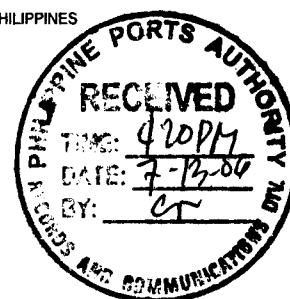


13 July 2006



**PPA OPERATIONS MEMORANDUM CIRCULAR**

No. 02 - 2006

**TO :** Port District Manager, PDO-Manila/Northern Luzon  
Port Manager of PMOs South Harbor, North Harbor and Limay  
OIC, MICT Field Office, Manila Bay Harbor Pilots' Partnership  
Shipping Lines/Agents and Others Concerned

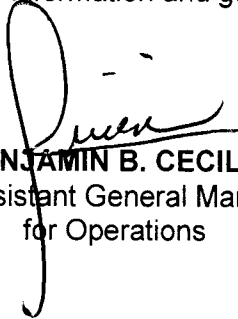
**SUBJECT :** CLARIFICATION OF SECTION 20.1 OF PPA ADMINISTRATIVE  
ORDER NO. 03-2006 ENTITLED "GUIDELINES IMPLEMENTING  
THE VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)  
AT THE PORT DISTRICT OF MANILA

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In order to ensure the proper application of the VTMS service fee at the Port District of Manila, Section 20.1 of the above Order is hereby clarified:

Vessels that call within the Port District of Manila shall be charged only for one (1) call when shifting from MICT to South Harbor and vice-versa and shall be paid at the first port of call.

For information and guidance.

  
**BENJAMIN B. CECILIO**  
Assistant General Manager  
for Operations

*VISION*

*By 2010, PPA shall have met the international standards in port facilities and services in at least ten (10) ports in support of national development.*

*MISSION*

*We commit to provide reliable and responsive services in our ports, sustain development of our port communities and the environment, and be a model corporate agency of the government.*

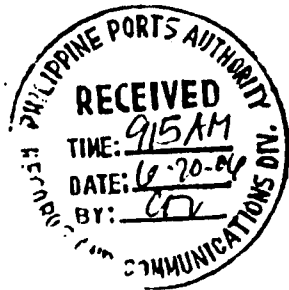
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MARSMAN BUILDING, 22 MUELLE DE SAN FRANCISCO, SOUTH HARBOR, PORT AREA, MANILA 1018, PHILIPPINES  
TEL. NO. (0632) 527-8356 - 527-8375, FAX NO. (0632) 527-4855, <http://www.ppa.com.ph>

JUN 16 2006

PPA ADMINISTRATIVE ORDER  
NO. 03 - 2006



TO : Port District Manager, PDO-Manila/Northern Luzon  
Port Managers of PMOs South Harbor, North Harbor, and Limay  
OIC, MICT Field Office, Manila Harbor Pilots' Partnership  
Shipping Lines/Agents and Others Concerned

SUBJECT : Guidelines Implementing the Vessel Traffic Management System  
at the Port District of Manila

1. AUTHORITY

- 1.1 Section 6 a (iii) of Presidential Decree No. 857, as amended, otherwise known as the Revised Charter of the Philippine Ports Authority
- 1.2 International Convention on Safety of Life at Sea (SOLAS)
- 1.3 International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS)

2. OBJECTIVES

- 2.1 To enhance vessel traffic service of waterways;
- 2.2 To ensure safety of navigation of vessels;
- 2.3 To safeguard the security of vessels, facilities, individuals and their properties;
- 2.4 To protect the marine environment of surrounding waters; and
- 2.5 To provide user of the Vessel Traffic Management System timely information and necessary assistance within the VTMS covered area.

3. APPLICABILITY

This Order shall be applicable to all vessels entering, departing, navigating, operating or anchoring/mooring at the Port District of Manila and are within the VTMS covered areas.

4. DEFINITIONS

For purposes of this Order, the terms used herein shall mean or be understood to mean, as follows:

- 4.1 Anchorage Areas – the designated areas in South Harbor and MICT with sufficient depth of water where vessels may anchor or may ride at anchor. For lightening deep-draft vessels calling at MICT, North Harbor and in nearby private ports, vessels shall anchor in the area designated for the sole purpose of lightening their cargoes before discharging at the port terminal.

VISION

By 2010, PPA shall have met the international standards in port facilities and services in at least ten (10) ports in support of national development

MISSION

We commit to provide reliable and responsive services in our ports, sustain development of our port communities and the environment, and to ensure the safety of our ports.

