPA ports.

Director LEO L. AUSAN of the Maritime and Ocean Affairs Office (MOAO), Department of Foreign Affairs (DFA) gave an update on the Philippines' arbitral claims vs. China. In brief, (1) the Philippines' case passed the test of jurisdiction and admissibility; (2) the Philippines has made 15 submissions; (3) out of 15 submissions, 7 were accepted; and (4) the Philippine Legal Team headed by the Solicitor Gen. HON FLORIN HILBAY would introduce the case and present arguments to the Arbitral Tribunal at The Hague on 24-30 November 2015.

The 108th MBF was hosted by and held at DFA's MOAO Conference

Room located in Roxas Boulevard, Pasay City on 15 Jan 2016. On behalf of the SECFORAF and the DFA, USEC EVAN GARCIA welcomed the attendees. He stated that the UK and other naval powers have a Naval Club that monitors the status of the Navy fleet and acts as a pressure group, in addition to business and social activities. This could likewise be the role of the Maritime Forum. The Forum should be at the forefront to push for shipbuilding modernization and development, and arms manufacturing.

USEC EVAN GARCIA stated that artificial islands developed by China are now in use, albeit symbolically but the matter of "dual use" appears to be something open, as seemingly some arrangements are in the offing with other concerned countries; he provided some information on the arbitral tribunal developments, and noted that Vietnam is procuring some military hardware from Russia. He referred to the article in the newly distributed Maritime Review (January-February 2016), page 13 where his former colleague, Atty. RAMON A.P. PATERNO, former Senior Legal Counsel of IFC, wrote an excellent Article, "Philippines vs China: Arbitral Claims under UNCLOS" and he said it should be required reading for all. He reiterated the need for the Maritime Forum to be heard, and call attention of the government to certain important issues that affect Philippine national security and development.

ASEC BENITO VALERIANO introduced the DFA briefer, Director LEO L. AUSAN, who gave an update on the recently-completed RP-RI (Philippines-Indonesia) bilateral EEZ boundary negotiations. Director AUSAN stated that there is a: (1) Palau-Japan EEZ Agreement; (2) need to address the RPRI Agreement dated 23 November 2014 on fisheries. Amb. ALBERTO ENCOMIENDA commented that although the bilat-



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eral negotiations with Indonesia took 2 decades, he was glad it has finally concluded. The Chair reminded PCG about previous developments on the archipelagic sealanes, and suggested that PCG consider an update for the next forum. Amb ALMOJUELA discussed the recent RP-RI Border Patrol issues.

The Chair introduced former NSA Sec ROILO GOLEZ as a TOYM Awardee, former Post-Master General, and Congressman. He said the Maritime Review magazine features on pages 14-18 Sec GOLEZ' lecture on The SCS/WPS Dispute.

Sec GOLEZ related his own personal experience in 1971 when the PN landed troops on Kalayaan, then on to 1994 when China built their initial structure on Mischief Reef, and in 1999 when he delivered a privilege speech in Congress and warned that China might occupy Scarborough Shoal in due time. ]

“China’s military contingents are already positioned in various reefs, islets and rocks of the South China Sea Region, particularly in the Spratlys and the Paracels. Scarborough Shoal is just one more step forward in their bid to secure full control of the world’s second busiest international sea lane.”

Sec GOLEZ showed photos and maps on the progressive development of the illegally-constructed structures, obviously for military use. He explained the strategic and tactical implications of the Chinese moves.

Other aspects covered by Sec Golez included: (1) US freedom of navigation patrols; (2) Arbitral Tribunal case against China; (3) militarization of China’s artificial islands; (4) “Legal experts now say Manila has a good chance of success based on the court’s rejection of China’s arguments during the hearing on jurisdiction. Such a scenario would mark the first time an international court has intervened in the matter – something Beijing has been trying to avoid for years.

The Chair called upon Mr. GLENN TONG, Director of PROPMECH, for a presentation on shipbuilding. Mr. TONG introduced two colleagues – EDWARD ANTONIO and LINUS TIU. Together, they presented: (1) PROPMECH’s capabilities; (2) current contracts and accomplishments in government projects (with PN); (3) difficulties with the laws and regulations, particularly the New Procurement Act which makes it impossible for local companies to compete due to the “track record” aspect; (4) current tie up with Damen of The Netherlands and Norway; (5) some recommendations to the Government going forward.

The Chair wanted to know what the Forum and the Maritime League could do to push for more local procurement of ships for use of the Navy, Coast Guard and other agencies. Detailed recommendations are needed for this. USEC GARCIA commented that in his opinion this presentation is the single most important one for that purpose. He asked that maybe the community could be informed more on Damen’s capabilities. MR. HERMINIO ESGUERRA, Chairman of HERMA Group, commented that the Government needs to support the shipbuilding industry more. The Chair agreed, adding that we ought to apply more pressure as a group. He suggested to the shipbuilders to expedite the organization or reactivation of the former PHILSAR, which he understood is a work in progress under the MMSA. USEC GARCIA repeated his concern that this momentum should continue and expand. The Chair offered to assist the shipbuilders in getting attention of the Government.

The House Committee on Transportation’s ATTY. JORGE SARMIENTO announced there is a House bill amending the Domestic Shipping Development Act of 2004 (RA 9225). The Chair requested a copy of the bill so the Forum can review it for possible recommendations. ⚓

# Challenges for the Presidential Hopefuls: Contemporary and Strategic

by Former Philippine President, Fidel V. Ramos

As predicted and highlighted since early January, there is now an emerging confluence of important developments in the Philippines, in the Asia-Pacific region, and also around the world in terms of global security and well-being of Mother Earth’s people. While this series of current and forthcoming events may be seen as serious setbacks to the administration of President Benigno S. Aquino III, there are outstanding challenges emanating therefrom that our five Presidential hopefuls and their respective teams should tackle starting now, and plan for strategically, and then convert these into transformational achievements or even worthwhile legacies of the next President. Some challenges are more urgent, and need to be acted upon.

