

## China Coast Guard attacks a Philippine Vessel

September 2, 2024

September 1, 2024: Three China Coast Guard vessels collided three times with a Philippine Coast Guard vessel, the BRP Teresa Magbanua, causing damage to the vessel of the Philippine Coast Guard and jeopardizing the safety of the crew onboard.



*China Coast Guard rams Philippine Vessel in South China Seas*

(<https://www.voanews.com/a/china-philippines-trade-accusations-after-ships-collide/7767067.html>)

It was the second confrontation in days near **Sabina Shoal**, about 230 Km West of **Palawan**, a province of Philippine. The International Law of the Seas recognizes waters within 370 Km from the land to be the **Exclusive Economic Zone (EEZ)** of a country.

The Philippine ship, the Magbanua, has been anchored in Sabina since mid-April after Manila suspected that China may construct a structure to seize the uninhabited atoll. China harbored the same suspicions and recently filed a diplomatic protest against the Philippines because of the ship's prolonged presence at the shoal.

Beijing has claims over the entire 1.3 million square mile South China Sea and most of the islands, including the Spratlys, an archipelago consisting of 100 small islands and reefs. Some of the islands and reefs in the Spratlys are claimed by the Philippines, Malaysia, Brunei and Taiwan also.

**Sabina Shoal** is located in the oil-rich Spratly Islands of the South China Sea

JUDGEMENT of the INTERNATIONAL COURT of JUSTICE: On July 12, 2016, the arbitral tribunal adjudicating the Philippines' case against China in the South China Sea ruled overwhelmingly in favor of the Philippines, determining that major elements of China's claim—including its nine-dash line, recent land reclamation activities, and other activities in Philippine waters—were unlawful.

However, China did not accept the ruling, maintaining it was “null and void.”

During the last 30 daya, there have been 5 confrontations between the vessels of China and Philippines.

The ASEAN and other countries in the South China Sea have yet to take an unambiguous stand on the issue. The ruling of the International Court of Justice will be accepted by powerful countries like China only if the international community supports the international laws to ensure the peaceful, stable, and lawful use of the seas by countries, big or small.

The US State Department voiced US support for the Philippines and called on China to respect the freedom of navigation.

*Philippines had been wavering between its attempts “to garner the support of USA and others” and “to placate China” so that China accepts the judgement of the International Court of Justice, which found Philippine’s claims on the islands and seas (claimed by China also) to be just. Only if a Philippine Government mounts a full-throated campaign in favor of its case can it expect support from its neighbors.*

**Note:** Similar trespasses by Chinese vessels in the waters within Philippine’s Exclusive Economic Zone (EEZ) has been reported at <https://diginews360.com/china-uses-water-cannons-against-philippines-vessel/>.

---- HISTORY of DISPUTED ISLANDS in the SOUTH CHINA SEA ----

The islands are expected to yield both natural gas and crude.



*The Disputed Islands in the South China Sea*

SOURCE of the CHINESE DOCUMENT: The Secretariat of the Government of **Guangdong Province**, Republic of China - Made by Territory Department of Ministry of the Interior, printed by Bureau of Surveying of Ministry of Defense:

The document is in the **Sun Yat-sen Library** of Guangdong Province, China.

This map describes Dongsha Islands, Xisha Islands and Zhongsha Islands in details. Every island has its name in Chinese and English, with depth of sea marks and descriptions as following:

RENAMING of REPUBLIC OF CHINA SHIPS (ROCS): "November of 35th year of the Republic (A.D. 1946), Executive Yuan ordered the Navy Command Headquarter and Ministry of the Interior to assist Guangdong government:

- ROCS Taiping to accept Nanhai Zhudao
- ROCS Zhongye to accept Tuansha Qundao,

- ROCS Yongxing, ROCS Zhongjian to accept Xisha Qundao.

The mission is completed in December of the same year.