0725060906 - DWA-DV

- 4.2 Authority – Philippine Ports Authority.
- 4.3 Corregidor Island – the island located at the approach of Manila Bay. When referring to the coordinates of the island, the radar station located therein shall be the reference point or the center global position of the island.
- 4.4 Explosive Anchorage Area – a sector of the Manila Bay where explosives and other highly volatile substances may be loaded or unloaded.
- 4.5 Forbidden Anchorage – a sector of Manila Bay known as the Cable Area where anchorage is prohibited.
- 4.6 Harbor Limits of Manila Harbor – that portion of Manila Bay within the following boundaries: A line extending from Vitas Estero due W (270°) to its intersection with a line running S (180°) to Sangley Point Light, thence along this latter line toward Sangley Point Light, until its intersection with a line running NE (075°) to the NW Corner of the airport site and along the N side of the airport site to the shore thence along the shore to the mouth of the Vitas Estero the place of commencement.
- 4.7 Manila Bay – the body of water which is about 30 miles long N and S, and 22 miles wide in the middle and has an entrance between Cochinis Point and Limit Point S and divided into two (2) channels by Corregidor and Carballo Islands.
- 4.8 MICT – Manila International Container Terminal.
- 4.9 Pilot's Boarding Station (PBS) – an area in Manila Bay that serves as point of meeting and boarding vessels entering port requiring pilotage service and the point of unboarding pilot for departing vessels.
- 4.10 Quarantine Anchorage Area (QAA) – an anchorage area in Manila Bay where vessels for quarantine are accommodated.
- 4.11 Traffic Separation Scheme - a routeing system for vessels navigating through Corregidor Island Passages which was established by the Philippine Coast Guard per Memorandum Circular No. 03-03 dated 09 July 2003, as shown in Chart 1.
- 4.12 VTMS – Vessel Traffic Management System.
- 4.13 VTMSCC – Vessel Traffic Management System Control Center.
- 4.14 VTMS Covered Area - that sector in Manila Bay and its approaches that are visible to the radar monitor and are within 24 nautical mile radius from each radar station located at Corregidor Island, VTMSCC and MICT Reclaimed Area as shown in Chart 2.

- 4.15 Port District of Manila – a sector in Manila Bay that covers the ports of Manila, Limay, Bataan and Mariveles. Pursuant to Executive Order No. 361, the territorial jurisdiction of the Port of Manila is hereby delineated and particularly described as follows:

Beginning at point marked 1 on the plan, thence to point 2 at a distance of 1,276m with bearing N 30°35'W, thence to point 3 at a distance of 720m with bearing N 34°10'W, thence to point 4 at a distance of 225m with bearing N 71°30'W, thence to point 5 at a distance of 225m with bearing N 37°05'W, thence to point 6 at a distance of 1,350m with bearing N 4°20'W, thence to point 7 at a distance of 200m with bearing N 5°00'W, thence to point 8 at a distance of 945m with bearing N 4°45'E, thence to point 9 at a distance of 115m with bearing N 27°30'W, thence to point 10 at a distance of 1,078m with bearing N 4°10'E, thence to point 11 at a distance of 4,590m with bearing N 83°23'W, thence to point 12 at a distance of 10,650m with bearing DUE SOUTH, thence to point 13 at a distance of 3,965m with bearing DUE EAST, thence to point 14 at a distance of 3,790m with bearing N 61°05'E, thence to point 15 at a distance of 1,810m with bearing N 26°00'W, thence to point 16 at a distance of 592m with bearing N 75°10'W, thence to point 17 at a distance of 525m with bearing N 27°30'W, thence to point 18 at a distance of 280m with bearing N 18°40'E, thence to point 1, the point of beginning at a distance of 273.19m with bearing N 51°35'E, all in all comprising a total area of 55,841,228.41 sq. m more or less.