## Present/Ensuing Challenges For Leaders:

- Unresolved peace process and continued violence and suffering in Mindanao, to include water and electric power shortages, plus mass poverty;
- Failure of Congress to pass important reform laws principally the BBL, FOI, SSL, Reduction/Rationalization of Taxes, SSS Enhancements, TPP Access, PPP Policies, etc.;
- Controversial 2016 national budget with “hidden” possibly “pork barrel” funds, plus corruption and cronyist issues due to patronage politics;
- Aggression (read: “bullying”) by China and by the stateless Islamic terrorists like ISIS;
- Nuclear threats by North Korea;
- Massive dislocations and casualties due to international terrorism;
- Climate Change, El Niño, Inundation, Supertyphoon, Volcanic tremors/eruption, etc.; impacts on agriculture, health, industry, infrastructure, and habitats;
- Emerging global recession mani-

fest by worldwide stock market declines, loss of oil-industry jobs & assets due to steep price reduction, widespread economic uncertainties; and

- Spread of pandemic diseases.

## The 30th EDSA Anniversary

In the renewed nationwide solidarity that burst to the forefront during those four pulsating days at EDSA in February 1986, Filipinos redeemed the sacrifices of our departed forebears and fallen heroes by regaining our birthright of freedom, justice, and national pride. We became united in our fortitude and determination, not merely to throw out an authoritarian regime that failed to govern democratically, but also to win a better future.

Today, 30 years later, we who were there realize that EDSA Uno has a much deeper meaning. Filipinos were galvanized to direct their actions by a deep desire to reestablish a society of human dignity and liberty, in a land not torn apart by strife and at peace with itself, with a representative democratic government that is effective/accountable, and an overall dynamic, competitive and bountiful nation.

Today, our collective hope still holds that from EDSA we learn valuable lessons of Unity of purpose, Solidarity in values, and Teamwork in nation-building (U-S-T).

To most, it may seem paradoxical that it is the soldier/policeman who yearns for peace more than others because our public servants in uniform and their families know from firsthand experience the cruelties of war and violence – what sufferings are inflicted upon combatants, their loved ones, and innocent civilians caught in the crossfire.

EDSA was not a one-day event, neither just a four-day phenomenon. EDSA straddles several generations of

heroic struggle. EDSA is a continuing revolution – an unfulfilled vision that Filipinos must win without further delay. Its most significant result was the God-given opportunity to infuse our people with a strengthened resolve in progressive nation-building.

## Our Sacred Freedom Trail: Pugad Lawin, Bataan, EDSA

Since becoming a nation 117 years



ago, Filipinos have strived to live in independence and freedom, and win for ourselves spiritual well-being, material prosperity and a place of respect in the community of nations. Filipinos should take great pride in that the collective power of common people and our spirit of EDSA touched off similar uprisings for political liberation and human justice around the world in recent years.

At Pugad Lawin in August 1896, Andres Bonifacio and the Katipunan triggered the Philippine Revolution, and Emilio Aguinaldo declared our independence from Spain in June 1898. As Jose Rizal visualized in his essay, The Philippines A Centenary Hence – “The new Filipinas would generate a



breed of Filipinos who would derive energy from their precolonial past. They would create a future by their labor; work the land, the mines; and revive the

maritime and trading skills of their forefathers. They would be strengthened by a recovery of their old virtues, and ultimately attain a prosperous and independent existence.”

This brighter future is shared by generations of Filipinos – living and dead – who fought for freedom, dignity and prosperity. Three defining beacons in Philippine history should guide Filipinos: the revolutionary Spirit of 1896 at Pugad Lawin; the patriotic Spirit of 1942 at Bataan and Corregidor; and the liberating Spirit of 1986 at EDSA.

The fall of Bataan on 09 April 1942 was memorialized in this stirring tribute by Captain Salvador Lopez – later U.P. President and Secretary of Foreign Affairs: “Bataan has fallen. We have done all that human endurance could bear. What sustained us was a force more than merely physical. It was the force of an unconquerable faith. It is the thought of native land.” These patriotic sentiments sparked the nationwide guerrilla resistance throughout the Philippines from 1942 until liberation from Japanese occupation in August 1945.

## Responsible Citizens, Responsible Governance

The spirit of EDSA, therefore, reminds Filipinos that we, too, can live the lives of heroes by being responsible citizens who, in their daily work, contribute to community.

## Welfare and Nation-Building

Courageous citizenship is not measured by heroic acts alone. A nation needs not only enlightened leaders, but also responsible citizens – who protect the environment, pay taxes, obey laws, vote wisely, help the needy, raise quality families and, above all, love our Philippines.

EDSA has taught us that responsible citizenship means caring for others,

sharing what the almighty has given us, and daring to attain a better future for country and people. These values are especially required of those who govern us.

**Unity, Solidarity And Teamwork**

We see today the evident lack of interest, much less enthusiasm, in our 30th Anniversary Celebration of EDSA. This is deplorable and inexcusable for officials elected to positions of responsibility in government.

Those who were direct participants in the events of February 1986 – millions of audacious civilians and the rebel military – would have wanted to see our 30th EDSA Anniversary devoted to nation-wide thanksgiving and people empowerment activities.

To name a few: teaching younger Filipinos the true meaning of EDSA through programs and other educational opportunities; agricultural and job fairs; SME exhibits; sports competitions; bonding in military camps between civilians and soldiers/policemen; patriotic historical recollections. All these should be undertaken consistently in all provinces, cities, and towns – as we used to do during the years 1987 to 1998.

Unfortunately, those who continue to be cynical of the EDSA experience say that the Spirit of EDSA has been lost. Let us now reach out to them – despite their narrow, shortsighted attitudes – to join in our people’s aspirations to move our blessed Philippines faster forward and to take the lead.

Yes, caring, sharing and daring Filipinos won the struggles at EDSA Uno in 1986 and EDSA Dos in 2001, but we have yet to overcome – through our U-S-T – the sins of poverty, inequity, lawlessness, injustice, and corruption.

**God’s Presence**

Many people who took part in the EDSA Uno revolution will attest that God’s presence at that particular time and space was almost palpable. In the quiet of their hearts during those uncertain days, they had silently offered their lives to God for our country’s well-being. Out of that shared experi-

ence at EDSA came a sense of unity that we all wish we could permanently recapture. Unfortunately, individuals and nations cannot always be on a “high.” Life cannot realistically last that long at the loftiest heights.

We must come down from the mountain and face the daily challenges of living, as we go about our routine tasks and the normal duties of common citizens – being good at whatever we do, and doing it with dedication and commitment.

We all know these virtues to be essential, but we need to remind ourselves of them, to revitalize the Spirit of EDSA within ourselves and among others, to renew our pledge of service to the nation, to rise once again above self, to work for the common good.

EDSA showed that Filipinos want to live in freedom and peace. We want to see justice done, and the rule of law respected. We want to bring up our families with decency; to be secure in our homes, workplaces, and in the streets. These are all simple, but unifying aspirations. When we neglect them, we degrade what is best in ourselves, we betray the Spirit of EDSA, and we fail to faithfully serve God, country, and people.

