



MARITIME REVIEW

A PUBLICATION OF THE MARITIME LEAGUE

Issue No. 17-2

March-April 2017



NAVAL BASES FOR NEW SEA FRONTIER

- ▶ NS Bicobian
- ▶ FVR: P. Du30's
Top Priority



Manila North Harbour Port, Inc.

Sets the pace as partner for growth



Manila North Harbour Port, Inc. (MNHPI) continues to scale a sterling record for port operations, steadfast on its modernization program for the Manila North Harbor.

Keen on providing the environment for growth, new equipment are set in place together with enhanced IT and management services.

Berths now accommodate longer and bigger vessels. MNHPI productivity is at a record pace and port capacity has increased to 2.5 million TEUs.

With a global outlook, MNHPI continues to delivery quality services and improve port facilities, spurring economic growth and building the image of the Philippines as a premier maritime hub.





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About the Cover:

This issue's cover depicts a standard design for much needed naval bases for the country's new sea frontiers, such as Benham Rise. Coincidentally, as of publishing, PCG monitored anew PLA Survey Vessels within the Benham Rise.

Image by Oliver Imperial, edited by Ardee Ocampo.



Naval Bases for New Sea Frontier

by VAdm Emilio C Marayag Jr AFP (Ret)

Five years ago, the United Nations Commission on the Limits of the Continental Shelf adopted in its entirety the Philippine submission to extend the country's seabed boundary in the Philippine Sea with the discovery of the **Benham Rise Region**. The UN concurrence added 135,506 square kilometers, about 45% of the nation's land area, to Philippine seabed area and the waters above it.

The **Benham Rise Region** is the Philippines' newest sea frontier. This additional maritime zone contains abundant mineral deposits and fishery resources, and hosts considerable international maritime traffic to and from North Asia. This region, as well as the northern half of the eastern coastline of Luzon, needs immediate protection not only to ensure stable and sustainable marine environment for food and energy supply but also to maintain its unhampered use for legitimate trade and commerce.

Given the vast potential of the **Benham Rise Region** and the plan to create an 800-hectare integrated sea-land project in Aurora Province by **Green Square Properties Corp.**, increasing the presence of maritime forces in the area will enhance business confidence and expand commercial activities.

This naval presence would in turn entail the deployment of offshore patrol vessels and the establishment of new naval bases, or upgrading of existing ones, along the eastern corridor of Luzon.

An ideal naval base must have adequate facilities for ship berthing, maintenance, repair, storage, ordnance, medical, dental, administrative, housing, and communications like **Naval Base Cavite**.

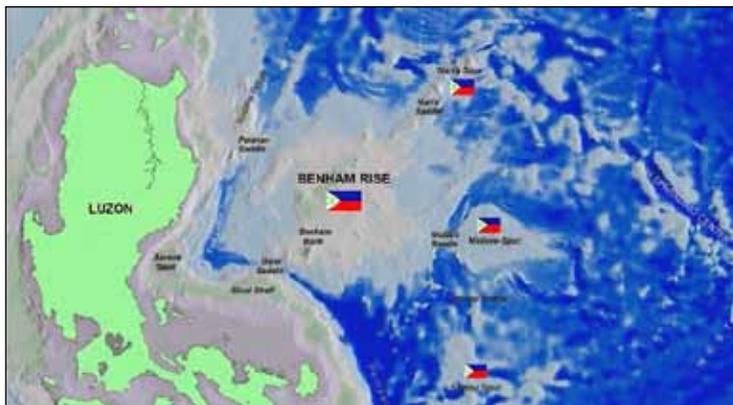
The importance of naval bases cannot be overemphasized. The fundamental reason for putting up a naval base, or a network of bases, is sea control. The classical maritime and naval strategists, like **Mahan, Corbett, Wegener** and **Castex**, recognized the need to establish naval bases to increase the operational reach and maintain war-fighting capability of naval ships. Countries with blue water navies endeavor to put up bases in other countries.

For example, China recently established an overseas naval base in Djibouti in Africa and had deals with Thailand, Pakistan, India and probably a Persian Gulf country for the same purpose. It also constructed island-bases in South China Sea.

Establishing or upgrading naval bases requires both qualitative and quantitative approaches to arrive at a decision. There should be an alignment to the **National Security, Defense and Military Strategies**, and to some extent an appreciation of history.

For instance, the 1972 Dingalan incident led to the activation of **Naval Station Bicobian** in Isabela.

The more challenging part is cost-benefit analysis involving the use of quantitative tools such MCDA and SFA because at the end of the day, the cost associated to build, maintain and operate those naval bases will come from government coffers. The increasing water level, uptrend incidence of earthquakes, undiminished frequency of cyclones, and adherence to environmental conservation must also be considered when establishing or upgrading the naval bases. ⚓



Benham Rise: The Philippine's newest frontier. Photo credit: Philippine Territory Blogspot.com



Maritime Events Calendar

MARCH '17

- 9-10 18TH MARITIME HR & CREW MANAGEMENT (SG)
- 13-16 SEATRADE CRUISE GLOBAL (FORT LAUDERDALE BOWARD COUNTY CONVENTION CENTER, FL, US)
- 20 9TH ANNUAL COASTS AND MARINE STRUCTURES 2017 CONFERENCE (ROYAL ON THE PARK HOTEL, BRISBANE, AU)
- 20 AFRICAN PORTS EXPANSION CONFERENCE 2017 (MOMBASA, KE)
- 20-22 COASTS AND MARINE STRUCTURES 2017 (BRISBANE, AU)
- 21 INTERMODAL ASIA 2017 (SHANGHAI WORLD EXPO EXHIBITION AND CONVENTION (SWECC), SHANGHAI, CN)
- 22-24 14TH ANNUAL GREEN SHIP TECHNOLOGY (RADISSON BLU SCANDINAVIA HOTEL, COPENHAGEN, DN)
- 27 FERRIES ASIA SUMMIT (RADISSON BLU HOTEL, CEBU CITY, CEBU)

29 MARITIME LEAGUE GENERAL MEMBERSHIP MEETING (PN GOLF CLUB, FORT BONIFACIO, TAGUIG CITY)

29 INMEX VIETNAM 2017 (SAIGON EXHIBITION AND CONVENTION CENTER (SECC), HO CHI MINH CITY, VNM)

31 MARITIME BREAKFAST FORUM #120 (MARITIME ACADEMY OF ASIA AND THE PACIFIC (MAAP); KAMAYA POINT, MARIVELES, BATAAN)

APRIL '17

- 4-6 OCEAN BUSINESS (SOUTHAMPTON, UK)
- 21 MARITIME BREAKFAST FORUM #121 (MARITIME INDUSTRY AUTHORITY (MARINA), 984 PARKVIEW PLAZA, TAFT AVE. COR TM KALAW ST., ERMITA, MANILA)**
- 22-28 **SG MARITIME WEEK 2017 (MARITIME AND PORT AUTHORITY OF SG, SGP)**
- 24-26 BREAKBULK EUROPE 2017 (ANTWERP, BE)
- 25-27 SEA ASIA (MARINA BAY SANDS, SG)

MAY '17

- 4-5 14TH BALLAST WATER MANAGEMENT CONFERENCE (BALTIMORE, US)
- 11-12 6TH MARITIME SECURITY MANAGEMENT (SG)
- 17-19 MAST ASIA MARITIME / AIR SYSTEMS AND TECHNOLOGIES (TOKYO, JP)

19 MARITIME BREAKFAST FORUM #122 (PHILIPPINE NAVY (PN) HEADQUARTERS, PHILIPPINE NAVY, ROXAS OULEVARD, MANILA)

23 POSIDONIA SEA TOURISM FORUM 2017 (ATHENS INTERNATIONAL CONFERENCE CENTER, ATHENS, GR)

25-27 BARI-SHIP 2017 (TEXPORT IMABARI, IMABARI COMPUTER COLLEGE, FUJI GRAND IMABARI, IMABARI, JP)

MAY-JUNE '17

30-2 NOR-SHIPPING 2017 (NORGES VAREMESSE, LILLESTRØM, NO)

JUNE '17

23 MARITIME BREAKFAST FORUM #123 (NATIONAL DEFENSE COLLEGE OF THE PHILIPPINES (NDCP); ARTURO ENRILE AVE, QUEZON CITY, METRO MANILA)

27-29 TOC EUROPE (RAI AMSTERDAM, AMSTERDAM, NL)

JULY '17

12-14 MARINE PHILIPPINES 2017 (SMX CONVENTION CENTER, MANILA, PH)

21 MARITIME BREAKFAST FORUM #124 (PHILIPPINE PORTS AUTHORITY (PPA), PPA HEAD OFFICE, SOUTH HARBOR, PORT AREA, MANILA)

25-28 BUNKERING WEEK 2017 (SG)

AUGUST '17

1-31 INDONESIA MARINE & OFFSHORE EXPO (IMOEX) 2017 (SWISS BELHOTEL HARBOUR BAY REVIEW, RIAU, ID)

18 MARITIME BREAKFAST FORUM #125 (NATIONAL COAST WATCH COUNCIL (NCWC); MALACANANG SOCIAL HALL, 4TH FLOOR, MABINI HALL, MALACANANG PALACE, MANILA)

SEPTEMBER '17

11-15 LONDON INTERNATIONAL SHIPPING WEEK 2017 (LONDON, UK)

22 MARITIME BREAKFAST FORUM #126 (PHILIPPINE COAST GUARD (PCG); HPCG, SOUTH HARBOR, PORT AREA, MANILA)

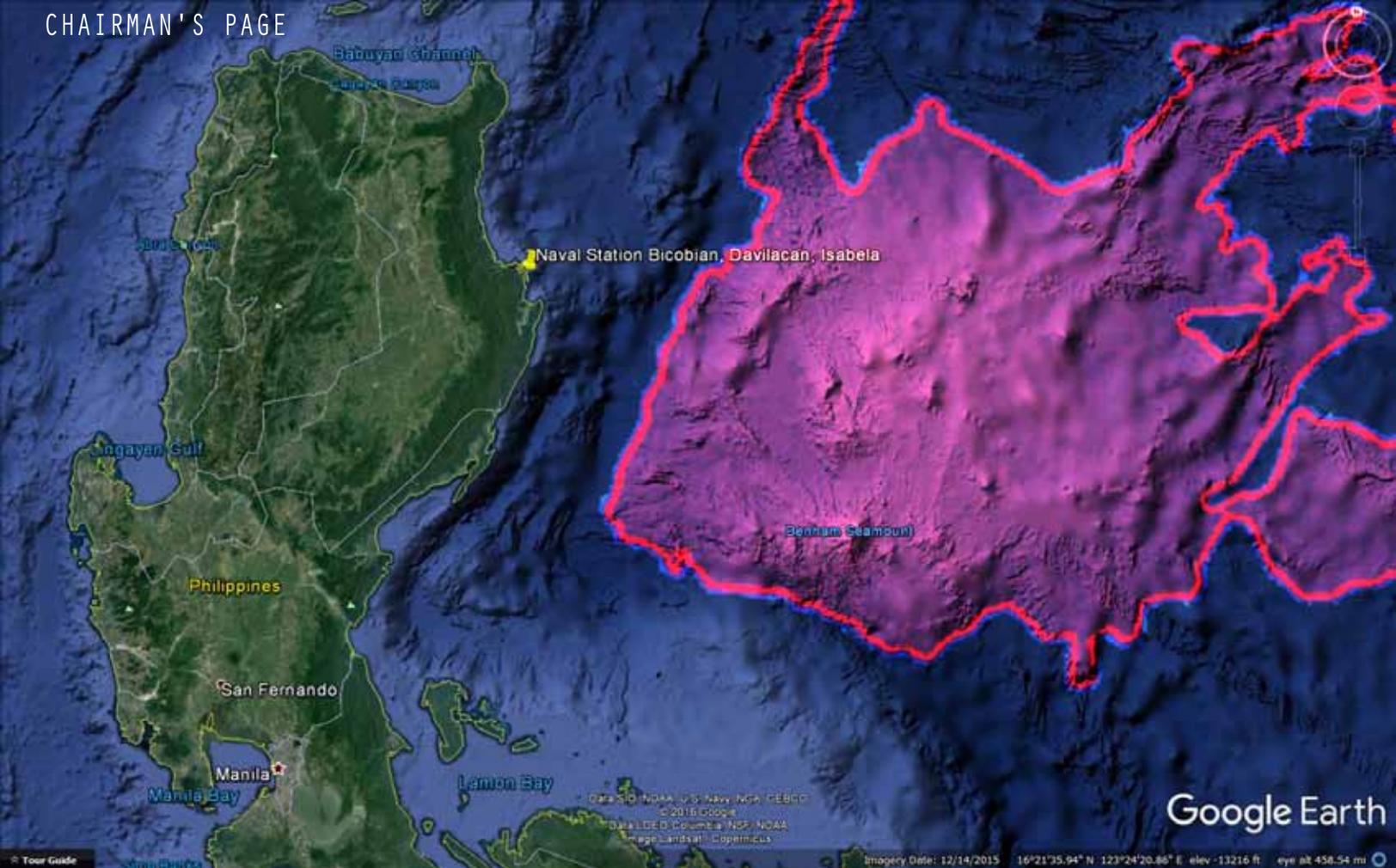
OCTOBER '17

3 INMEX SMM INDIA 2017 (THE BOMBAY EXHIBITION CENTRE, MUMBAI, IN)

4-6 MALAYSIA INTERNATIONAL MARINE EXPO 2017 (MIMEX 2017) (PUTRA WORLD TRADE CENTRE, KUALA LUMPUR, MY)

NOVEMBER '17

7-10 EUROPORT 2017 (ROTTERDAM AHOY, ROTTERDAM, NL)



Time to Reactivate Naval Station Bicobian

by Commo Carlos L Agustin AFP (Ret)

An Order was issued proclaiming a Naval Reservation at Bicobian, Isabela by former President Ferdinand Marcos after the *Karagatan* incident wherein the CPA/NPA/NDF landed some 500 M14 rifles (made in China) on a fishing boat that ran aground at Digoyo Point, Isabela due to rough seas in mid-1972.

