



MARITIME REVIEW

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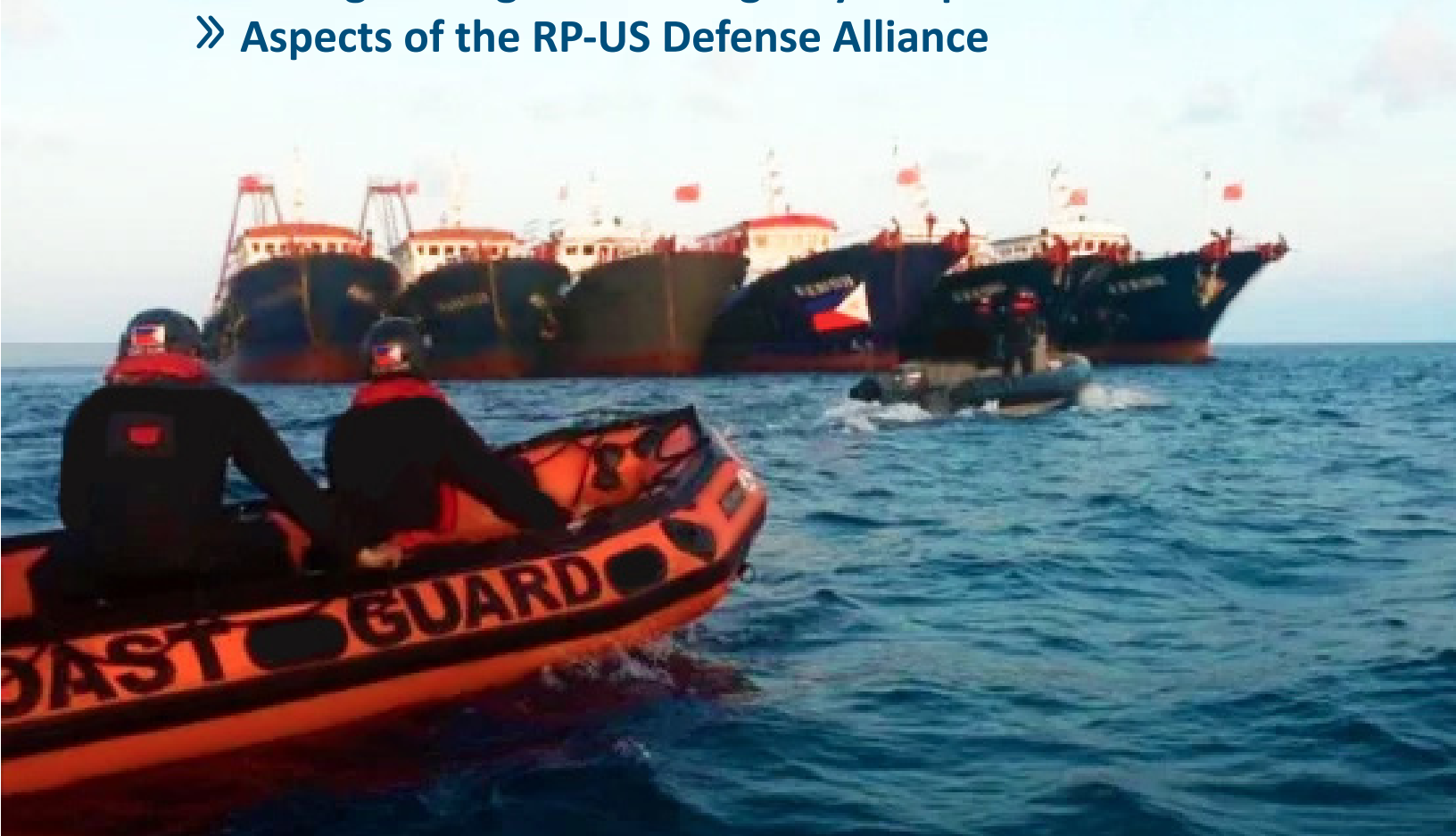
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MAY-JUN 2021

THE PRESENCE OF 250+ CHINESE SHIPS IN WPS – A POSTSCRIPT

Also Includes:

- » Hamilton Class Weather High Endurance Cutters - Proven Suitability
- » Balamban-based Shipbuilder delivers High-Speed Ferry to Denmark
- » Strengthening our Inter-agency Cooperation
- » Aspects of the RP-US Defense Alliance



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Maritime Events Calendar

MARCH 2021

- 12-15 7TH INTERNATIONAL LNG CONGRESS (MADRID, SPAIN)
5-7 TALLINN BOAT SHOW (ESTONIAN FAIRS CENTER, FRITA ROAD,
FRITA ROAD 28, ESTONIA)
9-11 2ND WORLD HYDROGEN SUMMIT (DIGITAL EVENT)
16-18 INTERMODAL ASIA 2021 (SHANGHAI WORLD EXPO EXHIBITION
AND CONFERENCE CENTRE, SHANGHAI, CHINA)
30 INTERNATIONAL MARITIME EXPO (INMEX) VIETNAM (HO CHI
MINH CITY, VIETNAM)
23 **MARITIME FORUM #161 (MARITIME ACADEMY OF ASIA AND THE
PACIFIC (MAAP); ONLINE VIA ZOOM MEETING)**

APRIL 2021

- 12-15 SEATRADE CRUISE GLOBAL (MIAMI, FLORIDA, USA)
17-25 SEATRADE MARITIME EVENTS: SEA ASIA-SINGAPORE (SUNTEC
SINGAPORE CONVENTION & EXHIBITION CENTRE,
SINGAPORE, SINGAPORE)
21-22 OFFSHORE WINDCONFERENCE 2021 BY SCOTTISH RENEWA-
BLES (VIRTUAL EVENT)
21-22 COASTLINK CONFERENCE ANTWERP 2021 (PORT OF ANTWERP,
ANTWERP, BELGIUM)
21-22 9TH AVL LARGE ENGINE TECHDAYS - DECARBONIZATION FACING
GLOBAL ECONOMIC CHALLENGES (HELMUT LIST
HALLE, GRAZ, AUSTRIA)
19-30 NACE CORROSION 2021 VIRTUAL CONFERENCE AND EXPO
(VIRTUAL EVENT)
**TBA MARITIME FORUM #162 (MARITIME INDUSTRY AUTHORITY
(MARINA); ONLINE VIA ZOOM MEETING)**

MAY 2021

- 11-12 ENVIROTECH FOR SHIPPING FORUM (HILTON ROTTERDAM
HOTEL, WEENA 10, ROTTERDAM, NETHERLANDS)
18-20 BREAKBULK EUROPE 2021 (MESSE BREMEN, BREMEN, GERMA-
NY)
18-20 EUROPORT ROMANIA (IDU HALL, MAMAIA, CONSTANTA, ROAM-
NIA)
24-27 MARITIME WEEK AMERICAS (PANAMA CITY, PANAMA)
**TBA MARITIME FORUM #163 (PHILIPPINE NAVY (PN); ONLINE VIA
ZOOM MEETING)**

JUNE 2021

- 8-10 TOC EUROPE (ROTTERDAM, NETHERLANDS)
8-11 SEANERGY FORUM 2021 INTERNATIONAL LEADING EVENT ON
OFFSHORE WIND AND MARINE RENEWABLE ENERGY (PAYS DE LA
LOIRE, NANTES, SAINT-NAZAIRE, FRANCE)
15-17 SEAWORK SOUTHAMPTON 2021 - EUROPE'S LEADING COMMERCIAL
MARINE AND WORKBOAT EXHIBITION (MAYFLOWER PARK,
SOUTHAMPTON, UK)
16-18 SHIPPAX FERRY CONFERENCE 2021 (ONBOARD PEARL SEAWAYS,
SAILING BETWEEN COPENHAGEN, DENMARK - OSLO, NORWAY -
COPENHAGEN, DENMARK)
21-23 CRUISE SHIP INTERIORS EXPO AMERICA (CSI) (MIAMI, FLORIDA, USA)
21-23 MARINE MONEY WEEK (NEW YORK, USA)
21-23 SURFACE TECHNOLOGY GERMANY (MESSE STUTTGART, MESSE-PIAZZA
1, BADEN-WURTEMBERG, STUTTGART, GERMANY)
23-25 7TH EDITION OF PHILIPPINES MARINE (PHILMARINE 2021) (SMX
CONVENTION CENTER, SM MALL OF ASIA COMPLEX, PASAY CITY,
METRO MANILA, PHILIPPINES)
SHIPBUILD PHILIPPINES 2021 (CO-LOCATED WITH PHILMARINE 2021)
OFFSHORE PHILIPPINES 2021 (CO-LOCATED WITH PHILMARINE 2021)
22-24 ELECTRIC & HYBRID MARINE WORLD EXPO (AMSTERDAM,
NETHERLANDS)

- TBA MARITIME FORUM #164 (PHILIPPINE COAST GUARD (PCG);
ONLINE VIA ZOOM MEETING)**

JULY 2021

- 6-8 BLACK SEA PORTS AND SHIPPING (THE MARMARA TAKSIM, BEYOGLU
BELEDIYESI, TURKEY)

JULY 2021

- TBA MARITIME FORUM #165 (NATIONAL COAST WATCH COUNCIL
(NCWC); ONLINE VIA ZOOM MEETING)**

AUGUST 2021

- 3-5 INDONESIA MARITIME AND OFFSHORE EXPO 2021 (IMOEX 2021)
RADISSON GOLF AND CONVENTION CENTER, BATAM, INDONESIA
16-19 OFFSHORE TECHNOLOGY CONFERENCE (HOUSTON, TEXAS, USA)
25-26 DIGITAL OCEAN CONVENTION 2021 (HANSEMESSE
ROSTOCK, ROSTOCK, GERMANY)

- TBA MARITIME FORUM #166 (PHILIPPINE PORTS AUTHORITY (PPA);
ONLINE VIA ZOOM MEETING)**

SEPTEMBER 2021

- 13-17 LONDON INTERNATIONAL SHIPPING WEEK 2021 (LONDON, UK)
21-23 SEA ASIA 2021 VIRTUAL CONFERENCE AND EXPO (ASIA'S ANCHOR
MARITIME AND OFFSHORE EVENT) (MARINA BAY SANDS, SINGAPORE,
SINGAPORE)

- TBA MARITIME FORUM #167 (NATIONAL DEFENSE COLLEGE OF
(NCWC); ONLINE VIA ZOOM MEETING)**

OCTOBER 2021

- 5-6 MARINE ENERGY TRANSITION FORUM 2021 (HAVENHUIS
ANTWERPEN, ZAHA HADIDPLEIN 1, ANTWERP, BELGIUM)
6-8 INDONESIA MARITIME EXPO (IME 2021) (INDONESIA EXPORT IMPORT,
JAKARTA, INDONESIA)
11-13 INMEX SMM INDIA EXPO AND CONFERENCE (BOMBAY EXHIBITION
CENTER, MUMBAI, INDIA)
12 ANNUAL CAPITAL LINK NEW YORK MARITIME FORUM (VIRTUAL
CONFERENCE)
13-14 AIS SUMMIT 2021. HYBRID OF DIGITAL AND PHYSICAL EVENT (ST
ANNENUFER 5, HAMBURG, GERMANY)
13-15 CMA SHIPPING CONFERENCE AND EXHIBITION 2021 (HILTON
STAMFORD CONNETTICUT, 1 STAMFORD PL, STAMFORD, CONNETTICUT,
USA)
20-22 OIL AND GAS VIETNAM 2021 (PULLMAN VUNG TAU, VUNG TAU,
VIETNAM)
21-22 GLOBAL PORTS FORUM 2021 (OCBC CENTRE, SINGAPORE, SINGAPORE)

- TBA MARITIME FORUM #169 (PHILIPPINE PORTS AUTHORITY (PPA);
ONLINE VIA ZOOM MEETING)**

NOVEMBER 2021

- 2-3 ASIAN LOGISTICS AND MARITIME CONFERENCE (HONG KONG
EXHIBITION CENTER, HONG KONG)
2-5 EUROPORT 2021 (ROTTERDAM AHOY CONVENTION CENTRE,
AHOYWEG, ROTTERDAM, NETHERLANDS)
8-11 ABU DHABI INTERNATIONAL PETROLEUM EXHIBITION AND
CONFERENCE (ADIPEC 2021) (ABU DHABI NATIONAL EXHIBITION
CENTER, AL KHALEEJ AL ARABI ST, AL RAWDAH CAPITAL CENTER, ABU
DHABI, UAE)
11 CHINA SHIP FINANCE SUMMIT (THE RITZ-CARLTON SHANGHAI
PUDONG, SHANGHAI, CHINA)
15-18 NAVIGATION 2021 - THE EUROPEAN NAVIGATION CONFERENCE (ENC)
AND THE INTERNATIONAL NAVIGATION CONFERENCE (INC) (VIRTUAL
EVENT)

- TBA MARITIME FORUM #170 (DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES (DENR); ONLINE VIA ZOOM MEETING)**

DECEMBER 2021

- 1-3 INTERNATIONAL WORKBOAT SHOW (MORIAL CONVENTION CENTER,
NEW ORLEANS, LA, USA)

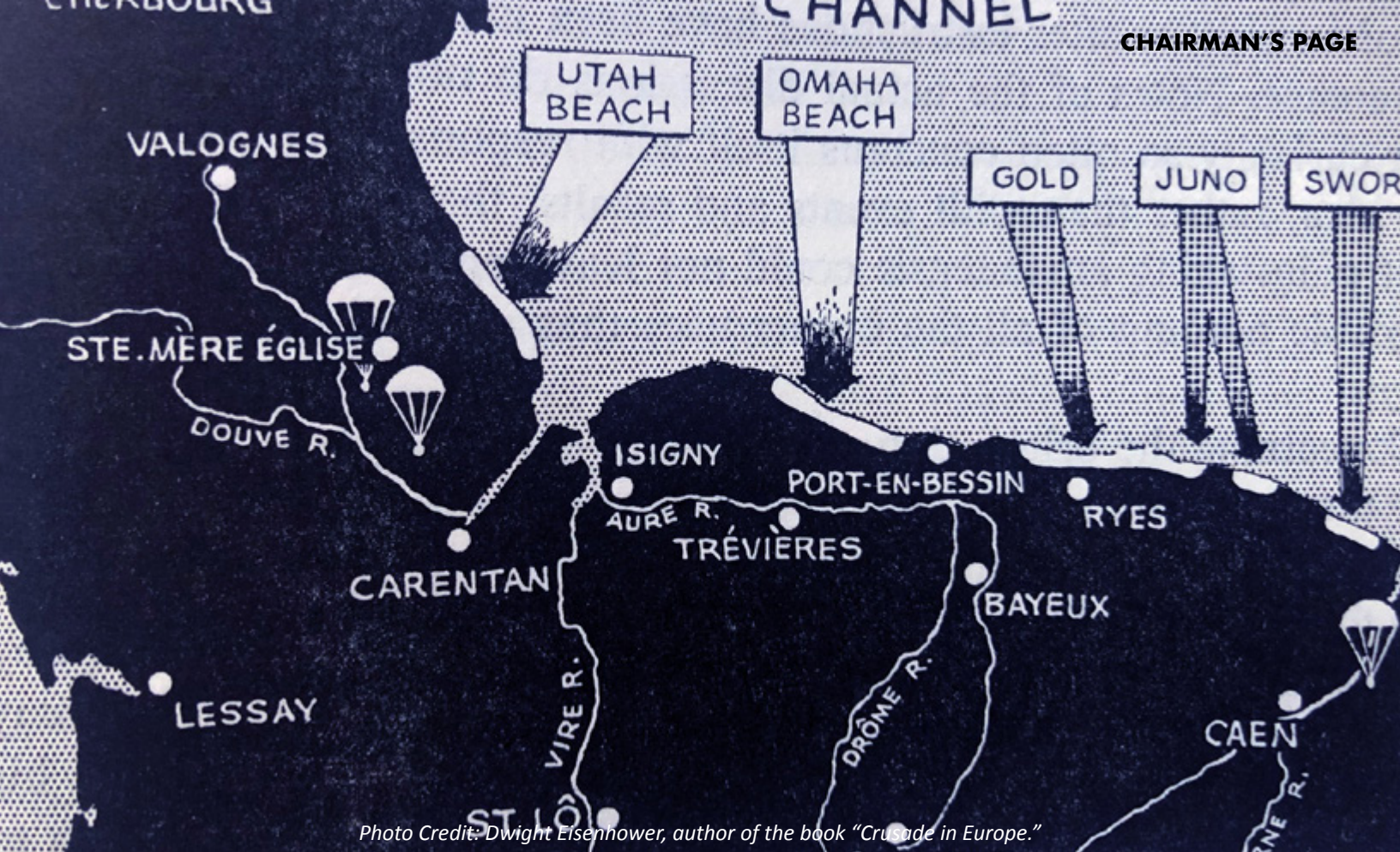


Photo Credit: Dwight Eisenhower, author of the book "Crusade in Europe."

UNITY OF COMMAND – AN ENDURING PRINCIPLE

by VAdm Emilio C Marayag Jr AFP(Ret)

French industrialist Henry Fayol, recognized by many as father of modern management and author of the book titled "Industrial and General Administration" published in 1916, identified 14 Principles of Management that serve as guidelines for managers to perform their duties and responsibilities. One of these principles is **"unity of command."** Simply put, this principle means that subordinates must have, and receive orders from, only one superior.

Fayol posited that **unity of command** prevents dual subordination, avoids overlapping orders and instructions, enhances efficiency, and maintains discipline. His proposition is supported by many thinkers and practitioners in public administration and business management like Marshall and Gladys Dimock, John Pfiffer, Robert Presthus, William Fox, Ivan Meyer, Luther Gulick and Lyndall Urwick.

But some management writers, like Frederick Taylor, Herbert Simon, Seckler-Hudson and J.D. Millet, argue against **unity of command**. They contend that this principle goes against the **specialization** principle and **dual supervision** of technical/operational and administrative. Luther Gulick countered these arguments saying, *"Any rigid adherence to the principle of unity of command may have it absurdities. But they are unimportant*

in comparison to the certainty of confusion, inefficiency and irresponsibility which arise from the violation of the principle." Gulick also reechoed a biblical lesson: *"A man cannot serve two masters."*

While the **unity of command** principle applies to nearly all types of human organizations the military is at the forefront. It is one of the principles of war and continues to remain valid.

