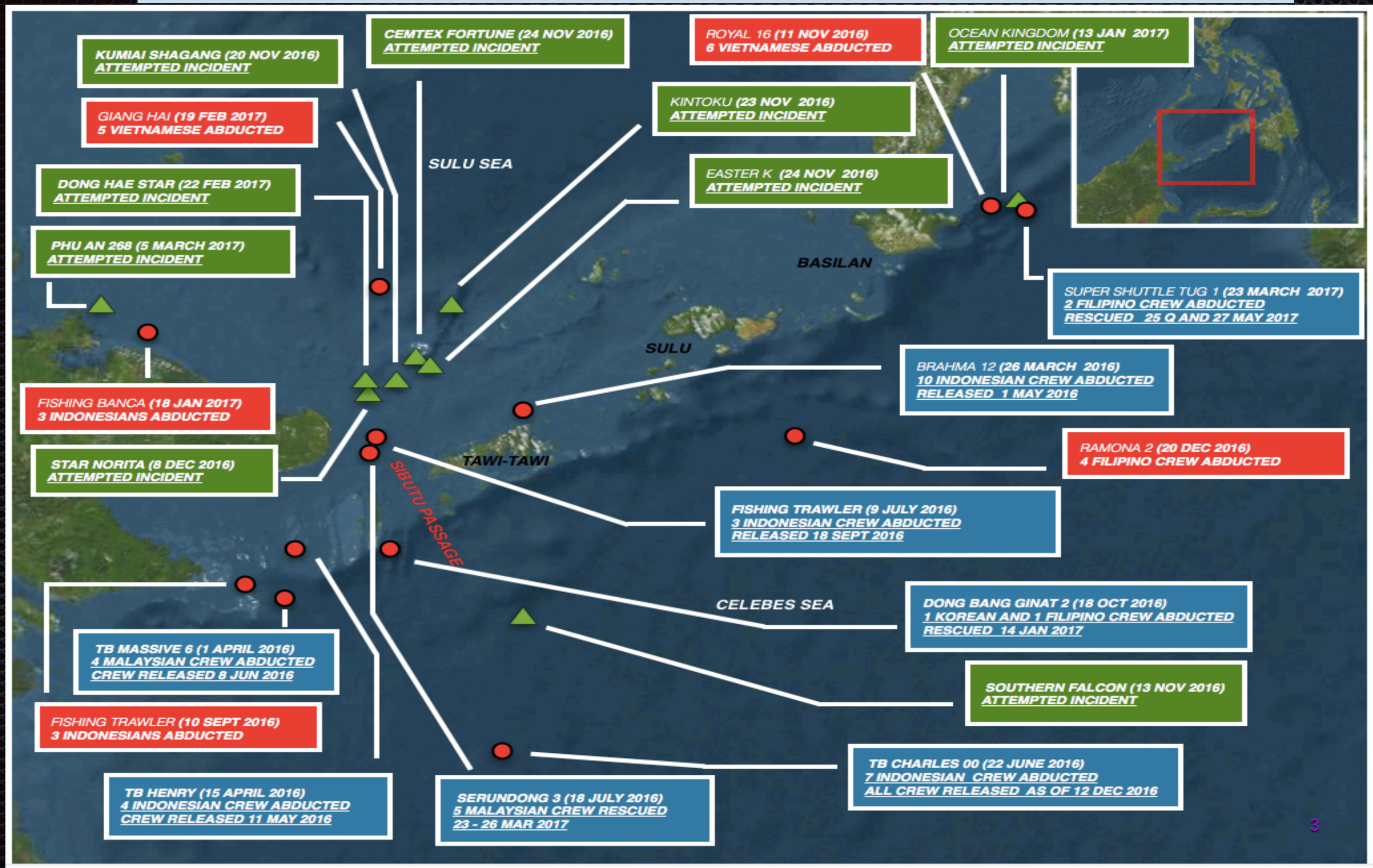
MARITIME SECURITY SITUATION IN SULU-CELEBES-SIBUTU SEA

An average of 14,000 Vessels Passing Through Sibutu Passage Annually

Reported Abduction Incidents

Approximate location of incidents March 2016-March 2017
Source: Philippine Coast Guard (PCG)*



RED indicates victims still in captivity Blue indicates abduction with rescued/released victims Green indicates attempted abduction