I later got ordered to move the RPS Iloilo (PS32) from Northern Palawan to the NORESCOM area in July 1972 and assumed as CTG 31.1. Before leaving Palawan, I asked CO, RPS Cebu (PS28) if **Port Bicobian** had lots of coconut trees. As the reply was NEGAT, I requested the Station Commander of PCG Loran Station Talampulan (near Busuanga) to give me about 100 coconut seedlings from his station, which he willingly provided. We brought these seedlings along with us.

When I entered Bicobian, I immediately realized that it was a great site even for a Naval Base. You can anchor and dock even capital ships (Battleships and Cruisers) so long as proper NAVAIDS (buoys and beacons) are installed near the entrance channel. It is well protected from the heavy northeasterly seas.

In November 1972, I escorted an LSM with a contingent of Seabees and personnel of the newly activated **Naval Station BICOBIAN** from

Tabaco, Albay (replenishment/ fueling point of TG 31.1). They began construction of the station HQ, barracks, pier, and support buildings. It was a good idea, I thought, as **Naval Station San Vicente**, which was located on the northeastern tip of Luzon, was quite far and had difficulty supporting army and PC troops in Isabela in the absence of larger patrol and supply ships.

In March 1973, I took over RPS Cebu (PS28) as RPS Iloilo (PS32) was sent back to Cavite for repairs. After a few months, PS-28 was recalled to Manila.

Later, the Navy abandoned **Naval Station BICOBIAN**, and I have no idea what happened. I thought it was a bad call.

I have, upon learning about this PN abandonment, been suggesting off and on at the *Maritime Forum* that the Navy reestablish presence at **Port Bicobian**. Many senior naval officers support this idea, including Commo **Jose Alano** (who later became FOIC, PN and now USEC and DG, National Coast Watch Council) when I visited him in 2007 in the course of an NDCP MNSA Class field trip at his HQ in Poro Point, La Union.

Now with Benham rise, we should reactivate **Naval Station**

Bicobian and perhaps invite **PCG, DENR, BFAR, MGSB, PCARRD and NAMRIA** to co-locate and keep the **Navy** company.

This view is not completely shared by all naval officers. One such oppositor is a former head of the PN Real Estate Management Office, who suggests that **Naval Station San Vicente** should be sufficient. I don't understand where he's coming from.

My call for the reactivation of **Naval Station BICOBIAN** arose after reading the posting of former National Security Adviser and former Congressman **Jose Roilo Golez**:

BEWARE PHILIPPINES!

PROTECT BENHAM RISE!

BENHAM RISE, OURS TO PROTECT!

In 23-January-2017, **Golez** said:

"It's puzzling how some sectors are demanding fairness and equity from the US under Trump before the Philippines opens Philippines-US talks on a recalibrated relation, yet overlook and even set aside the fact that China occupies, patrols and blockades strategic parts of the West Philippine Sea, that China rejects and treats with contempt our hard-won victory in the Arbitral Tribunal and, worst, claims almost 90% of the West Philippine Sea. Now I fear China has its lustful eyes on our East Sea."

BENHAM RISE IN PERIL? *If we allow ourselves to be lulled by China's charm offensive, am afraid their next creeping move is towards our East Sea, it's lustful eyes on our 13 million hectare Benham Rise off Aurora province, awarded to us by the UN on 12-April-2012 as part of the Philippine continental shelf and territory. Before this award, our territory was only around 30 million hectares. Now, it is 43 million hectares with Benham Rise."*

The China factor notwithstanding, **Naval Station Bicobian** and other facilities will certainly be a boon in protecting the Benham Rise territory from all sorts of encroachment. Moreover, AFP should be proactive in bringing development to isolated areas.

For those who have little knowledge of Benham Rise, **Golez** posted an 18-May-2016 article, "10 Things to Know about Benham Rise" that appeared in **PNA Nation**, by *Philippine Star* news writer **Rudy Fernandez**. I likewise reproduce the article herein:

What is Benham Rise? Where is its exact location? How can the Filipinos benefit from it? Here are 10 things people need to know about this undersea region called Benham Rise.

1. *It is also known as the Benham Plateau. This 13-million-hectare, seismically active undersea region is said to be located east of Luzon, and is 35 meters underwater at its shallowest point off the provinces of Aurora and Isabela. It would be wider than Luzon, Samar and Leyte combined.*
2. *Benham Rise was named after Andrew Benham, an American geologist who discovered it.*
3. *Despite Benham Rise's proximity to the Philippine archipelago, and the Philippines being the only country within 200 nautical miles of the plateau, it was not included in the Philippine Islands territory before.*

As such, in April 2009, the Philippines lodged a full territorial water claim with the United Nations Commission on the Limits of the Continental Shelf. The Philippine government's claim was based on the guidelines set by the Commission on the Limits of the Continental Shelf, the area satisfies the 350-mile constraint line. Moreover, the basis of the claim was also according to Republic Act No. 9522 (Archipelagic Baselines Law), which says that the region is bounded

by the Philippine Basin on the north and east, and by Luzon on the west and south.

Based on scientific data on seismic, magnetic and other geological features of Benham Rise, it indicates that the region is an extension of the country's continental shelf.

4. *In April 2012, the UN Convention of the Law of the Sea (UNCLOS) recognized and officially approved the Philippines' claim that Benham Rise is part of its continental shelf and territory. With that, the Philippines' territory increased to 43 million hec, from 30 million hec.*
5. *Aside from territorial expansion, the Philippines will benefit from mineral and gas deposits in Benham Rise. According to research, there are massive mineral and gas deposits in the plateau, and thus, could help us achieve energy sufficiency.*

Furthermore, solidified methane was found during mapping activities. That is why Benham Rise is believed to have massive oil deposits.

6. *The government is exploring the possibility of tapping new gas fields like the Benham Rise. Senator Juan Edgardo Angara believes the plateau is a good alternative for the Malampaya gas field.*
7. *A team of Filipino experts conducted an exploration from 3-18 May, and examined marine life in the plateau. Fishing activities occurred in Benham Rise even before the Philippines was officially awarded its territorial claim.*

The exploration was a collaboration among UP Diliman, UP Los Baños and Department of Agriculture's Bureau of Fisheries and Aquatic Resources (DA-BFAR).

Researchers, scientists, seasoned dive specialists from UP Mindanao, UP Baguio, Xavier University, Ateneo de Manila University as well as from the local diving industry have joined forces for this expedition.

The team discovered 120% coral cover. The National Mapping and Resource Information Authority (NAMRIA) said the plateau is a shallow bathymetric feature that towers above the adjacent deep ocean floor with Benham Bank, the shallowest part, measuring 50 meters deep.

8. *The Philippine Council for Agriculture, Aquatic and Natural Resources and Development (PCAARRD), an attached agency of the Department of Science and Technology (DOST), funded a program called "Exploration, Mapping and Assessment of Deep Water Areas."*

It aims to learn the dynamics of Benham Rise, and to generate benchmark data as basis for the government to proactively manage its territory.

The UP Marine Science Institute, UP National Institute of Geological Sciences, and UPLB School of Environmental Science and Management implemented the program.

9. *Experts from Japan Agency for Marine-Earth Science and Technology (JAMSTEC) and Korea Institute of Ocean Science and Technology (KIOST) have expressed interest in conducting research surveys on Benham Rise.*

As of 22-Feb-2016, the DOST said there is no "offer" to collaborate with the agency, but an opportunity to partner with the two countries for research and development purposes, including resource assessment.

10. *By using their scientific expertise and exploring the Benham Rise, both Korea and Japan would understand better their areas that are prone to earthquake. Both countries would like to gain valuable information on earthquakes and the earth's tectonic plates.*

It's now time to reactivate **Naval Station Bicobian**. Need I say more? 



ASEAN 50 PHILIPPINES 2017

★ ★ ★ ★ ★ ★ ★ ★ ★ ★
PARTNERING FOR CHANGE, ENGAGING THE WORLD

On the Philippines' Chairing ASEAN in 2017

by Ambassador Lauro L Baja Jr

Chairman, Philippine Ambassadors Foundation Inc.

The **Philippine Ambassadors Foundation Inc. (PAFI)** urges the Philippines to seize the opportunity presented by its chairing of the **Association of Southeast Asian Nations** in 2017 when **ASEAN** celebrates the 50th anniversary of its founding to assert and project a leadership role in the construction of regional ocean governance and maritime security as a Philippine contribution to the **ASEAN** Community Vision 2025. Ocean governance and maritime security are of vital and critical importance to the Philippines and the **ASEAN** and should be accorded greater and more particular attention in Philippine foreign policy and in the work and aspirations of **ASEAN**.

The leadership role of the Philippines proceeds from its primal characteristic as an archipelagic state that is highly vulnerable to all maritime issues and concerns, traditional and non-traditional. Geographical circumstances have in fact made the country the strategic epicenter of all aspects of ocean governance and maritime security. It is in the thick of a maritime disputes situation that can drag down regional integration and consolidation.

The archipelagic waters on the Philippines are interconnected with those of the other countries in **ASEAN** and the Central Indo-Pacific. The **ASEAN** seas and Central Indo-Pacific maritime region are flanked on their eastern longitudes in a north-south alignment by the three largest archipelagic states, namely the Philippines, Indonesia and Papua New Guinea. Carrying more than half of the world's maritime trade, the seas of **ASEAN** and the Indo-Pacific are collectively a regional common heritage that must be nurtured and managed comprehensively and seamlessly through joint cooperation among the states concerned as well as extra-regional interested states.

The incorporation of the archipelagic doctrine in the **UN Convention on the Law of the Sea (UNCLOS)** was a hard-won success for the Philippines. **UNCLOS** consequently is the lynchpin and underpinning of the archipelagic state. But **UNCLOS** leaves to its state parties a lot of work, including the legal regime implementing its provisions. The **ASEAN** for instance can collectively work on and arrive at a common definition of constitutes freedom of navigation in archipelagic waters otherwise known as the right of archipelagic sealanes passage.

It is time the issues and concerns of ocean governance and maritime security in **ASEAN** take off from the talk-shop level and translated into concrete and specific undertakings and projects. In this regard **PAFI** proposes that the Philippines pursue as a flagship project **Integrated Coastal Zone Management** to benefit the coastal areas of maritime Asia particularly in the revival of the coasts and coastal waters as sources of food and livelihood and in the mitigation of the effects of natural disasters.

PAFI hopes that **ASEAN** will step up maritime cooperation in its Dialogue Partner arrangements and its relationships with the United Nations system and other international organizations. The Philippines should reiterate its 1996 invitation to the **International Maritime Organization (IMO)** to establish a regional office with headquarters in the Philippines.

The spirit of "open regionalism" trending in regional organizations may already be discerned in **ASEAN** Dialogue Partner arrangements. **PAFI** supports **ASEAN** approving this spirit the applications for membership of Timor Leste, Papua New Guinea, and Sri Lanka, countries potentially making important contribution to regional oceans governance and maritime security.

In approaching issues of regional oceans governance and maritime security, particularly conflict situations such as obtaining in the Spratlys archipelago, **PAFI** supports the revival of sociocultural norms originating from the ancient Madjapahit and Sri-Visayan culture of "musyawarah" (consultations) and "mufakat" (consensus). These are values articulated in the **Bandung Declaration of 1955** and given a modern manifestation in the **ASEAN Treaty of Amity and Cooperation**. Their practice is in keeping with the **ASEAN** vision of "a community that is aware and proud of its identity, culture and heritage with the strengthened ability to innovate and proactively contribute to the global community."

The **PAFI** intends to be proactive in conveying inputs to the Philippine Government to help frame national interests for projection in the Philippines' hosting of **ASEAN** in 2017. It plans to produce a series of articles on various aspects of **ASEAN** and relevant national interests in line with the Philippines' pursuit of an independent foreign policy that is **ASEAN**-centered and oriented to the wider Indo-Pacific region. ⚓



Keep Fort San Antonio Abad Afloat

by VAdm Victorino S Hingco AFP (Ret)
NAVY GOBS (Guard Our Bases and Stations)

IS THIS HOW IT ALL STARTED?

<p>FOURTEENTH CONGRESS OF THE REPUBLIC OF THE PHILIPPINES First Regular Session</p>	<p>SENATE OFFICE OF THE SECRETARY</p> <p>7 JUN 30 2011</p>
<p>SENATE S. No. <u>34</u></p>	<p>RECEIVED BY: _____</p>
<p>Introduced by Senator Biazon</p>	
<p>Lest it be forgotten, the BCDA was created by a Government that was apprehensive of its own Armed Forces – threatened as it was by a series of coup attempts. Consequently, Republic Act No. 7227 placed under the disposal of BCDA large chunks of military reservations apparently in an attempt to limit the number of military units that may be deployed in the NCR. The AFP was not consulted on the bases/camps they needed to retain in Metro Manila to maintain its operational capability and flexibility. On the other hand, Republic Act No. 7227 was generous to BCDA to a point where defects are evident.</p>	

IS THIS HOW IT WILL END?

The latest **Base Conversion Development Authority** (BCDA) website advertises the sale of Fort Abad:

Other Metro Baselands

Planning, preparation and disposition of other BCDA assets such as the 5-hectare Camps Melchor and Atienza, the 1.2 hectare Philippine Navy Headquarters in Fort Abad and Camp Claudio are underway. [Any queries?](#)

A BIT OF HISTORY. More than five centuries ago, in 1584, the Spanish Armada established “Fuerte de San Antonio Abad” in Manila way ahead of Fort San Felipe (1609) in Cavite, to protect the seat of government. It enabled a small fleet of conquistadores to extend its reach and take control of an archipelago of over 7,000 islands. Considering its strategic location in the siege of Manila, the British Navy briefly occupied Fort Abad in 1762. In the next century that followed, the Americans took over in 1898 and preserved this vital naval installation.