Half a century earlier, before Fayol's famous book came out, General Ulysses Grant, General-in-Chief of the Union Army, unified "all northern military efforts under one brain" to defeat the Confederate Army during the American Civil War. General Grant's war exploits influenced succeeding U.S. military officers who fought in World War 1 like General John Pershing, then Col. Leslie McNair who later earned the accolade of "Brain of the Army" and then Lt. Col. George Marshall, later a leading military figure during World War 2 and defense secretary after the war.

Unlike in the American Civil War where military commanders gave orders and directives to subordinates under the same flag, the challenge of directing forces from different nations by a single commander was extremely difficult. During WW1 the Supreme War Council designated French General Ferdinand Foch as General-in-Chief, Western Front, with direct command over assigned French, British and American forces.

General Pershing, commander of the U.S. Expeditionary Forces, resisted the piecemeal engagement of his forces and demanded that American forces retain their national identity under his overall command. He asked the American liaison officer, Colonel Bentley Mott, to communicate his concerns to Foch's combined force headquarters. After presenting Pershing's concerns, French General Foch quietly told American Colonel Mott: *"I am the leader of an orchestra. Here are the English Bassos, here are the American baritones, and there the French tenors. When I raise my baton, every man must play, or else he must not come to my concert."*

General Pershing had fully understood General Foch's view of **unity of command** as he believed that without a supreme commander there would not be a unity of action. Nonetheless, he continued to be irritated by the way the Supreme Commander fielded the multinational forces. Colonel George Marshall, Pershing's operations chief, keenly observed the resistance of his commander but was convinced that the unity of command principle must prevail over personal differences.

General Marshall's experience in WW1 led him to introduce the **unity of command** principle under civil authority in Washington DC when he became U.S. Army Chief of Staff in 1939. The war in Europe started months after his assumption but the U.S. did not declare war on Germany until December 1941. In January 1942, the U.S. and Britain agreed to create a Combined Chiefs of Staff (CCS), a cooperative military arrangement, along the lines of the British committee system that included strategy formulation and management. The CCS reported both to U.S. President Roosevelt and British Prime Minister Churchill. Both Admiral Ernest King, the Chief of Naval Operations, and General Marshall became members of the Combined Chiefs of Staff along with their British counterparts who were represented in the U.S. by permanently stationed senior officers. General Marshall's superb inter-personal relationship convinced Roosevelt and Churchill that General Dwight Eisenhower was the right military commander to spearhead the liberation of Europe starting with cross channel invasion and subsequent inland offensive operations.


After WW2, the U.S. formally adopted the Unified Command Plan and organized the unified, or combatant, commands. But service rivalry persisted. The Joint Chiefs of Staff was directly above the unified commands. It took years to address some nuances associated with the structure but when clear and smooth command relationships were established "the result was an enduring moral singleness and unity of purpose." The basic considerations of the Plan were military unity under single geographical commander and a workable strategy crafted by a civilian-military team. Forty years later the command relationship changed with the enactment of the Nichols-Goldwaters Act of 1986. This law relegated to the background the authority of the Joint Chiefs of Staff and put the Defense Secretary as the immediate supervising authority of the unified commands.

In smaller scale, the application of the principle of the **unity of command** can be described by the actions of French

naval commanders during WW2. When Germany attacked France, many troops and naval ships influenced by General Charles De Gaulle sailed to Britain and established a Free France government to continue German resistance. In contrast, after the defeat of French forces in Metropolitan France the new head of government, Marshal Philippe Pétain, signed a Franco-German armistice. In June 1940, that divided the country into two zones: a German-occupied portion and the other a German-controlled "corporate state" called Vichy France where the French could exercise nominal "sovereignty." French colonies with military and naval units remained loyal to the Vichy government. As a result, even the British and American governments were in a conundrum about which French regime had more credence, the fascist Vichy regime of the beloved elderly Philippe Pétain that 90% of the French supported because of its refusal to join the Axis, or the arrogant and courageous French Resistance advocate Charles de Gaulle who lead the government-in-exile French Françaises Libres to join the Allied Forces and fight against the Axis powers.

But those doubts ended in July 1940 when British Prime Minister Winston Churchill, the re-appointed First Lord of the Admiralty, launched Operation Catapult to seize, neutralize and destroy all elements of the French Navy under Pétain's Vichy government. De Gaulle directed the commanders of Free France naval forces to follow the operational concept of "autonomy and collaboration" when fighting with the British. One of his naval commanders, Vice Admiral René Émile Godfroy, who was tasked to operate alongside the British forces under Admiral Andrew Cunningham in Alexandria, Egypt, believed "that effective operations should be conducted under a single commander" and decided to be subordinated to the Royal Navy. The British-led naval operation in Alexandria was a success. This local initiative of Godfroy, though, was not sanctioned by his superiors.

While the complexity of applying the principle of **unity of command** becomes higher when dealing with large multinational coalitions and alliances, the benefits of the principle's foundations remain: better performance, maintenance of discipline, avoidance of dual command, and prevention of confused situations. Grant, Foch, Marshall and Godfroy are examples of military leaders who demonstrated how the principle of **unity of command** worked to accomplish their missions and objectives.

Finally, Dwight Eisenhower's words on this principle may be tweaked to guide and inspire Philippine civilian government or military or uniformed service officers working in inter-agency task forces: *"Alliances in the past have often done no more than to name the common foe, and the unity of command has been a pious aspiration thinly disguising the national jealousies, ambitions, and recriminations of high ranking officers, unwilling to subordinate themselves or their forces to a command of different service... I was determined, from the first, to do all in my power to make this a truly Allied Force, with real **unity of command** and centralization of administrative responsibility."* 

THE PRESENCE OF 250+ CHINESE SHIPS IN WPS – A POSTSCRIPT

by Brig. Gen. Manuel P Oxales AFP (Ret)

It would be best to assume that the U.S. would not respond immediately and militarily ... A David armed with a sling shot poised to hurl stones at Goliath is a Biblical lore.

The presence of an alarmingly big number of Chinese ships, as many as 250+, of which 40 were spotted on 21-March-2021 anchored at Juan Felipe Reef or Whitson Reef of the Kalayaan Island Group, 240 kms west of Palawan, well within the 200-nautical mile or 370-km Philippine Exclusive Economic Zone (EEZ) waters (as ruled by the 2016 Hague Arbitration Tribunal) prompted the Philippine government to file a diplomatic protest against China.

PRRD called for a meeting with the Chinese Ambassador at Malacañang for an explanation. The Chinese Ambassador said the ships sought shelter from a storm at Julian Reef and that the seas surrounding the reef have been traditional fishing grounds of Chinese fishermen. Its Manila Embassy added that the reef has been part of Nasha Islands, the Spratly Islands which China claims belong to them. China denied the anchored ships were from their militia fleet.

How could a large number of fishing boats, big and small, be assembled on a daring commercial venture in an open sea, on territories and sea areas on WPS claimed by ASEAN states and Taiwan, 1000 kms away from the southernmost province of China?

Surely, there must be an organization with authority

to direct, control and supervise their movements in the open seas, provide logistics, and security.

It was a massive display of maritime dominance and control of vital sea lanes, areas and islets with strategic security significance and aimed to ensure their rich mineral and fishing resources be availed of exclusively for the Chinese people.

According to authorities, the ships are part of the fishing fleet of the Peoples Armed Forces Militia funded by the government and its mission is to project China's claimed sovereignty over certain areas in the vast China Sea and East China Sea.

Before the deployment of the ships, China's top admirals must have assessed very thoroughly this massive undertaking –the timing, sea environment, possible threats, how formidable, where to anchor, and what would most likely happen. They were provided with armed escorts with deep, long logistics for a contest of endurance.

As to timing, the entire world has been facing a pandemic. The Philippines is undergoing one of the worst. To China's anger and consternation, it has been blamed for the plague. To its credit, it was one of the first biggest producers of the vaccine and the first to supply RP, topping it with a donation 400,000 doses. Filipinos are grateful to generous patrons, and typically beholden to persons with wealth and/ or power. How could you not be? China has provided credit,



The Philippine Coast Guard reported on April 16 that despite repeated demands by Manila that Chinese ships leave Whitson Reef, at least 250+ Chinese vessels remain in the area and surrounding waters the day before. Source: Aljazeera. Photo Credit: PCG

invested worth hundreds of millions of U.S. dollars for the country's roads and bridges and other projects, and has given us military vehicles and weapons.

Surprisingly, it was timed with the assumption into office of a new U.S. President who is facing domestic problems—the pandemic, immigration, hate diatribes against Asians, differences with NATO, trade conflicts with allies and China, and North Korea's test of an intermediate range missiles.

China has prudently selected sea areas too far away from the homeland of the U.S., an influential and dominant power on this part of the world. Notably chosen was an area that has had overlapping claims by Taiwan and the weak states of ASEAN, a regional block known more for its yearly reunions and issuing tone downed press releases that are not displeasing to China.

Last year, on two occasions, two U.S. Navy carrier strike forces, an armada of two nuclear powered aircraft carriers, on board with two hundred fighter and attack planes, destroyers and frigates armed with anti-air and anti-ship missiles, submarines, and various ships sailed the sea lanes of South China Sea—a demonstration of U.S. might and resolve, an exercise of freedom of navigation on international waters.

Indubitably, China's response this year was to send to a disputed area in WPS a large fleet of fishing ships on a declared peaceful commercial venture. It was an awesome display of maritime power with high propaganda value and business acumen. The ships would bring back cargoes of tons of fish and other sea products for both the Chinese and world markets.

Prior to sending these ships, Chinese top officials must have assessed thoroughly how the U.S., and her longtime defense partner, the Philippines, would likely respond.

It would be a mistake to presume that if a Philippine Navy ship, an aircraft, a camp or base is attacked, the U.S. would immediately respond. Under the RP-US Mutual Defense Treaty, the U.S. Congress would deliberate the matter, get a concurrence, and provide a budget. It is not automatic or self-effecting like that provided by the NATO Treaty.

But how about the U.S. War Powers Act? Will the U.S. invoke it as she did in Iraq in 1991 and 2002, Afghanistan in 2011, air attack in Kosovo in 1991, Libya in 2011, air strikes in Kosovo in 2017, and the drone attack that killed an Iranian general in Iraq in 2020? Can we assume that? The U.S. had its own reasons and motives for upholding its strategic interests in these countries. The obvious reality—U.S. enemies in these states have not had the capabilities to hit back on the territory of the U.S., except to employ terror tactics.

It would be best to assume that U.S. would not respond militarily and immediately to protect RP's disputes against China over islets and reefs in waters of the South China Sea, too far away from America's homeland.

Many Americans do not even know where the Philippines is. The U.S. senators and congressmen will use magnifying glasses to find the disputed islets and reefs on WPS on the map.

If you recall the October 1962 Cuban nuclear missile crisis, the blunt and brusque Premier Nikita Khrushchev of USSR then, now a lone Russia, tried to test the resolve of a new U.S. President John Kennedy, a young man at 45. Khrushchev had missile launchers erected on Cuban soil aimed at the eastern part of the U.S.. He used it as a bargaining chip so the U.S. would remove its missiles from Turkey that were directed at the Soviet state. Undaunted, President Kennedy declared a national emergency warning that an attack from Cuba on U.S. territory would be met with massive nuclear retaliation on Soviet cities and military targets, and forthwith sent nuclear armed B52s to forward bases with activated missile launchers. The U.S. Navy blockaded the Cuban sea and turned back Soviet ships carrying missiles. For the first time, the world watched in horror as the two most powerful nuclear powers prepared to go to war. Premier Khrushchev backed off in exchange for a U.S. pledge not to invade Cuba and to remove its missiles from Turkey. (As a young Lieutenant and bachelor, I was slated in December 1962 for a one-year course in a southern state close to Florida. It was postponed to the next year.)

The U.S. immediately responded vehemently to USSR's placement of missile launchers in Cuba that posed an imminent threat and danger to the American people. Cuba is located south of Florida separated by a strait only 90 kms wide.

Let us recall certain episodes in the past to illustrate my point further.

On 5-August-1964, two U.S. Navy destroyers, the Maddox and Turner Joy were attacked by North Vietnamese torpedo boats at the Gulf of Tonkin, Vietnam. In haste, two days later, on 7-August-1964, the U.S. Congress passed the Tonkin Resolution which authorized President Lyndon Johnson "to take up necessary measures to repel an attack on the armed forces of the U.S. and prevent aggression."

It was the beginning of a major U.S. deep and long involvement in the conflict between communist North Vietnam and democratic South Vietnam. Only to end a decade later, in 1975, in a disengagement—a withdrawal—leaving some 40,000 Americans dead and 50,000 wounded. US involvement has seared the hearts and divided the American people. It was a traumatic experience, a quagmire, a quick sand.

It shall not happen again!

On 26-March-2010, a South Korean corvette sank after it was attacked by torpedoes launched from a submarine off the coast of North Korea killing 46 and wounding 56 South Korean sailors. North Korea denied they did it. However, an International Commission that investigated the incident pointed to North Korea as the perpetrator.

On 23-November-2010, North Korea fired artillery shells on Yeonpyeong, an island close to the border separating the warring neighbors, killing a number of South Korean soldiers. A record of 37 skirmishes have happened between the two belligerent states.

There is no record that the U.S. intervened militarily on South Korea's behalf after these incidents despite the

existence of a US-ROK Mutual Defense Treaty signed in 1951, one year after the Korean War started. The substance of the treaty is the same as that of the RP-US MDT, the U.S. would repel the attacks in line with its constitutional processes. Take note, South Korea has been providing support for the continued stay of 38,000 American soldiers and their families. The agreed support for 2021 is US\$930 million.

In 2011, a U.S. Navy aircraft overflew China's airspace off Hainan island, south of China. A Chinese fighter jet gave chase and collided with the aircraft, killing the pilot chaser. The U.S. plane was forced to land on a Chinese airfield; its eleven crewmembers were held. After 11 days of diplomatic back channeling and compensation agreements, the U.S. plane and crew were released.

In January 1974, Chinese and Vietnamese ships skirmished over Vietnamese-occupied islets in the Paracel islands. As expected, the Chinese navy, superior in number and weaponry, outbattled the Vietnamese ships. Chinese marines invaded the islets, overcame the hapless defenders who suffered hundreds of casualties. The islets are now China's outposts for drilling oil and natural gas.

In March 1988, Chinese and Vietnamese ships fought for possession of Johnson Reef in the Spratly Islands 230 kms west of Palawan. The Chinese outbattled the Vietnamese, forcibly occupying Johnson Reef, Fiery Cross and other reefs killing 64 defenders. China has reclaimed the sea off Fiery Cross, transformed it into a 370-hectare island, and built a 3000-meter runway as well as radar structures.

In 1994, China occupied Mischief Reef (Panganiban Reef) 250 kms west of Palawan. The Philippines filed a diplomatic protest but chose not to send the Navy, learning from the Vietnamese experience in 1974 and 1988. (Take note the RP-US MBA was abrogated by the Senate in 1991). China reclaimed the sea surrounding the reef and transformed it into a 555-hectare island, built a 2,700-meter runway with other structures on which long range and big commercial planes could land. Taiwan, Vietnam and the Philippines claimed the Reef but the Hague Arbitration Tribunal ruled on 2016 Mischief Reef was part of Philippine EEZ since in its natural condition, it would rise at low tide and lay submerged during high tide.

The sending of gray painted ships of the Philippine Navy to patrol the seas off Julian Felipe Reef could have conveyed a military response and an aggressive stance to the presence of an enormous number of declared Chinese fishing vessels

For this reason, DND Secretary Delfin Lorenzana asked for white painted ships of the Philippine Coast Guard and Bureau Fisheries and Aquatic Resources to join the patrol to tone down its military character.

The internationally accepted functions of Coast Guard are to provide safety and rescue at sea, protect the sea and coastal environment and guard the country's maritime zone. The mission of BFAR is to develop, conserve and protect fisheries and aquatic resources. Their non-military functions may be inferred by their being under the Department of Transportation and Department of Agriculture, respectively.

A retired Admiral, however, confided to me that the ships of the Coast Guard and BFAR would have difficulty sailing the strong and rough waves of the WPS.

He further advised the navy ships and aircraft on patrol stay at a safe distance, avoid a maneuver and action that may be misinterpreted as hostile and establish radio contact with the Chinese ships. (Three Chinese fast attack crafts armed with anti-ship missiles capable of speeds of 70 kph were spotted on Panganiban (Mischief Reef) where a runway and other structures were built.)


Our few ships and aircrafts on patrol facing a large over-whelming number of ships, much bigger in size, superior in capabilities and escorted by fast attack craft armed with anti-ship and anti-air missiles was a clear and candid act of courage and boldness. It was a demonstration of exemplary bravery by our personnel. The repeated and well-published blunt statement by DND Secretary Lorenzana for the Chinese vessels to leave conveyed a direct and defiant position of the government. It was an expression of a strong legal assertion of "sovereignty and jurisdiction" over Philippine territories, islets, reefs (Julian Felipe, Panganiban, Kagitingan, and Zamora) all over the Kalayaan Island Group and sea areas, and the "peaceful exercise of sovereign rights" of its government on its EEZ.

To date, as of the end of April, the Chinese vessels have hauled about 50,000 tons of fish valued at Php3.5 billion according to BFAR.

A David armed with a sling shot poised to hurl stones at Goliath is a Biblical story.

History has taught us that misreading and miscalculating the adversary leading to missteps have led kings, emperors, heads of state and rulers to go to war and inexorably brought defeat, destruction and dishonor to their country and people.

About the Author:

Brig Gen Manuel P Oxales AFP (Ret) was with GHQ AFP Staff for Plans and International Relations, and a Wing Commander in Southern Mindanao. A Golden Aviator Awardee, he had several articles on external defense, security and advocacy issues published in magazines for professionals. He wrote three books: Advocacy in Retirement, which was officially designated reference of the National Defense College of the Philippines, Public Safety College and the AFP Educational, Training and Doctrine Command (AFPETDC), and the Offices of Senators Gregorio Honasan and Antonio Trillanes III; Advocacy Through the Years, a reference of the AFPETDC; and Two Stories of the February 1986 Revolution, which was made into a two-hour telemovie in 1987 starred by top movie actors. He has an MBA from U.P. and an MNSA from the National Defense College (Distinguished Graduate). He completed the National Security Management program at the US Industrial College. He was a lecturer at the Graduate School of Business, University of the Philippines, Ateneo de Manila University, and NDCP. You may reach him at: maningoxales@yahoo.com 



HAMILTON CLASS WEATHER HIGH ENDURANCE CUTTER (WHEC) – PROVEN SUITABILITY FOR THE MISSIONS OF BOTH COAST GUARD AND NAVY

by CAPT Tomas D Baino PN (Ret)

History

The Hamilton WHEC was constructed beginning in the 1960s, and they were intended to fulfill both Coast Guard peacetime and wartime requirements, and serve alongside the Navy. During the Vietnam War, several types of vessels supported the “Operation Market Time,” provided patrol duties, boarding and inspection of North Vietnamese vessels and boats, conducted naval gunfire support, missions, and medical assistance to Vietnamese civilians.