The annual celebration of our People Power Revolution gives us the opportunity to reflect on its true meaning, and to apply the Spirit of EDSA in serving the nation. Years after the miracle at EDSA, we cannot afford to be uncaring. We experienced a miracle, and watched it unfold – not just once, but twice. Let us, therefore, implore the good Lord – who seems to have special compassion for Filipinos – to enable us to pursue our aspirations for a better future with unswerving determination.

But let us remember that we must perform as we pray, and pray as we perform! “Nasa Diyos and awa, nasa tao ang gawa! Kaya natin ito!”

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# Taiwan’s New President

by Vicky Viray - Mendoza



Taiwan’s President Tsai Ing-wen winning a Landslide Victory

In 16-January 2016, J.R. Wu and Ben Blanchard reported on Asia Times that Taiwan’s President-elect Tsai Ing-wen called for freedom of navigation in the disputed South China Sea, and for a peaceful resolution to the growing dispute in the area.

The President-elect also said Taiwan would continue to strengthen the island’s ties with Japan.

Based on President Tsai’s statement, former Philippine National Security Adviser Roilo Golez believes that “China will have a big headache with Taiwan’s newly elected President and her awesome mass base. This will add to dissenting voices coming from the Tibetan and Uighur ethnic groups, as well as protests and alliances from those states being bullied by China in the South China Sea and 23 other places where China has unjust territorial claims.”

Quartz.com reports that Taiwan’s first female President Tsai earned a law degree from Cornell; a PhD from the London School of Economics; and entered politics in the 1990s. Cindy Sui of BBC Taipei reports that being a mixture of Taiwan’s different ethnic groups helped Tsai win the trust of voters --her father being Hakka, her mother being Minnan, and her paternal grandmother being from the Paiwan indigenous tribe.

But “Tsai is not anti-China, not deep-green, the color of the pro-independence Democratic Progressive Party (DPP), and she’s never said she favours Taiwan’s independence,” according to Chang Jing-wen, who has written a book about Tsai’s career.

Kou Chien-wen, a political science professor at National Chengchi University, stated, “I don’t think she’s someone who is strongly ideological. She is very clever.” What Tsai makes

clear is that she holds Taiwan’s democracy dear. Tsai agreed to take over the DPP during the 2008 financial crisis because she believed that a strong opposition was critical for democracy.

Tsai is steadfast in her belief that Taiwan’s future should be determined by its people. This is a direct challenge to China, which considers Taiwan a renegade province. What Beijing will have to decipher is where exactly Tsai stands on the issue of Taiwan’s independence and what her next move will be. She has skillfully avoided being crystal clear on this. She is a mystery not just to China, but also to Taiwanese who see her as “a quiet enigmatic force, and difficult to predict,” BBC reports.

Despite pressure from China and the Kuomintang (KMT) Party, Tsai has not openly accepted the “One China” policy, Beijing’s basis for future relations. Tsai has never publicly expressed support for unification, the so-called 1992 consensus, which necessitates both Taiwan and the

mainland to each acknowledge there is only “One China.” Beijing considers Taiwan as part of China, and if Tsai’s regime is in opposition to this, Beijing may sanction Taiwan both economically and politically. China has never renounced the use of force should Taiwan declare independence.

Reuters reports that Tsai’s victory comes largely as a result of widespread discontent with the KMT which ran Taiwan for the past 8 years under President Ma Ying-Jeou. During his tenure, growth of Taiwan’s economy flat-lined despite deeper integration with China. The student-driven “Sunflower Movement” fully blossomed, and grassroots protests swept the island against ratifying the trade agreement with China.



Chinese Vessels are seen in the waters in Spratly Islands

Tsai will realize soon enough that Taiwan needs economic agreements with its biggest trade partner, China, particularly as export markets remain uncertain. However, her party will not look too kindly on economic dependence with the mainland as they fear this could lead to losing Taiwan’s independence and democracy, and buckling to China’s unification pressures.

Many Taiwanese believe that China will use economic dependence as a weapon to bring about the unification.

Cindy Sui of BBC Taipei reports that Tsai as then the National Security Advisor to former President Lee Teng-hui had helped draft his special

state-to-state relations doctrine, where he defined relations between Beijing and Taipei as between two countries, angering China in the process.

But under the next President Chen Shui-bian, as head of the Mainland Affairs Council, Tsai worked with a hostile China and launched the “Small Mini Links” program in 2001. This allowed direct ferry transport and trade links between Taiwan’s outlying islands and China. Tsai later became a proponent for the first-ever chartered flights between Taiwan and the mainland.

Quartz.com reports that Tsai’s victory may put Beijing in a difficult position beginning with Tsai just preserving the “status quo” relationship with Beijing, and remaining silent about unification, while fighting for greater economic cooperation between Taiwan and China, regardless of the dissenters in her own party.

BBC reports that if Tsai is unable to win China’s trust, her term could be marked by a deadlock; or the peace accord with Taiwan could be cut off

by Beijing. Tensions could resurface, worrying neighbors in the region and affecting ties between Beijing and Washington DC, which is bound by law to help defend Taiwan, and both could be drawn into a military conflict.

Tsai will likely walk a delicate line between Beijing and Taiwan’s DPP so as not to provoke or escalate tensions locally and internationally.

Taiwan has claims in the South China Sea, particularly in the Spratlys. The Brookings Lawfare Institute finds that Taiwan had originally drawn up the 9-dash line claim, later espoused by China. The Diplomat reports that Beijing was pleased with Taiwan’s

stance that it “neither recognizes nor accepts” the tribunal’s ruling regarding the Philippines’ arbitral claims vs. China.

However, Taipei neither wants to be labeled as a violator of international law, nor does it want to alienate the U.S., which still functions as her main security protector.

Taiwanese officials have said they will not cooperate with China on territorial issues. The Brookings Lawfare Institute sees the possibility that the DPP government may endorse views of dissenting scholars who have long urged Taiwan to abandon the 9-dash line claim. The U.S. would surely welcome this move as being in compliance with international law.

Leapfrog LLC reports that 50% of global oil tanker shipments pass through the South China Sea, which sees 3 times more tanker traffic than the Suez Canal and more than 5 times traffic than the Panama Canal. In mid-2014, intra-ASEAN trade was 24% of total trade, which is expected to increase to 30% in 2020. Foreign Policy reports that a third of global ship-borne trade worth \$5.3 trillion flows through the South China Sea annually. Thus, maintaining freedom of navigation has taken paramount importance for peace in the region.