INCIDENT ANALYSIS 2016-2017

	DATE	TIME	VESSEL	Description of the Boats used	NR OF ABDUCTED CREW AND NATIONALITY	Evasive Action
1	26-Mar-16	1000H	TB BRAHMA 12	2 SPEED BOATS (ONE IS GREY, OTHER UNKNOWN)	10 INDONESIANS	-
2	01-Apr-16	1800H	TB MASSIVE 6	1 SPEED BOAT, 8 PERSONS	4 MALAYSIANS	-
3	15-Apr-16	1700H	TB HENRY	-	4 INDONESIANS	-
4	22-Jun-16	1130H	TB CHARLES 00	2 SPEED BOATS (GREEN AND RED)	7 INDONESIANS	-
5	09-Jul-16	2359H	FISHING TRAWLER	1 SPEED BOAT (WHITE), 5 PERSONS IN BLACK SHIRT	3 INDONESIANS	-
6	18-Jul-16	1400H	TB SERUNDONG 3	-	5 MALAYSIANS	-
7	10-Sep-16	2230H	FISHING TRAWLER	1 SPEED BOAT, 7 PERSONS IN BLACK SHIRT	3 FILIPINO BADJAO	-
8	20-Oct-16	1445H	MV DONG BANG GIANT 2	1 SPEED BOAT (WHITE AND GREEN), 7 PERSONS IN BLACK SHIRT	1 KOREAN AND 1 FILIPINO	-
9	11-Nov-16	0700H	MV ROYAL 16	1 SPEED BOAT, 10 PERSONS	6 VIETNAMESE	-
10	13-Nov-16	1620H	MV SOUTHERN FALCON	6 SPEED BOATS WITH ONE PERSON EACH	-	Alert crew and conducted defensive manuevering of ships: Enhanced security measures by providing barbed wires , locked the possible entry points on the ship side.
11	20-Nov-16	0720	KUMIAI SHAGANG	ATTEMPTED INCIDENT	-	-DO-
12	23-Nov-16	1007H	KENTUKO	1 SPEED BOAT (GREYAND BLUE STRIPE, 9 PERSONS	-	-DO-
13	24-Nov-16	1040H	EASTER K	1 SPEED BOAT (WHITE AND BLUE), 10 PERSONS	-	-DO-
14	24-Nov-16	1030H	CEMTEX FORTUNE	1 SPEED BOAT (WHITE AND BLUE, 10 PERSONS IN BLACK SHIRT	-	-DO-
15	08-Dec-16	1140H	STAR NORITA	1 SPEED BOAT (WHITE AND BLUE), 5 PERSONS IN WHITE & BLACK SHIRT	-	-DO-
16	20-Dec-16	0230H	FB RAMONA 2	3 SPEED BOATS	3 FILIPINOS	
17	03-Jan-17	1500H	MV OCEAN KINGDOM	2 SPEED BOATS (WHITE & YELLOW)	-	-DO-
18	18-Jan-17	1730H	FISHING BANCA	1 SPEED BOAT COLOR GRAY	3 INDONESIANS	-
19	19-Feb-17	2051H	MV GIANG HAI	SPEED BOAT, 3 ARMED MEN	5 VIETNAMESE	-
20	22-Feb-17	1345H	MV DONG HAE STAR	3 SPEED BOATS, 5 PERSON WEARING BLACK	-	-DO-
21	05-Mar-17		MV PHU AN 268	1 BOAT WITH 6 CREWS ONBOARD	-	-DO-
22	23-Mar-17	1700H	MT SUPER SHUTTLE TUG 1	3 SPEED BOATS	2 FILIPINOS	-

RED indicates victims still in captivity Blue indicates abduction with rescued/released victims Green indicates attempted abduction

INCIDENT ANALYSIS 2016-2017

A total of **22 incidents** comprising of **13 actual abduction incidents (8 solved incidents while 5 are in pursuit operation)** and **9 attempted abduction** incidents within a period of 12 months.

Most of the involved vessels are **tugboats, barges, fishing trawlers and vessels with low freeboard.**

Ten incidents reported the use of **speed boats "Jungkong type"** (blue, green, yellow and white striped) by the abductors**.**

18 of the 22 incidents occurred during day time between **7 AM – 6 PM.**

STATUS OF ABDUCTED CREW

Vessel Name	# of Crew Abducted	Nationality of Abducted Crew	# of Crew Released	Killed/ beheaded	Still in Captivity
TB Brahma	10	Malaysian	10	-	-
TB Massive 6	4	Malaysian	4	-	-
TB Henry	4	Indonesian	4	-	-
TB Charles	7	Indonesian	7	-	-
Not Named	3	Indonesian	3	-	-
TB Serundung	5	Malaysian	5	-	-
MV Dong Bang Giant 2	2	1 Korean and 1 Filipino	2	-	
Super Shuttle Tug 1	2	Filipino	2	-	-
TOTAL	37		37		

Of the **59 crew who had been abducted on** the **13 incidents, 37 crew have been released due to the extensive law enforcement operations and negotiations of the concerned government agencies**.

