

SIMULATION GUIDE:
SPRATLY ISLAND DISPUTE

GENERAL ASSEMBLY
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SPRATLY ISLANDS DISPUTE SIMULATION GUIDE

Introduction

The Spratly Islands are a disputed group of more than 750 reefs, islands, cays, atolls, and islets in the South China Sea that are critical to nations in the region for strategic and economic reasons. Five countries (China/the People's Republic of China, Malaysia, the Philippines, Taiwan/the Republic of China, and Vietnam) have territorial claims in this archipelago and have occupied approximately 45 of these islands. Brunei, which does not have occupation forces in the island group, maintains a claim to an Exclusive Economic Zone in the southeast region of the Spratlys.

As members of the General Assembly Fourth Committee, the Secretary-General has requested that you address the rising tensions in the region over control of these strategically located and economically valuable islands. Tensions have been rising in the region over control of oil and mineral reserves and rich fishing grounds that has led to naval engagements between these countries. Most importantly, the threat of continued military escalation, which could lead to open warfare, may disrupt maritime cargo traffic through the South China Sea which would have a major impact on the global economy.

Physical Features of the Spratly Islands

While the physical features of these islands represent a total area of only 1.5 square miles of land, the archipelago has an area of 164,000 square miles. The territorial claims and military occupations of these islets and atolls have resulted in increasing tensions among these countries over control of this maritime region.

The archipelago lies in relative shallow waters of the southern South China Sea, near the continental shelves of Malaysia and the Philippines. The water depth is approximately 200 meters deep within the region, although there are much shallower areas, represented by reefs, shoals, coral atolls, and banks, and some trenches as deep as 2,500 meters. These geographical features are dangerous to maritime navigation and the northeast area of the island group is known as Dangerous Ground. Vietnam, China, and Taiwan lie beyond the continental shelf in waters that are deeper than 2,500 meters.

The Spratly Islands have negligible arable land, no indigenous inhabitants (except for occasional fishermen and tourists as well as military garrisons), and very few of the islands have permanent fresh water.

Petroleum and Natural Gas Reserves

Geological surveys report that the physical composition of the continental crust of the Spratly Island region indicates the accumulation of significant deposits of petroleum and natural gas. In 1968, oil was discovered in the region. The Chinese Geology and Mineral Resources Ministry estimates that the Spratly region holds 17.7 billion tons of oil and natural gas reserves (compared to 13 billion tons of carbon reserves located in Kuwait). If accurate, the petroleum and natural gas reserves would make the Spratly Islands the fourth largest oil and gas reserve in the world. In March 1976, the Philippines discovered oil off the west coast of Palawan and these fields currently provide 15 percent of the country's total oil consumption.

In 1992, the People's Republic of China and Vietnam granted oil concession leases to U.S. oil companies in overlapping waters in the Spratlys. In April 1992, PetroVietnam, PetroStar Energy (USA), and ConocoPhillips (USA) signed an agreement to begin petroleum exploration in Vietnamese claimed waters in the Spratly region. This was soon followed in May 1992 by the China National Offshore Oil Corporation and Crestone Energy (Denver, CO) signing a contract to conduct joint exploration of the

southwest South China Sea, which includes part of the Spratly region and part of the Vietnamese claim. Both China and Vietnam have demanded that the other cancel their contracts and end all oil exploration in the disputed territory.

The discovery of rich reserves of petroleum and natural gas will have a major impact on countries in the region. However, until the states with claims in the region reach an agreement regarding sovereignty and control over these seabed resources, advanced Western oil companies with the technology to explore, produce, and refine petroleum and natural gas will be unlikely to invest billions of dollars in the region.

Commercial Fishing

The Spratly Island region of the South China Sea region is one of the world's most productive fishing regions and its importance in global fish production is growing. In 1988, the South China Sea accounted for 8 percent of the world's total fish catch; this number increased to 35 percent by 2010. The Chinese government has estimated that the combined fishing and oil and gas reserves are worth more than \$1 trillion, which underlines the commercial significance of the region.

Due to the value of these fishing grounds, there have been numerous clashes between the PRC and the Philippines, the PRC and Vietnam, and between other regional powers who are seeking to prevent "foreign" fishing boats from operating in the overlapping Exclusive Economic Zone claims. In 1984, Brunei declared an EEZ over the fishing zone around the Louisa Reef in the southernmost island of the Spratly archipelago, an island claimed by Malaysia.