Reuters reports that China claims almost all the disputed South China Sea, where it has constructed over reefs and shoals concurrently claimed by Brunei, Malaysia, Philippines, Taiwan, and Vietnam. IFC’s former Senior Counsel Ramon Patero opines, “This year, the Philippines awaits a decision on the merits of the case. A favorable arbitral decision would embolden others to embark on a similar legal voyage, especially ‘interested’ States who were formally granted by the Arbitral Tribunal the opportunity to serve as ‘Observers’ to the proceedings, upon their request, such as the Governments of Malaysia, and Vietnam. Incidentally, Thailand and Japan were also Observers.”

# South China Sea/West Philippine Sea Dispute

by Senior Associate Justice Antonio T. Carpio

About half of the world’s seaborne trade passes through the South China Sea (SCS) valued at US\$5.3 trillion annually. The SCS dispute has the potential to overturn the United Nations Convention on the Law of the Sea (UNCLOS), the constitution for the earth’s oceans and seas. For the Philippines, at stake in the West Philippine Sea (WPS) are: (1) 80% of its exclusive economic zone (EEZ), comprising 381,000 km<sup>2</sup> of maritime space, and (2) 100% of its extended continental shelf (ECS), estimated at 150,000 km<sup>2</sup> of maritime space, aggregating to a huge maritime area larger than the Philippines’ total land area of 300,000 km<sup>2</sup>. Either the Philippines keeps this huge maritime space, or loses it all to China.

The root cause of the SCS dispute is China’s 9-dashed lines claim. China’s 9-dashed lines claim encloses 86% of the entire SCS. This is equivalent to 3 million km<sup>2</sup> out of SCS’ 3.5 million km<sup>2</sup> surface area. The 9-dashed lines map was submitted by China to the United Nations on 7 May 2009. China did not explain the legal basis for the dashes, which had no fixed coordinates. The Philippines, Vietnam, Malaysia and Indonesia have protested.

“China has indisputable sovereignty over the islands in the SCS and the adjacent waters, and enjoys sovereign rights and jurisdiction over the relevant waters as well as the seabed and subsoil thereof” as per China’s

Note Verbale. The terms “adjacent” and “relevant” waters are not UNCLOS terms. China refuses to explain the meaning of “adjacent” or “relevant” waters. Do these terms mean that China claims all the waters and resources enclosed by the 9-dashed lines? We shall examine China’s acts, regulations, declarations, and practices in the SCS to understand how China interprets and applies the terms “adjacent” and “relevant” waters.



In 1988, China seized Subi Reef from the Philippines by erecting a radar structure and military facilities on the reef. Subi Reef is a Low-Tide Elevation (LTE) outside of the Philippines’ EEZ but within its ECS. Subi Reef is just outside the 12 NM territorial sea of the 36-hectare Pagasa (Thitu) Island, the largest Philippine-occupied island in the Spratlys. Subi Reef is 231 NM from Palawan and 502 NM from Hainan. Under UNCLOS, only the Philippines can erect structures or create an artificial island on Subi Reef. Under UNCLOS, Subi Reef,

an LTE, cannot be used as a military facility as Subi Reef waters are part of the high seas of SCS. Article 88 of UNCLOS mandates: “the high seas shall be reserved for peaceful purposes.” Subi Reef’s total area is 16 km<sup>2</sup> with a depth of 22 meters. Subi Reef’s location, size and depth make it ideal for a naval base with an airfield. As of 23 December 2015, China has created an artificial island of 500 hectares in Subi Reef.

In 1995, China seized Mischief Reef (Panganiban) from the Philippines. Mischief Reef, which is 125 NM from Palawan, is an LTE within the Philippines’ EEZ. As an LTE beyond the territorial sea of any state, it is part of the submerged continental shelf of the adjacent coastal state, which is the Philippines. Mischief Reef is a circular atoll with a diameter of 7.4 kms, and its lagoon has an area of 3,600 hectares with an average depth of 26 meters. Under UNCLOS, only the Philippines can exploit its natural resources or erect structures. As of November 2015, China has created an artificial island of 590 hectares out of a planned 800 hectares. China can garrison thousands of troops on Mischief Reef which is 596 NM from Hainan. As of 8 January 2016, Mischief Reef’s northwest side has a 1900 ft seawall, constructed infrastructure, including housing, artificial turf, cement plants, and docking facilities. With an air and naval base in Mischief Reef between Palawan and Philippine-occupied islands in the Spratlys, China can block Philippine ships from re-supplying its islands in the Spratlys.

In February 2010, the Philippines awarded a Service Contract to Sterling Energy for Block SC 72 in Reed Bank. China protested, sending two Note Verbales to the Philippines, expressing “its strong objection and indignation,” asserting “indisputable sovereignty, sovereign rights and jurisdiction over the Nansha Islands (Spratlys) and its adjacent waters.” China demanded the Philippines “withdraw the Service Contract immediately, and withdraw the decision to award the Service Contract to Sterling Energy, although

Block SC 72 is 85 NM from Palawan, thus, well within the Philippines’ EEZ.

In August 2010, the Chinese First Secretary showed the Nido vice president China’s 9-dashed lines map, and informed him that the area covered by Nido Petroleum’s service contract (Block SC 58) was “claimed by” the China. Since then, Nido Petroleum has not made any exploration within Block SC 58.

In 2011, the Philippines invited bids for the exploration of Areas 3 and 4 in Reed Bank, well within the Philippines’ EEZ. On 4 July 2011, China protested and sent a Note Verbale to the Philippines stating: “The Chinese government urges the Philippine side to immediately withdraw the bidding offer in Areas 3 and 4, refrain from any action that infringes on China’s sovereignty and sovereign rights.” In March 2011, two Chinese coast guard vessels, the CMS-71 and CMS-75, prevented a Philippine-commissioned ship, the MV Veritas Voyager, from undertaking an oil and gas survey in Reed Bank which is entirely within the Philippines’ EEZ. The 9-dashed lines cut through Malampaya, the Philippines’ largest operating gas field supplying 40% of Luzon’s energy requirement. But in 2012, China does invite an international bidding for explorations within EEZ and ECS of Vietnam. China published this map, naming it “Location for part of open blocks in waters under jurisdiction of China available for foreign cooperation” in 2012.