After World War II, the very young **Off Shore Patrol** put up its Headquarters in Fort Abad. The **Manila Naval Station** (MNS) was its main support unit. In the mid 60’s when the plan to establish the Central Bank of the Philippines at the MNS area was made, the adjacent area—where the Cultural Center of the Philippines up to the Folk Arts Theatre now stands-- was allocated as the **MNS** relocation site. Alas, the relocation site had to give way to culture and arts, thus, the support units were instead transferred to **Bonifacio Naval Station**. As testament to its historical significance, the stonewalled portion of **Fort Abad**, which has survived the British, American and Japanese attacks, has been preserved as the BSP Museum.

LEGISLATIVE-EXECUTIVE BASES CONVERSION COUNCIL (LEBC):

In 1991, in anticipation of the termination of the U.S. military bases agreement, President Corazon Aquino approved “Magkasanib



Fort de San Antonio Abad, early 19th century. Photo Credit: J. Tewell, Cornell University

Resolusyon Blg. 1" on 1-August-1989 creating the **LEBC**. This Council was chaired by UP President **Jose V. Abueva** with scholars from the academe, diplomats, security experts, members of the cabinet and legislators as members. A technical team and over 20 private consulting firms supported **LEBC**. 7 US military facilities were the primary subject of the **LEBC** study.

On 24-October-1990, **LEBC** submitted its report, which included a sub-program composed of 13 AFP camps and installations. The 4 objectives of the sub-program are: 1) national security, 2) financial returns, 3) equity, and 4) environmental protection. Of these, national security is of outmost importance and cannot be compromised.

The national security consideration objective dictated the retention of areas for the Presidential Security Group and the Presidential Airlift Command and Camp Aguinaldo as the AFP Central Headquarters and site for the Department of National Defense. This meant that all the headquarters of the major services would be transferred to **Camp Aguinaldo**.

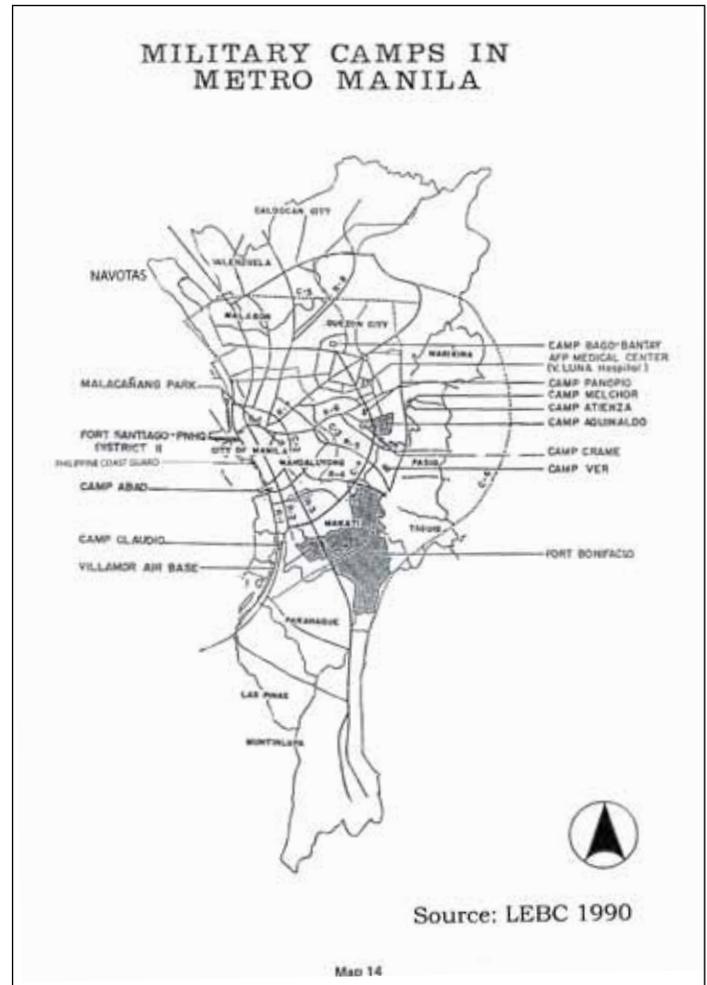
Thus, **Fort Abad**, the site of HQ Philippine Navy, which the **LEBC** had wrongly described to have an area of only 0.60-hectare, was identified for privatization.

The existing naval station southeast of the **Cubi Naval Air Station** in Subic was identified as Navy units relocation site. However, the volcanic eruption of Mount Pinatubo on 15-June-1991 halted negotiations and hastened the departure of the Americans off Philippine bases.



Fort Abad at BSP. Photo Credit: Eugene A. Villar

RA 7227. The **LEBC** report became the basis of **RA 7227 BCDA Law**, which was passed in 1992. Thus, the 13 AFP military camps defined for privatization in the **LEBC** report were all included in the law. However, the law did not include and define the relocation sites in the national security objective of the **LEBC** report.



Sec. 8. *Funding Scheme*. - The capital of the Conversion Authority shall come from the sales proceeds and/or transfers of certain Metro Manila military camps, including all lands covered by Proclamation No. 423, series of 1957, commonly known as Fort Bonifacio and Villamor (Nichols) Air Base, namely:

Camp	Area in has. (more or less)
Phase I (for immediate disposal)	
1. Camp Claudio	2.00
2. Camp Bago Bantay	5.00
3. Part of Villamor Air Base	135.10
4. Part of Fort Bonifacio	498.40
Total	640.50
Phase II	
1. Camp Ver	1.90
2. Camp Melchor	1.00
3. Camp Atienza	4.90
4. Part of Villamor Air Base	37.90
5. Part of Fort Bonifacio	224.90
6. Fort Abad	0.60
Total	271.20

Source: RA7227

Sen. **Rodolfo Biazon**, a former AFP Chief of Staff, stated in **Senate Bill 34 S-2010**, "BCDA was created by a Government that was apprehensive

of its own Armed Forces." Likewise, in a paper **Arnel Paciano D. Casanova**, BCDA President (2010-16), wrote for the book *Special Economic Zones in Asian Market Economies*, he stated: "The military camps in Metro-Manila were occupied by AFP, not by US military forces. The series of coup attempts against the Aquino regime convinced the public, policy-makers, and security analysts that the presence of major military camps and operating units in Metro-Manila served as a national security threat.

These camps were considered prime real estate as they were located in business and commercial districts. Coupled with the need to generate funds for the conversion of the US military bases, the Aquino administration saw the sale and privatization of these camps, and moving the major operating units of the military outside Metro-Manila, away from the seat of political power and business districts, as a viable source of development funds."

The last major coup was way back in 1989. Some of the anti-government troops came from camps in Manila. Filipinos handed these same troops flowers in 1986. But since they are perceived as a security threat to the seat of government, the AFP camps in Metro-Manila became additional drops in the bucket of the vast thousands of hectares of former American bases. Could this be the real reason why Fort Abad --which the law AGAIN wrongly described to be only 0.6 hectare-- is not spared?

WHAT IS THERE TO GAIN? What can be bought from sales proceeds of Fort Abad? In 1993, the 214 hectares of Army area now called **Bonifacio Global City** was sold at Php33,283.88/sqm. Then 17 years later, the former 34.5 hectares of **JUSMAG** housing area had an appraised value of only Php19,000/sqm and got the highest bid of Php31,111/sqm in April 2010.

Also, on 04-May-2010, the 33.13 hectares in **Bonifacio South** which includes the 21 hectares of **Marine Barracks Rudiardo Brown** was given away in a 4-hour deliberation, 6 days prior to the elections, for a Php32,501/sqm unsolicited bid. The succeeding **BCDA** board even contested this *baratillo* fire sale but lost in a 3-2 decision in the Supreme Court.

How much is the commercial value of Fort Abad compared to the latest real estate deal in the Reclamation area? It can be sold at Php100,000/sqm or even at an incredibly high Php200,000/sqm.

At Php200,000/sqm it will gross Php2.4B and the AFP gets 35% or **Php840M**. Pay 20% upfront and settle the balance in 5 years. A much better route would be a joint venture or lease arrangement so that the government will not lose ownership of the property. There are countless novel options. If **Fort Abad** is sold, HQ Philippine Navy and its support units will then transfer and eat up a sizable area of the only repair, maintenance and logistics facilities at the 30-hectare **Fort San Felipe**.

Where will the Philippine Fleet headquarters transfer if **Sangley** is privatized? Will modernization suffer if we do not privatize this 1.2-hectare land called **Fort Abad**? All I can say is, "Tell it to the Coast



Guard. The Coast Guard was granted a Php8B modernization fund with more coming without losing any precious real estate.

The overly optimistic hypothetical Php840M proceeds from the sale of **Fort Abad** would only be enough to fund the relocation and replication cost of HQ Philippine Navy and its support units (without accounting for the cost of land that it will gobble up in Fort San Felipe). The Php840M will not even afford to buy another Strategic Sealift Vessel. It can buy one gunboat with no missile.

Why sell real estate only to spend the proceeds to relocate Navy units to another already crowded Navy site? In its report, from 1992 to 2016, **BCDA** was able to generate Php72B. About 35% or Php28.5B went to the AFP, out of which, Php13.984B went to modernization and Php11.38B went to replication. Thus, 40% of the AFP share went to replication. In the case of a small and densely occupied area such as **Fort Abad**, the AFP share will not even cover relocation and replication costs.

WHAT IS THERE TO LOSE? Why should the Navy retain Fort Abad? The answer lies in the fact that the Spanish Navy took pains to select a strategic location for "**Fuerte de San Antonio Abad**" in honor of its patron saint, St. Anthony the Abbot, that served as the rear support base to the seat of government. This explains its unique and most coveted location. Only the US-chosen site for the present US Embassy compound can rival the strategic location of this saint-anointed fort. As in the real estate business, the three main criteria for bases development are location, location and location. Political administrations and priorities change every 6 years. But geography and the need for a Navy remain the same.

The 1.2-hectare Fort Abad is worth more than an aircraft carrier. It is an unsinkable ship where the national ensign proudly flies alongside the commission pennant. Its strategic location is its precious access both to the ships at sea and to the seat of government. Most important for the Navy is its access to the sea. The **Navy Basin** is a 24-hectare body of water protected by breakwaters with an average depth of 5 meters at mean lowest low water. It has 2 piers, one of which can also serve as helicopter landing. Neither mathematical formula nor financial projection could determine its worth.

The strategic importance of **Fort Abad** as a Navy installation has been there since the 16th century. For centuries to come, it can be home



HQ Philippine Navy, with helipad in the rear

of the Filipino sailors and marines. It is the future of the Philippine Navy itself. The fallacy that it is dangerous to have the military at the doorstep of the seat of government has been debunked by events since 1992.

Many will think that I am just being sentimental. So let me objectively widen the horizon by examining other ASEAN Navies. Can anyone explain why the Royal Thailand Navy is in Bangkok or why the Indonesian Navy is in Jakarta or why the Malaysian Navy is in Kuala Lumpur? They are all located at the seat of government. The rationale is that these Navies can transfer to their much wider operating bases outside their capital. And, their bases are more modern and much bigger than our **Fort San Felipe**.

NOT AGAIN! In 1965, the Navy vacated Manila Naval Station since the reclaimed area adjacent to its Headquarters at **Fort Abad** was designated as the relocation site. Relatedly, on 25-October-1965, PP478 was issued to segregate 53.7 hectares from PP461 for the **Veterans Federation of the Philippines (VFP)**.

Unable to transfer its units to the proposed area, which is now the site of the Cultural Center of the Philippines, the Navy had to make do with the area that the **VFP** opted not to occupy.

About 50% of the PP478 area is partly occupied by the Navy Officers Village and partly by the Navy parade ground (which is the only parade ground of Navy ROTC midshipmen in Metro-Manila). The other half of PP478 is occupied by squatters, which are difficult to evict. PP478 has already segregated this area from PP423 S-1957 (Fort Bonifacio) but **BCDA** had claimed jurisdiction over it and had also advertised its sale.

In 1990, **LEBC** recommended that all major services headquarters would be consolidated in Camp Aguinaldo. Thus, **Fort Abad** was identified as one of the camps to be privatized. Furthermore, 70 hectares was allocated for Navy units at the former **Cubi Naval Air Station** in Subic. **RA 7227** included the privatization of **Fort Abad** but excluded the relocation site at Subic. **LEBC** defined the relocation sites but **RA 7227** was silent on the relocation sites of AFP camps to be privatized.

RA 7898 (AFP Modernization Act), which was passed on 23-February-1995, included the bases and systems support development as one of the 4 key components of modernization. It called for submission of an **AFP Modernization Program** within 90 days for approval in a Joint Resolution by the Senate and Congress. As a result, the relocation sites of all major services headquarters were identified (not in Camp Aguinaldo per **LEBC's** plans).

Yet, after more than 20 years, not one branch of the AFP has moved. There must be a strong rationale why this part of the program is not

being implemented. The plans still remain as plans. The Army is still at **Fort Bonifacio**, the Air Force is still at **Villamor Air Base**, and the Navy is still at **Fort Abad**.

AMENDMENT OF RA 7227 WILL BE THE MOST ENDURING LEGACY OF RA 7227 AND BCDA TO AFP MODERNIZATION. The Navy deserves a break. 24 long years have passed since the enactment of **RA 7227**. The relevance of **Fort Abad** has not changed. It saw history and survived for over 5 centuries.

The inclusion of **Fort Abad** was based on a fallacy. **No significant fund contribution to the AFP Modernization Program will be lost if RA 7227 is amended to remove the 1.2-hectare Fort Abad from it. With HPN retained at Fort Abad, the Bonifacio Naval Station will not lose its reason for being.**

As regards **Bonifacio Naval Station (BNS)**, unknown to the entire Navy, **Presidential Proclamation 284** was issued on 08-November-2002 showing BNS Lot 1 (site of BNS Headquarters and Navy support units) and Lot 2 (now Bonifacio Heights) for AFP housing under the administration of HUDCC.