The failure to delineate Exclusive Economic Zone boundaries and provide critical security may result in overfishing in an extremely fertile ocean region. Commercial fishermen are using bottom trawlers fitted with chain rollers to catch fish, but this technique has a serious impact on the environment. Although illegal under international law, some fishermen use potassium cyanide to poison fish and then collect them as they float to the surface. These practices have a devastating impact on local marine life and coral reefs. While clashes between patrol boats and fishermen has led to fighting between the claimants, overfishing that leads to the elimination of fish species will harm all of the countries in the region.

Commercial Shipping

The Spratly Islands lie abreast of one of the busiest sea lanes in the world. Merchant ships traveling from Europe and the Middle East pass through the Malacca Strait into the South China Sea en route to Vietnam, Malaysia, the Philippines, China, Taiwan, Japan, and South Korea. Ships leaving East Asia follow the same route carrying manufactured goods to India, the Middle East, and Europe.

During the 1980s, at least 270 merchant ships passed through the Spratly Island archipelago on a daily basis. More than 50 percent of the world's supertanker traffic, based on tonnage, passes through the region every year; over 25 percent of the world's crude oil sails through the South China Sea for East Asia. The industries of China, Taiwan, Japan, and South Korea rely on Middle Eastern oil imports. Historically, Indonesia was the regional source of crude oil, but domestic demand in the country forced Indonesia to withdraw from OPEC in 2009 as the republic became a net importer of petroleum. The East Asian countries also rely heavily on free access through the island group to export their finished goods to the West. The Spratly Island sea lanes are strategically important in relation to other waterways: three times the tonnage of supertankers pass through the Spratlys in comparison to the Suez Canal and five times the tonnage flows through this region in relation to the Panama Canal. It is estimated that \$5 trillion of commercial goods pass through the South China Sea on an annual basis.

Free navigational access through the Spratly Islands is paramount for the economies of East Asia. Barriers to navigation or conflict between countries in the area could diminish or block these sea lanes which would make a regional conflict expand into a global war.

Tourism Industry

In an effort to diversify their economies and expand access to foreign hard currencies, many countries in the area promote tourism in the Spratly Islands. Cruise ships visit the islands, reefs, banks, and cays to visit the maritime and bird habitats found in this region. In addition, a few islands have been developed as small tourist resorts after bringing in soil and planting trees where none had before existed.

With the area remaining in dispute, it is difficult for cruise companies to charter voyages to visit these maritime formations for two reasons. First, patrol boats may intercept and seize foreign ships operating in contested waters. Second, tourists are unwilling to purchase tickets on ships that may not be able to reach their scheduled ports of call. As a result, a promising path to development is closed off until the various claimants reach an agreement on the status of the islands.

Guano Industry

Traditionally, the Spratly Islands have provided rich deposits of guano (bird feces) which is rich in phosphates and used for fertilizer. Local boaters still collect guano to sell in their home markets.

Ecology and Pollution

Most of the islands in the Spratly region are composed of coral reefs or sediments consisting of sand and pebbles. The latter type is dominated by wind direction and storms, which often change the size and shape of islands. For example, Spratly Island (occupied by Vietnam) expands during the northeast monsoon season to an area of 700 by 300 meters but contracts to 650 by 320 meters during the southwest monsoon season. Coral reefs, however, are the predominant structure of the islands and there are over 600 coral reefs in total in the archipelago. Only a few islands have fresh ground water which is supplied by rain. Ground water levels fluctuate during the day in conjunction with the tides.

Very little vegetation grows on these islands, which are exposed to intense monsoon storms. The larger islands support tropical forests, scrub forests, coastal scrub bush, and grasses. It is difficult to determine which vegetation is native and which have been introduced by humans. Some islands have coconut, mangrove, pineapple, papaya, banana, palm, and white peach trees, but they are few in number.

In regard to wildlife, there is a total of 2,927 marine species recorded in the islands including hard coral, marine fish, algae and sea grass, seabirds, marine mammals, and sea turtles. The islands that do support vegetation provide important habitats for many seabirds and sea turtles. Sea turtles nest on these islands and there are enough for commercial exploitation. Seabirds use the reefs and islets for resting, breeding, and wintering sites.