5. DESCRIPTION AND LOCATION using the WGS – 84 Datum

5.1 VTMSCC

Latitude: 14° 35' 41" N, Longitude: 120° 56' 36" E

5.2 Corregidor Island Radar Station

Latitude: 14° 22' 47" N, Longitude: 120° 34' 36" E

5.3 MICT (Reclaimed Area) Radar Station

Latitude: 14° 36' 23" N, Longitude: 120° 56' 55" E

5.4 Traffic Separation Scheme

5.4.1 South Channel (For Domestic Vessels) of Corregidor Island, the demarcation line is prescribed by connecting the following points:

Point (A) Lat. 14° 26' 11" N	Long. 120° 42' 45" E
Point (B) Lat. 14° 26' 11" N	Long. 120° 43' 06" E
Point (C) Lat. 14° 15' 26" N	Long. 120° 33' 50" E
Point (D) Lat. 14° 11' 08" N	Long. 120° 32' 14" E
Point (E) Lat. 14° 11' 13" N	Long. 120° 31' 59" E
Point (F) Lat. 14° 15' 33" N	Long. 120° 33' 37" E

Point (G) Lat. 14° 11' 28" N	Long. 120° 31' 19" E
Point (H) Lat. 14° 15' 55" N	Long. 120° 32' 59" E
Point (I) Lat. 14° 26' 11" N	Long. 120° 41' 49" E
Point (J) Lat. 14° 26' 11" N	Long. 120° 44' 02" E
Point (K) Lat. 14° 15' 04" N	Long. 120° 34' 28" E
Point (L) Lat. 14° 10' 53" N	Long. 120° 32' 54" E

5.4.2 North Channel (For Foreign Vessels) of Corregidor Island, the demarcation line is prescribed by connecting the following points:

Point (A) Lat. 14° 24' 22" N	Long. 120° 32' 19" E
Point (B) Lat. 14° 26' 13" N	Long. 120° 37' 01" E
Point (C) Lat. 14° 25' 36" N	Long. 120° 37' 05" E
Point (D) Lat. 14° 23' 48" N	Long. 120° 32' 32" E
Point (E) Lat. 14° 23' 14" N	Long. 120° 32' 45" E
Point (F) Lat. 14° 24' 58" N	Long. 120° 37' 08" E

#### 5.5 Pilot's Boarding Station

South Harbor	- Lat. 14° 33' 15" N	Long. 120° 56' 01" E
MICT	- Lat. 14° 36' 15" N	Long. 120° 53' 50" E
North Harbor	- Harbor's Entrance Buoy near Breakwater	
Harbor Centre	- Lat. 14° 36' 13" N	Long. 120° 53' 10" E
Lamao Anchorage	- Lat. 14° 29' 25" N	Long. 120° 38' 05" E
Mariveles Anchorage	- Lat. 14° 29' 25" N	Long. 120° 38' 05" E
Mariveles Harbor Anchorage	- Lat. 14° 24' 55" N	Long. 120° 30' 35" E

#### 5.6 Quarantine Anchorage Area

A quarantine anchorage in the Manila Harbor is located at about 5 kilometers (2.70 nautical miles) southwest of the Custom house mast, the boundaries of which are as follows: An imaginary horizontal line along latitude parallel 14° 33' 54" N, and longitude 120° 56' 35" E (point of commencement) due West (270°T) until it meets the meridian when Sanglely Point LT bears due South (180°T) and along this line until it intersects the line bearing 075° to the seaward and of the South breakwater of the Yacht Basin and along this line until it meets the line when the point of commencement bears North (000°T).

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
Q01	14° 33' 47" N	120° 56' 26" E
Q02	14° 33' 30" N	120° 56' 09" E
Q03	14° 33' 47" N	120° 56' 10" E
Q04	14° 33' 47" N	120° 55' 52" E
Q05	14° 33' 30" N	120° 55' 52" E
Q06	14° 33' 14" N	120° 55' 52" E
Q07	14° 32' 57" N	120° 55' 35" E
Q08	14° 33' 14" N	120° 55' 35" E

Q09	14° 33' 30" N	120° 55' 35" E
Q10	14° 33' 47" N	120° 55' 35" E
Q11	14° 33' 47" N	120° 55' 18" E
Q12	14° 33' 30" N	120° 55' 18" E
Q13	14° 33' 14" N	120° 55' 18" E
Q14	14° 32' 57" N	120° 55' 18" E
Q15	14° 32' 40" N	120° 55' 18" E

### 5.7 Forbidden Anchorage

From a point approximately at latitude 14°33'37" N, longitude 120°59'10" E., the junction of the breakwater forming the S side of the Yacht Basin with the shore of Manila Bay, thence along the breakwater to its end, from its end 255° to 3.65 miles N of San Nicolas Shoal Light, thence 68° to latitude 14° 28' 13" N., longitude 120° 51' 05" E., thence 60°30' to 0.6 mile N of Sangley Point Light thence 66° to the shore of Manila.