PNoy's SONA in 2010 included the sale of Navy real estate in Metro-Manila so that we could buy ships. The Navy adhered to this policy pronouncement and conducted a study on how to best privatize its camps. But as a result, no plans for modernization of the Navy camps in Metro-Manila have been formulated.

BASES AND STATIONS DEVELOPMENT IS THE MORE STRATEGIC AND ENDURING COMPONENT OF AFP MODERNIZATION.

Fort Abad, Fort San Felipe and Bonifacio Naval Station form a trinity from which the strength of the Philippine Navy emanates. The Chinese have built bases, "unsinkable aircraft carriers" in the West Philippine Sea. Yet, here we are selling our own, our jewel unsinkable aircraft carrier, in exchange for money.

The loss of Navy camps will be irreversible. In 50 years, the ships bought out of the sale of Navy camps will be long gone.

The earlier amendments to the **BCDA** law only covered the percentage share of various agencies from the financial proceeds. Although **BCDA** has made a major contribution to AFP modernization, the memory and contribution of **BCDA** specifically to naval modernization will be more cherished if **RA 7227** is further amended to **exclude the sale of Navy stations in Metro-Manila**.

The Philippine flag and the commission pennant freely fluttering in the seat of government for the Filipino nation to see will be the testament to this most enduring **RA 7227** contribution. 🇵🇭



HQ Philippine Navy Pier



HQ Philippine Navy. Photo Credit: Ramon Velasquez



Indonesian Submarine Program: Acquisitions and Upgrades

Maritime Security and Coastal Surveillance - Indonesia 2017

The **Indonesian Navy** (Tentara Nasional Indonesia – Angkatan Laut: TNI-AL) is currently anticipating the delivery of three new Type 209/1400-class submarines from the South Korean shipbuilder **Daewoo Shipbuilding and Marine Engineering** (DSME).

The service has also indicated aspirations to operate a fleet of either 10 or 12 underwater fighting platforms beyond 2024.

What are the Indonesian government's requirements for these future boats, and who are the contenders in the race to supply between five and seven more submarines, and its related subsystems, to the TNI-AL? What are the TNI-AL's plans for vessels that are currently in service? This report aims to provide the readers with a brief understanding of the government of Indonesia's submarine programs; its requirements for industrial participation, and future plans.

Operating a fleet of 12 Union of Soviet Socialist Republics (USSR) built Whiskey class submarines on top of heavy surface combatants, the TNI-AL was largely considered to be the pre-eminent naval power in Southeast Asia, and much of the Asia-Pacific region, in the 1960s and 1970s.

Navies in the region then were operating fleets of small surface combatants and smaller patrol boats. None came close to the Indonesians in terms of maritime influence and naval firepower.

But a lack of a strategic need for underwater fighting platforms in the region, combined with budgetary concerns and a lack of availability for spare components, saw the boats being retired from service, the last of which (KRI Pasopati), was retired in 1990.

The TNI-AL however maintained a small class of two German-built Cakra-class submarines, which were received in 1978, as a token fleet to the present day, and the years between 1980 and 2000 saw Indonesia as the only submarine operator in Southeast Asia. These Cakra-class

boats are still in service today, albeit the need for upgrades.

However, the turn of the century gave rise to a number of strategic challenges for Indonesia that forced the country to relook its policy of operating a token fleet.

One of these challenges is the decision taken by the Republic of Singapore Navy (RSN) to acquire ex-Swedish Navy Sjoormen-class submarines beginning in the mid-1990s. This was the small city-state's first ever underwater fighting platform, and they have been acquired to ready the service for the more advanced new-built German submarines that will be delivered from 2020.

Another immediate neighbor, the Royal Malaysian Navy (RMN), also acquired two new-built submarines from France.

In addition, China began taking on a more robust posture in the South China Sea within the unilaterally declared nine-dashed line maritime demarcation that lies close to Indonesia's Natuna Islands region.

Indonesia was seen to have no other strategic choice but to bolster its underwater fighting platforms, and anti-submarine warfare (ASW) capabilities.

Minimum Essential Force

The decision to operate a fleet of between 10 and 12 submarines was first articulated in the country's Minimum Essential Force strategy, which was issued in late 2007, that aimed to modernize the country's military.

In pursuit of this strategy, the Indonesian government awarded a USD1.1 billion contract to South Korean shipbuilder **DSME** to build three Type 209/1400-class, referred to locally as the Chang Bogo-class, diesel-electric submarines that can undertake a variety of missions

including anti-submarine warfare (ASW), anti-surface warfare (ASuW), mine laying, and special forces insertion operations.

The first and second vessels are built in South Korea, while the third boat will be assembled in Surabaya at Indonesian state-owned shipbuilder **PT PAL**'s premises, to fulfill a mandatory technology transfer stipulation by the Indonesian government. TNI-AL is expected to receive all three vessels in the class by late 2018.

The country is also reportedly in talks with Russia for a further acquisition of between two and three improved Kilo-class (Type 636) boats, although a contract for this is yet to be finalized at the time of writing.

Earlier in 2016, the Indonesian House of Representatives commission on defense, intelligence, and foreign affairs approved a sum of \$1.6 billion for the procurement of these vessels.

However, Indonesia is reportedly reexamining the constituents of its planned fleet of between 10 and 12 submarines. More specifically, the Indonesian government has questioned the wisdom of operating an entire fleet of ocean-going submarines, when the country is largely archipelagic, and surrounded by relatively shallow waters.

As part of this re-examination, the Indonesian government appointed **PT PAL** to team up with French shipbuilder **DCNS** under a government-to-government mandate, in a working group that aims to study future submarine requirements of the TNI-AL. The working group, which began in March 2016, will determine the feasibility of operating an underwater platform that can deploy in deep and littoral waters.

Besides working with **PT PAL** on this study, **DCNS** is also reportedly offering the company's Scorpene 1000 platform, which features an endurance of about 40 days, to meet this requirement, although a formal contract for this has yet to be issued by the Indonesian government.

The South Koreans are also reportedly interested to offer a follow-on class of improved Chang Bogo-class variants, which are currently in service with the Republic of Korea Navy (RoKN), to meet this requirement. The class can be built by either **DSME** or **Hyundai Heavy Industries**.

Whichever vendor Indonesia settles for, it will likely have to meet strict transfer-of-technology arrangements mandated by the Indonesian government, for major defense procurements.

These may include an arrangement to build the submarines in-country, which will likely be at **PT PAL**'s facilities in Surabaya. The shipbuilder is currently in the process of completing a submarine-building pen to assemble the final Chang Bogo-class boat from **DSME**, and will likely utilise the infrastructure for future builds.

While the TNI-AL looks set to induct its new submarines soon, there are no signs that the operator will decommission the two Cakra-class boats that are currently in service with the TNI-AL's Eastern Fleet.

The Indonesian government is currently studying options to extend the operational life of the boats, including a possible upgrade of the vessels' propulsion and combat management systems, up to 2024.

DCNS has formally offered a submarine combat management system (CMS) developed by its wholly-owned subsidiary, **Underwater Defense Systems** (UDS), as part of its positioning for a possible MRO of the boats. The suite is known as the Submarine Tactical Integrated Combat System (SUBTICS).

The CMS has been designed to be integrated with a Thales sonar suite, and Whitehead Alenia Sistemi Subacquei's (WASS) torpedoes and fire control system, and as such, there is a possibility that the TNI-AL is looking to upgrade these systems as well.

The upgrades will, however, depend on budgetary approval from the Indonesian government. But given recent strategic concerns, it is likely that these approvals will be secured soon. ⚓

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P. Du30's Top Priority – Poverty, Terrorism Or Drugs?

by Former President Fidel V Ramos

PART I

As clearly proven during the closing days of 2016 and early 2017, terrorism and violence around the world dominated the headlines. Not just the beleaguered Middle East, but also Egypt, Nigeria, Pakistan, Afghanistan, France, Belgium, Turkey, Russia, Mexico, Brazil, Indonesia, the Philippines and even the U.S. were not spared wanton killings because of man's inhumanity to fellowman.

According to some analysts, human mayhem could dominate 2017 events, despite indications of general economic recovery worldwide driven by the world's powers –mainly China with its twin initiatives of the 21st Century Maritime Silk Road and Economic Belt.

Technology has turned out to be not only a driver of prosperity, but a powerful “doom's day machine” – in the hands of terrorists carrying out mindless violence, bloody religious fanaticism, and separatist rebellions – collectively called “asymmetric warfare.” The conjunction of Jihadism with cutting-edge technology now enables groups of stateless extremists to threaten even the greatest powers with weapons of mass-destruction of the biological-chemical kind – including tactical/portable nuclear types being infiltrated across borders.

In the Philippines, a climate of uncertainty and fear has been generated because of the Government's vicious campaign against illegal drugs, despite continued popular support for President Du30's unprecedented pivots toward China and Russia, plus his foul-mouthed diplomacy toward erstwhile allies.

Equally Deadly Under-development.

On the other hand, developing and less developed countries continue to grapple with the socio-economic challenges, mass poverty, endemic diseases, starvation, rising environmental degradation, and gross inequity between rich and poor.

During the past 15 years, Westerners have considered international terrorism as the greatest threat to human security. Accordingly, forces and resources have been expanded to counter its many forms. America's immediate response to 9-11 was swift and powerful. The clearing of the Al-Qaeda and Taliban in Afghanistan under the mandate of the U.N. Security Council and the U.S. invasion of Iraq (even without U.N. authority) underlined the primacy of military solutions by powerful nations.

In contrast, “have-not” countries are realizing that development does not happen automatically, but lies only at the end of an arduous road that not everyone is capable of traversing. Many Third World countries have learned the sad lesson that development does not rain down – like manna from Heaven. Their economic shortcomings and social inequities are aggravated by the instability of international relations – mainly because of terrorist attacks and threats of nuclear strikes with which North Korea and the superpowers bully others.

These days, doubts are increasing about the “benefits” of globalization. Now, more and more people tend to believe that the market system (and “economies of scale”) is worsening the gap between rich and poor countries. In the Philippines, the classic examples are little family sari-sari stores being gobbled up by multitudes of “SM-type” megamalls.

Certainly, poor countries are beginning to realize how precarious the process of globalization is – How easily market mechanisms can generate massive resentments over economic exploitation, employer abuses, political oppression, and social injustice.

Global Terrorism & Conflicts Compel Closer Partnership

Obviously, there must be an intensification of efforts to reduce global poverty, which has become the breeding ground for envy, frustration, and despair – hence, the ready producer of terrorism and suicide-bombers.

Yes, the rich countries must help the poor; but the poor countries must also help themselves by putting their houses in order, thereby building up their self-reliance capacity via self-help.

This “bottom-up / top-down” concept (or the Filipino “bibingka” principle) is based on the expectation that we can create a better world – one that shall have closed the gap in personal security and economic well-being enjoyed by the world’s few rich on one hand, but on the other, not afforded to the poor majority. The community of nations, together, needs to cultivate a new culture of partnership and mutual responsibility.

The basic lesson derived from terrorist attacks and insurgencies is that the global community cannot allow conflict anywhere in the world to fester – because it will, sooner or later, generate dangerous complications and resentments elsewhere.

The Cold War strategy of deterrence or “massive retaliation” cannot work against suicidal terrorist groups that neither have homelands nor citizens to protect.

Neither can the superpowers wait until there is absolute proof of an imminent nuclear or terrorist attack to justify a pre-emptive strike. Although the U.S. has at hand its hair-trigger response (or “second strike” capability) against any terrorist threat, therein lie more seeds of further instability.

Reinvigorate NPOC and Reduce EJK

The volunteers against crime and corruption (VACC) headed by founding Chairman **Dante Jimenez** did President DU30 a big favor by hitting out against extra-judicial killings (E.J.K.) which are probably the result of police operations (Manila Standard, 03-January-2017).

While Jimenez criticized the PNP (not Pres. Du30), he suggested a Special Task Force composed of senior police officers and prosecutors to investigate the deaths that were victims of police operations, now numbering more than 6,000 or an average of 37 per day.

FVR fully agrees with this logical proposal because it follows the rule of law and the presumption of innocence of the suspects.

President Duterte and his Cabinet are hereby encouraged to reinvigorate the National Peace and Order Council (NPOC) mechanism as the best means to harness people’s cooperation. FVR believes his two Presidential issuances are especially relevant and valid, namely:

1. E.O. 20 (1992) reformed NPOC membership with the entrance of the DILG Secretary and PNP Director-General, and expanded its overall functions;
2. E.O. 366 (1996) expanded its national membership, and fortified its security muscle by establishing Barangay Peace and Order Committees (BPOC):
 - a. Coordinate the implementation of peace and order programs at the barangay level;
 - b. Serve as information-gathering mechanisms;
 - c. Identify residents with strong deviant behavior for referral to appropriate authorities;
 - d. Coordinate and supervise operations of all community-based anti-crime movements within barangays; and
 - e. Assess the prevailing peace and order situation in respective Areas of Responsibility and submit the recommendations to higher level POCs.

E.O. 366 (1996) stands out as the only one –among all NPOC-related issuances under other administrations –that reached out to the grassroots by involving barangay Kagawads (members) as intelligence assets.

It was during the FVR period that the national leadership extended strong support for the uplifting of local folks, by involving them as community stakeholders equally responsible for peace and order and their own safety/security – just like soldiers and policemen.

Collaboration towards Human Security

Choosing what is merely “safe” does not adequately equip the political leader to deal with the speed and force with which change is taking place today. Leadership that takes one cautious step after another will not solve present-day problems.

Between mid-1992 and mid-1998 (FVR’s time), there were no coups, no bloody demonstrations, no mass jailbreaks, no massacres – only a declining communist insurgency, a final peace agreement with the MNLF, a continuing ceasefire with the MILF, and full transparency in the investigation of all police killings. Ask former Secretaries **Raffy Alunan III** (DILF), **Rene de Villa** (DND), and **Tito Guingona** (DOJ; VP). They’re still around.