Political instability, tourism, overfishing, and industrial waste from neighboring countries have significantly increased regional pollution which has had a devastating impact on the native flora and fauna. Humans and dogs have reduced the sea turtle populations. Military forces occupying the islands have conducted environmentally-damaging practices such as shooting seabirds and turtles, raiding nests, and fishing with explosives. The collection of rare medicinal plants, wood collection, and hunting for the wildlife trade have threatened the biodiversity of the region. Coral reefs are threatened by pollution, over-exploitation of fish and invertebrates, and the use of explosives and poisons as fishing practices. While the Chinese government has ordered its military personnel to protect sea turtles, a symbol of longevity in Chinese culture, the Chinese have also harmed coral formations through dredging activities in land reclamation projects for airfield construction (especially at Fiery Cross Reef).

There have been efforts to conserve the ecosystems of the Spratly Islands. These initiatives have included making part of the archipelago a marine park and Vietnam has identified Truong Sa as a potential future protected area. However, until the territorial disputes between China, Malaysia, the

Philippines, Taiwan, and Vietnam can be settled, pollution will remain a significant threat to the ecology of the region.

Legal Claims to the Spratly Islands

Each of the six countries that have claims to the region have different foundations for their demands to this territory. China, Taiwan, and Vietnam base their claims on historical sovereignty over these islands. The Philippines stake their claims to part of the territory under the United Nations Conference on the Law of the Sea Treaty (UNCLOS) which defines continental shelf sovereignty and Exclusive Economic Zone claims. Only China and Taiwan lay claim over all of the islands in the Spratly archipelago; the other countries claim portions of the region.

Chinese texts from the 12th century BC record the Spratly Islands as part of the Middle Kingdom and Chinese fishermen were conducting operations in the region by 206 BC. There is corroboration that Chinese and Vietnamese fishermen inhabited the islands from time to time. There is also evidence from cave paintings on the Philippine islands of Palawan, dated over 50,000 years ago, that these natives had visited the islands. The Chinese referred to the Spratly Islands on maps in the 13th century AD and the Vietnamese lay claim to the Spratly and Paracel Islands (an island group north of the Spratlys in the South China Sea) on a map from 1838. The Spratly Islands were visited by European navigators throughout the 19th and early 20th centuries. Richard Spratly, a British captain, gave his name to the islands, but the English expressed no interest in the region at that time. In 1883, a German naval survey team charted the archipelago but ended their operations after the Chinese government protested against their activities.

In 1877, the British laid the first modern legal claims to the islands. However, France and China signed the Chinese-Vietnamese Border Convention in 1887 after the Sino-French War; the French recognized China's claims to ownership of the Paracel and Spratly Islands in the treaty. China sent naval forces to inspect the islands beginning in 1902 and placed territorial markers and flags on the islands. The Republic of China (Taiwan) claimed both the Paracel and Spratly Islands as under their jurisdiction after the fall of the Chinese Empire in 1911. In 1933, France reconsidered its policy and declared its claims to the Spratly and Paracel Islands on behalf of its colony, French Indochina. The French visited nine islands to establish its claims, which led to protests from the Republic of China (Taiwan). The Japanese occupied the Spratly and Paracel Islands during World War II from February 1939 to August 1945. The Imperial Japanese Navy established a submarine base on Itu Aba Island (Taiping Island) and set up garrisons on some of the other islands.

At the end of World War II, the Republic of China accepted the Japanese surrender and reoccupied the Spratly and Paracel Islands in August 1945. In November 1946, the Republic of China sent warships and established a base on Itu Abu (Taiping Island) where they established a military garrison. The Taiwanese occupied several islands and Woody Island in the Paracels with the goal of blocking French claims to the islands. The French Navy tried, but failed, to force the Taiwanese off Woody Island. Under the terms of the Cairo Declaration (1943), the Potsdam Declaration (1945), and the San Francisco Peace Treaty with Japan (1951), Taiwan reasserted its claims to the islands under international law. However, Taiwanese forces withdrew from most of the Spratly and Paracel Islands in 1949 as Communist Chinese forces drove the Republic of China's army off the mainland to the island of Taiwan. The Taiwanese would not resume its occupation of Taiping Island until 1956 and a large garrison remains on the island today, which represents an "effective occupation" of the Spratlys. Since 1975, the Taiwanese have identified the Vietnamese as the primary threat to its claim to the Spratly Islands. Taiwan performed live fire military exercises from Taiping Island in September 2012 and named the Vietnamese as the "enemy" force in the drill. The presence of the Taiwanese runway on Taiping is a source of conflict with the Vietnamese since it bolsters the Chinese claims to the islands. The Taiwanese government continues to lay claim to all of the South China Sea and Spratly islands as its territory, a position that is supported by the People's Republic of China.