RENAMING of ISLANDS:

In honor of the actions of Taiping Ship and Yongxing ship,

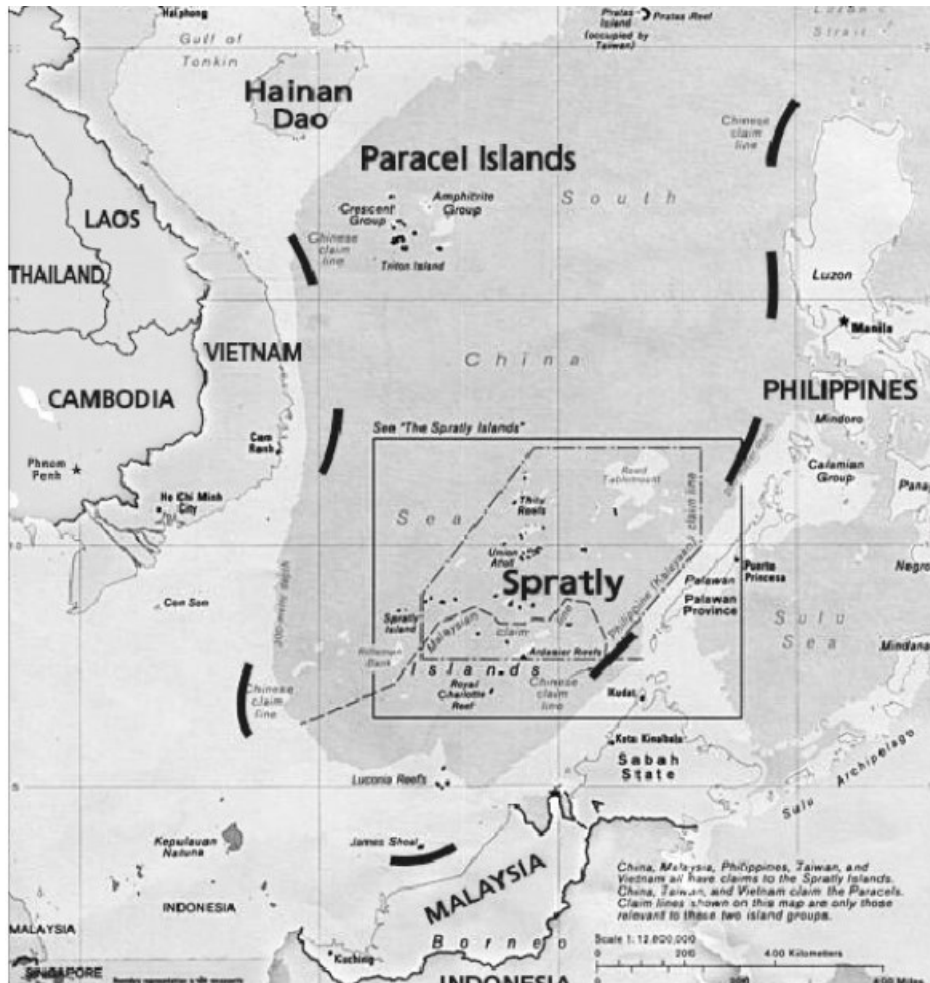
1. Chang Island is renamed to Taiping Island, and the
2. Lin Island is renamed to Yongxing Island.

3. The Xiniiao Island is renamed to Nanwei Island because it is located in the far South: These are also called **Spratly Island**.

4. Tuansha Islands (i.e. Xinnan Islands by Japanese) are renamed to Nansha Islands: These are also called **Spratly Island** by Westerners.