Electing capable leaders is not easy, not even in a mature democracy. Choosing good rulers is quite difficult in poor countries where the masses too often count media popularity as the primary attribute for electing leaders.

The need for closer collaboration between rich and poor countries in dealing with political, economic and social challenges is underscored by the truism that globalization is binding all our countries into ever-closer interdependence. No longer can any nation, however self-sufficient, afford to stay complacent and heedless of whether others sink or swim.

The interfaith and intercultural dialogue started in the U.N., as initially proposed by the Philippines, Pakistan and Indonesia, would create a powerful mechanism for bridging development gaps. The global community must look beyond just the wars against drugs, corruption and terrorism – to deal once and for all with the world’s inequities, poverty foremost among them.

Nations must win their people's allegiance by the power of their values and ideals. Not only must they neutralize terrorists and extremists; they must also help, in meaningful ways, poor people to prosper – and aim for a world order that offers full participation of all Earth's peoples.

Our United Nations

Those who lead us today must maintain a truly strong brotherhood of nations to which all peoples belong – with equality, dignity and respect.

FVR believes that this is what the United Nations is all about. Today, 71 years after its charter signed on 26 June 1945 by 50 founding countries, including the Philippines, the UN is devoted to protecting individuals' lives, providing for peoples' well-being, and expanding human freedom.

Our UN is humankind's only hope for a more peaceful, secure and prosperous future... not E.J.K.

PART II

If the "Traslacion" of the Black Nazarene patronized by some 1.5 million devotees thru the streets of Quiapo and Luneta Park last week took place without untoward incidents of the terroristic kind, our kudos and commendations go to the PNP, AFP, local officials and religious leaders. Let's just hope the next "Traslacion" will also be trouble free in spite of continuing threats of the Maute-Abu-Sayyaf-BIFF jihadists.

Our Armed Forces and National Police have achieved a creditable record versus domestic and international terrorists over the years. Among our most successful experiences was against a cell of three terrorists associated with Osama bin Laden and the Al-Qaeda in 1995.

We tracked their entry into the Philippines in August 1994, arrested one of them in January 1995 in Manila, and shared the intelligence information that led to the capture within four months of the two others in Pakistan and Malaysia. It was our proof of close international cooperation.

This was the group led by Ramzi Yousef, which planned to assassinate President Bill Clinton in November 1994 while on a State Visit to the Philippines; Pope John Paul II during his January 1995 visit to Manila for the 10th World Youth Day; and other dignitaries including then President FVR. The group also planned to hijack eleven airliners plying the Asia-Pacific to be blown up in mid-air or used as flying bombs against CIA Headquarters in Langley, Virginia, U.S.A.

This entire bloody scenario was Al-Qaeda's "OPLAN BOJINKA." Yousef's team included Abdul Hakim Murad, Wali Khan Amin Shah, and elements of Abu Sayaff – who provided on-site support.

They failed to assassinate the Pope, President Clinton and FVR. Although a test-bomb exploded on board a PAL airliner near Okinawa, it wasn't strong enough to crash the plane. Then DILG Secretary **Raffy Alunan III**, Police Colonel **Hermogenes Ebdane** and Police Major

Avelino Razon were our principal operatives. (The latter two, both PMA graduates, would become Chiefs of the PNP in later years).

Murad was turned over to FBI in April 1995. Most of the information he gave the investigators matched what was obtained from Yousef's laptop taken from his room at the Josefa apartments near Roxas Boulevard in Manila.

Yousef's group were the original perpetrators of the first bombing of the World Trade Center in New York City in February 1993 when several truck firebombs were used, but failed to topple the WTC towers. They were tried in New York, convicted and sentenced to four life imprisonments each.

In February 1996, on FVR's instructions, our Government gathered in Baguio City the officials of 20 countries under terrorist threat – Ministers, Chiefs of National Police and National Intelligence, Ambassadors, and Experts – to plan for and implement collective action against extremists suspected to disrupt peace and development in our part of the world.

The Philippine intelligence community had long been aware of the dangers lurking within the strategies of the Jihadists. The terrorist network that gestated in the Philippines in the mid-1990s was eventually neutralized. If, however, the 9/11 attacks still took place six years after "Oplan Bojinka" despite Philippine interdictions, this is because some U.S. agencies failed to "connect the dots."

Global Threat 2017 Forecast.

A loyal friend of the Philippines, Dr. Rohan Gunaratna, Head of Singapore's International Centre for Political Violence and Terrorism Research, and Senior Fellow both at the Fletcher School for Law and Diplomacy (Boston) and the U.S. Military Academy's Combating Terrorism Center (West Point), in his "Global Threat Forecast 2017" published by the Rajaratnam School of International Studies, forewarns:

Four significant developments will characterize the 2017 global threat landscape:

"First, the I.S. will likely transform from caliphate-building to a global terrorist movement. Similar to Al-Qaeda that dispersed from its Afghanistan-Pakistan core in 2001-2002 to conflict zones worldwide, I.S. will refocus on consolidating distant "wilayats" (provinces) as power bastions."

"Second, the death of I.S. leader Abubakr al Baghdadi or Al-Qaeda's Ayman al Zawahiri, may lead to collaboration or unification of these groups as the discord between them is a leadership dispute, not ideological."

"Third, I.S., Al-Qaeda and their associates will compensate for losses in the physical space by expanding further into cyberspace. Despite government and technology firms collaborating in cyberspace operations, the battle-space of threat groups in 'virtual communities' will grow."

"There is a fourth significant development which has emerged in response to I.S. This is the rise of far-right, ethno-nationalist, anti-Islamist populist movements, particularly in U.S. and Europe."

*"When the instinct to humiliate
is modeled by someone powerful,
it filters down to everybody,
because it gives permission for
others to do the same thing.
Disrespect invites disrespect.
Violence incites violence.
When the powerful use their
position to bully others,
we all lose..."*

- Meryl Streep

(Tony Katigbak,

The Philippine Star 11-Jan-2017)

*"These abuses lead to resentment,
then terrorism."*

-Al Qaeda (name unknown)

"Insurgency, terrorism and extremism will therefore continue to characterize the international security landscape in 2017, exacerbated by the campaigns of the populist far-right movements."

New U.S. Leadership.

"In the backdrop of intermittent threats and attacks, Donald Trump seeks to expend the U.S.-led coalition to dismantle I.S. and Al-Qaeda, and decapitate their leaders.

"Trump's target-centric approach of eliminating the enemy and its infrastructure replaces Obama's population-centric approach of engaging and empowering communities whilst adopting militarized responses. In the event that Trump and Vladimir Putin collaborate, the threat groups will suffer further loss of territory and operational capabilities. However, their growing pool of supporters will replenish their losses allowing I.S. to fight back and recover.

"Contrary to popular opinion, I.S. will remain a threat as long as its ideology lives. I.S. will continue to supplant Al-Qaeda's influence operationally and ideologically."

"I.S., Al-Qaeda and associated groups are likely to remain potent global actors in the domain of violence and extremism. These groups will frame their fights as responses to attacks against Islam and Muslims."

Decentralization of Threats

"I.S. will compensate for the loss of territory by expanding horizontally and strengthening existing "wilayats" while declaring new ones. Self-declared Caliph Baghdadi last November 2016 referred to Algeria, Bangladesh, Egypt, Libya, Afghanistan, Pakistan, Indonesia, Saudi Arabia, Tunisia, Yemen, Somalia, West Africa, and the Philippines, as among the "wilayats."

"The Distant "wilayats" will serve as I.S. power bastions and future launching pads to attack enemies. For Southeast Asian fighters, the regional hub is in Mindanao."

"The global pool of foreign fighters with expertise and experience are likely to gravitate to "wilayats," to home countries and other countries with familial links in Muslim minorities."

Multiple Coalitions against I.S.

In 2015 to 2016, multiple contra-coalitions targeting I.S. contributed to the group's loss of territory. With Russian airstrikes, Syrian government ground forces took Palmyra in March 2016, and in November 2016, U.S.-supported Kurdish and Arab groups attacked Raqqa, the de facto I.S. capital. U.S.-supported Iraqi and Kurdish forces attacked Mosul in October 2016.

"Both the Raqqa and Mosul HQ were used by the I.S. external wing to plan, prepare and execute attacks. In his speech in November 2016, Baghdadi called for 'attack after attack' against Saudi Arabia; and urged



With the newly acquired R4A3 Carbine Rifle, personnel from the Army's 6th Infantry Division based in Datu Odin Sinsuat, Awang Dos, Maguindanao renders testimonial review to the Commanding General, Philippine Army during the latter's visit at the division headquarters on November 11-13, 2015. The newly acquired rifles are part of Revised AFP Modernization Act under RA 10349 signed in December 2012 that aims to develop a credible strategic Armed Force and the professionalization of the AFP. (Image courtesy of Philippine Army)

his fighters and supporters to 'unleash the fire of their anger' towards Turkey. The suicide bombing outside an Istanbul soccer stadium in December 2016 that killed 29 and injured 166 is a forecast of what I.S. could unleash in Turkey and others."

Dr. Gunaratna concludes: *"The overall terrorism threat landscape is unlikely to change if the ground situation in Syria will not alter dramatically in the short term. Contrary to some assessments, I.S. will survive as long as civil war persists in Syria, and will pose growing threats to the West and other countries in 2017; the I.S. will decentralize, and will stage attacks worldwide."*

The Bottomline

How will Filipinos guard and protect themselves against the onslaught of extremist terror groups in 2017 and beyond? Not just purely military solutions will work. The 51 AFP Battalions to be deployed against the Abu Sayyaf as claimed by AFP Chief Ed Año are woefully inadequate —If only conventional tactics are used, and are without supporting anti-poverty programs, deep penetration type of intelligence operations, pro-active community development, legislative reforms, and consistent leadership at all levels starting at the very top.

The Philippines happens to be especially vulnerable because of its many soft targets, soft institutions, and soft systems.

It is time for our government to focus on combating terrorism, and reducing poverty, tax inequities, joblessness, tackle malnutrition, infrastructure deficiencies, smuggling, and climate change – instead of solely pursuing its tunnel vision on illegal drugs.

KAYA NATIN ITO!



Please send any comments to fvr@rpdev.org. Copies of articles are available at www.rpdev.org.



MAAP Receives ISO 9001:2015 Recertification

by Ma. Celeste A. Orbe

Following its 2017 periodic audit, the **Maritime Academy of Asia and the Pacific (MAAP)** has recently received its ISO 9001:2015 recertification issued by **Det Norske**

Veritas (DNV) and **Germanischer Lloyd** (GL) or DNV-GL. This second audit focused on effective risk management on quality processes.

MAAP President **Vice Admiral Eduardo Ma. R. Santos** AFP (Ret) said, "This achievement is the result of MAAP's consistent effort to ensure compliance to national and international standards in the provision of maritime education and training."

Highlighting the importance of risk management, **VADM Santos** said, "As an educational institution, we should prepare our students to embrace technological advancements in

the shipping industry, and open their minds to the future of unmanned vessels. For our part, we shall enhance our curriculum to include robotics."



VADM Santos hopes that all departments would help implement the Quality Management System based on the new ISO 9001:2015 standards and that the recent certification will be maintained.

In 2016, **MAAP** made history by becoming the first maritime school in the Philippines to be certified by **DNV-GL** to ISO 9001:2015 standards. **DNV GL** is an international certification body and classification society with main expertise in technical assessment, advisory, and risk management. ⚓

APFC Receives Maritime Recognition Award

Archipelago Philippine Ferries Corp. (APFC) or FastCat received a Maritime Recognition Award from the Maritime Forum in commemoration of the 25th anniversary of The Maritime League, the forum's founding convener.

FastCat Chairman, Christopher Pastrana was present to receive the award for the “**Excellence in the Development, Management and Operation of a Modern Interisland Ferry System**” category. The company owns and operates the country's first and only catamaran RoRo ferries and modernized ports and terminals in the eastern and western Philippine sea routes, providing a vital maritime link between the Philippine islands. **FastCat** offers safe, fast, and convenient ferry

service using state-of-the-art RoRo vessels designed specifically for local conditions.

The Maritime Award is presented to companies engaged in endeavors inherently part of the maritime industry or have significant contribution to developments that affect maritime environment or area, and reflect their outstanding achievement in the fields they represent.

This year, the awards were presented by The Maritime League's Chairman Emeritus, former President **Fidel V. Ramos**. The 117th Maritime Forum was held at the AFP Commissioned Officers Club, Camp General Emilio Aguinaldo, Q.C. (November 25, 2016). [↴](#)



(L-R) Commo. Carlos L. Agustin, AFP(Ret.) -- Chairman and President, The Maritime League, Mr. Christopher S. Pastrana -- President, Archipelago Philippine Ferries Corporation Former President, Fidel V. Ramos -- Chairman Emeritus, The Maritime League Usec. Felipe A. Judan -- Undersecretary, Department of Transportation



Southeast Asia Transshipment Hubs to Compete Fiercely in 2017

by Turloch Mooney, Senior Editor, Global Ports
Journal of Commerce Jan 02, 2017 7:00AM EST

Southeast Asia's port scene is incredibly dynamic, and 2017 will be a year of significant changes with big implications for shippers as structural adjustments in the liner shipping sector and the region's economic make-up continue.

The changing market could result in lower terminal handling charges for shippers as container terminals in the region fight to undercut each other on pricing in a bid to secure the volumes of the new vessel-sharing alliances that begin operation in April. These new container line groupings, and the ample capacity already in the region and new capacity set to come online in the future, are creating a hyper-competitive environment that will evolve throughout the coming year.

Southeast Asia is at the moment probably the busiest for port development globally, with no less than five major projects underway on the shores of the strategic Malacca Strait. In addition to Singapore's massive Tuas development, there are ongoing capacity

expansion projects at Malaysia's two main international ports of Tanjung Pelepas and Port Klang. China also has two large projects in the works as it seeks to create alternative ports on the strategic waterway to help secure its trade, energy, and other needs.