In 1946, the U.S. government reminded the Philippine government that the Spratly Islands were not part of the Treaty of Paris of 1898, which ended the Spanish-American War, and that the group was not Philippine territory. This warning was designed to avoid tensions between the Philippines and Chiang Kai-shek and the Taiwanese government. Philippine President Ferdinand Marcos laid claim to the islands in 1971 after Taiwanese troops attacked a Philippine fishing boat at Taiping Island. In June 1978, Marcos issued Presidential Decree No. 1596, which declared the Spratly Islands (now called the Kalayaan Islands by the Filipinos) as Philippine territory. The government based its claim on the San Francisco Peace Treaty in which ended the war with Japan; the Filipinos argued that there was no legal disposition of the islands in the treaty which left them open to annexation by other powers. The Philippines also point out that the islands they claim are inside the country's 200 nautical mile EEZ. In 1982, the Philippine Navy occupied several more islands and built an air strip. To further its claim to islands in the archipelago, the Philippine Navy purposely ran a warship (BRP *Sierra Madre*) aground near Second Thomas Shoal in 1999 to establish an outpost. Philippine troops have been stationed on the ship since its beaching. Tensions between the Philippines and China mounted after Philippine Navy seized eight Chinese fishing boats operating illegally off Scarborough Island in April 2012, which was occupied by Philippine forces. Chinese research ships prevented the Philippine warship from escorting the captured fishing boats to sea and a standoff ensued. The United States government brokered an agreement where both the Chinese and Filipinos would remove their military forces from the island until a final determination could be reached; the Philippines evacuated their troops but Chinese troops remained on the island. This agreement violation led to increased tensions between the two countries. In 2011, Philippine President Benigno Aquino III warned the Chinese of a potential arms race in the region if tensions in the region worsened over disputes in the South China Sea. In June, the Philippines began to officially refer to the South China Sea as the "West Philippine Sea" and part of the Greater Philippines. The Philippines maintain a runway on Thitu Island, which they constructed in 1975. The United States has a military alliance with the Philippines and U.S. troops regularly conduct exercises with Philippine forces.

The Philippine government also faces internal problems in attempting to subdue the Muslim Moros on Zamboanga. Fighting between American military forces and the Moros began in 1899 during the Philippine insurrection and the Philippine government has continued the struggle. The Moros have an affinity with the Muslims on the island of Borneo in Malaysia but support Chinese claims to the Spratly Islands. The Philippine and U.S. governments have identified the Moros as Muslim insurgents and American forces have supported the Philippine pacification program. The Moro Islamic Liberation Front (MILF) signed a peace treaty with the Philippines in 2013, but the Moro National Liberation Front (MNLF) continues its resistance. Moro support for China in the South China Sea adds another dimension to tensions in the region. Under international law, the Philippines and Malaysia made a joint claim in the center of the South China Sea between the two countries in May 2009 through the Commission on the Limits of the Continental Shelf (CLCS), which is administered under UNCLOS. The Philippines are working closely with Vietnam in developing the archipelago, especially in terms of scientific research.