From the 1980s to 1992, the entire Hamilton class was modernized through the FRAM (Fleet Rehabilitation and Modernization). The program included weapons, sensors, addition of hangar, engine overhauls and improvement of habitability. Hamilton vessels participated in Military Operations, such as the Operations Urgent Fury, Operations Vigilant Sentinel, Operations Deny Flight, and Operations Iraqi Freedom.

Generations of Hamilton Class

Originally, the HAMILTON Class vessel was built by Avondale Shipyard in the United States from 1966 up to 1971 of which 12 units built for this class of vessel for the U.S. Coast Guard Homeland Security. The vessel designation was Weather High Endurance Cutter (WHEC).

The first three (3) generations of said type vessels were transferred to the Philippine Navy through Foreign Military Sales (FMS) as Excess Defense Articles (EDA) of the U.S., and these are listed in Table 1.

Table 1

Bow Number	Date Keel Laid	Present Designation /Assignment	Date Acquired by the Philippine Navy	Age of Vessel Upon Transferred to the Philippines
WHEC 715 Hamilton	Jan 1965	BRP Gregorio Del Pilar FF-15	13 May 2011	46 years old
WHEC 716 Dallas	Feb 1966	GRP Ramon Alcaraz FF-16	22 May 2012	46 years old
WHEC 719 Boutwell	Dec 1966	BRP Andres Bonifacio FF-17	21 July 2016	50 years old

Table 2

**Original Combat Systems Suite
Specification and Capabilities
As A Naval Surface Combatant Ship**

Particulars	Remarks
1. Displacement – 3,050 Tons	1. A displacement of typical destroyer
2. Dimension – 115.20m x 13.1m x 6.1	2. Length Between Perpendicular at the waterlines and wave length at sea state 6; 106 times to happen in the Philippine Seas, has a ratio of 2.12 which means the length of the ship is greater than wavelength of 54m.
3. Flight deck – for heavy type helicopter, 26.80m x 12.2m, for 2 Helos at the Hangar	3. One (1) helicopter can be on repair and maintenance of essential defects, the other one is operational ready for deployment.
4. Propulsion Plant – Combine Diesel and Diesel and Gas Turbine a. 2x Pratt & Whitney FT – 4AG gas turbine, 36,000 brake horsepower b. 2x Fairbanks Morse 38TBD-1, 7000 Bhp sustained, 2 Shaft, controllable pitch propeller with retractable bow propulsor, 350 Hp	a. Hot pursuit operation, 2 gas turbines/1 gas turbines operational at interception speed of 29 knots at 2400 nautical miles. b. Cruising or patrol speed, two diesel engines operational while gas turbine on shut down status. 11 knots at 1400 nautical miles. c. The Engine CODAG configuration weight of approximately 320-350 tons bottom weight provides greater stability to compensate the top mount weight of helicopter and superstructures with lower center of gravity.
5. Weapons systems	
Missiles – 8Mc Donnell Douglas Harpoon with active homing radar, anti-ship missile, sea skimming with range of 130km at the speed of Mach 0.90, 227 kgs warhead.	Sea Skimming anti-ship missile for defense against surface combatant vessels at the horizon during high intensity conflict

Guns – 1xOTO Melara, 76mm, 86 rds per minute rate of fire, 16km range, anti-surface guns,	For surface engagement and provide naval gunfire support to marine landing operation, destruction surface and shore target
2x Aerospace 20mm MK 67, 800 rds per minute 1.5 km range, 1x GE	Protection against fast surface hostile gunboats attacking the ship
20mm Vulcan Phalanx, 6 barreled MK 15, 3000 rds per minute rate of fire and 4x12.7 mm Machine Guns.	Protection and neutralization of incoming missile and surface guns against high valued targets
Torpedoes – 6x324mm MK 32, 2 triple tubes, Honeywell MK anti-submarine active/passive homing to 11km at 40 knots, warhead 45 kgs.	Protection and destruction of hostile submarine and surface ship
6. Countermeasures – Decoy, 2 Lorad Hycor SRBOC 6-barreled fixed MK 36, IR Flames and Chaff	Protection from underwater hostile target, distraction and confusion from incoming hostile anti-ship missiles
7. Electronic Surveillance Measure (ESM) WLR-IC, WLR-3 warning radar	Detect, track, monitor, provide early warning against incoming hostile threat
8. Fire Control – MK 93 MOD 1 GFCS, MK 309 ASW	For hostile submarine destruction
9. Radars – Air Search lockhead SPS 40B, D/E Band, Surface Search: Raytheon SPS 64 (V) 6, I-Band Fire Control: Sperry MK 92, I/J Band Tacan VRN 25	Detect air, surface and control employment of weapons system for precise target engagement with high degree of success
10. SONAR – EDO SQS 38, Hull Mounted active search and attack medium frequency	Hunt, detect, monitor, tract hostile submarine
11. Helicopter – 1HH – 65A or LAMPS-1	Hunt, defect, monitor, tract hostile submarine

Hull Structure

The hull structure and scantling are made of strong materials over and above the ship classification rules in accordance with USCG shipbuilding design. It is composed of 11 watertight compartments with two adjacent floodable compartments; the vessel intact stability can still be maintained.

The waterline length of 110.00 meters, and free board of 4 meters can endure the prevailing sea condition 6 with a wavelength of 58 meters, and a waterline length twice the wavelength.

The shape of the underwater hull is V shape which tends to cut through the waves, rather from pushing the waves. The angle of water entrance at the bow is small and very sharp with less frictional resistance.

Seakeeping and Survivability

Seakeeping behavior of said vessel and survivability with higher degree of seaworthiness was already proven by the USCG in the Pacific, Atlantic and Gulf of Mexico.

Vessel Retrofit

Said class of vessels are mothballed by the USCG after serving more than 30 years. They were retrofitted from cold steel to hotsteel, dismantling all her weapons, sensors, etc., except the primary deck guns, and the OTO Melara Super Rapid Deck Guns. Sensors such as radar, generators, etc., were dismantled before transfer to the Philippine Navy.

Fleet Rehabilitation and Modernization (FRAM) for the Philippine Navy

If a Navy intends to conduct FRAM for said class of vessels for a second time to extend the serviceable life of the vessels in to protect itself in the arena of modern warfare at sea, the following key factors and the prime considerations in the upgrade is to consider the following attributes of a naval surface combatant.

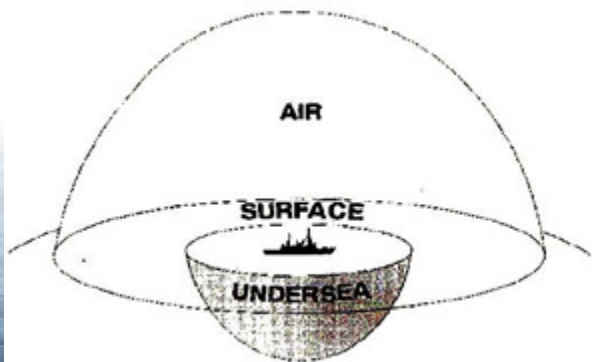
The paramount consideration in the acquisition of warship is **survivability** – the ability of the warship to prevent or avoid being hit or in case of being hit, the aptitude of the structure to absorb multiple combat hits during engagement at sea, provide protection of the crew under extremely hazardous situation, and be capable of continuous fighting.

Some of the elements of survivability:

- ⊕ **Radar signatures** – reduction of attraction of the ship outline profile above waterline that can attract anti-ship sea skimming missile with radar guided homing sensor that can lock-on to the ship.
- ⊕ **Infra-red signature** – reduction of heat emission from the engine room that can attract anti-ship missile with heat seeking guidance system that can lock-on to the ship in the terminal homing approach to the target.
- ⊕ **Acoustic signature** – reduction of ship hull vibration emanating from the engine machineries and hull resistance due to hull frictional resistance with seawater, reduction of cavitation of propeller, etc. protection from acoustic guidance torpedoes.
- ⊕ **Pressure signature** – the pressure signature and the surrounding environment disturbed by the volume of displacement of the hull and that could trigger a bottom laid sea mine with a pressure arming device.
- ⊕ **Magnetic signature** – the magnetic properties of the steel hull of the ship is great factor and source of the magnetic properties of the hull that could trigger a bottom or moored sea mine sensitive to the magnetism of an object.

Figure 1

Battle Sphere of Warship in Air, Surface and Sub-Surface



The threat in the Battle Sphere, in the air are the sea-skimming anti- ship missile, attack helicopter and supersonic fighter aircraft attacking in coordination against the warships while at the surface are the naval gunfire from the horizons, fast attack gunboat with short range missile system. Sub-surface threat are the submarine with acoustic or wire-guided torpedoes, and mines that are either pressure or magnetic mines, etc.

The offensive and defensive capabilities must clearly and specifically identify with the effectiveness within the combat system envelope with high probability of success to defeat the threat.

The two (2) major consideration in the installation of Softkill and Hardkill countermeasures in defeating the threat:

Softkill Methods

- ⊕ Selection of decoy such as flares intend to distract the homing sensors of attacking hostile anti-ship missiles monitoring with guidance system to deflect away from the real target. The decoy simulated false appearance must be greater than the signature of the real target.

Hardkill Methods

- ⊕ A physical means to destroy and neutralize immediate and eminent threat in the air and surface by employment of the Closed-in-Weapons System (CIWS) in order to protect its own ship.

Recommendations

The selection of the countermeasures to protect the vessel must be dependent on the appraisal of ship signature threshold, in order to be effective in the employment of the countermeasures.

The hybrid design of Hamilton Class Weather High Endurance Cutter (WHEC) has been proven with long years of performing dual roles in the Coast Guard and the Navy. Said design can be adopted by both PCG and PN because in time of war the PCG is mandated to join the PN in defense of our maritime territory. 🚩

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About the Researcher/Editor:

CAPT TOMAS D BAINO PN (Ret) completed his post- graduate studies in Submarine Design at the Department of Naval Architecture, University College of London, United Kingdom of Great Britain under the sponsorship of educational grant of UK Ministry of Defense. He attended the Ship System Survivability Orientation with Defense Evaluation Research Agency (DERA) of UK Ministry of Defense in London and MEKO Frigate design and construction in Hamburg, Germany. Capt Baino is an associate editor of the Maritime Review providing series of articles in Naval Ship Design; and served as Naval Architect Consultant with the Department of Transportation and Philippine Coast Guard Project Management Office in Ship Acquisition Program from 2017 to 2020.

ASPECTS OF THE RP-US DEFENSE ALLIANCE

by LtGen Edilberto P Adan AFP (Ret)

A Chinese embassy official once told a Philippine diplomat, “Why don’t you get closer to a friendly neighbour rather than a distant cousin?” Of course he was referring to the relationship between the Philippines and China vis a vis the former and the United States. On another occasion a US official, on the same topic similarly quipped, “Yes, you cannot choose your neighbours but you can choose your friends.” Two superpowers contending for the preferred attention of a smaller but a very important state.

What the Constitution Says. The 1987 Constitution provides direct guidance on how the country shall conduct its foreign policy: *“The State shall pursue an independent foreign policy. In its relations with other states the paramount consideration shall be national sovereignty, territorial integrity, national interest and the right to self-determination.”* Our nation is free to choose who, in what manner and when to engage any state. The national interest is the paramount consideration.

In 1848, British PM Lord Palmerston declared, *“We have no eternal allies, and we have-not perpetual enemies. Our interests are eternal and perpetual, and those interests it is our duty to follow.”* History shows many applications of this principle as long-time friends or allies become protagonists and former enemies become friends and partners.

Although not defined in the Constitution, sovereignty is understood as the absolute control and exclusive jurisdiction by a nation-state over its territory and internal affairs.

Relatedly, while the Philippines renounces war as an instrument of national policy, this clause refers to offensive wars or wars of aggression and not defensive war since the power to wage a defensive war is the very essence of sovereignty. And the defense of the state is a primordial obligation of the government and of the people. Self defense is an inherent right of nations.

Furthermore, the Constitution says that the State is obliged to “protect the nation’s marine wealth in its archipelagic waters, territorial sea, and exclusive economic zone” in conformity with international law and the UN Convention of the Law of the Sea (UNCLOS).

What the Supreme Court Said. During the deliberation of the 2014 PH-US Enhanced Defense Cooperation Agreement (EDCA), the Supreme Court expounded that

“the President of the Philippines, as the sole repository of executive power, is the guardian of the Philippine archipelago, including all the islands and waters embraced therein, and all other territories over which the Philippines has sovereignty and jurisdiction. These territories consist of its terrestrial, fluvial, and aerial domains; including its territorial sea, the subsoil, the insular shelves, and other submarine areas; and the waters around, between, and connecting, the islands of the archipelago, regardless of their breadth and dimensions.”

The necessity of forging alliances with friendly nations was cited in Saguisag versus Exec Sec. Ochoa and the Supreme

Court described the President’s task as:

“It is the president’s prerogative to do whatever is legal and necessary for Philippine defense interests...and this duty of defending the country is unceasing, even in times when there is no state of lawless violence, invasion, or rebellion...It would therefore be remiss for the President and repugnant to the...Constitution to do nothing when the call of the moment requires increasing the military’s defensive capabilities, which could include forging alliances with states that hold a common interest with the Philippines or bringing an international suit against an offending state.”

As established, the President “is the Commander-in-Chief in times of peace and war and includes the power to wage war successfully but also the power and responsibility to prepare for the eventuality of war..., in cooperation with Congress.”

PH Defense Cooperation: the MDT and the VFA. The Philippines has some 38 defense cooperation agreements with other countries aimed to preserve peaceful relations, to advance the national interests overseas and enhance the country’s defense capabilities. As the only treaty ally of the Philippines, the defense partnership with the US is the most advanced as manifested in the Mutual Defense Treaty of 1951 (MDT), the Visiting Forces Agreement (VFA) of 1998 and the Enhanced Defense Cooperation Agreement (EDCA) of 2014.

Similar to the PH-USMDT, the US mutual defense and security agreements with both Japan and South Korea provide that “an armed attack against either party would be dangerous to its own peace and security, and declares that each party would act to meet the common danger in accordance with its constitutional provisions and processes.”

The VFA is a Status of Forces Agreement (SOFA) and is the key enabler of the MDT. No sending state would be inclined to send its troops on foreign soil on a cooperative mission without clear rules and guidelines on the rights and privileges of the visiting troops. Under international law, a SOFA differs from military occupation. The United States has more than 120 SOFAs with various countries.

Only two countries have a Visiting Forces Agreement with the Philippines: the US and Australia. The SOFA with Australia was ratified by the Philippine Senate in July 2012, with only one dissenter and it was described by Malacanang as enhancing our national and regional security. Australia is a defense ally of the United States under the ANZUS and Five Eyes defense agreements.

It should be noted that while the Constitution prohibits the establishment of foreign troops, facilities or bases on Philippine soil, this is not an absolute prohibition. Three conditions must be met first to allow them: (1) that the terms are contained in a treaty concurred by the Senate; (2) If Congress requires, it is ratified by a majority of votes cast in a national referendum; and (3) that the agreement



is recognized by the sending state as a treaty. The VFA with the US was ratified by the Philippine Senate in May 1999. A “VFA-2” or the counterpart agreement was also approved.

Separate convictions by Philippine courts for grave criminal offenses of two US military personnel, LCpls. Daniel Smith (2006) and Joseph Scott Pemberton (2014) and who consequently served their jail sentences in the Philippines, and later released or pardoned, are considered proof that the VFA works.

THE RELEVANCE OF DEFENSE ALLIANCES. Alliances and defense partnerships between nations with common interests are forged for reasons of security. It provides a sense of assurance and promotes trust among the signatories. Shared intelligence provides early warning of an impending threat. Shared resources also lower the cost of defense spending. Alliances deter aggression.

When the threat of the Soviet Union collapsed in 1991, it was thought that NATO would also be dissolved. Yet NATO members decided to continue maintaining it, with some saying that it was more than a military alliance, a “community of values” that transcends any specific threat. NATO was considered a source of stability for its “valuable organizational and cooperative experience that serves as an insurance policy against future threats.”

There are three levels of defense relationships: (1) treaty ally; (2) defense partner; and (3) friend. A treaty ally obliges each party to defend and come to the aid of the other in case of aggression. Partners and friends do not have that obligation to send troops or defend the other but may agree to provide support to maintain and develop defense capabilities. Australia, Japan, and South Korea are defense partners of the Philippines; while Malaysia and Indonesia are friends.

Some defense relationships became problematic. Pakistan is

still linked to the US by the 1954 Mutual Defense Assistance Agreement but has moved closer to China while the US has moved to Pakistan’s rival, India. The MDT between the US and Taiwan was terminated in 1980 since recognition has shifted to the People’s Republic of China and yet recent action of the 7th Fleet in the Taiwan Strait, huge arms sales, and visits of top officials to Taipei provide an assurance of support to Taiwan in case of a Chinese invasion.

There may be issues and complaints about alliances, such as: “free riding” with big allies like the US, essentially making them pay for a smaller country’s defense, and in so doing, the smaller country could use their resources on social welfare or economic projects instead. In contrast, Secretary of National Defense Delfin Lorenzana recommends that the PH increase its defense budget to at least 2% of its GDP from 0.95%. However, for decades the PH defense budget has not appreciably increased. Nevertheless, in recent years, a program for the modernization of the AFP has been undertaken.