"There is a lot going on in Singapore and Malaysia right now, particularly on the Strait of Malacca," Jonathan Beard, the head of transport and logistics consulting in Asia with Arcadis told JOC.com.

"In Singapore, the older terms of the leases are expiring so it made sense to relocate the port at this time. Typically, the government is taking a long-term view that this is the last time it will redevelop the port, and [is] also demonstrating to lines and alliances a serious commitment to capacity. The developments at PTP and Klang are largely driven by the key customers — Maersk Line in the case of the former and CMA CGM in the case of the latter."

Port Klang's Westports is a facility that will be impacted more than most by service and network adjustments by loss-making container lines as competition for business among regional transshipment hubs heats up.

The PSA International's announcement of a joint venture with CMA CGM to operate four container berths and provide long-term services to the French-headquartered line and its alliance partners will almost certainly have an impact on the Malaysian facility.

CMA CGM accounts for around one-third of total throughput at Westports and more than 20 percent of revenue, and there is concern that the equity stake offered by PSA could see the line shift some of its transshipment business from the Malaysian port to Singapore.

As a long-term strategic effort by Singapore to lock in business in an environment of bigger alliances and a more consolidated industry, this is a story to watch in 2017.

Adding heavily to the dynamism of port activity in Southeast Asia, China at the end of 2016 announced it was investing \$1.9 billion to build a new port on the Malacca Strait. From a capacity and commercial perspective, the need for an entirely new development on the busy waterway is dubious, and the move is a strong example of how geopolitics can overshadow market and commercial forces in port development.

The Melaka Gateway port is in fact one of several projects China is undertaking with the goal of decreasing risk related to its energy and trade shipments through the strait. China is also investing in Tanjung Sauh Port on Indonesia's Batam Island, located at the mouth of the strait, close to Singapore. Despite the ample container capacity on offer in the region, this is planned as a container-focused facility and its first phase is to offer 4 million twenty-foot-equivalent units of capacity.

Other facilities under development in Malaysia include the Chinese-invested Kuantan Port on the east side of peninsular Malaysia facing the South China Sea; and Samalaju Industrial Port, also on the South China Sea, with a focus on dry bulk business.

Elsewhere in Southeast Asia, port congestion will remain a risk in 2017, and measures to offset it can be seen in port sector activity in countries such as Myanmar, Indonesia, and the Philippines.

Although less severe than previous years, congestion did not go away in 2016, with Yangon offering up the most serious and highest profile case.

Handling more than 90 percent of Myanmar's total trade, a combination of unprecedented growth in trade volumes and infrastructure projects, poor exiting port facilities, inefficient handling processes, and the limited draft of the port resulted in heavy sea and landside delays in the second quarter of the year.

As part of efforts to ensure the problem is minimized this year, a new Japanese-funded automated customs clearance system was launched. The \$40 million Myanmar Automated Cargo Clearance System, or MACCS, aims to speed up the flow of goods by automating a number of processes. MACCS will also support requirements relating to the Association of Southeast Asian Nations Single Window program, which intends to integrate the national single-windows of member states to facilitate trade.

Funded by the Japan International Cooperation Agency, MACCS is based on the technology of Japan's Nippon Automated Cargo and Port Consolidated System and its Customs Intelligence Database System. The system is an example of how foreign funds, processes, and technologies are increasingly influencing the nature of business Southeast Asian ports.

Beating congestion will also be a focus in Indonesia this year as the country works on a commitment by the administration of president Joko Widodo to reduce lengthy cargo dwell times. Efforts so far have only yielded positive results at the country's primary gateway of Tanjung Priok in Jakarta, where dwell times are down to between 3.7 and 4.2 days, from more than one week a year ago.

The focus has now turned to major ports in other parts of the country, such as Belawan on the northeast coast of Sumatra and Tanjung Perak in Java, where dwell times are still an unacceptable eight days.

The main factors driving change in Southeast Asia's ports are:

- ◆ Structural changes in the industry, particularly consolidation and the formation of larger and more powerful alliances
- ◆ Continuing influx of mega-ships and consequent requirement for upgrades to infrastructure and equipment
- ◆ Long-term planning on the part of Singapore to rebuild its port for the last time; its demonstration of capacity commitment to lines and alliances, and methods employed to lock in big alliance customers
- ◆ Expansion of export manufacturing sectors in the region, particularly Vietnam and Myanmar
- ◆ Japan's geopolitical, security, and economic objectives, including building influence and protecting its manufacturing operations in Vietnam and Myanmar
- ◆ Port development in markets where there is a significant lack of infrastructure, particularly in eastern Indonesia and parts of the **Philippines**
- ◆ China's geopolitical, security, and economic goals including ensuring alternatives to existing ports on the strategic Malacca Strait and increasing its presence in the South China Sea

What to watch for in 2017:

- ◆ Locking in of alliance traffic and volumes by larger facilities such as Singapore and possibly Colombo, and the impact of this on other transshipment hubs in the region
- ◆ The likelihood of smaller gateway ports getting less direct calls but more feeder traffic as the larger alliances prefer to serve them through bigger hubs that offer greater levels of box exchange
- ◆ Growing China influence in the South China Sea and ongoing but slow development of facilities there and on the strategic Malacca Strait
- ◆ More projects in Indonesia and the **Philippines** and a gradual improvement in the environment for foreign investment
- ◆ Congestion remains a risk, particularly in Myanmar, Indonesia, and the **Philippines**.



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OPC, CHEC Ink Deal for Puerto Cortes Expansion

Operadura Portuaria Centroamericana SA de CV (OPC) has signed a contract with China Harbour Engineering Company (CHEC) for the first phase of the expansion of the **Specialized Container and Cargo Terminal** in Puerto Cortes, Honduras.

The first phase covers the construction of a 350-meter long berth with a controlling depth of 15.5 meters, two trestles that will be connected to the existing yard, and dredging of the bay up to 14 meters deep. The new berth will be equipped with two super post-Panamax quay cranes, bringing OPC's total number of quay cranes to six.

Scheduled for completion by mid-2018, the terminal expansion will position Puerto Cortes as the most competitive port in the Caribbean. The port, located north and along the Atlantic coast of Honduras, is the country's center of transportation and commerce.

Considered to be one of the most important ports in Central America, it handles 85 percent of shipment to Honduras, 10 percent to El Salvador and five percent to Nicaragua.

Operadura Portuaria Centroamericana SA de CV (OPC) is a subsidiary of **International Container Terminal Services, Inc.** (ICTSI).

In 2013, **ICTSI** was awarded a 30-year concession for the design, financing, construction, maintenance, operation and exploration of the Specialized Container and Cargo Terminal in Honduras.

ICTSI is in the business of port operations, management and development. ICTSI's portfolio of terminals and projects spans developed and emerging market economies in the Asia Pacific, the Americas, Europe and the Middle East, and Africa. ICTSI has received global acclaim for its public-private partnerships with governments divesting of their port assets to the private sector. ⚓



Yu Wu (left), CHEC America Marketing Director and **Mariano Turnes**, OPC Chief Executive Officer, seal the contract to expand Puerto Cortes.



Circular of Requirements and Technical Evaluation Parameters for Acquisition of Frigates

By Capt. Tomas D. Baino PN (Ret)

INTRODUCTION. The Philippine National Defense has signed a contract with Hyundai of South Korea for the construction of two units of Incheon Class Frigate last 24-October-2016 at the cost of USD 337M to modernize the capability of surface combatants of the Philippine Navy.

WHY A FRIGATE? A frigate represents lower investment in terms of cost and displacement compared with a full-size destroyer, making frigates very attractive to many navies. Frigates attain almost the same effective combat capabilities in anti-surface, anti-submarine and anti-air warfare but with lower operating and maintenance costs.

TECHNICAL SPECIFICATION VS CIRCULAR OF REQUIREMENT AS TERMS OF REFERENCE. For a navy acquiring modern ship technology for the first time using Technical Specification could result in some technical and financial risk to the program for lack of experience as it tends to dictate to the shipbuilder what to do. It is safer to use the Circular of Requirements (COR) to tell the shipbuilder what we want. These are expressed in generic terms and the shipbuilder could use various options of approach in the design with a wider horizon in terms of capability and cost trade-offs.

LESSON LEARNED FROM RECENT HISTORY OF WAR AT SEA. Recent history in the war at sea (as referenced below) have shown that a modern warship with sophisticated active defense measures can and will be badly damaged in combat because of poor systems reliability (maintenance, state of training of personnel, equipment and outdated doctrine).

PERSIAN GULF WAR AT SEA IN 1987

Two US Navy Frigates, the **USS Stark** FFG-31 on 17 May 1987 hit by Exocet AM 39 anti-ship missile launched from mirage F-1 fighter and **USS Roberts** FFG-58 hit by a naval mines on 14 April 1988.



USS Stark FFG-31



USS Roberts FFG-58

USS Cole DDG-67: a guided missile destroyer attacked by Al-Qaeda Terrorist on 12-Oct-2000 while refueling at Port of Aden with two suicide terrorists aboard a fiberglass boat with 130-180 kgs of shaped charged explosive.



USS Cole

FALKLAND WAR AT SEA IN 1982

HMS Sheffield D80: a Royal Navy guided-missile destroyer hit by Exocet AM 39 anti-ship missile on 4-May-1982 from a super Etendard fighter of the Argentine Navy.



HMS Sheffield D80

HMS Ardent F184: a Royal Navy frigate hit by two bombs from A-4B Skyhawk of the Argentine Airforce on 21-May-1982.



HMS Ardent F184

HMS Antelope (F170): a Royal Navy type 21 frigate hit by bombs from Skyhawk of the Argentine Airforce and sunk on 23-May-1982.



HMS Antelope F170

HMS Coventry (D118): a Royal Navy guided-missile destroyer hit by bombs on 25-May-1982 from an A-4 Skyhawk fighter aircraft of the Argentine Airforce.



HMS Coventry D118

Effect of a successful attack on a warship can be basically divided into three (3) phases

1. **Primary Weapons Effect.** This consists of kinetic energy, blast, fragmentation, shock wave, whipping etc. typically from ASM hitting the center of the large cross section of the ship. Torpedoes and mines can create underwater explosions lifting the ship from the water, breaking the ship into parts. Naval Gunfire with armor-piercing shell/high explosive incendiaries could penetrate the hull's inner section and explode at the interior section of the ship.
2. **Secondary Weapons Effect.** In the aftermath of an attack, a large portion of the lethality is the ability to create a ball of fire from the exploding ordnance and munitions at the magazine room onboard, spread of smoke, confusion, and dead bodies everywhere.
3. **Tertiary Weapons Effect.** The principal hazard to the ship could be a total loss when the ship becomes dead in the seaway due to power disruptions, flooding, inoperable pumps, damaged engine room, loss of steering and propulsion, bridge and combat information center (CIC), collapse of the superstructures, before capsizing and sinking to the bottom of the sea. The last ditch defense is damage control, which would depend on how fast the damages can be repaired to prevent the ship from sinking to Davy Jones Locker at the bottom of the sea.

CIRCULAR OF REQUIREMENTS AND TECHNICAL EVALUATION OF A WARSHIP

A Modern Warship must be design to withstand certain amounts of damage inflicted through combat action in order to keep on fighting while providing maximum protection to the crew and vital critical sensitive equipment onboard the ship under extremely hazardous situation. The following are the parameters how the shipbuilder will be guided in the design and construction of a warship.

Group I: Sea-worthy. The ability of the Frigate to operate at sea with sufficient stability standard, buoyancy, hull structural strength, watertight integrity, crew habitability, speed and power performance at various sea state condition, etc.

Group II: Battle-worthy. The ability of the Frigate to fight at sea with the capability to evade early detection, or target detection beyond the horizon or underwater; and can float, communicate, detect, track, move, shoot, survive, etc. The following are the Circular of Requirements (COR), which will provide guidelines, the generic terms of the parameters of ship design, to the shipbuilder.

- ♦ **SUSCEPTIBILITY** – evaluation of the level of susceptibility of signature threshold with minimal electromagnetic spectrum based from proven design ship records, reduce the degree of attractions of hostile weapon system seeker lock-on to home in to the Warship.
- ♦ **VULNERABILITIES** – the ship systems must have some level of resistance to weapon effects from spreading in several parts of the ship, and minimize degree of damage after the strike from hostile munitions/ordnance.
- ♦ **RECOVERABILITY** – ability of the ship to immediately recover from temporary stoppage in short time scale and resume operation.
- ♦ **SURVIVABILITY** – capability to provide protection to the crew and vital equipment on board during extremely hazardous situation.
- ♦ **SPEED AND POWER** – ability of the ship to provide the desired economical power needed at minimum fuel consumption and longer period of time between overhaul while providing longer patrol time at sea.
- ♦ **MAINTAINABILITY** – ability of the ship to maintain vital ship systems in a short time scale efficiently.

- ♦ **OFFENSIVE CAPABILITY** – fighting capability of the Warship in anti-air, anti-surface and anti-submarine with ability to strike surgically to hostile target.
- ♦ **DEFENSIVE CAPABILITIES** – the ability of the Warship to defend itself from various hostile weapons such as: attack from air, surface and subsurface.
- ♦ **ELECTRONIC WARFARE CAPABILITY** – Electronic Surveillance Measure (ESM) – provides early warning of an attack/identification of an incoming aircraft; Electronic Counter Measure (ECM) – jammers, decoys to counter or delay incoming missile and stop an inbound missile lock-on the target (Soft kill); Electronic Counter-Counter Measure (ECCM) – hard kill of the target (fitted to a SAM, CIWS, etc).
- ♦ **SHIP SYSTEMS AND SUB-SYSTEMS RELIABILITY** – Dependency diagram showing each system and sub-system functionalities that can operate independently to provide the necessary services (duplication, segmentation or redundancy) in case of damage of one system.
- ♦ **HABITABILITY** – the ability of the ship to provide comfortable living conditions that can enhance the morale of the crew in prolonged, stressful durations of deployment at sea.
- ♦ **MATERIAL QUALITY CONTROL AND STANDARDS** – highest quality control standards are crucial elements of a warship's survivability.