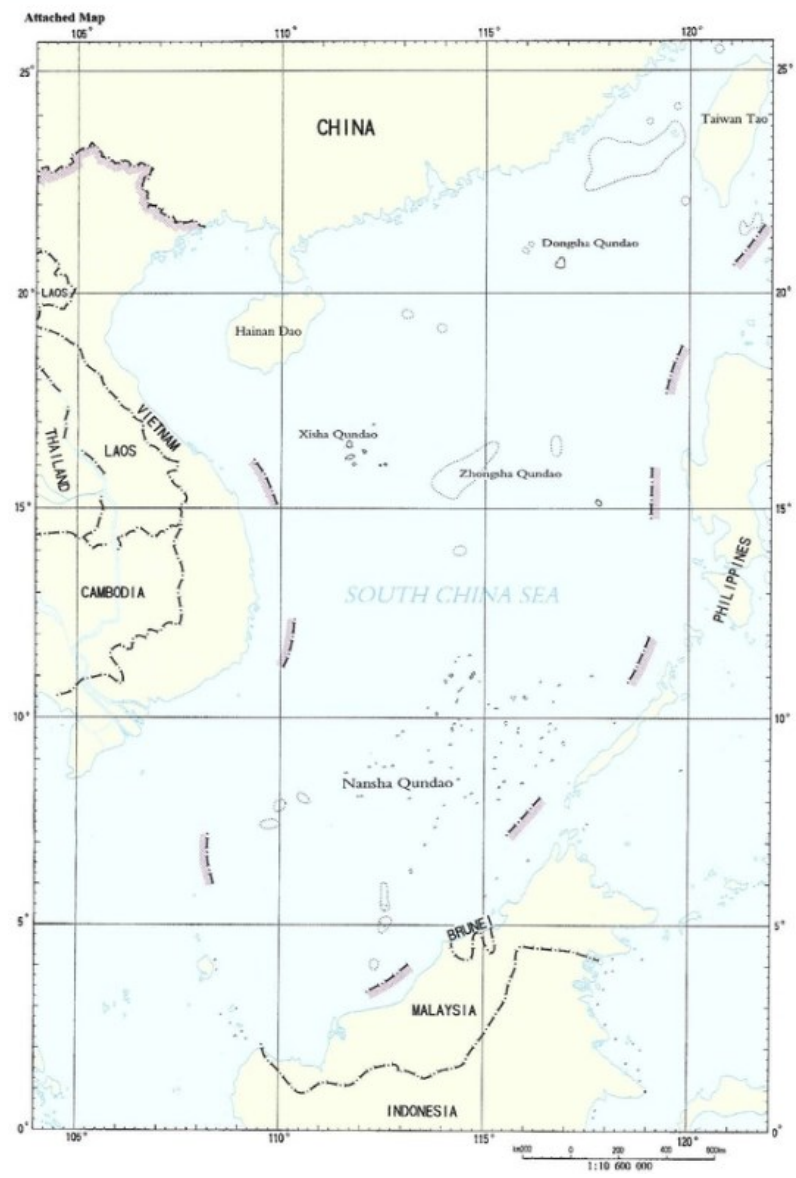
5. The former Japanese Nansha Island is renamed to Zhongsha Islands.

The other islands and reefs are named after the historical diplomats to the Nanyang, in memory of them.



PRC's Official Nine Dashed Lines in the South China Sea

[https://www.researchgate.net/figure/Chinas-Official-Nine-Dashed-Lines-in-the-South-China-Sea-37\\_fig2\\_269618130](https://www.researchgate.net/figure/Chinas-Official-Nine-Dashed-Lines-in-the-South-China-Sea-37_fig2_269618130)



*Nine Dash Line of **People's Republic of China (PRC)***  
(Reference: <https://rb.gy/qe0opt>)

In December 1947, the Ministry of Interior of **Republic of China**, (ROC) released "Location Map of South Sea Islands" showing an eleven-dash line.



Scholarly accounts place its publication from 1946 to 1948 and indicate that it originated from an earlier one titled "Map of Chinese Islands in the South China Sea", published by the ROC Land and Water Maps Inspection Committee in 1935.