Some advantages of alliances:

1. Alliances prevent wars – it drives up the cost of aggression and deters states from using violence to settle disputes. Allies are less at risk of attack than those without them. Would North Korea be restrained to invade South Korea if there is no defense treaty between the ROK and the US?
2. Alliances control rivals – using a network of bases and control of chokepoints, rivals are denied freedom of movement. Is defense cooperation with China desirable? What are the costs? Allowing access to PLAN ships and PLAAF aircraft in PH ports or bases would certainly expand the PLA’s geographic reach, facilitate logistics, and advance the security interest of China in the South China Sea. How about the Philippines’ security

interest of resisting their illegal activities e.g., artificial island construction that are now military bases –within the PH EEZ– and their excessive territorial claims using the Nine Dash-Line declaration? Undoubtedly, US Freedom of Navigation (FONOPS) patrols deter more aggressive behaviour of the PLA in the South China Sea, the Taiwan Strait, and the Sea of Japan.

3. Alliances control allies – a dominant partner is usually concerned with being entrapped by a smaller partner who might be tempted to go it alone when it perceives a quick victory in a short war. Throwback to the late 60s: what could have happened if the Philippines, an ally of the US, decided to invade Sabah which is controlled by Malaysia that has a defense pact called the Five Powers Agreement with the Commonwealth nations of UK, Australia, New Zealand and Singapore?
4. Alliances enable balancing – when bigger regional states attempt to disrupt the status quo, smaller states will balance against it in an effort to retain their independence. The Taiwan Relations Act requires the US to supply arms to Taiwan, and optionally intervene in the event of a Chinese invasion.

The US-PH MDT states that an armed attack on either of the parties “would be dangerous to its own peace and safety and declares that it would act to meet the common dangers in accordance with its own constitutional processes.” The treaty may be invoked in the event of an armed attack in the metropolitan territory, island territories under its jurisdiction in the Pacific Ocean and its armed forces, public vessels or aircraft in the Pacific. During the Senate ratification hearings of the PH-US VFA in 1998, the PH Senate demanded and received the assurance of the US, that the Kalayaan Island Group in the South China Sea is covered by the MDT.

Is the Philippines a target for a Chinese nuclear attack because of the presence of nuclear weapons in the designated EDCA bases in the Philippines as claimed by a retired PH military general? The stationing of nuclear weapons is banned under the PH Constitution. The Presidential Commission on the Visiting Forces (PCVFA) is tasked to enforce compliance with PH laws by the US visiting forces.

THE NATIONAL SECURITY STRATEGY (NSS) Lines of Action.

The Philippine Council for Foreign Relations or PCFR was invited to contribute in the development of the NSS that was endorsed by President Rodrigo Duterte and published in 2018.

Four Strategic Lines of Action related to National Defense stand out in the NSS:

1. Safeguarding and preserving national sovereignty and territorial integrity;
2. Ensuring maritime and airspace security;
3. Providing a strong infrastructure for cybersecurity; and
4. Strengthening international relations.

In order to safeguard and preserve national sovereignty and territorial integrity, NSS prescribed the modernization of the deterrent and self-defense capabilities of our ground, naval, littoral and air forces. Additionally, NSS cited the need to provide the support to bilateral, regional, and global mechanisms that promote peace and security, the rule of law, and the peaceful resolution of disputes.

Ensuring maritime and airspace security requires acquiring

equipment to provide nationwide 24/7 domain awareness and effectively managing and controlling our air and maritime spaces.

The NSS also provides the strengthening of alliances and strategic partnerships, as well as developing new security or cooperation agreements. Significantly, it recognizes that the Philippines’s inability to thwart the threats from cyberspace could imperil the country’s vital interest, critical infrastructure and installations, institutions, and patrimony of country and people.

The NSS cites the necessity of passing relevant national security legislation and support to bilateral, regional as well as global mechanisms that promote the rule of law and peaceful resolution of disputes.

The acquisition of equipment to provide 24/7 nationwide maritime domain and airspace awareness and control, strengthening alliances and strategic partnerships as well as developing new security or cooperation arrangements are imperatives. Since the US bases were closed in 1992, early warning systems, air and maritime, have degraded. A foreign submarine may be lurking in Manila Bay or within territorial waters and remain undetected. Only when these foreign vessels choose to announce themselves is their presence known.

The arrival of the US Scan Eagle drone early this year and the acquisition of new frigates are significant steps in enhancing domain awareness. What you cannot see, you cannot engage or even file a diplomatic protest about; what you cannot engage, you cannot defeat.

Significantly, the NSS took cognizance that the country’s inability to defend itself from cyber-attacks could imperil the country’s vital interests, critical infrastructure, and institutions. (e.g., foreign interference in elections). A few months ago Facebook struck down 155 questionable accounts, consisting 11 pages within which contents were described to be interfering in Philippine politics and promoting certain politicians perceived to be friendly to China. The questionable accounts were traced to Fujian.

WHAT THE NATIONAL SECURITY POLICY SAYS. The National Security Policy states that the dispute over the West Philippine Sea (WPS) remains to be the foremost security challenge to Philippine sovereignty and territorial integrity.

China has refused to recognize the Arbitral ruling that states China has no historical rights to the resources based on their nine dash-line claim. The Permanent Court of Arbitration ruling reaffirmed the Philippine Exclusive Economic Zone (EEZ) and continental shelf claims.

Hundreds of Chinese vessels not necessarily engaged in fishing are part of their maritime militia that loiter and coerce Filipino fishing vessels at will even in waters within the PH EEZ. In February 2020, PLAN fire-control radars lit a PH Navy ship on patrol in the WPS; in plain language “tinutukan tayo.” Our resupply vessels to Ayungin detachment are under the coercive shadow of Chinese militia or CG vessels most of the time.

Notably, the NSP recognizes that a continuing security presence of the US in the Asia Pacific is a stabilizing force.

In order to circumvent the “armed attack” condition that will cause a US response if the PH invokes the Treaty, China has employed “unrestricted warfare” or “gray zone



tactics.” These include information warfare, diverse cyber and espionage operations, economic and trade warfare, the use of hundreds of para-military or militia vessels to coerce Filipino vessels and intimidate naval presence and coast guard patrols in the West Philippine Sea.

The Three Warfares contained in PLA’s Political Work Guidelines are employed: (1) public opinion warfare; (2) psychological warfare; and (3) legal warfare. The extensive use of paramilitary forces operating below the threshold of what might invite a forceful US response has provided China strategic advantage, and gained them territory.

“Watch out,” a former Vietnamese ambassador told PH officials a few years ago, “You should not easily believe what the Chinese are saying, instead watch what they are doing. We know them. We have been fighting them for a thousand years.” Such a profound advice for a small military-strapped nation just learning to deal with a bullying neighbour.

According to the World Bank, the PH defense budget in 2019 was 0.95% of GDP. From 1958 to 2018 the average was \$1.93 Billion. A significant increase of 35% from the 2015 budget started in 2016. The national policy is to allocate at least 2% of GDP for defense. However, the projected decrease of 8% in GDP growth in 2021 as a result of the Covid pandemic caused a pushback in the schedule of some defense acquisitions. Within ASEAN countries, the AFP has the second lowest defense budget as a percentage of GDP. The five-month long battle in Marawi City, Mindanao in 2017 was the most intense battle the AFP had ever fought in recent history. It showcased the bravery, ingenuity, and resilience of the Filipino soldier. It also provided valuable lessons. Capability gaps were revealed. Foreign military assistance and support in capability development such as training, new equipment and systems augmented the inadequate defense due to the limited AFP modernization budget.

CONCLUSION. The Philippines while still developing a credible defense capability “that is a source of national pride” needs not just friends and partners but an ally committed not only come to its defense in case of an armed attack but also to help develop its capabilities to resist the gray zone tactics of China. A vital role played by the MDT is deterrence from more aggressive actions by China inside our EEZ and the contested areas. The DND and the Armed Forces of the Philippines must learn to strengthen itself and adapt fast to the asymmetrical and hybrid warfare techniques being used to further China’s national objectives.

The MDT will benefit from a review that will take into account hybrid warfare and unrestricted warfare threats as opposed to conventional armed attacks.

The Philippines should seek to enhance defence partnerships and strengthen alliances with states who share the values of democracy, the rule of law and peaceful cooperation.

In 1945, British Prime Minister Winston Churchill said in his memoir:

“The only thing worse than fighting with allies is fighting without them.”

About the Author:

LtGen Edilberto P Adan AFP (Ret) retired as Southern Command Chief in Mindanao after 34 years in the AFP, and was appointed Executive Director of the Presidential Commission on the Visiting Forces Agreement for seven years. He also served as Superintendent of the Philippine Military Academy. He is a graduate of PMA and the US Army War College, and holds an MBA from AIM. He is a fellow of the Institute of Corporate Directors. Currently, he is a Trustee of the Philippine Council for Foreign Relations (PCFR) where he heads its Cluster on National Security. He is Chairman of the Advocates for National Interest (ANI), and served as Chairman and President of the Association of Generals and Flag Officers (AGFO). He was an Independent Director of several financial institutions. 🚩

THE DATU KALANTIAW CLASS FRIGATES (CANNON CLASS DESTROYER ESCORT)

by CDR Mark R Condono

The Philippine Navy is one of five Asian navies that possessed the Cannon Class Destroyer Escort apart from the Japanese Maritime Self Defense Force (JMSDF), Republic of China Navy (ROCN), Republic of Korea Navy (ROKN), and the Royal Thai Navy (RTN).

The Philippine Navy inducted into service its first Cannon Class Destroyer Escort (known in Filipino Naval Service as the *Datu Kalantiaw* Class Frigates on 15-December-1967 when the former USS Booth (DE-170) was loaned to the PN under the United States Military Assistance Program. After 21 years in service, she was bought under the Foreign Military Sales Program in 1978.

The lead ship of the class, she would be joined by RPS *Datu Sikatuna* (PS-77/PF-5) and RPS *Rajah Humabon* (PS-78/PF-6) on 27-February-1980 on a joint commissioning of the 2 warships.

Prior to their entry into PN, RPS *Datu Sikatuna* was the former USS Amick (DE-168) who served the USN from 1943 to 1947. She was then transferred to the Japanese Maritime Self Defense Force on 14-June-1955 along with another Cannon Class DE the USS *Atherthon* (DE-169) serving as the first capital warships of the postwar Japanese Navy. They were named JDS *Asahi* and JDS *Hatsuhi* (DE-263) in JMSDF service.

USS *Atherthon* has a U-Boat credit to her sinking the U-853 during one of World War Two's last naval battles off the American East Coast. As more warships joined the JMSDF, they were returned to the United States Navy after 20 years of service.

Both were transferred to the Philippines on 13-September-1976 under the Excess Defense Articles (EDA) program of the United States. After undergoing refurbishment in South Korea, they were commissioned in Philippine Naval Service on 27-February-1980.

While still in refit in South Korea, Two Cannon Class Destroyer Escorts were also returned by the Republic of Korea Navy to the US Navy in 1977, who also transferred the two ships to the Philippine Navy. Regrettably, the ROKN ships (ROKS *Kyong-Ki* and ROKS *Kangwon*) were never commissioned but were utilized as spare parts source for *Rajah Humabon* and *Datu Sikatuna*.

By March 1980, the 3 ships now form the backbone of the Philippine Fleet along with the 4 former South Vietnamese Navy (SVN) Weather High Endurance Cutters (*Andres Bonifacio* Class) and the sole ex-SVN Destroyer Escort Radar Pickett BRP *Rajah Lakandula* (PF-4).

On 21-September-1981 tragedy struck the Philippine Navy with the loss of its Flagship and one of its Cannon Class Destroyer Escort off Calayan Island, Province of Cagayan, 340 miles north of Manila during the height of Typhoon Clara.

The tragic event was considered as the worst naval disaster that be-fell the Navy as 79 out of the 97 of the Destroyer Escort's crew perished.

The USS Booth was a Cannon Class Destroyer Escort (DE-

170) of the United States Navy from 1943 to 1967.

Her keel was laid on 30-January-1943 at Port Newark New Jersey and she was launched on 21-June-1943 and commissioned into US Naval Service on 19-September-1943. After the Second World War she was decommissioned on 10-December-1945 from the U.S. Navy and relegated to reserve status.

Her namesake in Filipino service is the Chieftain of the Province of Negros (circa 1433) who wrote the Code of Kalantiaw (who many historians now consider a hoax and also the National Historical Institute (present day NHCP) in 2004.

She was sold to the Philippines in 1978 under the Foreign Military Sales (FMS) program.

In the 1980 re-classification of naval ships, the pre-fix RPS (Republic of the Philippines Ship) was changed to BRP (Barko Ng Republika ng Pilipinas) in which PS-76 followed suit.

RPS *Datu Kalantiaw* became the first of the three Cannon Class Destroyer Escorts operated by the Philippine Navy and part of the Naval Operating Forces (NOF). She was the designated flagship of the Philippine Navy until she met her untimely demise. She was also the flagship of the Task Force to the Spratly's Island in the South China Sea when we made our first military ventures in late 1969-70. Her notable actions made were Naval Gunfire Support (NGFS) in the Southern Philippines during the height of the Counter Insurgency period.

Typhoon Clara

Locally named Typhoon *Rubing* begun as a tropical depression on 13-September-1981 east of the Philippines, moving from westward to northwest it transformed into a tropical storm and into a typhoon a day after. Her strength with peaked winds measuring 220 kph with northern Luzon as it area and weakened on the 21st as she approached Hong Kong and the Chinese mainland. On land, the massive destruction caused by the typhoon took a toll of 141 dead.

The 1,220-Ton Destroyer Escort *Kalantiaw* skippered by Commander Carlito Donato PN with 10 Officers and 87 Enlisted Personnel was part of the Northern Task Force under Captain Arturo Blancas PN when it was unmoored of the port of Camiguin Island where it tried to seek shelter from the typhoon midway. The Task Force Commander was also aboard on that fateful day.

But the warship was washed and battered by heavy waves until it was pushed to the rocky cliffs of Calayan Point, Cagayan Valley. As per survivor's account by Petty Officer Jaime T Caldito PN the ship drifted for 18 hours battling 100 foot heavy waves bigger than the ship, as recounted the officer's and crew fought valiantly against the forces of nature. The ship flipped to its side and capsized.

The surviving officers and men of PS-76 lashed themselves on secured areas of the ship to avoid being awashed until the storm dissipated, though most of the crew were swept

overboard while others were found on the ships compartments victims of deadly gas fumes. Only 3 Officers out of the 10 and 15 of the 87 Enlisted Personnel survived the ordeal.

The names of those lost are now immortalized in the Sailor's memorial at Naval Base Heracleo Alano (Sangley Point) Cavite.

On the following day 22-September-1981, a massive Search and Rescue (SAR) operation was initiated and most of the Philippine Navy units and US Naval units from Subic Bay deployed to the area in which as USS Mount Hood (AE-29), USN and USAF Helicopters approached the incident site they found 13 floating bodies, while the rescued crew were brought to Laoag City, Province of Ilocos.

During the rescue, rescuers from both Navies and Air Forces also fought nature's fury as they still encountered heavy waves on reaching the site and the ship. Other than that, below water operations were not conducted due to corals, riptides and the presence of sharks.

Listed below are the units of the Philippine, US Navy and USAF involved in the rescue.

Philippine Navy:

Destroyer Escort Radar Picket BRP Rajah Lakandula (PF-4) under Capt Robert Holgado Bruce, the First PN vessel to reached the tragedy site.

Corvette BRP Rizal (PS69)

LST BRP Tarlac (LT-500)

LST BRP Aurora (LT-508)

Transport Ship BRP Mactan (TK90)

Naval Aviation Group PN

MBB/PADC BO-105 Helicopters

Britten Norman BN-2 Islanders

United States Navy:

USS Mount Hood (AE-29) (Ammunition Ship Commanded by CMDR M.E Burke with Executive Officer LCDR Richard Charuhas USN)

USN Explosive Ordnance Disposal Unit One- Detachment 21

LTJG DeSimone (Officer-in-Charge)

BM1 (DV) Murphy

GMG2 (DV) Lounsbury

BT2 (DV) Maves

Additional Divers

LCDR Boyd (CTF 73 Salvage Officer)

LCDR Steding (SRF Diving Officer)

HT1 (DV) Hettenhouser (SRF)

BM2 (DV) Brigham (SRF)

BM2 (DV) Smoot (SPECWARGRU ONE)

BM3 (DV) Troutman (SPECWARGRU ONE)

HM3 (DV) Hancock (SPECWARGRU ONE)

Philippine Navy Liaison to USN EOD 1-DET 21-LTJG Austria, PN

Fleet Composite Squadron 5 (SH-3 Seaking Helicopters)

1USN Lockheed P-3 Orion

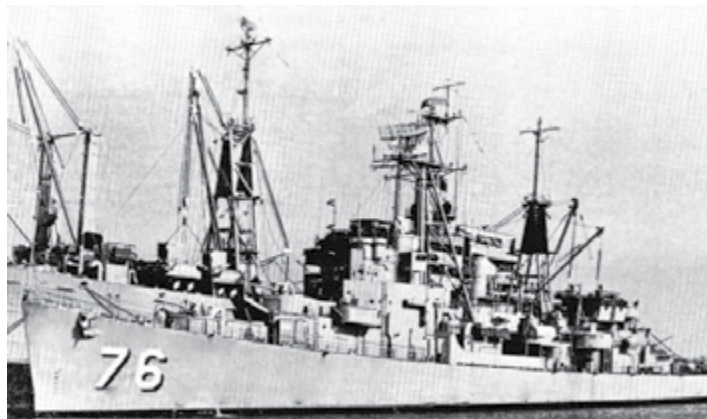
United States Air Force:

Helicopters (HH-3 Jolly Green) of the Military Airlift Command's Aerospace Rescue and Recovery Service (ARRS), Clark Air Force Base, Pampanga, Republic of the Philippines

1 USAF Lockheed C-130.

THE FINAL YEARS

BRP *Datu Kalantiaw* (PS-76) was the lead ship of the Class. She was lost in a typhoon in September 1981 and considered as the worst disaster to befall the Philippine Navy.



BRP *Datu Sikatuna* (PS-76). Photo Credit: All Hands Magazine.



BRP *Datu Sikatuna* (PF-5) formerly USS *Amick* (DE-168)

The loss of PS-76 left BRP Rajah Humabon and BRP Datu Sikatuna to soldier on. After 9 years of service, BRP *Datu Sikatuna* was decommissioned and some of her parts were cannibalized for her sister. By the middle of 1980's, her hull number was changed from PS-78 to that of PF-5 and classified from Patrol Ship to Patrol Frigate similar to the US designation of its Frigates during the Second World War.