In 2013, China released an official new map of China, adding a 10th dash on the eastern side of Taiwan. In this map, China claims the 10-dashed lines are its “national boundaries,” again without explaining legal basis or giving fixed coordinates of the dashes. In the 7 June 2013 Note Verbale to China, the Philippines stated it “strongly objects to the indication that the 9-dashed lines are China’s national boundaries in the WPS/SCS.” China’s claim that the 9-dashed lines are China’s “national boundaries” contradicts its assurance to the world that

there is “freedom of navigation and overflight in the SCS in accordance with international law.”

Since 2012, China has periodically been laying sovereignty steel markers on the seabed of James Shoal. China claims James Shoal as its southern-most border. James Shoal is fully submerged at 22 meters under water, situated more than 950 NM from Hainan and more than 400 NM from Itu Aba. Under UNCLOS, the maximum maritime zone a state can claim is 350 NM from baselines along its coast. Under international law, a state’s border must either be a land territory, river, or territorial sea -- which are all subject to its full sovereignty. A state cannot appropriate as its sovereign territory a fully submerged area beyond its territorial sea. James Shoal is 80 kms from Malaysia’s coast in Bintulu, Sarawak, well within Malaysia’s EEZ. A Chinese taskforce composed of 3 warships from the SCS Fleet of the Chinese Navy held a sovereignty oathswearing ceremony on 26 January 2014 around James (Zengmu) Shoal, off the coast of Sarawak, Borneo in the SCS. The Singapore Straits Times quoted China’s Foreign Ministry spokesman Qin Gang stating that Malaysia did not lodge any protest against China.

In 2012, China seized Scarborough Shoal (Bajo de Masinloc or Panatag Shoal) from the Philippines. In November 2012, following a 3-month standoff between Philippine and Chinese vessels around the shoal, China informed the Philippines that Chinese coast guard vessels would remain permanently on the shoal. Scarborough Shoal, including its lagoon, has an area of 58 miles<sup>2</sup> or 150 km<sup>2</sup> (15,000 hectares). Located 124 NM from Zambales makes it well within Philippines’ EEZ. Scarborough Shoal is rich in fisheries and is one of the traditional fishing grounds of Filipino fishermen. Scarborough Shoal is a high tide elevation, with the biggest rock protruding 1.2 meters above water at high tide. As an island, Scarborough Shoal is entitled to a 12 NM territorial sea around it which amounts to 155,165 hectares of maritime space,

more than twice the 63,600-hectare land area of Metro-Manila. Yet China likewise claims Scarborough Shoal as its 200 NM EEZ.

Article 35 of Hainan's 2014 Fishery Regulations, which took effect on 1 January 2014, mandates that foreign fishing vessels "entering the waters under the jurisdiction of this province (Hainan) to engage in fishery operations or fishery resource surveys shall secure approval from relevant departments of the State Council." The Fishery Regulations apply to Macclesfield Bank, which is part of the high seas. The enclosed waters under Hainan's administration comprise 2M km<sup>2</sup> out of the 3.5M km<sup>2</sup> total surface area of the SCS. Since 1999, China through Hainan has imposed unilaterally a 3-month annual fishing moratorium, from mid-May to end July, on waters in and around the Paracels, Macclesfield Bank, and Scarborough Shoal. Violators of the ban face fines, confiscation of fishing equipment, and criminal charges. In the 6 July 2015 Note Verbale, China demanded the Philippines "respect China's territorial sovereignty, sovereign rights and jurisdiction, and educate its own fishermen, so that they can strictly abide by the fishing moratorium." China warned that "Chinese law-enforcing authorities will strengthen their maritime patrols and other lawenforcing actions, investigate and punish the relevant fishing vessels and fishermen who violate the fishing moratorium."

The high seas have always been part of the global commons. The high seas cannot be subject to sovereignty by any state, before or after UNCLOS. Article 87 UNCLOS declares: "The high seas are open to all states, whether coastal or land-locked. Freedom of the high seas comprises, inter alia, freedom of fishing." Article 89 UNCLOS declares: "No state may validly purport to subject any part of the high seas to its sovereignty."

Therefore, by appropriating the fishery resources in the high seas of the SCS, China is committing a grand theft of the global commons mak-

ing all states, coastal and landlocked, interested parties in the SCS dispute. All these acts of China demonstrate beyond doubt that China is claiming sovereignty, sovereign rights and jurisdiction to ALL the waters, fisheries, oil, gas, mineral resources, seabed and subsoil enclosed by the 9-dashed lines.

The Philippines loses 80% EEZ facing the WPS, including Reed Bank and part of Malampaya gas field.



Lecture delivered by Associate Justice Antonio T. Carpio before the Philippine Military Academy Alumni Association, AFP Theater, Camp General Emilio Aguinaldo, Quezon City, 23 January 2016.

Malaysia loses 80% EEZ in Sabah and Sarawak facing the SCS, and most of its active gas and oil fields. Vietnam loses 50% EEZ. Brunei loses 90% EEZ. Indonesia loses 30% EEZ facing the SCS in Natuna Islands, whose surrounding waters comprise the largest gas field in Southeast Asia. The Philippines will be left with a sliver of water as its territorial sea and EEZ. The Philippines and China will have a very long common sea border – 1,300 kms – from Balabac Island in southern Palawan to Yamin Island in northern Batanes. The dashed lines are just 64

kms from Balabac Island, 70 km from the coast of Burgos, Ilocos Norte, and 44 kms from Yamin Island.

China is mass-producing destroyers, frigates, corvettes and other warships at a faster rate than any other country during peacetime. The U.S. Office of Naval Intelligence reported, "During 2014 alone, more than 60 naval ships and crafts were laid down, launched, or commissioned, with a similar number expected through the end of 2015." China launched its 25th Type 056 Corvette last 19 March 2015 out of 40 Type 056 Corvette fleet planned. The PLA Navy believes it can control the SCS with 20 Corvettes. China will deploy this year a 10,000-ton coast guard vessel, the world's largest blue water coast guard vessel. A second 10,000-ton sister ship is under construction. China has more coast guard vessels than Japan, Vietnam, Indonesia, Malaysia, and Philippines combined. China's Coast Guard is the largest blue water coast guard fleet in the world.

Under its 2015 "China Military Strategy," China will shift from "offshore waters defense" to the combined "offshore waters defense" and "open seas protection." The strategy states: "The traditional mentality that land outweighs the sea must be abandoned, and great importance has to be attached to managing the seas and oceans and protecting maritime rights and interests."