Beginning in 1952, the **People's Republic of China** (PRC) used a revised map with nine dashes, removing the two dashes in the Gulf of Tonkin. The change was interpreted as a concession to the newly independent North Vietnam; the maritime border between PRC and Vietnam in the Gulf of Tonkin was eventually formalized by treaty in 2000.

After retreating to Taiwan in 1949, the ROC government continued to claim the Spratly and Paracel Islands. President Lee Teng-hui claimed that "legally, historically, geographically, or in reality", all of the South China Sea and Spratly islands were ROC territory and under ROC sovereignty, and denounced actions undertaken there by the Philippines and Malaysia. ROC (i.e. Taiwan) and PRC (i.e. China) have the same claims and have cooperated with each other during international talks involving the Spratly Islands.

#### ---- NINE-DASH LINE at the UNITED NATIONS ----

In 2009 China (i.e. PRC) submitted its claim on the natural resources of South China Sea to UNO: **China**'s submission contained the nine-dash line map on the second page of PRC's 2009 submission to the UN.

In May 2009, **Malaysia** and **Vietnam** submitted claims to the UN Commission on the Limits of the Continental Shelf to extend their respective continental shelves.

In objection, the PRC communicated two Notes Verbales to the UN Secretary General stating:

China has indisputable sovereignty over the islands in the South China Sea and the adjacent waters, and enjoys sovereign rights and jurisdiction over the relevant waters as well as the seabed and subsoil thereof (see attached map). The above position is consistently held by the Chinese government, and is widely known by the international community. –Permanent Mission of the People's Republic of China, Notes Verbales CML/17/2009 and CML/18/2009

Its submissions were accompanied by maps depicting nine dashes in the South China Sea.

Immediately afterwards, **Malaysia** and **Vietnam** protested China's submission. **Indonesia** followed suit a year later, and the **Philippines** two years later.

In 2011, the PRC submitted another note verbale to the UN conveying a similar message but without mentioning the line.

Although not visible on the 2009 map, modern Chinese maps since 1984, including the vertically oriented maps published in 2013 and 2014, have also included a tenth dash to the east of Taiwan. Some were nonetheless surprised when the tenth dash appeared in a 2013 map, even though it was not in the South China Sea. Meanwhile, the ROC (Taiwan) has rejected all rival claims to the Paracel islands, repeating its position that all of the Paracel, Spratly, Zhongsha (Macclesfield Bank grouped with Scarborough Shoal) and Pratas Island belong to the ROC along with "their surrounding waters and respective seabed and subsoil". Taiwan views other claims as illegitimate, releasing a statement through its Ministry of Foreign Affairs stating "there is no doubt that the Republic of China has sovereignty over the archipelagos and waters".

CREATING CONFUSION: On September 9, 2020, Wang Yi, State Councilor and Foreign Minister of China, stated that China does not claim all the waters within the nine-dash line as internal waters and territorial waters, and claimed that such accusations are unfounded, deliberately confuse different concepts, and are a distortion of China's position.[30]

In 2023, re-publication of the line in a map from China's Ministry of Natural Resources drew protests from the Philippines, Taiwan, Vietnam, and Malaysia.[31]

Analysis: The nine-dash line has been used by the PRC inconsistently and with ambiguity. It is not clear whether the map constitutes a part of China's historical claims or serves only illustrative purposes. The PRC has not clarified the line's legal nature in terms of how the dashes would be joined and which of the maritime features inside are specifically being claimed.

Analysts from the U.S. Department of State posit three different explanations—

- that it indicates only the islands within are being claimed,
- that a maritime area including other features are being claimed, or
- that a claim is being made as historical waters of China.

A claim to only the islands and associated rights is most consistent with past PRC publications and statements, whereas the other two arguments would put China's claim at greater conflict with the UNCLOS. China's actual claim likely does not

include all or most of the waters in the region and appears to center around island features and whatever entitlements that are associated with them, including non-exclusive fishing rights.

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