BRP *Rajah Humabon* (PF-11) at Balikatan 2010. Photo Credit: U.S. Navy photo by Mass Communication Specialist 2nd Class Mark R. Alvarez. Source: Philippine Navy files.

BRP *Rajah Humabon* was then showing of age and in 1993, she was decommissioned as there were high hopes of the 1995 AFP Modernization Program were seen and new assets to be acquired. A volatile security situation arose in the South China Sea in 1995 with the Chinese occupation of Mischief Reef. By 1996, BRP *Rajah Humabon* now re-numbered to PF-11 was re-commissioned along with some Patrol and Auxiliary vessels. PF-11 was re-engined during the earlier refit. She was also designated as the Flagship of the Fleet taking over from the now decommissioned BRP *Rajah Lakandula*, most of her tasks were maritime patrols in the South China Sea and Naval Gunfire Support in the Southern Philippines.

She was present during the tensions in the Spratlys area in 2008 to 2011. By 2016, she was again re-numbered to PS-11 and utilized as a ceremonial ship welcoming foreign warships at Manila Bay, due to her age and hull problems she was decommissioned on 15-March-2018 with 4 years in the United States Navy, 20 years with the Japanese Maritime Self Defense Force and 35 years with the Philippine Navy for a total of 79 commissioned years in Three Navies.

There were plans for BRP *Rajah Humabon* to become the first museum ship of the Navy along with decommissioned Patrol Craft Escorts and Patrol Killer Mediums at the Sailors Memorial and Fleet Museum, Naval Base Heracleo Alano, Sangley Point, Cavite. 🚩

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PHILIPPINES TO SECURE SAFE RELEASE OF KIDNAPPED TANKER CREW

by SAFETY4SEA

Following the kidnapping of 15 crewmembers onboard the Maltese-flagged tanker MT *DAVIDE B*, the **Philippine Department of Foreign Affairs** said efforts are in progress to secure the safe release of the crew.

To remind, the chemical tanker was about 213 nm South of Cotonou, Benin, with 21 crew members onboard, including Ukrainian, Romanian, and **Philippine** nationals, when a total of 15 crew members were kidnapped.

In fact, the MT *David B* was en route from Riga, Latvia, to Lagos, Nigeria, when attacked by 9 armed individuals.

According to local media sources, families have been informed and the efforts are under way to secure the crew members' safe release.

As DFA Executive Director for Strategic Communications, **Ivy Banzon-Abalos**, noted, ship manager of vessel made contact with the 15 kidnapped crew members.

Reports quoting De Poli Shipmanagement confirmed that the crew were together and "doing well under the difficult circumstances."

Following the situation, the Italy-based De Poli Shipmanagement expressed its commitment to do everything possible in order to secure the earliest and safe release of its seafarers, which remains its "overriding priority."

Reports also indicated that the company had been in touch with the families of the kidnapped seafarers and had provided them with updates on the situation.



Source: https://safety4sea.com/philippines-to-secure-safe-release-of-kidnapped-tanker-crew/?utm_source=noonreport&utm_medium=email&utm_campaign=safety&cmid=4c025cc3-9a32-4fa7-a7c8-ab9a7d5cda42

THREE NEW PALAWAN PORTS START OPERATIONS

by PortCalls Asia



Photo Credit: PortCalls Asia

Three newly-completed seaport projects in Palawan-San Fernando in El Nido, Bataraza Port in Brgy. Buliluyan, and Borac Port in Coron-were inaugurated on March 19. The projects are part of 19 seaport projects for Palwan, 13 of which are already completed and four more ongoing.

Photo from the Department of Transportation.

Three newly-completed seaport projects in Palawan-San Fernando in El Nido, Bataraza Port in Barangay Buliluyan, and Borac Port in Coron – were inaugurated on 19-March-2021.

The projects are part of 19 seaport projects for Palawan, 13 of which are already completed and four more ongoing.

The inauguration marks the start of operations for the new seaports seen to boost economic progress not just in the province by the whole of the MIMAROPA (Mindoro-Marinduque-Romblon-Palawan) region as well.

The completed projects at San Fernando Port include the construction of a back-up area with roll-on/roll-off (RORO) ramp, a causeway, a reinforced concrete (RC) wharf with a RORO ramp, and an access road to the port.


Development works on the wharf, back-up area, and the port lighting system were accomplished at the port of Bataraza.

For Borac Port, projects include the development of its back-up area, construction of concrete pavement, and supply and installation of lamp posts, rubber dock fenders, and mooring bollards.

The three projects are part of 19 seaport projects for Palawan, of which 13 are already completed and 4 more are ongoing.

PPA General Manager Jay Daniel Santiago said the old port in Coron is being improved, particularly the port operations building. Aborian Port, meanwhile, is being improved to cater not just for fishermen but also to handle cargoes and become an alternate port in southern Palawan other than Puerto Princesa.

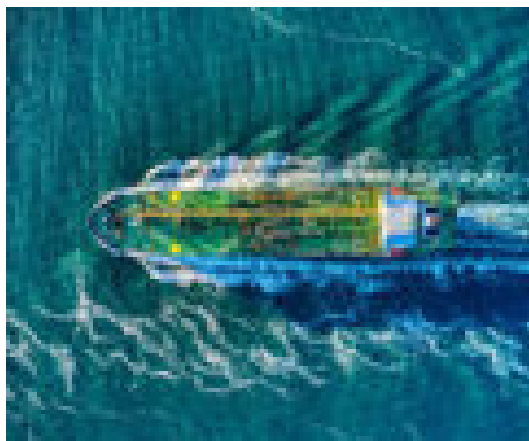
Palawan governor Jose Alvarez said port projects fulfill the country's commitment to enhance connectivity with members of the Association of South East Asian Nations.

Reprinted with permission. 

Source: <https://www.portcalls.com/3-new-palawan-ports-start-operations/#:~:text=Three%20newly%2Dcompleted%20seaport%20projects,were%20inaugurated%20on%20March%2019.>

EMBRACING ECO INNOVATIONS AS IMO 2030 LOOMS LARGE

by Anemoi Marine



Decarbonization remains the hot maritime topic this year as the clock ticks on reducing carbon intensity by 40 per cent. The need to comply with IMO 2030 is looming large for shipowners. Newbuild vessels are already expected to achieve compliance with the Energy Efficiency Design Index (EEDI). This initiative is designed to ensure newbuild vessels meet requisite levels of efficiency. But that's not all. The Energy Efficiency Existing Ship Index (EEXI) is also on the horizon. This will impact all existing commercial vessels and is expected to come into force before 2023. Once in place, existing ships will need to achieve specific energy efficiency requirements.

For the existing global fleet to comply with EEXI, innovation within the maritime industry is going to be key. There isn't a one-size-fits all solution but exploring non-fossil fuel energy sources should be a priority for shipowners. Solutions that provide additional thrust, while at the same time reducing operational expenditure and helping the environment, can only be positive. The abundance of wind energy delivered directly at source is a low hanging fruit to achieve efficiency today.

Wind of change

For centuries ships sailed without any fossil fuel backed propulsion. Of course, many modern commercial vessels are no longer suited to flexible or fixed sails in the traditional sense – although that doesn't mean wind power can't be utilized in 2021.

Anemoi Marine Technologies is passionate about harnessing the power of the wind again and believe Rotor Sails offer an immediate solution to support decarbonization. These unique tall, cylindrical sails can be installed on the upper deck of vessels. An electric motor is used to rotate the sails in order to harness the renewable power of the wind and propel the ship.

The aerodynamic phenomenon known as the '*Magnus Effect*' delivers the magic. As the cylinder rotates within an airflow, a forward thrust force perpendicular to the apparent wind direction is created, which delivers additional thrust to the vessel when the wind direction is favorable. The thrust generated can either provide additional vessel speed or maintain vessel speed by reducing power from the main engine. The obvious benefit from this is less fuel burned and reduced emissions.



Photo Credit: Anemoi Marine

Future proofing fleets

The shipping industry has a huge challenge to decarbonize. With emerging technologies, like Rotor Sails, becoming widely available and adopted in the market, wind can offer a solution to energy efficiency in the short, medium and long-term for both newbuild and retrofit. As other eco-technologies, energy-saving devices and alternative fuels become market ready, these can be used in conjunction with auxiliary wind propulsion to achieve enhanced environmental benefits.



For more information visit anemoimarine.com

Source: Anemoi Marine

Inspired by history but delivering a modern shipping solution

Rotor Sails were first fitted to a ship way back in the 1920s. However, they failed to take off due to the emergence and low cost of diesel fuel. It's a different story today and Anemoi has successfully reimaged the concept for 21st century shipowners.

Anemoi first fitted its Rotor Sails to a 64,000-dwt bulk carrier – MV Afros – in 2018. The market faces big challenges when it comes to compliance around EEDI, EEXI and CII. Nevertheless, vessels with ample deck space lend themselves brilliantly to Rotor Sail technology like large bulkers and tankers. They also tend to operate on trading patterns with predictable and strong winds.



Photo Credit: Anemoi Marine

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MILESTONES IN THE FISHERY SECTOR



A DA-BFAR banner conservation program, the **MALINIS AT MASAGANANG KARAGATAN** is also known as the Annual Search for the Country's Outstanding Coastal Community. Now on its fifth year of incentivizing local coastal communities for their exemplary efforts on coastal resource management, the Search has five (5) general criteria: No illegal fishing in its waters, declared a closed fishing season, Established a marine protected area, clean seas free of garbage and domestic and industrial effluence flowing to the seas, and an effective mangrove rehabilitation project.

Winners will receive multi-million pesos worth of fisheries livelihood projects.

Grand Winner - Php 30 million
Second Place - Php 18 million
Third Place - Php 10 million



The **F/B Pagbabago Livelihood Development Program** aims to uplift the economic status of Filipino fisherfolk and ensure their safety at sea through the provision of sturdy, cost-effective, and disaster-resilient fishing boats made from fiberglass-reinforced plastic (FRP). The FRP boats are hardier, more resistant to rot, corrosion and harsh environments, and easier to mass produce and repair than their wooden counterparts.



Balik Sigla sa mga Ilog at Lawa (BASIL)

The BASIL Program has three goals:
1) to rehabilitate or restore the physical condition of rivers, lakes and reservoirs
2) to implement resource-based fishery enhancement strategies, and
3) to repopulate indigenous species in support of biodiversity conservation, poverty alleviation and food sufficiency.

At present, the BASIL Program has stocked a total of **75,025,868** fingerlings like indigenous fish and carp species.



The **Comprehensive Post Harvest, Marketing and Ancillary Industry Development Plan (CPHMAIP)** for 2018-2022, crafted in consultation with stakeholders, harnesses existing government initiatives to give timely and relevant technical assistance and improve facilities on post-harvest and marketing with the goal of reducing post-harvest losses and alleviating poverty in the coastal communities.



In 2018, the Philippines, under President Rodrigo Roa Duterte's Administration, recorded a **1.04%** positive growth in fisheries performance -- the first time after a ten-year declining trend. Fast forward to 2021, the country's whole fisheries sector continues to reap gains from different development initiatives implemented through wide collaboration among its stakeholders.

Behind these glorious years are the programs and plans that the government, through the Department of Agriculture's Bureau of Fisheries and Aquatic Resources (DA-BFAR), has thoroughly crafted and continuously implemented in order to boost overall production while upholding fisheries and aquatic resources conservation and sustainable management. The goal is to continue to improve the livelihood of the Filipino fisherfolk, and ensure that there will always be adequate supply of fresh and affordable fish for every Filipino today and in the future.



The **National Sardine Management Plan 2019-2024** is a product of multi-sector collaboration and initiatives that allows for the sustainable use and management of sardines in the Philippines. The Plan was molded to holistically respond and offer measures to the challenges of the Sardine Industry in the next five years.



The **Fisheries Management Areas** refers to delineated bodies of water in the Philippines based on approximation of fish stocks and their boundary, range and distribution and other considerations for the purpose of fisheries management or governance that is science-based, participatory and transparent, applying the Ecosystem Approach to Fisheries Management (EAFM).



For more information, please contact your respective DA-BFAR Regional Offices or the DA-BFAR Information and Fisherfolk Coordination Unit at (02) 8-366-8535 or email dabfar_iprg@yahoo.com

Facebook: [BFAR.CENTRAL](https://www.facebook.com/BFAR.CENTRAL) | Twitter: [@bfarph](https://twitter.com/bfarph) | Website: www.bfar.da.gov.ph



BFAR-USAID STUDY CALLS FOR PUBLIC SUPPORT TO COMBAT ILLEGAL FISHING

by BFAR News



The U.S. Agency for International Development (USAID) and the Bureau of Fisheries and Aquatic Resources (BFAR) released on 9-March-2021 the results of a study which quantified illegal, unreported, and unregulated (IUU) fishing in the Philippines. The report identifies what more should be done to eradicate IUU fishing in Philippine waters.

IUU fishing ranges from small-scale, unlawful domestic fishing to more complex operations carried out by industrial fishing fleets. It is by nature complex and clandestine, which means data are hard to come by and substantiate.

The report summarizes findings from a survey and a consensus-building workshop conducted in September 2020 by BFAR, USAID, Rare Philippines, the University of the Philippines (UP) Marine Science Institute, and the UP School of Statistics. During the workshop, more than 100 experts and practitioners estimated the quantity and value of illegal and unreported fish catches in the Philippines, and discussed the local context of unregulated fishing.


The report highlights that while the government has invested significant resources in the campaign against illegal fishing, its operational assets have to be augmented to curb the country's huge economic losses from destructive and unsustainable fishing practices. The report also noted that fisher compliance with fisheries laws and regulations requires a strong, responsive governance structure, and that reducing IUU fishing is a shared responsibility that requires a whole-of-society approach guided by science.

"Addressing IUU fishing remains an important Philippine government priority. USAID has worked with BFAR for over three

decades to promote sustainable fisheries. And we are pleased that this report will further strengthen government efforts to help prevent IUU here in one of the world's most biodiverse marine sanctuaries," said Lawrence Hardy II, Mission Director of USAID Philippines.

According to the report, illegal fishing amounted to 27 to 40 percent of fish caught in 2019 in the Philippines, which translates to approximately Php62 billion (\$1.3 billion) annually. At least 30,000 or 30 percent of municipal vessels remain unregistered, and commercial fishers do not report up to 422,000 metric tons of fish each year. These statistics show the vast impact IUU fishing has on the Philippines' marine ecosystem.

"Our strong resolve to prevent and put an end to IUU fishing in Philippine waters will not waver, especially now that we are gaining momentum technology-wise. With the use of science and data, we are in the process of developing an IUU Fishing Index and Threat Assessment Tool, which will be adopted in the 12 Fisheries Management Areas," said DA-BFAR Director Eduardo Gongona.

"Once fully implemented, this tool will provide us with periodic information needed to identify other ways to encourage voluntary compliance, strategically guide law enforcement operations, and clearly communicate our progress in reducing IUU fishing in the Philippines," he added. 

More on the report:

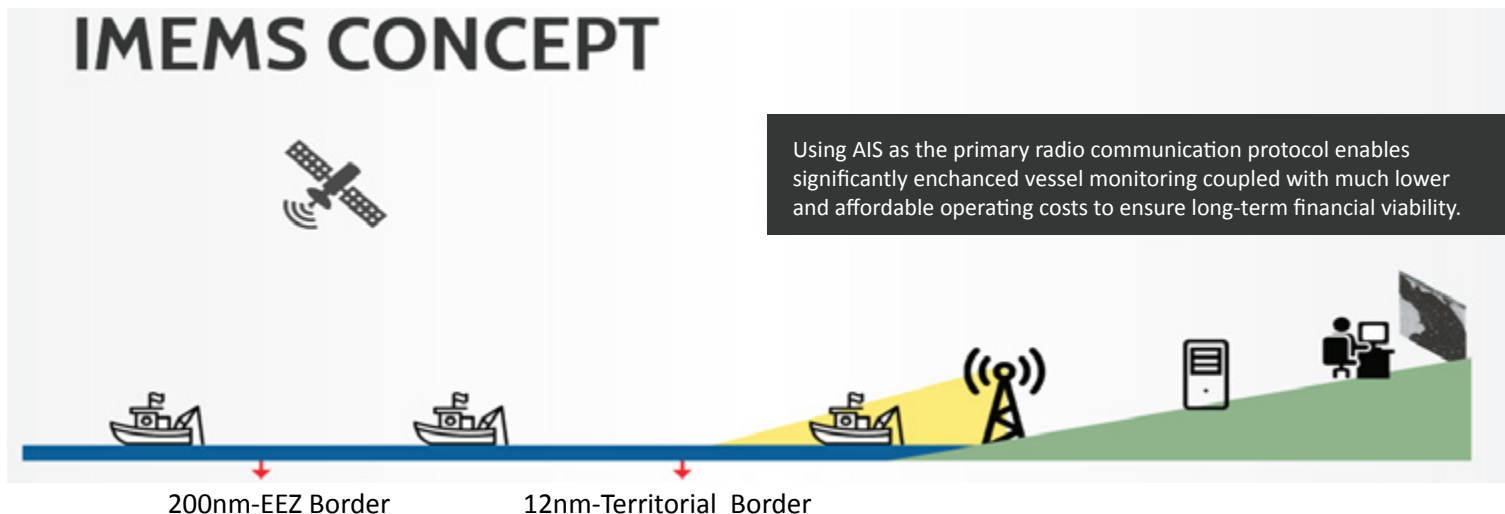
Executive Summary: <https://www.bfar.da.gov.ph/publication.jsp?id=2378#post>

Full Report: <https://www.bfar.da.gov.ph/publication.jsp?id=2379#post#TagapagtaguyodngMalinisAtMasaganangKaragatan#MasaganangAniMataasNaKita>

Source: <https://www.bfar.da.gov.ph/BFARnews?id=423>

INTEGRATED MARINE ENVIRONMENT MONITORING SYSTEM (IMEMS): A GAME-CHANGER IN THE PHILIPPINE FISHERIES RESOURCE MANAGEMENT

By BFAR



Vessel are equipped with specialist encrypted transponders that continuously transmit location and status data.



In territorial waters and ports, coast stations monitor vessels in real time every minute. Beyond, satellites relay information to the system.