An island above water at high tide is entitled to 12 NM territorial sea. If human habitation or economic life is possible, it is entitled to an EEZ. If there is a natural prolongation of its extended continental shelf, it is entitled to ECS up to where the natural prolongation ends, but not exceeding 150 NM from the outer limits of its EEZ. The maximum maritime zone a coastal state can claim is 150 NM

from the outer limits of its EEZ. Yet China is claiming maritime zones more than 150 NM from the outer limits of its EEZ.

An LTE is a naturally formed area of land (rock, reef, atoll or sandbar) surrounded by water, above water at low tide but submerged at high tide. An LTE is part of the submerged continental shelf. An LTE is not land or territory, and has no territorial sea or territorial

airspace (Art. 13, UNCLOS). An LTE beyond the territorial sea is not subject to appropriation by any State (Nicaragua vs. Colombia, ICJ, 2012). Neither is an LTE entitled to a territorial sea or any maritime zone. A rock above water at high tide is entitled to a 12 NM territorial sea. Yet China has built artificial islands on 7 reefs.

China built on Fiery Cross Reef, Cuarteron Reef, Gaven Reef, Johnson South Reef, McKennan Reef, Mischief Reef, and Subi Reef. However, China has also dredged 10 other reefs for filling materials for the 7 reefs on which China has built islands, according

to Capt. J. Ashley Roach (Ret), JAGC, USN. China's deputy permanent representative to the UN, Wang Min, explained: "The primary purpose of these activities is to improve the working and living conditions of personnel stationed there, to better fulfill our international obligations concerning maritime search and rescue, disaster prevention, and mitigation, and to enable China to provide better services to vessels from China, her neighbors, and other countries sailing in the SCS."

Fiery Cross Reef is 1 meter above water at high tide. It is outside Philippines' EEZ but within its continental shelf. In 1987, UNESCO agreed that China would build a weather station on Fiery Cross Reef as part of UNESCO's global oceanic survey. That weather station later turned out to be a Chinese military air and naval base. One of the islands built and completed by China in June 2015 is an airbase with a seaport. It has a 3,000-meter

runway on a 274-hectare area on Fiery Cross Reef, larger than the 213-hectare Woody Island which hosts China's airbase in the Paracels with a 2,700 meter runway that can handle China's fighter aircrafts and the H-6K strategic bomber. This artificial island will be larger than the combined 20 largest islands in the Spratlys; more than twice the area of Diego Garcia Island, the U.S. airbase in the Indian Ocean.

Johnson South Reef is an LTE within the Philippines' EEZ. China, Philippines and others except the US nautical charts designate it as an LTE. As of November 2015, China has created an artificial island of 10.9 hectares in Johnson South Reef. McKennan Reef is an LTE within the Philippines' EEZ and within 12 NM of Sin Cowe Island. As of November 2015, China has created an artificial island of 7.2 hectares in McKennan Reef. Gaven Reef is an LTE within 12 NM of Namyit Island, and is outside the Philippines' EEZ but within its continental shelf. As of November 2015, China has created an artificial island of 13.6 hectares in Gaven Reef. Cuarteron Reef is a tiny rock above water at high tide outside the Philippines' EEZ but within its continental shelf. As of November 2015, China has added 24.6 hectares to Cuarteron Reef.

China's island-building violates the 2002 Asean-China Declaration of Conduct, which states that the parties undertake to exercise selfrestraint, such as refraining from inhabiting presently uninhabited islands, reefs, and shoals. Yet, in June 2015, China conducted its first air-sea military drill in the Bashi Channel between Taiwan and the Philippines. China announced that in the future it would conduct regular air-sea military drills in the Bashi Channel.

China has had a creeping expansion in the SCS from 1946 to 2015. Before World War II, China's southernmost defense perimeter was Hainan Island. Before the war, China did not have a single soldier or sailor

stationed in any SCS island outside of Hainan Island. Right after the war, China took over the Amphitrite Group of the Paracels and Itu Aba in the Spratlys following the defeat of the Japanese. In 1974, China forcibly dislodged the South Vietnamese from the Crescent Group of the Paracels. In 1988, China forcibly evicted Vietnam from Johnson South Reef, where over 77 Vietnamese soldiers died in battle, moving further south of China's defense perimeter in the Spratlys. In 1995, China seized Mischief Reef from the Philippines. In 2012, China seized Scarborough Shoal from the Philippines. In 2013, China seized Luconia Shoals from Malaysia, just 54 NM from Sarawak's coast. In 2014, China began island-building on rocks and submerged areas in the Spratlys to construct air and naval bases.

China's grand design is to control the SCS for economic and military purposes. China wants all the fisheries, oil, gas and mineral resources within the 9-dashed lines. China takes 50% of the annual fish catch in the SCS as more than 80% of its coastal waters are already polluted. China's per capita fish consumption is the highest in the world at 35.1 kg/year to feed 1.4 billion people, while the rest of Asia's per capita consumption is only 21.6 kg/year. China is the largest net importer of petroleum in the world. The SCS is rich in methane hydrates, said to be one of the fuels of the future. China wants to secure all these methane hydrates for itself. China also wants the SCS as a sanctuary for its nuclear-armed submarines, free from surveillance of U.S. submarine-hunting Poseidon airplanes or U.S. nuclear attack submarines. The island-building in the Spratlys is not a knee-jerk response to the Philippines' arbitration case but part of China's long-term grand design.

Ancient Maps of China and the Philippines from 1136 during the Song Dynasty until the end of the Qing Dynasty in 1912 show the southernmost territory of China has always been Hainan Island. The maps never included Spratlys and Scarborough

Shoal. Philippine maps from 1636 to 1933 show that Scarborough Shoal has always been part of the Philippines. The first name of Scarborough Shoal, "Panacot," appeared in the 1734 Murillo Velarde map published in Manila. The 1695 Coronelli map of Southeast Asia, entitled *Isole dell' Indie*, shows Spratlys as part of the Philippines. This map was created by Venetian Vincenzo Coronelli, a Franciscan monk. The map was published in Venice in 1695. Coronelli, famous for his atlases and globes, became Father General of the Franciscan Order that arrived in the Philippines in 1578. In 1949, the Kuomintang brought thousands of their historical archives to Taiwan when they fled the mainland. Not a single document could be found asserting China's claim to the SCS before 1907. Taiwan debunked China's claim that the 9-dashed lines were "formed in the long course of history" dating back 2000 years ago. In fact, China only knew of Scarborough Shoal in 1983, and named it Hyangyan.