Vietnam's claims to the Spratly Islands rests on its historical ties to the region and French imperial claims to the archipelago. The South Vietnamese government took over Truong Sa Island after the defeat of the French in the First Indochina War in 1954 and established territorial markers on Southwest Cay in August 1956. Between 1961 and 1963, South Vietnam set up sovereignty markers on several islands in the chain. In 1975, South Vietnamese forces seized Southwest Cay after Philippine forces, who had occupied the island since 1968, had left the island to attend a party. North Vietnam's claims to the islands are weaker. In 1958, China declared that the Spratly Islands were in Chinese territorial waters; the government in Hanoi recognized China's 12 nautical mile claims to territorial waters, although the North Vietnamese did not define the actual territorial boundaries. During the Vietnam War, the North Vietnamese recognized China's claims over the Paracel and Spratly Islands because the North Vietnamese relied heavily on Chinese military and economic support. After winning the war and occupying South Vietnam in April 1975, the Socialist Republic of Vietnam retracted its recognition of Chinese sovereignty over the islands; the new government admitted that they recognized China's claims for aid to fight against the Americans. The Socialist Republic quickly seized the islands occupied by

South Vietnamese troops and claimed sovereignty over that territory. The Vietnamese maintain a runway on Spratly Island, which they constructed by 1977. There have been numerous skirmishes between Chinese warships and Vietnamese fishing boats and oil exploration ships since 1988. In July 2012, the National Assembly of Vietnam passed a law that delineated Vietnam's sea borders to include both the Spratly and Paracel Islands. Vietnam made a submission to the UN's Commission on the Limits of the Continental Shelf (CLCS) under UNCLOS (the UN Convention on the Law of the Sea Treaty) to extend the country's continental shelf over 200 nautical miles over the northern region of the South China Sea, which includes part of the Spratly and Paracel Islands in May 2009. In terms of regional cooperation, the Vietnamese have been working with the Philippines in regional development opportunities.

China maintains its claims to all of the Spratly Islands based on the Republic of China's agreements during and after World War II, although the Chinese occupy only eight islands. Their primary base of operations is on Fiery Cross Reef, where they completed the construction of a 3,000 meter air field in September 2015. The People's Liberation Army Navy (PLAN) has maintained a strong naval presence in the archipelago and has taken action to enforce Chinese maritime claims. The first Chinese naval patrols began in the Spratlys in 1987, which included the establishment of a permanent base. In March 1988, the PLAN and Vietnamese Navy skirmished off Johnson South Reef; over 70 Vietnamese were killed and the Chinese sank two Vietnamese transports. In May 2011, Chinese patrol boats attacked and cut the cables of two Vietnamese oil exploration ships near Spratly Island while three other Chinese warships fired on Vietnamese fishing boats off East London Reef. In June, the PLAN conducted a three-day naval exercise, including live fire and air attack training, in disputed waters; the drill was seen as a warning to Vietnam. PLAN warships protect Chinese fishing operations and have shot at Vietnamese boats encountered at sea in the disputed region. Tensions continued in May 2012 when a Vietnamese ship rammed a Chinese fishing ship near a Vietnamese oil platform. The PLAN has conducted naval exercises in the Spratly Islands to underline their claims, with the latest occurring near James Shoal in March 2013. The Chinese and Taiwanese have cooperated in the South China Sea while China has refused to work with other regional rivals. Chinese NGOs have put pressure on Taiwan to increase its naval presence in the archipelago and persuaded the Taiwanese to extend the runway on Taiping in 2012.

Malaysia made its first claims to some of the Spratly Islands in 1979, on the continental shelf principle, since these islets are located in the country's EEZ. They argue that the Japanese signing of the San Francisco Peace Treaty in 1951 did not refer to the sovereignty of these islands, which made them available for annexation. The country does not have the historic claims held by China, Taiwan, and Vietnam but took a greater interest in the southeastern Spratly Islands, off the coast of Borneo, in the 1990s. The Malaysians occupied Swallow Reef in 1983 and constructed a naval base and runway on the island in 1995. The Malaysians recognize their weakness in the region, diplomatically and politically, and have made advances to cooperate with China relying on diplomacy instead of force to achieve their objectives. In 2010, the Malaysian Prime Minister, Mahathir Mohamad, stated that Malaysia could profit from China's economic growth and that both countries could benefit by working together. The next year, the Prime Minister said that China was not a threat to anyone and accused the United States of interfering in the region by sowing dissension between the rivals. The Malaysian government continued this policy by declaring that it would work with China over their respective South China Sea claims and ignore the other claimants in August 2013. The Malaysians had no problems with the PLAN patrolling the South China Sea warning ASEAN, the U.S., and Japan that "Just because you have enemies, doesn't mean your enemies are my enemies." In conjunction with the Philippines, Malaysia made a submission to the UN Commission on the Limits of the Continental Shelf (CLCS) of UNCLOS to claim a "defined area" in the center of the South China Sea in May 2009.