All information streams into a central intelligent data center, which connects and supports multiple system operators to manage boats

To further intensify the campaign against illegal, unreported, and unregulated fishing (IUUF), the Department of Agriculture – Bureau of Fisheries and Aquatic Resources (DA-BFAR) is now implementing the Integrated Marine Environment Monitoring System (IMEMS) Project, an innovative, optimized, and integrated monitoring system that expands and improves the Bureau’s current monitoring, control, and surveillance (MCS) program.

The new MCS technology seeks to harness Information and Communications Technology (ICT)-enabled advisory services and vessel monitoring system to effectively connect farmer and fishers in the regional and global agricultural value chain.

With the IMEMS, the Bureau can now track and communicate with Philippine-flagged fishing vessels in real time on a national scale, integrating communication, licensing, and law enforcement functionalities to ensure compliance with various conservation and management measures being implemented in the Philippine waters, Exclusive Economic Zone (EEZ), and in other Coastal States.

The IMEMS Project is now being implemented nationwide following the enactment of Fisheries Administrative Order (FAO)

266, or the Rules and Regulations on the Implementation of Vessel Monitoring Measures (VMM) and Electronic Reporting System (ERS) for Commercial Philippine Flagged Fishing Vessels Amending FAO 260 Series of 2018 that requires the installation of VMS-100 transceivers in all commercial fishing vessels with more than 3.1 gross tonnage, operating domestic waters, in the High Seas, and other distant waters.

KEY CONCEPTS OF IMEMS PROJECT

Unlike earlier technology of vessel monitoring, the IMEMS Project now integrates three functionalities for vessel monitoring system namely; communication, licensing, and law enforcement to ensure that all activities of commercial fishing vessels are closely monitored in real time.

Using a low-cost technology that combines terrestrial and satellite monitoring sensors to increase vessel tracking capacity and capability, the IMEMS project conducts continuous and automatic mass data collection and operates advance data analytics accessible to DA-BFAR partners.

The single data set collected from the system can be used by DA-BFAR operators across the country in their monitoring

efforts, complimenting existing IUUF efforts of LGUs and DA-BFAR Fisheries Resource Protection Group (FRPG). To further capacitate law enforcers, the system employs advanced digital display technologies with integrated communication tools that can help increase situational awareness and engagement of designated DA-BFAR data operators with what is happening on the ground. This increases the effectiveness of law enforcement.

Because of its integrated monitoring system, real time data collection for quick response and scientific research is now possible with IMEMS. It allows fisheries law enforcers to detect IUUF in real time and for scientists to collect relevant oceanographic, meteorological, and fish catch data that can be used for quick response, disaster recovery, scientific research, and climate change mitigation measures.

To ensure data privacy, the IMEMS uses a low-cost encrypted Automatic Identification System (AIS) communications technology, certified by the International Maritime Organization, for its vessel data transmission.

HOW IT WORKS

The IMEMS Project requires first, an installation of a VMS-100 Fisheries Monitoring Transceiver, a vessel tracking device usually deployed in large scale fisheries monitoring that uses a low-cost high intelligence dual satellite and terrestrial communication system.

Aside from the installation of a VMS-100 transceiver, an intelligent vessel ID plate with embedded Radio Frequency

Identification (RFID) that is transmitted to the IMEMS system via fisherfolk’s mobile phones and port ERS.

To track vessels in real time, the Bureau is now currently building around 132 coastal sensors and regional control centers to monitor commercial fishing vessels with VMS-100 transponders within the 100 nautical mile boundary from each site.

These regional sites will feed real time data to the Bureau’s National Data Center in Navotas, now operational since March 2020. The National Data Center will be in-charge of data processing and analytics, including integrated vessel tracking, license management, ELOG and automated detection of IUU activities of these vessels.

CURRENT IMPLEMENTATION

Philippine-flagged commercial fishing vessels are currently being installed with Vessel Monitoring System transceivers (VMS-100), in compliance with FAO 266. Many are commercial fishing vessels deployed in domestic waters, while some operate in the High Seas Pocket 1 (HSP1) of the Western and Central Pacific area. DA-BFAR’s floating assets are also being installed with VMS-100.

The Bureau targets to install around 5,000 Vessel Monitoring Systems in commercial fishing vessels by the end of 2021. With the IMEMS Project, the Bureau hopes to further strengthen its fisheries conservation and management measures that will pave the way towards a more food secure and resilient fisheries industry. 🚢



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PROPOSED BANGSAMORO MERCHANT MARINE ACADEMY

by Del Supapo

The Bangsamoro Merchant Marine Academy's mission is to:

- ⊕ To provide quality maritime education and training to prospective seafarers in order to provide them with the necessary knowledge and skills to become qualified and competent officer seafarers;
- ⊕ To encourage the Filipino youth who dream to become a global maritime professionals;
- ⊕ To provide all its graduates the skills and ability to be globally competitive maritime professionals; and
- ⊕ To bring the much-needed development to the Tri-People in the south, benefiting Muslims, Lumads, and Christian settlers alike.



The BMMA offers state-of-the-art course structures and degree programs to its students. These include undergraduate and graduate degree programs, advanced education, higher technological and professional instruction and training in the fields of marine transportation, nautical engineering, naval architecture, marine engineering, navigation, seamanship, science and technology, and other courses within its area of specialization, as the BMMA Board of Directors may deem appropriate according



to its purpose and mandate.

HIGHLY-DEVELOPED/WORLD-CLASS MHEIs

- ⊕ Over and above full compliance with minimum requirements per PSG, SCTW and other applicable laws and regulations (OBE Ready or Enabled);
- ⊕ Highly Developed, Physical facilities, Laboratory Facilities, Library Facilities and other instructional support facilities (A/V facilities, , gym, housing, dormitories, etc.);
- ⊕ Excellent Faculty Line-up, faculty development programs;
- ⊕ State-of-the-Art, instructional materials and on-site training center facilities and set-up;
- ⊕ Ship board training (SBT) readily available and possibly presence of a training ship and/or easy access to ships;
- ⊕ Strong commitment to quality assurance mechanisms for accreditation for local and international, updated QSS, ISO;
- ⊕ Presence of Industry tie-ups and support from industry;

- ⊕ Excellent track record and reputation;
- ⊕ Well-established employment track record of graduates; and
- ⊕ Stable financial position, viability, and sustainability of




operations.

Graduates are assured of good career opportunities with each of them guaranteed an average monthly income of US\$8 thousand to US\$12K as they progress to become global maritime officers. BMMA will provide modern and up-to-date curriculum for its students through partnership with the top local and international maritime organizations from Arab Countries including Domestic



and other International Shipping companies.

A max of six hundred (600) students is maintained at any one time, at 200 students per year. Free board and lodging to students and school employees. Mode of delivery of BSMT and BSMarE programs: "3-1" where the first three (3) years will be spent in the school and the last year (4th year) to be spent aboard ship for the 12-months shipboard training program. Competitive examinations for the selection of students (thru a local provider) will be utilized to select the students (100 annually). Students are provided free tuition and other school-related expense. 

WHICH TANKER FUELS ARE BEST FOR PROFITS AND THE ENVIRONMENT?

by DNV



To support such decision-making, DNV has been collaborating in a joint industry project (JIP) evaluating fuel technology options and energy-efficiency measures. The Roadmap towards a Zero-Emission Vessel project centers on a defined concept for two newbuild tankers (the “case ships”) of 2020 vintage. The two vessels investigated in the JIP are:

- ⊕ An MR (about 39k dwt), trading short voyages mainly in Europe.
- ⊕ An LR2 (about 115k dwt), trading worldwide.

Other participants in the project are Deltamarin Ltd as ship designer, Minerva Marine Inc. as vessel manager, and energy company Total as a charterer. All four companies have high ambitions when it comes to solving the decarbonization challenge by 2050.

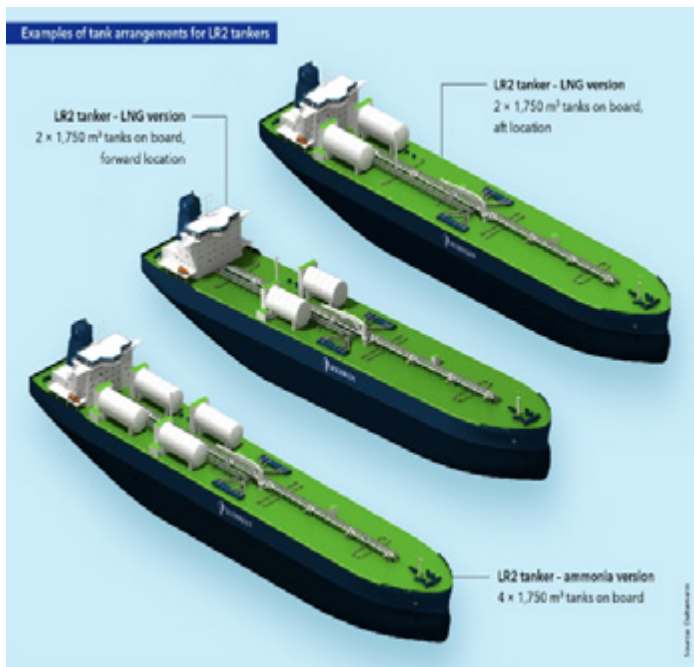
New JIP report outlines performance of alternative fuel options for tankers

The main ambition has been to quantify the financial and environmental performance of selected fuel alternatives and technologies and define realistic carbon-robust pathways for the MR and LR2 case ships

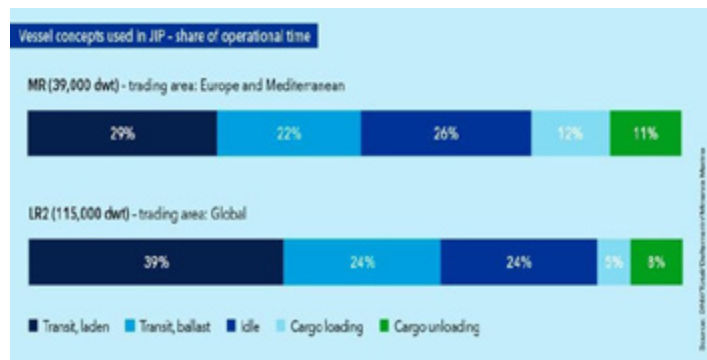
“We have performed a quantitative cost–benefit analysis for fuel options and analyzed the potential impact of these fuels and technologies on the MR/LR2’s greenhouse gas emissions,” says Catrine Vestereng, Tanker Director at DNV. *“Our report on the project also discusses how integrating emissions abatement measures like rotor sails and solar panels could impact on ship design, safety, technical complexity and more.”*

Defining ship concepts to assess alternative fuel options

The case ship concepts were defined primarily to focus on quantifying fuel consumption and fuel tank requirements. The project’s report discusses other practical considerations – such as class and regulatory requirements – but only qualitatively. Fuel consumption for the MR and the LR2 is based on simulating the case ships’ operating profiles as if they were in Minerva Marine’s fleet and built to Deltamarin’s designs. The study factors in speed distribution, propulsion requirements, main-engine fuel consumption/specific fuel oil consumption (SFOC), energy losses, engine maker’s tolerance and other fuel characteristics.



An LNG-powered LR2 tanker would require two LNG tanks which may be arranged either right in front of the deckhouse or midships. In the case of Ammonia, four tanks arranged as shown would be required to achieve the same travelling range.



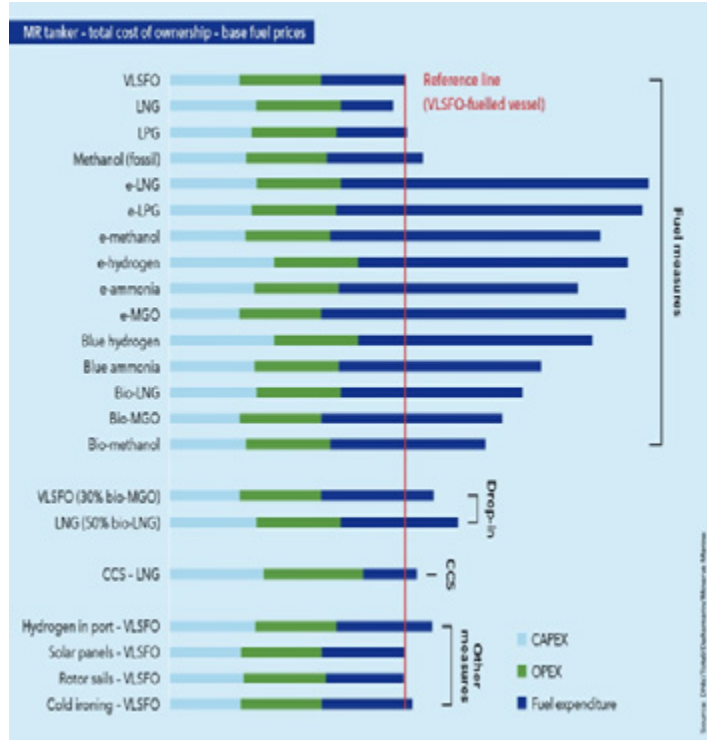
The two “case ships” differ in size and trading area: The smaller MR vessel is assumed to operate in European and Mediterranean waters, the large LR2 ship globally. The operating patterns differ in the amount of time spent carrying cargo.

The hulls for the MR and LR2 concepts are optimized to consume about 10% to 15% less fuel on average than existing vessels delivered during 2015–2017 with similar main dimensions and operational profiles to the case ships. Calculating average yearly fuel consumption for both case ships means they can be compared across different fuel storage capacities, which vary depending on how long owners need them to operate between bunkering. For example, an ammonia-fueled tanker must be bunkered more frequently than a traditional very low sulphur fuel oil (VLSFO) tanker of today, provided tank dimensions are the same.

Which fuels make financial sense for the MR/LR2 new- builds?

The project involves complex modelling and analysis of the financial feasibility of fuel and technology options, including less well-known fuels such as blue fuels, e-fuels and biofuels. Blue fuels are produced via reformed natural gas with carbon capture and storage (CCS). Electrofuels (e-fuels) are synthesized by chemically combining “green” hydrogen – from electrolyzing water with renewable power – with carbon dioxide from the air or captured from a source such as industrial flue gas. Biofuels are derived from biomass.

The project uses the concept of total cost of ownership for all assessed fuel and technology options with defined fuel price paths. This cost, evaluated over the 20-year lifetime assigned to each case ship, is made up of capital and operational expenditure (CAPEX and OPEX) and fuel expenditure, the most



significant variable.

While the detailed findings are confidential, the key message for today’s newbuilds is that liquefied natural gas (LNG) is currently the most cost-attractive fuel and fuel technology option available for GHG emissions abatement. This mirrors findings from similar modelling for a Panamax tanker case ship in DNV’s latest Maritime Forecast to 2050.

Total cost of ownership for a medium-range (MR) tanker with different fuel and technology options. Results shown are applicable for base fuel prices.

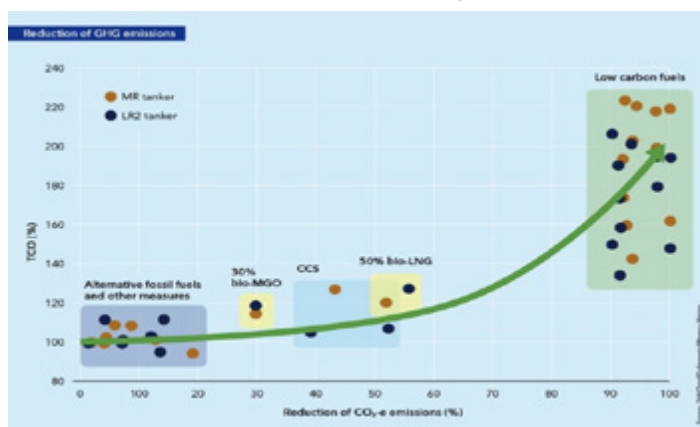
Based on the total cost of ownership (TCO) and reduction of CO₂-eq. TtW emissions, the assessed measures have been sorted into three main groups, as shown in the figure below:

- 🌐 **Alternative fossil fuels and other measures:** These measures reduce CO₂-eq. emissions by up to 20%, at a relatively low cost. Measures found in this category

include alternative fossil fuels like LNG, LPG and methanol, and other emissions abatement technologies such as shore power, the use of hydrogen in port, solar panels and rotor sails.

- 🌐 **CCS and drop-in fuels:** Using on-board carbon capture and storage can create large CO₂ emissions reductions (40–60%) at a relatively low cost. Even higher emissions reductions than what is estimated in this study can be achieved with on-board CSS, but this is associated with a higher cost. Drop-in fuels such as biofuels would allow emissions savings in line with the percentage of incorporation of these low-carbon alternatives in the fuel mix.

- 🌐 **Low-carbon fuels:** Only low-carbon fuels have the potential to reduce emissions by close to 100%. This, however, is at a high cost compared to conventional VLSFO-driven vessels. A large part of this cost is associated with increased fuel expenditure.



Groups of different measures to reduce GHG emissions from ships. Each dot represents a fuel/technology measure assessed in this project.

Remaining uncertainties need to be overcome

The report has significant implications for stakeholders pondering how to meet IMO ambitions for GHG emissions reduction. “The findings are further evidence that alternative low-carbon fuels could and will have to play a major role in meeting these goals,” says Mia Elg, Research Manager at Deltamarin.

The study supports DNV’s view that there is no clear winner among all alternative fuels, and that all pathways to very low emissions come with technical, safety and logistical uncertainties. The uncertainties include the low technology readiness level of on-board CCS, the safe use of hydrogen and/or ammonia fuels on board vessels and the low production volumes and/or limited supply chains for biofuels, electrofuels, blue fuels and on-board CCS.

Bridging to the future through fuel flexibility

“Amid this uncertainty, the key to preparing for a low-carbon future is based on a ‘bridging philosophy’ that involves building vessels that can convert from one fuel to another during the transition,” says Kostas D. Papadodimas, Technical Manager for Newbuildings, Projects and Reliability at Minerva Marine. *“This journey is underway as dual-fuel engines increasingly enter operation. They can run on traditional fuel oils and,*

depending on engine type, on different alternative fuels (e.g. LNG), with lower associated emissions."

Leaving aside energy-efficiency measures, the project's report considers some realistic bridging-technology pathways for the MR and LR2 case ships, as described in the table below. These pathways are seen as most realistic because they are based on proven or emerging technologies and environmental performance, and the fuel switching is technically feasible. For example, the pathway from LNG to bio-LNG requires no system modifications, but moving from liquefied petroleum gas to ammonia does. This table presents some potential pathways, but others are actively being investigated by the many stakeholders in the maritime industry.