Vessel Name	# of Crew Abducted	Nationality of Abducted Crew	# of Crew Released	Killed/ beheaded	Still in Captivity
Badjao Fishermen	3	Filipino	0	-	3
MV Royal 16	6	Vietnamese	0	-	6
FB Ramona 2	4	Filipino	0	1	3
Fishing Trawler	3	Indonesian	0	-	3
MV Giang Hai	6	Vietnamese	0	1	5
TOTAL	22			2	20

The remaining 20 captives are: **the 3 Filipino Badjao fishermen, 6 Vietnamese crew of MV Royal 16, 3 Filipino crew of FB Ramona 2, 3 Indonesian Fishermen of Fishing Trawler and 5 Vietnamese of MV Giang Hai .**

ASSESSMENT

Southern Philippines is characterized by **complexities in political, social economic and religious challenges** that interplay towards the **emergence of the Kidnap For Ransom "KFR"** incidents.

Intensified law Enforcement activities in order to eliminate the terror groups in Southern Philippines.

The need for a **collective and shared responsibilities among all stakeholders** to institutionalize their respective efforts in conducting law enforcement Patrols

Incidents like this is **not only a threat to maritime security, but greatly affect trade and commerce** in the region.

Enhancement and **stepping up of maritime security measures in the Eastern Sabah Security Zone (ESSZ) and the Southern Philippine Waters.**

ACTIONS TAKEN AND RESPONSES BY PHILIPPINES

- PCG OPLAN No. 1-2015 (Maritime security in Zamboanga City)
- PCG OPLAN o. 1-2016 (Maritime patrol in Sulu sea)
- PCG OPLAN No. 2(Maritime patrol in municipal waters of Basilan)
- PN-PCG, JTF 6.0 (MOU on the Inspection of unregistered vessel/watercraft 3GT below)
- Joint intelligence task force Sulu
- Deployment of PCG and PN floating assets in the areas of ZAMBOANGA, SULU, BASILAN and TAWI-TAWI (ZAMBASULTA)
- Issuance of memorandum order number 04-04

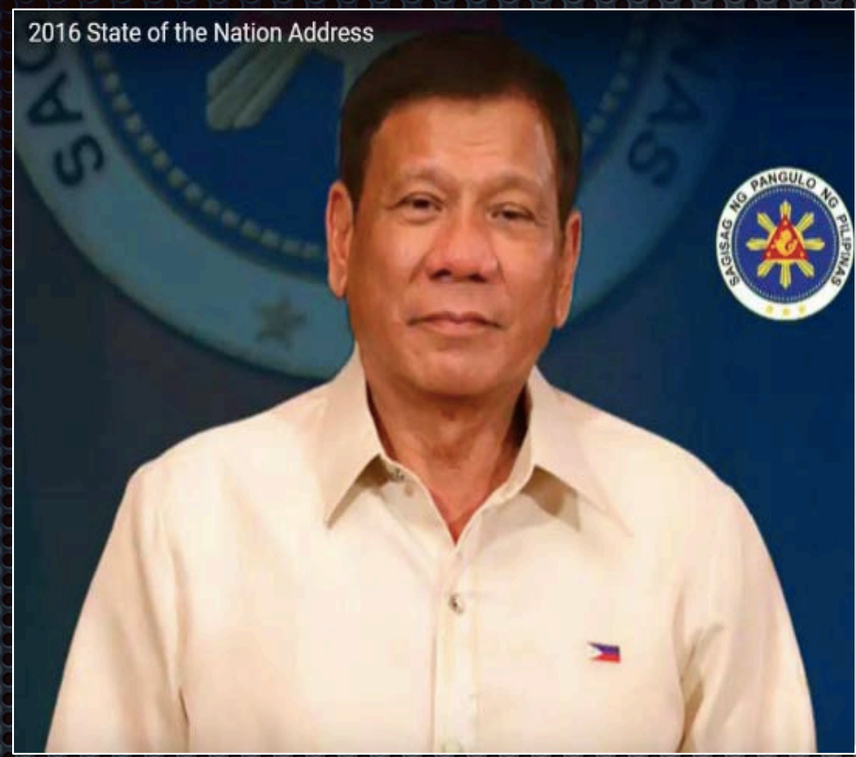
ACTIONS TAKEN AND RESPONSES BY PHILIPPINES

The Philippine Government is seeking **cooperation from the Mindanaoan Leaders** to assist in the negotiations / operations with the abductors in order to help in the release of some of the kidnapped victims.

Intensified law Enforcement activities in order to eliminate the terror groups in Southern Philippines.