### 5.8 Explosive Anchorage Area

It is located at about 7 kilometers (3.78 nautical miles) W of the Customhouse Mast. It is a circular area with a diameter of 2 kilometers (1.08 nautical miles) and the center has a global position, as follows: latitude 14° 35' 12." N., longitude 120° 54' 10" E. It can accommodate 9 vessels at a time with each berth at least 650 meters away from the adjacent berth with the controlling depths of 13.71 to 15.5 meters (45 to 51 feet) at Mean Lower Low Water (MLLW).

### 5.9 Anchorage Areas

#### 5.9.1 South Harbor Anchorage Area "A"

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
A01	14° 34' 16" N	120° 57' 38" E
A02	14° 34' 24" N	120° 57' 48" E
A03	14° 34' 32" N	120° 58' 03" E
A04	14° 34' 27" N	120° 58' 16" E
A05	14° 34' 18" N	120° 58' 04" E
A06	14° 34' 10" N	120° 57' 51" E
A07	14° 33' 58" N	120° 57' 52" E
A08	14° 34' 06" N	120° 58' 04" E
A09	14° 34' 14" N	120° 58' 16" E
A10	14° 34' 21" N	120° 58' 27" E
A11	14° 34' 09" N	120° 58' 29" E
A12	14° 34' 01" N	120° 58' 19" E
A13	14° 33' 53" N	120° 58' 09" E
A14	14° 33' 45" N	120° 57' 58" E
A15	14° 33' 37" N	120° 58' 09" E
A16	14° 33' 45" N	120° 58' 20" E
A17	14° 33' 53" N	120° 58' 30" E
A18	14° 34' 00" N	120° 58' 39" E

5.9.2 South Harbor Anchorage Area "B"

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
B01	14° 33' 59" N	120° 57' 22" E
B02	14° 33' 49" N	120° 57' 30" E
B03	14° 33' 45" N	120° 57' 17" E
B04	14° 33' 31" N	120° 57' 12" E
B05	14° 33' 35" N	120° 57' 26" E
B06	14° 33' 38" N	120° 57' 40" E
B07	14° 33' 28" N	120° 57' 48" E
B08	14° 33' 25" N	120° 57' 34" E
B09	14° 33' 21" N	120° 57' 21" E
B10	14° 33' 18" N	120° 57' 07" E
B11	14° 33' 03" N	120° 57' 02" E
B12	14° 33' 07" N	120° 57' 16" E
B13	14° 33' 11" N	120° 57' 29" E
B14	14° 33' 14" N	120° 57' 43" E
B15	14° 33' 18" N	120° 57' 56" E

5.9.3 South Harbor Anchorage Area "C"

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
C01	14° 34' 22" N	120° 57' 03" E
C02	14° 34' 22" N	120° 56' 46" E
C03	14° 34' 32" N	120° 56' 55" E
C04	14° 34' 42" N	120° 56' 46" E
C05	14° 34' 32" N	120° 56' 38" E
C06	14° 34' 22" N	120° 56' 29" E
C07	14° 34' 22" N	120° 56' 12" E
C08	14° 34' 32" N	120° 56' 21" E
C09	14° 34' 42" N	120° 56' 29" E
C10	14° 34' 53" N	120° 56' 38" E
C11	14° 34' 53" N	120° 56' 21" E
C12	14° 34' 42" N	120° 56' 12" E
C13	14° 34' 32" N	120° 56' 04" E
C14	14° 34' 22" N	120° 55' 56" E
C15	14° 34' 32" N	120° 55' 47" E
C16	14° 34' 42" N	120° 55' 55" E
C17	14° 34' 53" N	120° 56' 04" E
C18	14° 34' 53" N	120° 55' 47" E
C19	14° 34' 42" N	120° 55' 38" E
C20	14° 34' 53" N	120° 55' 30" E

5.9.4 Anchorage Berths for Lightening Deep-draft Vessels calling at North Harbor and nearby private ports.

	<u>LATITUDE</u>	<u>LONGITUDE</u>
Anchorage A	14° 37' 08" N	120° 53' 05" E
Anchorage B	14° 37' 08" N	120° 53' 23" E

Anchorage C	14° 36' 52" N	120° 53' 13" E
Anchorage D	14° 36' 52" N	120° 53' 33" E