Increasing Tensions in the Region

The United States is taking a more intensive interest in the region in response to the People's Republic of China's increased military and naval expansion in the South China Sea. With the completion of a new 3,125 meter runway on Fiery Cross Island in April 2015, the U.S. has increased its naval

presence in the Spratly Islands. In May, the Chinese People's Liberation Army Navy issued a stern warning to an American Boeing P-8A Poseidon surveillance aircraft, conducting a reconnaissance patrol over Fiery Cross Island, to stay out of the Chinese military zone. The U.S. is very concerned regarding Chinese construction of seven artificial islands on reefs which could be a threat to maritime traffic in the region. In October 2015, the U.S. Navy dispatched the U.S.S. *Lassen*, a guided missile destroyer, to conduct "Freedom of the Seas" maneuvers which included entering the 12 nautical mile limit of Subi Reef. The Chinese scrambled fighters to intercept the American warship in response to their perceived violation of territorial waters. Under the Law of the Sea, warships must pass through disputed waters to challenge sovereign claims on a periodic basis to reaffirm these areas as international waters. The U.S. does not recognize Chinese claims on the Spratly Islands.

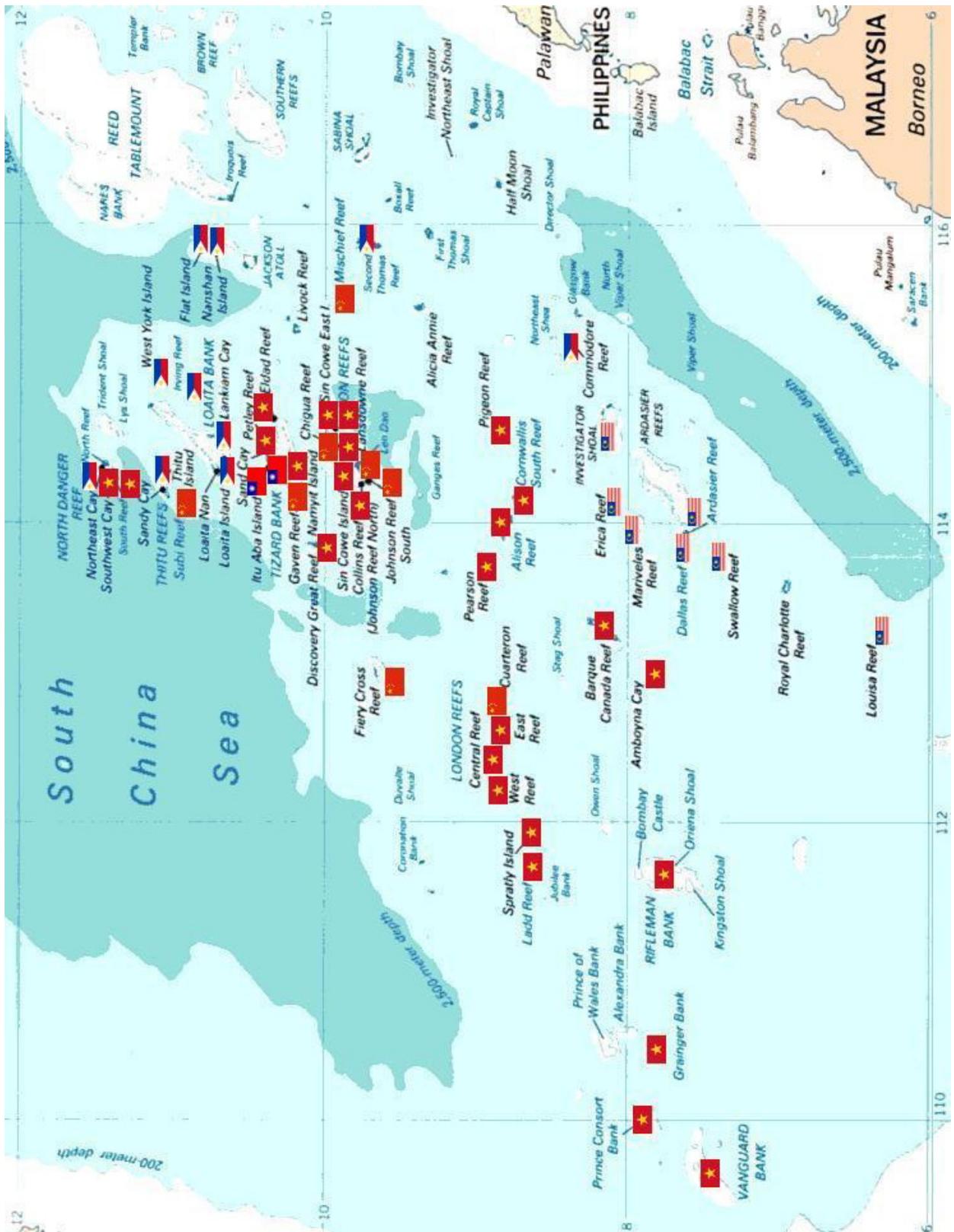
In February 2016, President Obama declared at a summit meeting with Southeast Asian leaders that the U.S. would continue to fly, sail, and operate warships wherever international law allows. He continued by stating that the Chinese must stop its land reclamation to form new islands, construction of military bases, and militarization of the South China Sea. In response, the PRC installed HQ-9 surface to air missiles (with a range of 125 miles) and high frequency radar systems on a disputed island in the Spratlys. This represented a significant enhancement of Chinese military capabilities in the region.