Enhance inter-agency coordination among concerned maritime security agencies in information gathering, rescue activities and prevention of **Kidnap for Ransom "KFR" activities.**

ACTIONS TAKEN AND RESPONSES BY PHILIPPINES



On 05 Sept 2016, **President Rodrigo Duterte** signed a proclamation putting the country under a state of emergency on account of lawless violence. The declaration commands the **Armed Forces of the Philippines (AFP), the Philippine National Police (PNP) and Philippine Coast Guard to undertake measures permitted by the Constitution and laws to suppress all forms of lawless violence in Mindanao.**

ACTIONS TAKEN BY THE PHILIPPINE COAST GUARD

Series of consultative meetings between the Private Maritime Stakeholders and the Philippine Coast Guard

ISSUES/CONCERNS RAISED DURING THE MEETING

- Provision of standard radio frequency during distress call
- Contact Details of PCG Districts, Stations and Sub-stations in Southern Philippines
- Lack of certified/licensed operators of Single Side Band (SSB) radios
- Provision of a Communication Plan while in transit in Moro Gulf and Basilan Strait
- Provision for relaying stations to enable patrol vessels to properly respond
- Rescue timeline for Maritime Law Enforcers

ACTIONS TAKEN BY THE PHILIPPINE COAST GUARD

- Sea Marshaling and Sea Escorting
- Establish a Transit Corridor at the Moro Gulf and Basilan Strait
- Establish a Transit Corridor at the Sibutu Passage
- Implementing Circulars on Safety, Security, and Environment Numbering System
- Implementing Circulars on Maritime Security Communications Protocol

WAY AHEAD

Implementing Circulars:

MEMORANDUM CIRCULAR	PURPOSE
RECOMMENDED TRANSIT CORRIDOR	This Circular prescribes the guidelines and procedures to ensure the safety and security of vessels navigating through the Moro Gulf and Basilan Strait in order to prevent or suppress acts of piracy and armed robbery against ships.
SECURITY, SAFETY and ENVIRONMENTAL NUMBERING (SSEN) SYSTEM FOR ALL PHILIPPINE-REGISTERED VESSELS AND WATERCRAFTS	This Circular prescribes the procedures for the Environmental, Security and Safety Numbering (ESSN) System for all Philippine-registered vessels and watercrafts for the purpose of enhancing marine environmental protection, security and safety within the Philippine Maritime Domain. This will marginalize the smaller ships and isolate them from the convention size vessels, wherein the smaller ships are usually used for illegal/ terroristic activities in the area.
GUIDELINES FOR THE DESIGNATION OF VHF MARINE BAND CHANNEL/FREQUENCY	• To control the use of distress channel (Ch. 16) for its proper utilizations • To regulate the use of radio frequency to avoid flooding in one radio channel • To marginalize and organize the use of designated frequency /channel in order to isolate from terrorism.

WAY AHEAD

CONT. . .

MEMORANDUM CIRCULAR	PURPOSE
PRESCRIBED RADIO COMMUNICATION EQUIPMENT ONBOARD PHILIPPINE REGISTERED VESSELS	• To require all Philippine-Registered Vessels to be equipped with Digital Selective Calling (DSC) to be used in case of distress, such as sea jacking, piracy and other terroristic attack. •The DSC is a push button alarm embedded in radio communication equipment that sends maritime safety and security information of the vessel (location of vessel, nature of distress, etc)
GUIDELINES ON ACCREDITATION OF MANUFACTURERS/SUPPLIERS OF RADIO COMMUNICATIONS EQUIPMENT FOR MARITIME SECURITY COMMUNICATION	•To monitor the sales, distributions and inventory of radio equipment that could be possibly acquired by lawless elements. •To ensure that the manufacturer/ supplier has its corresponding permits from different government agencies concerned as prescribed by law in order to determine the background of business owners and its worker for security purposes. •Ensure the compatibility and interoperabilty of merchant marine communication equipment that sends maritime safety and security information of the vessel (location of vessel, nature of distress, etc)

WAY AHEAD

CONT. . .

MEMORANDUM CIRCULAR	PURPOSE
MARITIME COMMUNICATION ENFORCEMENT INSPECTION	• To ensure that radio communications onboard are in good working condition and capable of transmitting and receiving distress calls such as sea jacking, piracy and other terroristic acts at sea. • To inspect the validity of radio communications certificates including the radio operator's licensed.
SPEED LIMITS FOR WATERCRAFTS 35 GT BELOW	This Circular prescribes the procedures for the Environmental, Security and Safety Numbering (ESSN) System for all Philippine-registered vessels and watercrafts for the purpose of enhancing marine environmental protection, security and safety within the Philippine Maritime Domain. This will address the problem on high speed crafts being used by terrorists in doing their illegal activities.

End of Presentation