SHIP SYSTEMS ACQUISITION COST DISTRIBUTION. Cost distribution must be allocated by ship work breakdown structure (SWBS) to determine the direct and indirect cost of ship acquisition program.

LIFE CYCLE COST (30 YEARS) – the cost needed to operate and maintain the warship for the entire life span of the ship with the paramount goal of operational readiness of a battle-ready warship in harm's way.

COMBINED OPERATIONAL EFFECTIVENESS AND INVESTMENT COST APPRAISAL (COEICA). This is an evaluation and assessment of the best option of operational effectiveness versus the cost and degree of success to defeat the threat.

CONCLUSION. A grim reminder of two powerful navies in the war at sea – casualties mostly inflicted by the threat from the air that are beyond imagination despite the sophisticated early warning sensor, accurate counter-measures and weapon systems. They are equipped with such capabilities (that we could hardly afford) yet they suffered casualties. Such losses can be easily attributed to poor system reliability since the system failed to perform as expected, but the root cause could be a function of poor maintenance.

The lessons learned in these conflicts applies to realities of every navy that must determine their minimum capability in terms of integrated logistic support such as base facilities, sea system, skills and equipment, and dedicated funds to operate, preserve, maintain, restore and retrofit modern warships.

Beforehand, a budget must be established by determining the life cycle cost of the two Frigates. The acquisition cost of the two Frigates of USD 337M is only the tip of the iceberg, and the bulk of the cost items are on the operation, maintenance, restoration and retrofit which is called life-cycle goal in the next 30-year life span of the ship or more to maintaining the vessels to be battle ready which is the paramount goal of possessing a warship.

A government must allocate sufficient funds for maintenance in order to avoid the two frigates from turning into veritable white elephants, by being listed in the long line of naval ships as "not ready for sea."

War does not discriminate a weak from a strong navy. 🇵🇭



Ingalls Shipbuilding has begun construction on the future Lenah H. Sutcliffe Higbee destroyer. Pictured, the first of class USS Arleigh Burke guided missile destroyer. U.S. Navy Photo by Mass Communication Specialist 1st Class RJ Stratchk.

Ingalls Shipbuilding Begins Building New Destroyer

By Richard Tomkins, United Press International

Jan. 27 (UPI) -- **Ingalls Shipbuilding** has officially begun fabrication on a new Arleigh Burke-class destroyer, the Lenah H. Sutcliffe Higbee (DDG 123), for the US Navy.

The official start of fabrication means the first 100 tons of steel have been cut for the vessel.

"Starting fabrication on another destroyer is a great way to start the year," Ingalls Shipbuilding President **Brian Cuccias** said. "Ingalls has delivered 29 of these ships to the US Navy, and our hot production line continues to improve the construction process.



Paul Bosarge, a steel fabrication burner at Ingalls Shipbuilding, presses the button to start fabrication of the Ingalls-built destroyer Lenah H. Sutcliffe Higbee (DDG 123). Bosarge has worked at Ingalls for 39 years. Photo by Lance Davis/HII

"The ships are tremendous assets to our country's fleet, and we look forward to delivering another quality destroyer to the Navy."

The ship's is named in honor of **Lenah H. Sutcliffe Higbee**, the first woman to receive the Navy Cross and second superintendent of the **Navy Nurse Corps in January 1911**.

Ingalls Shipbuilding, a division of **Huntington Ingalls Industries (HII)**, now has five **Arleigh Burke-class destroyers** under construction under a 2013 five-ship contract. ⚓



Sea Quest Oversees Construction of State-of-the-Art Tanker for Major UK Defense Project

Navigate PR, 25-January-2017

RFA Tidespring afloat. Photo by Bill Lane, Navigate PR

Korean shipyard specialist **SeaQuest Marine Project Management** has successfully completed a major project overseeing the construction of one of the UK Ministry of Defense's latest Naval Auxiliaries that will provide support to the new UK aircraft carriers and other British & NATO naval vessels.

On 12-January-2017, **Daewoo Shipbuilding & Marine Engineering** (DSME) and the **UK Ministry of Defense** (UK MOD) signed the Acceptance Off Contract for **RFA Tidespring**, the first in a series of 4 Military Afloat Reach and Sustainability (MARS) vessels. The 37,000 DWT tankers are being built to supply Royal Navy vessels around the world. RFA Tidespring will arrive in the UK this spring to undergo customization and armament work and is expected to enter into service in the British Royal Fleet Auxiliary later this year.

The MARS vessels feature advanced marine technology, including a highly flexible automated propulsion system with numerous different configurations, three abeam replenishment stations for diesel oil, aviation fuel and fresh water, an Integrated Platform Management System, a flight deck and helicopter hangar, as well as hundreds of independent compartments. The vessel can accommodate 108 persons.

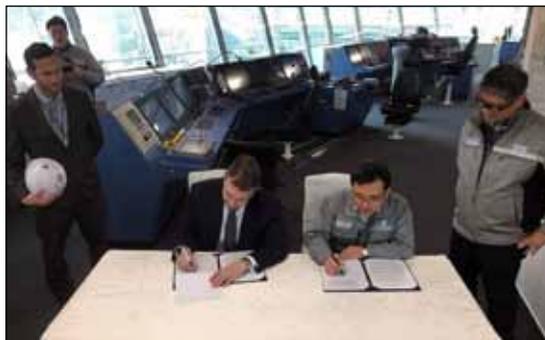
SeaQuest has been engaged in this exciting project since 2013, overseeing the entire construction program, from steel cutting to completion. The **SeaQuest** supervision team included automation and electrical inspectors as well as machinery, piping, hull, ILS and coating inspectors and document controllers.

SeaQuest Managing Director and

Project Manager, **Jan Andersson**, said, "I am hugely proud of the work undertaken by **SeaQuest's** highly skilled team of marine engineers and naval architects. The vessel achieved outstanding results in its performance tests. This was a hugely challenging hi-tech project that involved collaboration not only with DSME and the UK MOD, but also BMT Group, Lloyd's Register, Frazer-Nash, Isherwoods, and A&P"

SeaQuest Marine Project Management provides shipowners and maritime industry stakeholders with professional consultancy, project management and supervision services for their new building and conversion projects worldwide.

SeaQuest Marine Project Management was founded in 2003 and is registered in Hong Kong, with a branch office in Geneva and offices in Beijing and Athens. Our sister company, **SeaQuest Ship-management**, provides a full range of ship management and crewing services.



David Farmer (Head of New Building, Ministry of Defense) and IS Yoon (Director & Head of Naval & Special Ship Business Management Unit, DSME) sign the Acceptance off Contract on the bridge of RFA Tidespring. Photo Credit: Bill Lane, Navigate PR.

A successful shipbuilding project depends on experience in both new building and operation of the specific vessel type, attention to detail and knowledge of the selected shipyard. **SeaQuest Marine Project Management** offers an expert multinational team of naval architects, engineers, project managers and inspectors able to manage the project from technical specifications evaluation and review to final delivery, covering all the intermediate phases such as shipyard assessment, selection of equipment makers, plan approval, provision of specialist teams for construction supervision, commissioning and technical support to the ship's crew. For more information, visit www.sqmarine.com. 



Keystone Leverages Software for 1st US Commercial Windfarm

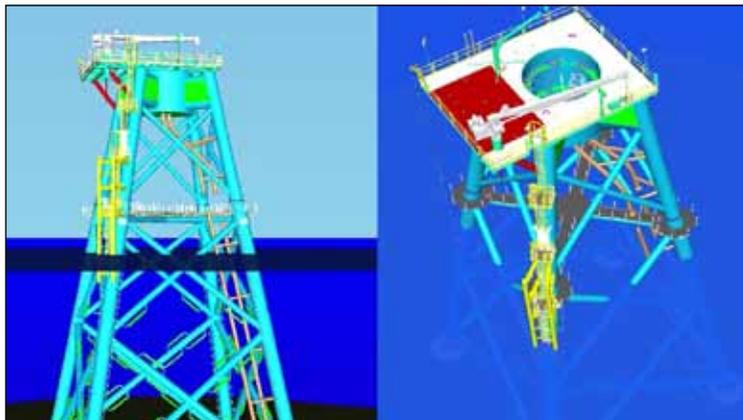
As part of the USD 290 million **Block Island Wind Farm** project to supply less expensive power to Rhode Island and New England, **Keystone Engineering (Keystone)** was retained to design the substructures for five, 6-megawatt wind turbine generators. To accommodate the complex aerodynamic and hydrodynamic loading of the deep water wind turbines and streamline communication with the generator designer, **Keystone** needed flexible, interoperable offshore design and analysis tools.

Keystone leveraged **Bentley SACS** to adapt steel jacket foundations used in the oil and gas industry as the design for the deep-water wind turbine support structures. **SACS** enabled **Keystone** to design the composite construction and complex nodal geometry for the jacket substructures, delivering an alternative to typical offshore wind monopile concrete foundations that are limited to more shallow water depths. **Keystone** relied on the **SACS** functionality to interface with GH Bladed software used by the turbine generator designer to optimize the design of the total structure and ensure safe operation.

Using **Bentley SACS** for its jacket design process enabled **Keystone** to optimize the amount of steel needed for

the sub-structure, reducing installation costs by over 20 percent compared to traditional monopile construction. **Bentley SACS** also allowed **Keystone** to perform, in parallel, multiple simulations, and numerous design iterations, shortening the design cycle by 50 percent. **Keystone's** innovative design mitigated risk and reduced fabrication and installation costs. **Bentley's** comprehensive, interoperable software ensured effective collaboration with the wind turbine designers, facilitating accurate modeling throughout the project.

Using **SACS**, **Keystone** performed over 3,000 time-domain simulations for each design iteration, and conducted over 150 simulations in parallel, reducing cycle time by 50 percent as compared to typical European offshore wind projects. The interoperability of **SACS** with GH Bladed software enhanced the team's ability to tune the frequency of the structures for optimal operation within a wide band of wind speeds and oceanographic conditions to maximize revenue. **Bentley SACS** enabled **Keystone** to streamline design and analysis, reduce costs, and accurately manage the terabytes of project data, minimizing the possibility for errors.



Using Bentley software, Keystone was able to reduce design cycle by 50%, save on 15% on steel and 20% on installation costs.



For more information, visit <http://bentley.com>



Friend of the Sea Confirms Freitasmar Tuna

by Vicky Viray Mendoza

Portuguese seafood canner, **Freitasmar**, has received Friend of the Sea (FOS) certification for Skipjack and Yellowfin Tuna on January 1, 2017. **Freitasmar**, which specializes in the production of canned seafood, can now display the official seal on its products.

FOS-certified supplier, **Frabelle**, a fishing company from the **Philippines**, fishes all tuna species for **Freitasmar**. **Frabelle** uses the Purse Seine fishing method in the Western Central part of the Pacific Ocean. Purse Seine fishing is a consistent and efficient method, enabling fishers to catch and freeze large quantities of tuna. Purse Seine vessels fish either by spotting free-swimming schools of tuna or by utilizing floating objects that attract fish, either with natural or manmade objects such as fish aggregating devices.

"The presence of a specific traceability system assures that certified products respect the certification requirements, excluding the possibility of a mix with non-certified products. Offering high-quality sustainable products has been our main priority for years," said José Maria Freitas, CEO of **Freitasmar**. He went on to say, "Achieving the Friend of the Sea international certification is a big step forward for our company."

The **Freitasmar Group** includes three entities: (1) **Freitasmar**, (2) **Vasco da Gama**, both headquartered in the coast of Vila Nova de Gaia, and (3) **Cofisa**, headquartered in the coast of Figueira da Foz in Portugal. As a group, they provide credible solutions in the canned seafood sector. As a critical success factor, they point out their constant evolution of fishing techniques, the options for the best raw materials, and modern production and conservation techniques. In addition to the local

market of Portugal, the **Freitasmar Group** export market includes Spain, France, Italy, The Netherlands, Belgium, Germany, Czech Republic, Hungary, Switzerland, Latvia, Croatia, Poland, Cyprus, Israel, USA, Canada, Puerto Rico, Brazil, Algeria, Angola, Mozambique, Palestine, Libya, Macau, and Australia.

Company History and Products. The **Freitasmar Group** was established in the first half of 1994 with **Freitasmar - Produtos Alimentares, S.A.** It began by commercializing raw materials for the canned fish industry for a short period of time. At present, it is dedicated to the production of gourmet products, most of which are sold in the international market. The **Vasco da Gama** brand represents the "Portugality" of its products, to show its deep relationship with the sea. It cans and bottles tuna; it



cans sardines, small sardines, mackerel (also known as little tuna), horse mackerel, squid, octopus, and mussels; and it boxes three types of tuna salad (California, Mediterranean, Mexican). In 2013, **Freitasmar** inaugurated a new factory located in the Port of Olhão, Algarve in Portugal. It is the headquarters of **Cofisa**. The **Conservas de Peixe da Figueira, SA (Cofisa)** was acquired by the **Freitasmar Group** in 2004. **Cofisa** is in the canning industry, producing a great variety of canned fish, mainly tuna, sardines, mackerel, small sardines, squid, octopus and cockles.

Portuguese seafood canner, **Freitasmar**, has received Friend of the Sea (FOS) certification for Skipjack and Yellowfin Tuna on January 1, 2017. **Freitasmar**, which specializes in the production of canned seafood, can now display the official seal on its products.

FOS-certified supplier, **Frabelle**, a fishing company from the **Philippines**, fishes all tuna species for **Freitasmar**. **Frabelle** uses the Purse Seine fishing method in the Western Central part of the Pacific Ocean. Purse Seine fishing is a consistent and efficient method, enabling fishers to catch and freeze large quantities of tuna. Purse Seine vessels fish either by spotting free-swimming schools of tuna or by utilizing floating objects that attract fish, either with natural or manmade objects such as fish aggregating devices.