Pathways			
No.		From	To
1	Converter	DF LNG engine	DF LNG engine
	Fuels	VLSFO/LNG	e-/bio-LNG, e-/bio-MGO
2	Converter	DF LPG engine	DF ammonia engine
	Fuels	VLSFO/LPG	e-/bio-MGO, e-/blue ammonia
3	Converter	DF LNG engine	DF ammonia engine
	Fuels	VLSFO/LNG	e-/bio-MGO, e-/blue ammonia
4	Converter	DF methanol engine	DF methanol engine
	Fuels	VLSFO/methanol (fossil)	e-/bio-MGO, e-/blue methanol

Abbreviations: bio = biological; DF = dual fuel; e = electro; LNG = liquefied natural gas; LPG = liquefied petroleum gas; MGO = marine gas oil; VLSFO = very low sulphur fuel oil

Summing up the JIP's key findings

A range of fuel and technology options (21 of them) have been evaluated for two specific vessels – an MR and an LR2 – considering design and environmental and financial performance.

On the environmental side, the main takeaways are:

- For fuels widely available today, LNG has the lowest well-to-wake CO2-eq. emissions.
- Energy-efficiency measures (wind, solar, hydrogen in port, cold ironing) could reduce emissions by 15–20%.
- Beyond 2035–2040, with today's technologies, alternative low-carbon fuels will be needed to meet IMO carbon-intensity reduction ambitions.

On the financial side:

- LNG and energy efficiency technologies such as rotor sails reduce GHG emissions significantly – up to 20% for LNG – while at the same time being commercially attractive.
- Abating CO2-eq. emissions with alternative low-carbon fuels comes at a cost. The additional cost ranges vary widely but can be substantial and depend on fuel-price developments.

To meet IMO's ambition to reduce GHG emissions by 50% (vs. 2008) by 2050, alternative low-carbon fuels will play a major role. There is no clear winner among these fuels and all options come with uncertainties, be it technical, safety or availability. Therefore, fuel transition pathways should be planned to prepare the transition to future low-carbon fuels while today implementing greener solutions that are already available. Such pathways could involve drop-in fuels or preparing designs for easier future retrofit.



Source: DNV at <https://www.dnv.com/expert-story/maritime-impact/Which-tanker-fuels-are-best-for-profits-and-the-environment.html>

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PCFR STATEMENT ON PRESENCE OF CHINA'S MILITIA FLEET IN JULIAN FELIPE REEF

"The Philippine Council on Foreign Relations (PCFR) views with grave concern the massing in line formation of around 220 Chinese vessels in the West Philippine Sea.

Their movements and activities have been observed by our maritime security authorities to be no ordinary fishing boats but Chinese maritime militia vessels that pose consequential risks to peace and security.

They have intruded into the Philippines' Exclusive Economic Zone over whose resources the Philippines has **exclusive** sovereign rights and jurisdiction. The Julian Felipe Reef, where China's militia fleet continues to linger, is located well within the Philippines Exclusive Economic Zone.

They are illegally occupying maritime territory that it falsely claims to own. Like Mischief Reef, it is not in disputed territory. Disputing what is legal in all respects can never be right.

The Philippines' rights to a 200-mile Exclusive Economic Zone in the West Philippine Sea have been confirmed by the 2016 final judgment of the Arbitral Tribunal constituted under Annex VII to the 1982 United Nations Convention on Law of the Sea (UNCLOS).

China has refused to accept the ruling of the tribunal that China's arbitrary "nine-dash line" in the South China Sea has no legal basis. The ruling is now part of International Law and recognized by the world's leading maritime powers.

Because the South China Sea is a most vital international waterway, China's illegal activities in the South China Sea, including the use or threat of force to impose its will on others, are a matter of serious concern not only to the Philippines and the Southeast Asian region but the whole world.

It is not impossible, considering the security linkages and commitments of nations concerned, that these activities can have cataclysmic consequences for one and all.

As such, PCFR protests this unfriendly act and joins the Philippine government's clamor for China to withdraw its uninvited vessels from the Philippines' Exclusive Economic Zone immediately.

PCFR believes it would be better for all countries concerned to focus their attention on profound human security risks that threaten humanity like climate change, ecological degradation and the raging coronavirus pandemic.

We must unite to solve these monumental challenges to our economies, environment and, more importantly, human life. That is our moral imperative for the present and future generations in the spirit of solidarity and universal brotherhood."

BALAMBAN-BASED SHIPBUILDER DELIVERS HIGH-SPEED FERRY FOR DENMARK

by SUNSTAR Cebu

SHIPBUILDER **Philippines** in Balamban, Cebu has delivered another historic vessel in the form of Danish-commissioned high-speed ferry **Fjord FSTR** that recently set sail from Cebu to Hirtshals, Denmark on March 5, 2021.

According to the Philippine Embassy in Copenhagen, Fjord Line, a Danish shipping company, commissioned Austal Philippines to build the 109-meter catamaran ferry which can accommodate 1,200 passengers or over 400 cars.

“The delivery of the ship is a significant milestone as it is the first wholly constructed ship in the Philippines to carry passengers and cargoes in Denmark. It also reflects the vibrant relations between our two countries,” Philippine Ambassador to Denmark Leo Herrera-Lim said in a statement.

The high-speed ferry will operate between Denmark and Norway. The purpose-built **Fjord FSTR** will enable passengers to have access to three different restaurants on board, a children’s area and a tax-free shop. The guests will also find a café and a bistro on board.

Largest. Based on Austal Philippines’s website, the vehicle-passenger ferry named FSTR is the largest aluminum vessel ever constructed in the

Philippines — and currently the largest ferry (by volume) to be constructed by Austal, at any of the company’s shipyards worldwide.

Austal chief executive officer Paddy Gregg said the delivery of FSTR during the current Covid-19 pandemic was a significant achievement and a testament to the resilience, commitment, skills and safety of the Austal Philippines team.

“It’s impressive to see a large high-speed ferry like this delivered in the best of times, but for the team to deliver this new vessel during a global pandemic is simply outstanding. The Austal Philippines team has clearly demonstrated its ability to deliver multiple, complex projects under challenging circumstances, while maintaining a safe working environment,” Gregg said.

Fjord Line’s FSTR is capable of transporting 1,200 passengers at up to 40 knots and features Austal’s largest ever vehicle-carrying capacity constructed to date, with a beam of 30.5 meters enabling 404 cars to be carried across two decks.

Features. The ship features several key design innovations that enhance operating performance and passenger comfort, including a new, optimized hull form that will minimize fuel consumption and wake wash when operating on

the Skagerrak Sea between Hirtshals, Denmark and Kristiansand, Norway.

At the vessel handover held at the Balamban Cebu shipyard, **Austal Philippines** president Wayne Murray said FSTR was just the first of three large high-speed ferries to be constructed at the company’s newly expanded shipyard.

“With the delivery of FSTR, we’re now preparing for the launch of Hull 395, Bañaderos Express, a 118-meter trimaran ferry under construction for Fred. Olsen Express of the Canary Islands. Following closely behind that, we have the 115-meter Express 5 under construction for Molslinjen of Denmark,” Murray said.

“We’ve just delivered the largest high-speed ferry ever built in the Philippines and in fact, the largest high-speed ferry built by any Austal shipyard anywhere in the world. And soon, we will do it again, when we complete Express 5 for Molslinjen. We are indeed a record-setting and record-breaking shipyard,” he added.



Source:

<https://www.sunstar.com.ph/article/1888899/Cebu/Business/Balamban-based-shipbuilder-delivers-high-speed-ferry-for-Denmark>



THE FIRST WOMAN CAPTAIN FROM EGYPT TO WORK AS A CAPTAIN

by SAFETY4SEA

Marwa Elselehdar has become the first woman to work as a sea captain in Egypt. Ms. Elselehdar enrolled in the Arab Academy for Science, Technology and Maritime Transport in Egypt and joined the International Transport and Logistics Department, but she was more drawn to the Department of Maritime Transport and Technology.

Marwa Elselehdar submitted an application to join and was eventually accepted, becoming the first Egyptian woman to study in this department.

The president called for research in maritime law to verify the possibility of issuing a captain's license to her, since it was the first case of its kind. After making sure that the law did not pose restrictions, examinations took place.

Elselehdar passed the physical and medical tests, as well as personal interviews, and she joined the department.

I faced difficulties in adapting, especially during the first year, but the encouragement from those around me — and my own ability to believe in my dream — helped me overcome these challenges

After her graduation, she joined the crew of the AIDA IV ship, with the rank of the second officer. Additionally, during the opening ceremony of the new Suez Canal, she applied to register as part of the crew that would lead the AIDA IV in the celebrations. Her

request was accepted, and she led the AIDA IV as the youngest and first Egyptian female captain to cross the Suez Canal.

In 2017, Elselehdar was also honored on Women's Day by President Abdel Fattah El-Sisi.

"Unlike fast flights, cruises can be long and arduous and can take up to a month or more. Of course, on these trips, I am the only woman among my fellow men." 🚢

Source: https://safety4sea.com/the-first-woman-captain-from-egypt-to-work-as-a-captain/?utm_source=noonreport&utm_medium=email&utm_campaign=others



Photo Credit: Marwa Elselehdar's Instagram

PANDIMAN PHILIPPINES INC.
and the PANDIMAN Group of Companies



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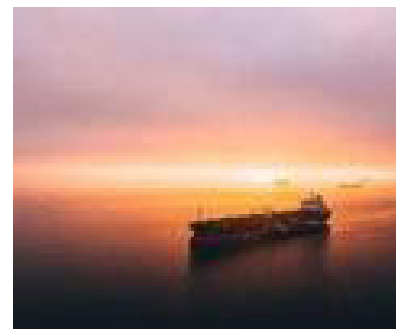
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SHIPPING COMPANIES IN ‘IMPOSSIBLE POSITION’ AS PROOF OF SEAFARER VACCINATIONS POSES LEGAL MINEFIELD

by International Chamber of Shipping



The International Chamber of Shipping (ICS) has warned that lack of access to vaccinations for seafarers is placing shipping in a ‘legal minefield’, while leaving global supply chains vulnerable.

A legal document due to be circulated to the global shipping community later this week by ICS highlights concerns that vaccinations could soon become a compulsory requirement for work at sea because of reports that some states are insisting all crew be vaccinated as a pre-condition of entering their ports.

However, reports estimate that developing nations will not achieve mass immunization until 2024, with some 90% of people in 67 low-income countries standing little chance of vaccination in 2021. ICS calculates that 900,000 of the world’s seafarers (well over half the global workforce) are from developing nations.

This is creating a ‘perfect storm’ for shipowners, who may be forced to cancel voyages if crew members are not vaccinated. They would risk legal, financial and reputational damage by sailing with unvaccinated crews, who could be denied entry to ports.

Delays into ports caused by unvaccinated crew would open up legal liabilities and costs for owners, which would not be recoverable from charterers. Furthermore, while owners would be able to address the need for seafarer vaccines in new contracts, owners attempting to change existing contracts or asking crew to receive a specific vaccine requested by a port could open themselves up to legal liabilities.

The uncertainty comes at a crucial moment in the ongoing role of shipping in the global supply chain during the Covid-19 pandemic.

Shipping is expected to overtake aviation in the race to deliver vaccines around the world in the second half of 2021, in a distribution drive that is estimated to take four years. Shipping is also a vital method of transportation for accompanying personal protective equipment (PPE), whose estimated total volume will be 6-7 times that of the vaccine and refrigeration systems.

Seafarers are among the most internationalized workers in the world, crossing international borders multiple times during a contracted period, with up to 30 nationalities on board at any one time. ICS’s legal document noted that it is likely that a Covid-19 vaccination: ‘Will be required by most if not all states and therefore [it] would reasonably be considered to be a “necessary” vaccination.’

ICS secretary-general Guy Platten said: *“Shipping companies are in an impossible position. They are stuck between a rock and a hard place, with little or no access to vaccines for their workforce, particularly from developing countries.”*

“We’re already seeing reports of states requiring proof of COVID-19 vaccination for seafarers. If our workers can’t pass

through international borders, this will undoubtedly cause delays and disruptions in the supply chain. For a sector expected to help drive the global vaccination effort, this is totally unacceptable.”

“This is a key issue for shipping but could also have a significant impact across many sectors as international business recovers.”

Bud Darr, Executive Vice President, Maritime Policy and Government Affairs at MSC Group, added: *“While we haven’t seen it yet, we’re definitely concerned that the lack of vaccinations will become an obstacle to the free movement of seafarers this year.”*

“Seafarers have already given us so much. Navigating quarantines, the suspension of flights routes and health restrictions that have kept them away from their family and friends. All to keep the world supplied with essential goods.

“The shipping industry needs to find creative solutions to the problem. In the short term this means getting seafarers vaccinations in their countries where there are established programs and sufficient supplies of vaccines. In the long term it’s about exploring the idea of public-private partnerships. There may even be the opportunity, when the initial surge of need is met for national allocation, for manufacturers to provide vaccinations directly to shipowners to allocate/administer to these key workers.”

The International Chamber of Shipping is currently exploring all avenues to find a solution. This includes the implementation of vaccinations hubs across key international ports, as suggested by the Cypriot government. If a solution to provide direct access of vaccines to seafarers is not found, shipowners fear a return to the crew change crisis of 2020 that saw 400,000 seafarers stranded on board ships across the world due to travel restrictions and international lockdowns.

Guy Platten concluded: *“Many think we’re in a vaccination sprint. The reality is we’re at the start of an ultra-marathon, and seafarers will be key in getting across the finish line. We need to keep them safe and for governments to play their part by ensuring that vaccines for seafarers have been approved by WHO for emergency use.*

There are currently more than 50 vaccines each at different stages of testing and approval and only some of these have been recognized by WHO as suitable for emergency use. Yet some states are imposing vaccines for seafarers that are not on the WHO list of vaccines for Emergency Use. If we’re to maintain internationalized workforces, this needs to change immediately.”



Source: <https://www.ics-shipping.org/press-release/shipping-companies-in-impossible-position-on-seafarer-vaccine-proof/>



STRENGTHENING OUR INTER-AGENCY COOPERATION TO PROTECT OUR NATIONAL INTERESTS

by Karl M Garcia

Introduction. The lack of maritime domain awareness and lack of expertise among countries in managing their maritime domain has allowed proliferation of lawlessness and crime on the seas. Organized crime and terrorism have become interconnected and more complex.

A Philippine flag flutters from BRP Sierra Madre, a dilapidated Philippine Navy ship that has run aground since 1999 and became a Philippine military detachment on the disputed Second Thomas Shoal, part of the Spratly Islands, in the South China Sea, 29-March-2014.

Just recently, our Philippine Coast Guard reported to DND a seeming occupation of more than a hundred vessels in Julian Felipe Reef. The AFP made an aerial inspection to confirm, and the Department of Foreign Affairs filled a diplomatic protest. The Navy can just wait on further instructions because they could not afford to have another Scarborough Shoal stand-off where a military vessel had confronted a civilian vessel.

Sovereignty disputes, geopolitical spats, fishing incursions, maritime accidents, standoffs and other challenges that make it difficult for Maritime Law enforcement make it necessary for an all-government approach not just for maritime security but rather national security.

In 2011, then-president Benigno Aquino III signed Executive Order No 57 establishing the National Coast Watch System (NCWS). The NCWS is the Philippines' whole-of-government mechanism for a 'coordinated and coherent approach on maritime issues and maritime security operations.' The National Coast Watch Center, the operating arm of the NCWS, is composed of ten supporting agencies with the recent inclusion of the Philippine Drug Enforcement Agency. The number of supporting agencies and partners is expected to grow in the future as threats to Philippine maritime security grow.

The effectiveness of NCWS faces hurdles:

The convoluted processes for developing and enacting urgent

maritime security policies partly because of bureaucratic obstacles; a good example is the NMP.

Limited command and control authority over concerned government agencies.

Maritime Law enforcement agencies seem to focus on their own individual mission.

Lack of appreciation for "whole-of-government" approach.

In order to overcome these hurdles, an amendment to EO no 57 is necessary to give the system a defined command and control authority to direct, order and mobilize member departments and agencies.[1]

We share the same Maritime Space. A recent meeting of PN FOIC and the commandant of the PCG forged an agreement to complement one another in fulfilling their mission. Here are some of the pronouncements:

We are not competitors. We share the same maritime space. The problems in the maritime area are the same problem(s) (we face)," FOIC VADM Giovanni Bacordo PN said during the visit of Philippine Coast Guard (PCG) Commandant, ADM George Ursabia, at the Navy headquarters in Naval Station Jose Andrada along Roxas Boulevard, Manila on Tuesday, 11-November-2020.

ADM Ursabia, meanwhile, said the PCG needs the help of the Navy and maritime agencies, such as the Bureau of Fisheries and Aquatic Resources (BFAR), in protecting the country's waters. "There are a lot of users in the sea but there are also a lot of violators to the sea and our job is to ensure safety, security, and a clean ocean and seas. Hence, we really need the PN (Philippine Navy) and other agencies such as BFAR, (Bureau of) Customs, and others, to help us achieve this. This meeting will be a start and we are looking forward (to) strengthen our partnership," he said. ADM Ursabia expressed his appreciation for the two maritime organization's continued "harmonious relationship." [2]

DND, PCG ready to protect PH waters. Defense Secretary Delfin Lorenzana said that the country's security sector would

“always be ready” to protect the maritime industry from any threats, as he stressed that the administration’s resolve to promote economic development and protect the natural resources in the Philippine waters.

“The Department of National Defense earnestly supports our maritime industry by ensuring maritime security and by contributing to an environment that is conducive [to] trade and commerce [growth],” SND Lorenzana said, based on the statement read by DND Undersecretary Arnel Duco.

SND Lorenzana also added the DND is “fully supportive” of the Maritime Industry Development Plan (MIDP) 2019 to 2028, which he deemed as the “first-ever comprehensive plan that aims to chart the future of our maritime industry.”

“With MIDP, various government agencies such as the Philippine Coast Guard (PCG), the Philippine National Police (PNP), the Bureau of Fisheries and Aquatic Resources (BFAR), and the Armed Forces of the Philippines (AFP), with the Philippine Navy, address maritime terrorism, piracy, armed robbery at sea, transnational crimes, illegal fishing, and marine environmental degradation,” the Defense Chief said.