China cannot claim "historic rights" to another country's EEZ. From 1973-1982, China participated in the UNCLOS negotiations which demanded a 200 NM EEZ where the coastal state has exclusive sovereign rights to exploit the EEZ. No historic rights were brought up by China as an exception. The 200 NM EEZ was agreed upon on the clear understanding that all historic claims of other states in the EEZ of a coastal state are deemed extinguished.

The 1898 Treaty of Paris between Spain and the US drew a rectangular line wherein Spain ceded to the U.S. all of Spain's territories found within the treaty lines. Scarborough Shoal lies outside of the treaty lines. However, two years later, in the 1900 Treaty of Washington, Spain clarified that it had also relinquished to the U.S. "all title and claim of title, which (Spain) may have had at the time of the conclusion of the Treaty of Peace of Paris, to any and all islands belonging to the Philippine Archipelago, lying outside the lines" of the Treaty of Paris.

Thus, Spain ceded Scarborough Shoal to the U.S. under the 1900 Treaty of Washington (for Cession of Outlying Islands of the Philippines, signed 7 November 1900).

In 1938, the U.S. had determined Scarborough Shoal is part of Philippine Territory. Secretary Cordell Hull of the U.S. State Department stated in his Memorandum of 27 July 1938 to Harry Woodring, Secretary of War: "Because of the absence of other claims, the shoal should be regarded as included among the islands ceded to the U.S. by the American-Spanish Treaty of 7 November 1900. In the absence of evidence of a superior claim to Scarborough Shoal by any other government, the Department of State would interpose no objection to the proposal of the Commonwealth Government to study the possibilities of the shoal as an aid to air and ocean navigation. From the 1960s to 1980s, Scarborough Shoal was used by the U.S. and Philippine military as an impact range for their warships and warplanes. Notices to Mariners were issued worldwide by American and Philippine authorities through the IMO of the UN whenever bombing runs would be made. Not a single country registered any claim or protest.

**Conclusion:** The Philippines today is engaged in a historic battle to defend over 500,000 km<sup>2</sup> of its maritime space (EEZ and ECS) in the WPS, an area larger than the total land area of the Philippines. This huge maritime space is part of Philippine national territory since the Constitution defines the "national territory" to include "the seabed, the subsoil and other submarine areas" over which the Philippines has "sovereignty or jurisdiction." Under UNCLOS, the Philippines has "jurisdiction" over this space. Can the Philippines prevent China from gobbling this up? All citizens of the Philippines, both government personnel and private individuals, have a solemn duty to prevent the loss of this huge maritime space. It is a duty to ourselves, and to future generations of Filipinos. 🇵🇭

# A Partnership to Strengthen the Philippine Shipbuilding Industry

by Linus Jose Velasco Tiu

The Philippines, being an archipelago with over 7,000 islands, has a thriving maritime industry that spans logistics, ship-repair, and of course, shipbuilding of very large vessels. This has earned the country the distinction of being the 4th largest shipbuilder in the world.

Over the years, the establishment of track records in building world-class vessels has led to repeat orders from the local and foreign market. Naval architecture using digital design and engineering, once the specialty of foreign builders, is now being undertaken in-house by a number of local companies. Along with maintenance work and warranty administration, the range of services that local shipbuilders offer had increased as more projects were completed. Over time, local shipbuilders gradually built their reputation as reliable companies that could compete locally and internationally under worldclass standards.

Propmech, an all Filipino-owned company, has had these opportunities to

work with several shipyards in the Philippines to build vessels for the public and private sector. These projects were taken on from design concept to final engineering, all the way to procurement, construction, and final delivery/acceptance turnover. The Propmech group has been serving the local maritime industry for over 60 years.

Propmech has entered into a partnership agreement with world-renowned Dutch shipbuilder, Damen Shipyards Group. The partnership appointed Propmech as its official

Philippine representative. Through the Damen Technical Cooperation, it allows qualified Filipino shipyards to quickly upgrade their competitiveness and range of services thereby boosting the local shipbuilding industry of the Philippines in a short span of time.

"The Damen Technical Cooperation provides Filipino shipyards access to a library of proven Damen designs, which are supported by a pool of talented designers and engineers who have decades of experience in building thousands of ships for customers worldwide," says Edward Antonio, of Propmech's OMD for Business Development.

"Through the partnership, even small shipyards in the Philippine countryside can build Damen boats in their own yards, and overcome the hump of having a track



From Left to Right: Damen Sales Manager for Asia Pacific Mr. Gysbert Boersma, Propmech COO Mrs. Helen Tong, Propmech CEO Mr. Philip Ong, Netherlands Ambassador to the Philippines Mrs. Marion Derckx.

record and experience in building world class quality vessels."

When asked what made Propmech a suitable Philippine partner, Floris Toetel, Damen Sales Manager (Asia-Pacific) said, "Propmech knows the country, the culture, and has the connections." The Netherlands-based company has been in the industry since 1927, with the strength of more than 9,000 employees. At present, Damen Shipyard Group has a leading position in the shipbuilding world and known for its unique, standardised shipbuilding concept called "The Damen Standard" which means well-proven, innovative vessels at competitive prices. "Damen has been eyeing the Philippine market for some time, and together with Propmech, we will focus on three main markets: Public Transport, Defence & Security and Dredging. In these markets we have a wide range of designs, such as ferries and water buses, naval combatants, coast guard patrol ships and disaster relief vessels and various types of dredgers and dredging equipment," said Toetel.

Propmech COO Helen Tong is upbeat about the country's chances of becoming the leader in the shipbuilding business. "We are quite positive that the Philippine shipbuilding industry will reward local builders for their tenacity and ingenuity. We are confident that in partnership with Damen, we can offer unique services and designs to clients looking for that competitive edge."

"Other than building boats, which is the core of our business, we deliver support to the client. That's why we fly our engineers all over the world. We support our customers 24/7, wherever he is. Wherever there is water, there is Damen," quips Toetel.

"Expect the partnership to take shipbuilding in the Philippines to another level," Helen Tong remarked. With the Damen-Propmech partnership, Philippine shipbuilders - big and small - will be able to undertake more complex projects and earn the confidence to compete in the global market. 🇵🇭



From Left to Right: Propmech CEO Mr. Philip Ong, Damen Area Director for Asia Pacific Mr. Roland Briene, Propmech COO Mrs. Helen Tong, Damen Sales Manager for Asia Pacific Mr. Gysbert Boersma.