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Friend of the Sea is an international certification program for products from sustainable fisheries and aquaculture. Over 500 companies in more than 50 countries have relied on Friend of the Sea to assess the sustainable origin of their seafood. Accredited independent certification bodies run audits, based on the best and the most updated available scientific data. Recently the program has expanded to the certification of sustainable shipping, ornamental fish and whale watching operator.



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Lolong captured in Bunawan, Agusan del Sur. Photo Credit: Reuters

The Philippine Crocodiles

by Vicky Viray-Mendoza

There are two crocodile species found in the Philippines – the **Crocodylus Porosus** and the **Crocodylus Mindorensis**. The latter is the specie endemic to and found only in the Philippines. Crocodiles are called “Buwaya” in the Philippines. However, it is used interchangeably to mean either crocodile or alligator. The word “**Buwaya**” originates from the Proto-Austronesian word “Buqaya.”

A. CROCODYLUS POROSUS is the larger Indo-Pacific crocodile specie, a saltwater, marine crocodile. The saltwater crocodile, found in the Philippines and other Asian countries, is considered the world's largest reptile. An adult saltwater crocodile normally measures around 20-23 feet long, and weighs about 2-3 tons. **FilipiKnow.net** reports that a 27-footer saltwater crocodile was killed in Laguna de Bay in 1823. It took 40 men to bring the crocodile ashore. When the crocodile's body was cut open, the body of a horse was found in seven pieces. The largest ever sighted was a 33-footer crocodile in Borneo in 1920. It was believed to be 200 years old. In September 2011, a 20.24-footer *Crocodylus Porosus* was captured in Agusan del Sur in Mindanao, and was named “Lolong.” The **Guinness World Records** classified “Lolong” as the largest reptile in captivity. The previous holder was a 17.97 footer crocodile held captive in Australia.

FilipiKnow.net also cites that in Jose Rizal's novel, *Noli Me Tangere*, crocodiles are portrayed as vicious sea monsters that could overturn boats with just a flip of their tail. Moreover, in Philippine folklore, local crocodile hunters believe these reptiles serve as catch basins of ancestral spirits. To them, the nature and symbolism of saltwater crocodiles is determined by color. Black crocodiles are the fiercest; white ones are rare and considered as lucky omens; while green, yellow, and red crocodiles hold the middle spirits. They believe crocodiles are connected to the afterworld because of its association to water.

Prior to 1990, *Crocodylus Porosus* were found in Mindoro and Busuanga. A reported nest of a palustrine wetland crocodile on Palawan (Schultze 1914) most likely was a *Crocodylus Porosus* as it contained 30 eggs that were all larger than the largest *Crocodylus Mindorensis* wild eggs. In the Ligawasan Marsh (Pomares et al. 2008) and in the coastal wetlands of Isabela in Luzon, the *Crocodylus Mindorensis* and the *Crocodylus Porosus* appear to occur sympatrically, as they occupy the same range but maintain identity by not interbreeding.

B. CROCODYLUS MINDORENSIS is the smaller specie, and called the **Philippine Crocodile**. It is also known as the **Crocodile of Mindoro**, a freshwater crocodile locally called **Bukarot**. Karl P. Schmidt named and described it in 1935. It has a broad snout, wide and thick bony plates, grows to a length of 4.9 feet, and weighs about 33 lbs. The males are larger than the females. Schmidt classified it as a separate and distinct specie, at a time when it was considered a sub-specie of the *Crocodylus Novaeguineae* of New Guinea. In 1989, P.M. Hall provided more evidence that it is indeed a full specie, and it has been regarded as such since then.

Prior to 1990, live or captive **Philippine Crocodile** specimens had been collected from the Dalupiri Island, Mindoro, Masbate, Samar, Jolo, Negros Oriental, Negros Occidental, Busuanga, Davao, Zamboanga, Cotabato, Surigao del Norte, and Maguindanao (Ross 1982; Ross and Alcalá 1983), which suggested that historically the *Crocodylus Mindorensis* was widely distributed throughout the archipelago (van Weerd 2010) and probably occurred on all larger Philippine islands. It was also found in parts of the Visayas region but their numbers drastically fell due to habitat destruction until no more crocodiles were found.

Between 1990-2007, **Philippine Crocodiles** were spotted in the Northern Sierra Madre Natural Park within the Luzon rainforest; San Mariano, Maconacon, Dibukarot Creek in Palanan, and Divilacan in Isabela; Dalupiri Island in the Babuyan Islands; Apayao; Bangued, Abra; and Busuanga. In Mindanao, sightings were made in the Ligawasan Marsh; Pulangi River in Bukidnon; Agusan Marsh Wildlife Sanctuary; Kabacan, Carmen, and President Roxas in North Cotabato; Lanao del Norte; Lanao del Sur; Misamis Occidental; Dinaig, Maguindanao; and Lutayan, Sultan Kudarat. In 2013, it was spotted in Lake Sebu, South Cotabato. Moreover, 36 captive juvenile crocodiles from Mindanao stock were released in Paghongawan Marsh on Siargao Island, a protected landscape off the north coast of Mindanao (Mercado et al. 2013).



Crocodylus Mindorensis. Photo Credit: Gregg Yan

The wild population of the **Philippine Crocodile** is now reduced to these localities: (1) Dalupiri Island; Abra Province; Northern Sierra Madre National Park; and San Mariano, Isabella in Northern Luzon; (2) Ligawasan Marsh, Central Mindanao river basin; and Lake Sebu in Southern Mindanao where it occupies an area of less than 2,000 km². As in the past, both *Crocodylus Porosus* and *Crocodylus Mindorensis* exist in the Ligawasan Marsh. Fewer than 200 adults are currently estimated to exist in the wild, compared with less than 1,000 in 1992, and the population may be declining despite re-introduction attempts. There has been an observed decline of 82% in the overall population in known localities, and an inferred decline of 85%-94% in the number of adults in the population over the last three generations (75 years).

IUCN reports that the wild **Philippine Crocodile** has been extirpated or completely wiped out in Samar, Jolo, Negros, Masbate, and Busuanga.

Behavior. The Philippine Crocodile builds mounds or dig holes to protect their eggs. It exhibits temperature-dependent sex determination, and under artificial incubation females are produced at 30-31°C and males at 33°C. Observed prey species include shrimps, dragonflies, fish, snails, pigs, dogs, civet cats, snakes and water birds. Philippine crocodiles are very aggressive towards each other

in captivity. Aggressiveness in the wild was observed among juveniles, but not among adults.

The **Philippine Crocodile** has been classified by IUCN as *Critically Endangered* in 2008, and still classified in the same category in 2016, largely because of its sharp declining numbers. Exploitation, habitat loss, indiscriminate killing, commercial hunting, persecution, and unsustainable fishing methods such as dynamite fishing and entanglement in fishing nests are the primary ongoing threats to the crocodiles.

The Dutch-Filipino **Mabuwaya Foundation**, the **Crocodile**

Conservation Society, and the **Zoological Institute of Herpa World** undertake conservation efforts. Both **Mabuwaya Foundation** and **Isla Biodiversity Conservation** implement community-based crocodile conservation on Dalupiri Island (Oliveros et al. 2006). The **University of Southern Mindanao (USM)** implements the crocodile research and conservation project in Ligawasan Marsh. The **Palawan Wildlife Rescue and Conservation Centre (PWRCC)**, formerly **Crocodile Farm Institute**, has been breeding *Crocodylus Mindorensis* in captivity since 1987 (Rebong and Sumiller 2002).

Crocodile protection and habitat conservation is the responsibility of the **Protected Areas and Wildlife Bureau (PAWB)** of the **Department of Environment and Natural Resources (DENR)**. In 2001, crocodiles became nationally protected by law with the enactment of Republic Act 9147 known as the Wildlife Act. It is strictly prohibited to kill a crocodile and punishable by law with a minimum of 6 years in jail or a penalty of P100,000 pesos. On 31-May-2012, the Philippine Senate introduced Resolution no. 790 to further strengthen existing laws for the protection of both the freshwater *Crocodylus Mindorensis* and the saltwater *Crocodylus Porosus*.

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This article is largely based on the 2010 paper by Merlijn van Weerd, Centre of Environmental Science, Leiden University, The Netherlands. "The Philippine Crocodile, *Crocodylus Mindorensis*," pp. 71-78, *Status Survey and Conservation Action Plan*. Third Edition, ed. by S.C. Manolis and C. Stevenson.



Distribution of Crocodylus Mindorensis. Photo credit: Merlijn van Weerd

Oceana Report Exposes Thousands of Suspected Vessel Rendezvous at Sea

Oceana uses Global Fishing Watch data to highlight transshipping hotspots, countries and ports of interest.

by Megan Jordan and Jackie Savitz, 22-February-2017, Bali, Indonesia

Oceana today released a report exposing the global scale of transshipping at sea, a practice that can mask illegal fishing practices and conceal human rights abuses. The report, which was released at The Economist's World Ocean Summit in Bali, Indonesia, uses a new dataset released by Global Fishing Watch and Oceana's partner SkyTruth to identify likely transshipping hotspots, and the top countries whose vessels were involved in suspected rendezvous at sea and the ports they most frequently visited.

Transshipping enables fishing vessels to remain at sea for extended periods of time. Fishing vessels and refrigerated cargo vessels rendezvous at sea in order to transfer seafood, fuel or supplies. While this transshipping practice can be legal in many cases, it also can facilitate the laundering of illegally caught fish, especially on the high seas and in waters surrounding developing and small island nations with insufficient resources to police their waters.

"The practice of transshipping at sea can undermine fisheries management, threaten food security and facilitate unethical activities on our oceans," said Jacqueline Savitz, Senior Vice President for the United States and Global Fishing Watch at Oceana. "When fishing vessels that remain at sea for many months at a time can hide the amounts of fish they are catching and selling, it makes it difficult to enforce sustainable fishing laws. This prevents fisheries managers from maintaining healthy fish populations and rebuilding those that are overfished – a necessary process especially given global food security concerns. By avoiding scrutiny at port, captains can conceal suspicious activities like illegal fishing, human rights abuses and seafood fraud.

The only way to ensure an end to illicit activities on our oceans is to ban transshipping at sea, require vessel tracking for all fishing vessels and establish consistent seafood catch reporting requirements worldwide."

Highlights from the report's findings include:

- ♦ Almost 40% of all suspected transshipping events occurred on the high seas, beyond national jurisdictions.

- ♦ High densities of suspected transshipping were revealed in Russia's Sea of Okhotsk, the high-seas waters of the Barents Sea, the national waters of Guinea-Bissau and immediately outside of the national waters of Argentina and Peru.
- ♦ Of the suspected transshipping events worldwide, 50 percent occurred within Russian waters.

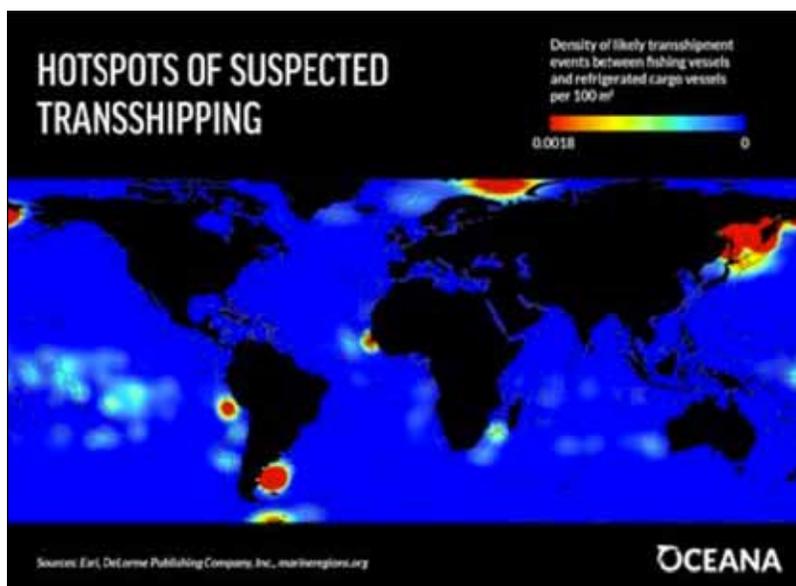
- ♦ In 2016, Russian-flagged fishing vessels ranked highest for the average number of suspected rendezvous per vessel in a national fleet.

- ♦ Comoros and Vanuatu, both flag of convenience countries,[i] were the second and third highest-ranked countries for the average number of suspected transshipping events per vessel in a national fleet during 2016.

- ♦ A flag of convenience is when a vessel pays a fee to register under the flag of a different country, and can allow fishers to avoid their own country's regulations.

- ♦ Oceana highlighted two fishing vessels involved in suspected transshipping that remained at sea for more than 500 days in 2015 and 2016.
- ♦ Transshipping allows fishing vessels to remain at sea for more than a year at a time, which can increase the potential for suspicious behaviors like illegal fishing and human rights abuses.
- ♦ Top ports visited by refrigerated cargo vessels engaged in suspected transshipping in 2015 include Vladivostok, Russia; Montevideo, Uruguay; Murmansk, Russia; and Busan, South Korea among others.

Oceana analyzed a new dataset released by its partner SkyTruth and Global Fishing Watch, the product of a partnership between Oceana, SkyTruth and Google, identifying 5,065 likely rendezvous of refrigerated cargo vessels with the largest commercial fishing vessels between 2012 and 2016. For a description of the dataset used to generate this map, and of the methods behind the data, see globalfishingwatch.org for SkyTruth and Global Fishing Watch's companion report on the data analysis behind transshipment. [↕](#)





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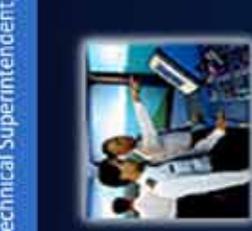
MAAP Profile

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.

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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 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 BSMTE 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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