While the PCG, through its representative, PCG deputy commandant for operations Vice Admiral Leopoldo Laroya, said the “complex problem” of security risks in the Philippine waters will not cease unless the government can address its “roots and causes.” He noted the illegal gas exploitation and unregulated fishing in the Philippine Rise, the reclamation activities of China in the disputed West Philippine Sea, maritime terrorism, kidnapping, human trafficking, and smuggling of goods in southwest Mindanao. VADM Laroya, nevertheless, ensured that the PCG would exhaust all means to pursue a “safe, clean and secure maritime environment, by means of “sustained vigilance and strict monitoring efforts.”[3]

Latest developments of the NMP. A newly updated resolution on the National Marine Policy (NMP) strengthens the collaboration between the government and private sector for the long-term improvement of the maritime industry.

The resolution, submitted to President Rodrigo Duterte as represented by Executive Secretary Salvador Medialdea during the 2020 National Marine Summit on October 29 and 30, was unanimously drafted, approved, and adopted by industry leaders for the sustainable development of the country’s maritime assets and interests.

Among the many provisions of NMP includes the allocation of public investments for the development of ports and other coastal infrastructures, procurement of maritime safety and security systems to save lives and properties at sea and prevent maritime accidents, establishing a community-based marine and coastal management systems, and formulation of the “Bantay Dagat Bill.”[4]

Brief historical background. The maritime security structure from the American colonial period began in 1901 with the Bureau of Coast Guard and Transportation under the Bureau of Commerce and Police. The Coast Guard (CG) was the maritime law enforcement arm of the colony with an initial fleet of fifteen (15) Chinese and Japanese built steamers. It commenced with a range of sea-going functions which included policing against illegal maritime entrants and providing sealift to the Philippine Constabulary (PC).

The PC was preceded by the Philippine Scouts activated to assist the US military forces in suppressing Filipino resistance against US occupation. With the reluctance of US military forces to address growing problems of law and order, the Philippine Commission decided to establish an insular police force to complement the local police force under the Department of Interior. There were too many problems on insurgency for the police and scouts to worry about the maritime sector.

In 1905, the CG was abolished and its functions absorbed by the Bureau of Navigation. In 1913, it was dissolved with its maritime police functions under the Revenue Cutter Service and its Lighthouse Service split between the Bureau of Customs and the Bureau of Public Works. Eventually these Services were absorbed by Philippine Naval Patrol, the forerunner of the PN.

In 1935, the PN was a support unit of the Philippine Army under the National Defense Act that envisioned to defend the nation by land forces, to include the integration of the PC to the Defense Department from the then Department of Interior. It was only in the 1950s that PN became one of the four major services of the expanded AFP that was engaged in an insurgency war against the HUKs. The navy and air force were but supporting services to the army.

The event that could have shifted our security attention to territorial defense was the manifestation in the 1960s by President Diosdado Macapagal of the Philippine claim to Sabah in the islands of Borneo. He played a role in the successful negotiation with the British for the return of the Turtle Islands, within 10 miles of Sabah, before he became President. Earlier, Las Palmas, which is in the Treaty of Paris and located southeast of Davao, was lost by default to the Indonesians without a whimper. But a catalyst for maritime territorial security, they were not.

It was when President Marcos took over that a scheme to pursue the Sabah claim by means other than diplomacy was exposed by the opposition. Earlier in the SONA before Congress, he called for PCG’s activation. In 1967, PCG was activated by an act of Congress as the lead agency for maritime safety, environmental protection, and maritime law enforcement. The placement of the PCG under the Navy as it was done earlier by the integration of the PC with the AFP, was to gain access to the US military assistance program.

The concept of a maritime police unit emanated during the days of Philippine Constabulary that led to the creation of a seaborne battalion called Constabulary Off-Shore Anti-Crime Battalion (COSAC) on 1-February-1971. The COSAC was tasked to suppress all criminal activities that affects the environment.

Recognizing the need to further strengthen the PCG, Marcos issued PD 601 to separate the Coast Guard from the Navy and to place it under the direct supervision and control of SND in 1974. PD 601 provided for the consolidation of all functions related to safety at sea and the enforcement of all pertinent laws at sea to one agency. But soon enough PCG was back as a unit of the PN.

When Marcos was ousted in 1986, the National Intelligence Coordinating Agency (NICA) was created and eventually after 1987 the PC was taken out of the AFP and renamed Philippine National Police (PNP). Then MARINA was created taking out the control of commercial shipping from the PCG together with regulatory and enforcement functions.

Under the Ramos administration, relative internal stability, economic progress, departure of the US forces, and continued Chinese intrusions in the maritime area led to a refocus of attention to territorial defense and the possibility of the modernization of PN that included the PCG. But the 1997 Asian financial crisis rudely interrupted and the twin insurgencies regained momentum. In 1998, the AFP reassumed the lead on Internal Security operations previously assigned to PNP in 1990.

After the establishment of the Philippine National Police through Republic Act 6975, the Maritime Police Command (MARICOM) was created on 16-January-1991, by virtue of NHQ Philippine National Police General Orders No. 58 as one of the National Support Units of the PNP. The original members of the Maritime Command: Philippine Navy, Philippine Constabulary, Integrated National Police, and the Philippine Coast Guard. On 12-September-1996, the National Police Commission (Philippines) issued the Resolution No.96-058, changing the name of the Maritime Police Command (MARICOM) to PNP Maritime Group (MG).

Section 24 of RA 6975 provided the various police function of PNP and the additional functions absorbed from different agencies, in an effort to comply with the constitutional requirement that there shall be one national police force. This section specified the Powers and Functions of the PNP. It also requires that “the PNP shall absorb... the police functions of the Coast Guard.”

Section 86 of the law reiterated this as it provides the Assumption by the PNP of Police Functions. This provision mandates that “the police functions of the Coast Guard shall be taken over by the PNP.” Effectively, these provisions of the law dissolved the police functions of these agencies, Coast Guard included. To date, no law has repealed these provisions.

Specifically, the absorption and take-over of police functions are viewed as a move to comply with the constitutional mandate that there shall only be one police force in the country. Generally, it is understood that the police function of the Coast Guard that was absorbed and taken-over by the PNP, has been vested upon the PNP Maritime Group as it performs these functions to this day.[5]

PNP was originally intended under Republic Act 6975 to wield the “primary responsibility on matters affecting internal security, including the suppression of insurgency.” However, the challenge posed by internal security threats led national authorities through Republic Act 8551 to revert to the DND and AFP the primary responsibility for internal security. In turn, the PNP was tasked “through information gathering and performance of its ordinary police functions, to support the AFP on matters involving suppression of insurgency.”

At present, the contribution of the PNP to internal peace and security has involved participation in and the development of community security mechanisms, and the sharing of intelligence information. It must be emphasized that traditionally, law enforcement entities take the lead in counterinsurgency and internal security function in other countries. The resolution of armed threats to internal peace and security and the subsequent transition of responsibility to civilian authorities is the ideal state envisioned by this Plan. This will allow the AFP and the PNP to develop capabilities consistent with their original mandates. [6]

On 25-February-1998, President Fidel V. Ramos signed into law Republic Act No. 8550, titled, “An Act Providing For the Development, Management and Conservation of the Fisheries and Aquatic Resources, Integrating all laws pertinent thereto and for other purposes,” otherwise known as the Philippine Fisheries Code of 1998. This law took effect on 23-March-1998. This mandates the BFAR to protect the Philippine ocean against illegal fishing.[7]

The Philippine Marine Coastal Defense regiment, headed by Col. Romulo Quemado II, was activated last 7-August-2020. The Marines said this unit was designed to protect the country’s shores, ships and amphibious task forces against an invading enemy and to improve support of naval operations.[8]

The National Marine Policy. Recognizing the archipelagic and maritime nature of the country, then President Fidel V Ramos issued in 1994 the National Marine Policy (NMP) to guide various stakeholders in the maritime community, especially those in government, in managing the “blue economy.” The policy contains four key areas: (1) Politics and Jurisdiction, (2) Area Regulation and Enforcement, (3) Area Development and Conservation, and (4) Maritime Security. Although bereft of a legal mandate, NMP is in consonance with the national interests.

The NMP aimed to:

Emphasize the archipelagic nature of the Philippines in development;

Implement the UNCLOS within the framework of the NMP;

Coordinate and consult with the concerned and affected sectors; View coastal areas as a locus of community, ecology, and resources; and

Address the following priority issues:

Extent of national territory;

Protection of the marine ecology;

Management of marine economy and technology; and

Maritime security.

While maritime security and safety is a concern of the said first three priority objectives, maritime security is curiously the last item in the list. Yet, it is the maritime security aspect that has the biggest priority concern “To promote and enhance maritime security as a component of national security.”

The NMP has a key feature: “The cooperative and coordinated effort of all maritime agencies.”

In 1999, the Cabinet Committee on Marine and Ocean Affairs approved a 13-point priority work program with the updating of the NMP as the first priority, and the information dissemination of the NMP as the 13th in the list:

1. Updating of the National Marine Policy
2. Determination of Archipelagic Base points/Baselines
3. Delineation/Demarcation of Territorial and Maritime Jurisdictions
4. Delimitation of the Outer Limits of the Continental Shelf
5. Designation of Archipelagic Sea lanes
6. Negotiations with Relevant States for Delineation of Territorial/Maritime Boundaries
7. Negotiations with Relevant States for Joint Development and/or Joint Cooperation Arrangements for Exploration/Exploitation/Conservation of Living or Non-living Resources in Overlapping Territorial or Maritime Jurisdictions
8. Establishment of National Capability for a Monitoring,

Control and Surveillance System (MCS)

9. Conclusion of Agreements with other Countries for Cooperation in Marine Scientific Research and the Development and Transfer of Marine Technology

10. Protection and Preservation of the Marine Environment

11. Resolution of Piracy and Sea Robbery Problems in Regional Seas and Philippine Ports and Waters

12. Formal Establishment of Tie-ups and Networking Between CABCOM-MOA and Centers of Excellence, NGOs, and Private Sector Entities on Maritime and Ocean Affairs

13. Information Dissemination of the National Marine Policy.

Of the 13 items of the NMP wish plan, only the passage of the Baselines Law in implementation of UNCLOS has been achieved to-date. The designation and control of archipelagic sea lanes would be a crucial initiative for inter-agency cooperation.

The formulation of an integrated ocean policy shall be guided by the principles of integration, precautionary approach, ecosystem-based management, polluter-pays principle, inter- and intra-generational equity, public/private participation, and community-based management. It may include the following components:

1. Determination of the extent of the EEZ and continental shelf against opposite and adjacent states;
2. Adaptation of a fisheries management system;
3. Control of land-based marine pollution;
4. Land-use planning;
5. Control of pollution from ships;
6. Development of the chain of ports and shipping services;
7. Regulation of industrial and agricultural activities;
8. Development of off-shore mineral resources;
9. EEZ surveillance and enforcement;
10. Tourism and recreational uses; and
11. Establishment of ocean installations and structures.

Coordination and integration are central issues of contemporary discourses in ocean management. Coordination is the orderly and harmonized implementation of policies and programs by institutions with the objective of minimizing conflicts among themselves. Integration refers to the process of balancing and prioritization of competing ocean uses. The integration process should consider two aspects of ocean management:

- (1) The individual and cumulative effects of coastal and ocean resource uses on the marine environment; and (2)

The negative externalities that coastal and ocean resource users generate toward other users. Addressing these issues would require vertical integration at different levels of governance and horizontal integration encompassing the sector agencies.

Researcher Billana Cicin-Sain further clarifies the concept of policy integration:

- (1) Not all interactions between different sectors are problematic and therefore requires management;
- (2) Integrated management should complement sectoral management rather than replacing it;
- (3) Policy integration should take place at the higher bureaucratic level; and
- (4) The costs of integration should be carefully considered so as not to outweigh the benefits.[9]

Researchers Ehler, Cicin-Sain, and Belfiore suggest that for a coordinative mechanism to be effective, it has to meet

certain requirements. Firstly, the coordinative body must be supported by a legislative authority or authorized by the Chief Executive of the country. Second, it must have sufficient powers to influence the programs and activities of the agencies that have functional roles over the use of ocean space. Third, the role of the coordinative agency in the development planning process must be viewed by the concerned agencies as part of a legitimate process. Fourth, it should have access to technical expertise and decision-making information through venues that will provide exchange of information with coastal managers, resource users, and natural and social scientists. Finally, it must have a built-in mechanism for periodic review and adjustments.[10]

An inter-agency coordination mechanism has to perform the following functions:

1. Provide policy direction and standards for ocean and coastal management.
2. Promote inter-agency and inter-sectoral coordination.
3. Minimize policy conflicts and functional overlaps among agencies.
4. Provide a venue for resolutions of conflicts among stakeholder agencies, sectors, and affected communities.
5. Recommend legislative and policy reforms.
6. Provide regular review, monitoring, and evaluation of accomplishments in the implementation of ocean and coastal management programs.
7. Promote public and private sector participation in policy planning and decision-making.
8. Encourage the marine scientific community to provide multi-disciplinary treatment of scientific information as inputs to decision-making.[11]

NMP IN POLITICS AND JURISDICTION

Gains:

The Baselines Law of 2009 (RA952) incorporating the areas defined by PD1596 (Kalayaan Island Group) and PD1599 (EEZ) established our national identity as an archipelagic state and defined our maritime boundaries in accordance with UN Convention of the Law of the Sea.

The recognition of the UN of the country's extended continental shelf in the Philippine Rise.

The formation of National Task Force West Philippine Sea to coordinate policy on South China Sea.

Challenges:

These gains in defining the extent of territory are threatened by the brewing WPS/SCS conflict;

The continuing Sulu Sultanate claim; and

The absence of ASEAN Code of Conduct in WPS/SCS, and the impractical local maritime zone limits that consider only physical boundaries rather than economic resource management.

MARITIME AREA REGULATION AND ENFORCEMENT

Gains:

The inter-agency and convergence actions in Palawan and the community-based initiatives in other localities to protect selected marine areas contribute a lot in regulating the utilization of marine resources.

In Cebu, the local government organized a system to monitor water quality and set measurement parameters for chemicals to prevent pollution.

The modest gains in this area may increase once the

stakeholders address the issues brought about by fragmented implementation; enhance legal and administrative procedures; and hasten the transfer of knowledge, skills and resources. Integration and coordination are central in regulating and enforcing the various issuances as regards to the use of maritime zones and resources.

In regard to area development and conservation, the main priority is the management of the marine economy and technology to balance demands for utilization and conservation. This involves fisheries, seabed resources and ports and shipping.

The concept of Integrated Coastal Zone Management has taken root. DENR, PPA, PCG and MARINA are jointly working on abatement and control of marine pollution while other agencies continue to conduct research and assessment on marine resources to help in poverty alleviation and livelihood development.

Authorities have established marine protected areas (MPAs), mandated seasonal fishing and crafted policies and strategies to mitigate the impact of climate change.

BFAR and marine scientists have started to explore the fishery, aquatic and seabed resources in Philippine/Benham Rise for food, energy and income.

The nautical highway initiated by PPA and MARINA some years back now links the island provinces with the major centers of the economy. MARINA's development plans led to the country's elevation to top 5 among the world's shipbuilding nations in terms of tonnage and in many ways improved coastal and maritime tourism.

Challenges:

The several challenges faced by this priority area to truly harness the potential of the country's marine economy are: weak development planning and mainly inland looking; poverty in coastal communities; inadequate port facilities and shipyards; and mismanaged MPAs and improper valuation of damaged marine resources like reefs and corals.

MARITIME SECURITY

Gains:

The recent acquisition of naval, air force and coast guard platforms strengthened the country's ability to confront low-intensity conflicts in the maritime domain; and BFAR also enhanced its capability to enforce fishery laws.

Challenges:

But these government agencies and transiting merchant ships are constrained by ill-defined sea-lanes, weak mapping of the EEZ and existence of lawless groups that prey on commercial vessels; The vastness of the sea areas enables illegal, unregulated and unreported fishing (IUUF) to proliferate. The number of patrol ships for maritime zone is short of the required to prevent, deter and suppress maritime violations; and The protection of future marine-based energy sources will need a stronger Navy, Air Force and Coast Guard.

The NMP reviewers also formulated strategies to address the gaps in the four policy areas and added a fifth: climate change and disaster risks. The country's participation in the Framework Convention on Climate Change is a big step and is aligned with NMP. NDRRMC is a welcome initiative to minimize the disastrous effect of natural and man-made calamities. The enactment of the Human Security Act is another.

Challenges:

Mangrove conversion to aquaculture ponds, storm surges, unsustainable fishing practices, contamination of food and water supplies, and disruption of transportation, communications and power lines.[12]

RECOMMENDATION

The National Coast Watch System was supposedly our solution for institutional fragmentation and absence of inter-agency coordination among our maritime departments and agencies. For the NCWS not to go rudderless, an amendment to EO 57 to establish command and control on its agencies is necessary. Thus, the National Coast Watch Center of the UP Center for Integrative and Development Studies scrutinized the National Marine Policy and the necessary strategic direction has been formulated.

A whole-of-government approach is needed to ensure the objectives of Maritime Security are attained, without which National Security cannot be fully sustained in our archipelago.

What is paramount is that all agencies move in consonance in protecting the national interest.



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Karl M Garcia's interest in Maritime concerns were developed while observing his dad through the years in his capacity as a retired Navy officer who supervised the Navy's first phase of modernization and once led the Committee on the separation of the PCG from the PN. Karl joined his father laAter as a consultant to Senators Biazon and Trillanes. Karl holds a BS Computer Science degree from AMA Computer University, and an MBA from DLSU Graduate School of Business.



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The Academy offers three main programs: the Bachelor of Science in Marine Transportation (BSMT), Bachelor of Science in Marine Engineering (BSMarE) and the Bachelor of Science in Marine Transportation and Engineering (BSMTE). The curricula for the three courses were designed with the help of the United States Merchant Marine Academy at Kings Point, New York. Courses are four-year courses with sea phases scheduled in the third year. The BSMT curriculum requires a total of 192 units: 152 at MAAP, 40 practicum/shipboard units on board T/S Kapitán Felix Oca and/or a shipping company sponsorship. The BSMarE curriculum requires a total of 193 units: 153 at MAAP, 40 practicum/shipboard units on board T/S Kapitán Felix Oca and/or a shipping company sponsorship.

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