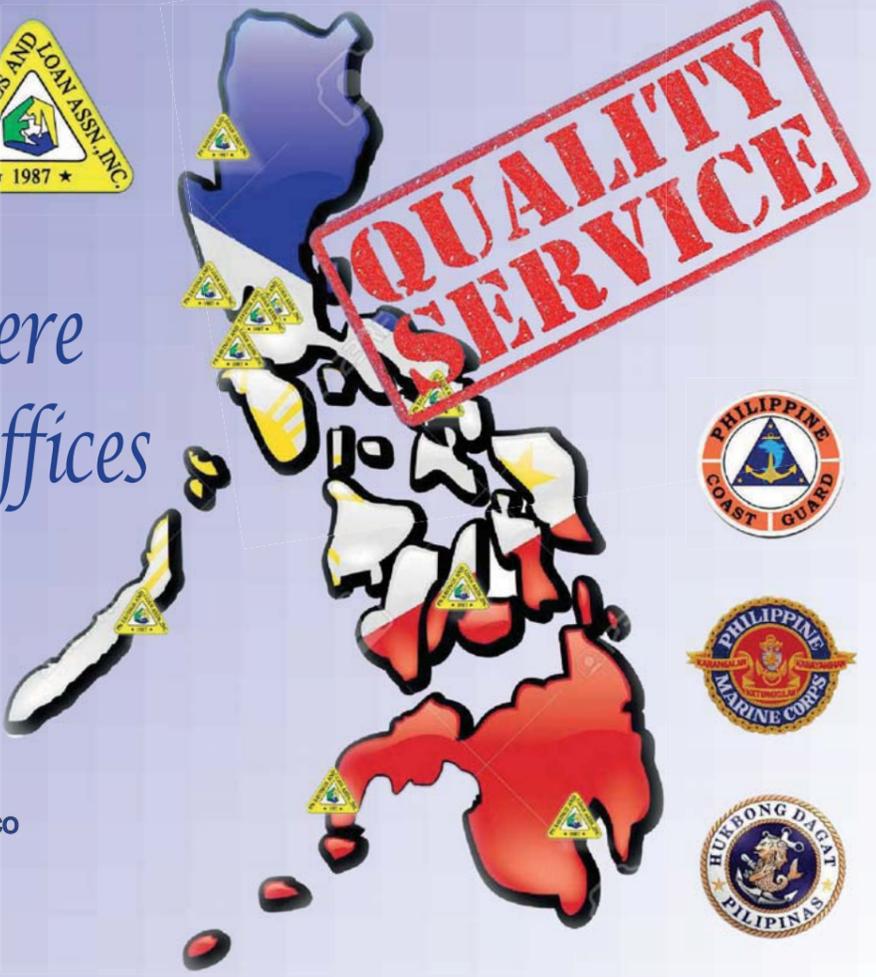
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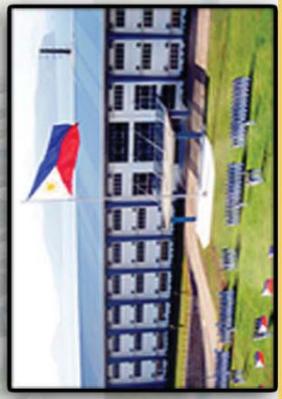


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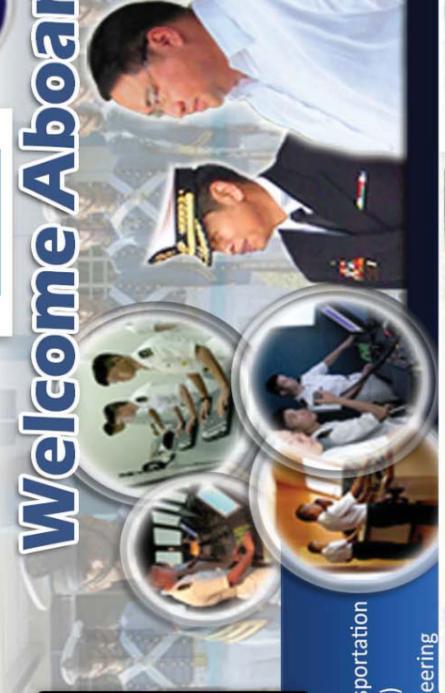


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Geographic destiny has given the Filipino the innate talent to be an excellent seafarer. To enhance this natural skill, the Maritime Academy of Asia and the Pacific (MAAP) was established on January 14, 1998. The Academy stands on a 103-hectare property in Kamaya Point, Mariveles, Bataan. The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) founded by the late Capt. Gregorio S Oca, capitalized and developed the Academy. The new AMOSUP President, Dr. Conrado F. Oca, heads the Academy's board of governors. The board is comprised of representatives from the private sector, the International Transport Workers Federation, the Filipino Association of Maritime Employers, the International Transport Workers Federation, the All Japan Seamen's Union, the International Mariners Management Association of Japan, the Norwegian Seafarers' Union, the International Maritime Employers' Committee, the Danish Shipowners' Association, the Norwegian Shipowners' Association, and the Japanese Shipowners' Association. MAAP conducts shipboard training aboard T/S Kapitán Felix Oca, a 5020 DWT dedicated training ship capable of accommodating 180 midshipmen and 9 instructors in 30 air-conditioned cabins and six berths.

MAAP students are all scholars who are entitled to free tuition, board and lodging. They receive a comprehensive, up-to-date and well-rounded education that fully complies with the requirements of STCW 95 and the Commission on Higher Education (CHED). To ensure the highest standards of quality, MAAP adheres to a Quality Standards System that has been certified to comply with ISO 9001 version 2008, the Det Norske Veritas (DNV) Rules for Maritime Academies, and the Productivity and Standard Board (PSB) of Singapore. The Academy offers three main programs: the Bachelor of Science in Marine Transportation (BSMT), Bachelor of Science in Marine Engineering (BSMarE) and the Bachelor of Science in Marine Transportation and Engineering (BSMTE). The curricula for the three courses were designed with the help of the United States Merchant Marine Academy at Kings Point, New York. Courses are four-year courses with sea phases scheduled in the third year. The BSMT curriculum requires a total of 192 units: 152 at MAAP, 40 practicum/shipboard units on board T/S Kapitán Felix Oca and/or a shipping company sponsorship. The BSMarE curriculum requires a total of 193 units: 153 at MAAP, 40 practicum/shipboard units on board T/S Kapitán Felix Oca and/or a shipping company sponsorship.



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