Summary and Directives

The delegates meeting in the General Assembly Fourth Committee have a major responsibility in achieving a general settlement on the sovereignty over the Spratly Islands which will avoid a future war that could become global in scale. Efforts to reach an accord through the Association of Southeast Asian Nations (ASEAN) have resulted in resistance against and violations of agreements. Some of the major issues that should be included in a negotiating agenda include the following:

1. Should the national boundaries and Exclusive Economic Zones for Brunei, Malaysia, the Philippines, the People's Republic of China, the Republic of China (Taiwan), and Vietnam be based on UNCLOS specifications or some other basis for determination?
2. Should petroleum, natural gas, and mineral lease awards be settled to promote the extraction of seabed and subsoil resources and, if so, how?
3. Should valuable fishing grounds be protected to avoid the eradication of commercial fish species as well as biodiversity of the native flora and fauna of these islands and, if so, how?
4. How should maritime traffic through the South China Sea be safely secured in support of international trade?

The success of these talks will guarantee future peace and economic development in the region while continued low level warfare may lead to economic, political, environmental, and military disaster, not only for the Asian countries that are directly affected, but to nations around the world.



SPRATLY ISLAND MILITARY OCCUPATIONS

China (People's Republic of China)

Quarteron Reef -- Huayang Reef	
Fiery Cross Reef -- Yongshu Reef	Air Field
Graven Reefs -- Nanxun Reef and Xinan Reef	
Hughes Reef -- Dongmen Reef	
Johnson South Reef -- Chigua Reef	
Mischief Reef -- Meiji Reef	Air Field
Subi Reef -- Zhubi Reef	Air Field (under construction)

Malaysia

Ardasier Reef -- Ubi Reef	
Dallas Reef -- Laya Reef	
Erica Reef -- Siput Reef	
Investigator Shoal -- Peninjau Shoal	
Louisa Reef -- Semarang Barat Kecil Reef	
Mariveles Reef -- Mantanani Reef	
Swallow Reef -- Layang-Layang Island	Air Field

The Philippines

Flat Island -- Patag Island	
Irving Reef -- Balagtas Reef	
Lankiam Cay -- Panata Island	
Loaita Island -- Kota Island	
Nanshan Island -- Lawak Island	
Northeast Cay -- Parola Island	
Second Thomas Shoal	
Thitu Island -- Pagasa Island -- Ayungin Shoal	Air Field
West York Island -- Likas Island	

Taiwan (Republic of China)

Itu Aba Island -- Taiping Island	Air Field
Zhongzhou Reef	

Vietnam

Amobynga Cay -- An Bang Island	
Collins Reef -- Co Lin Reef	
Ladd Reef -- Lat Reef	
Namyit Island -- Nam Yet Island	
Sand Cay -- Son Ca Island	
Sin Cowe Island -- Sinh Ton Island	
Southwest Cay Song Tu Tay Island	
Spratly Island - Truong Sa Island	Air Field