5.9.5 MICT Inner Anchorages

	<u>LATITUDE</u>	<u>LONGITUDE</u>
Anchorage 1	14° 36' 22" N	120° 56' 31" E
Anchorage 2	14° 36' 21" N	120° 56' 44" E
Anchorage 3	14° 36' 21" N	120° 56' 19" E

5.9.6 MICT basin barge mooring buoys

	<u>LATITUDE</u>	<u>LONGITUDE</u>
Buoy 1	14° 36' 40" N	120° 56' 26" E
Buoy 2	14° 36' 49" N	120° 56' 32" E

5.9.7 MICT Quarantine Anchorage Area

<u>LATITUDE</u>	<u>LONGITUDE</u>
14° 36' 15" N	120° 52' 42" E

5.9.8 MICT OBW Anchorage Berth for Lightening Deep-Draft Vessels

<u>LATITUDE</u>	<u>LONGITUDE</u>
14° 35' 53" N	120° 54' 35" E

6. TRAFFIC SEPARATION SCHEME

- 6.1 All vessels navigating within Manila Bay, including its approaches, shall observe the rules of International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and other regulations, local and international, with respect to collision prevention.
- 6.2 All vessels shall comply with the Traffic Separation Scheme, as follows:
- 6.2.1 Vessels engaged in foreign trade entering Manila Bay shall take the southern lane of the North Channel per TSS; thence to the Quarantine Anchorage Area or to the Pilots' Boarding Station. When leaving Manila Bay, the vessels shall take the northern lane of the North Channel.
- 6.2.2 Vessels engaged in domestic trade entering Manila Bay shall take the southern lane of the South Channel per TSS; thence to the Pilots' Boarding Station. When leaving Manila Bay, vessels shall take the northern lane of the South Channel.
- 6.2.3 Deep-draft vessels engaged in domestic trade, including barges and tugs operating in the Mariveles and Subic areas, may be allowed to



pass through the North Channel provided that the VTMSCC is informed.

- 6.3 No vessel, including vessels engaged in fishing, shall drop anchor at any lane of the TSS and the shipping lane to/from the Port District of Manila except during emergency situation and that the VTMSCC shall have been informed
- 6.4 A vessel joining or leaving a traffic lane shall steer a course to converge or diverge from the direction of traffic flow in the traffic lane in a small angle as possible.
- 6.5 A vessel crossing a traffic lane shall, to the extent possible, maintain a course that is perpendicular to the direction of the flow of traffic in the traffic lane.
- 6.6 When two (2) vessels are at risk of collision, the vessel that is not navigating in the traffic separation lane shall give way to the vessel navigating in the traffic lane.

## 7. REPORTING PROCEDURE

### 7.1 Corregidor Approach and Passage to/from Manila Bay

7.1.1 Vessels approaching Corregidor Island from all points of the north, west and south directions, intending to enter Manila and the Port of Mariveles shall, when 20 nautical miles off Corregidor Island, report to the VTMS Control Center on Channel 19 or 16, contents of the report shall be:

- Vessel's name and call sign or IMO Identification Number
- Vessel's position
- Last port of call
- Vessel's course and speed
- Vessel's destination
- General description of dangerous cargoes on board, if any
- Vessel's type
- Vessel's Draft
- No. of crew and passengers

7.1.2 Prior to entering or joining and/or leaving the Traffic Separation Scheme, contents of the report shall be:

- Vessel's name
- Time
- Vessel's position and speed

### 7.2 Notification/Confirmation of Arrival

7.2.1 One (1) hour before arrival at the Quarantine Anchorage Area/Pilots' Boarding Station, contents of the report shall be:

- Vessel's name

- Estimated time of arrival

7.2.2 Upon arrival at the Quarantine Anchorage Area/Pilots' Boarding Station, contents of the report shall be:

- Vessel's name
- Arrival Draft
- Air draft
- Arrival time/anchored time
- Anchored position

### 7.3 Intraport Movement of Vessels

7.3.1 Movement from the Quarantine Anchorage Area/Pilots' Boarding Station to pier/anchorage berth, contents of the report shall be:

- Vessel's name
- Position
- Time
- Name of Harbor Pilot on board
- Assigned berth

7.3.2 After berthing, mooring or anchoring at the assigned berth, contents of the report shall be:

- Name of vessel
- Docking time (first line made fast/anchored time)

7.3.3 Whenever there is a shift of berth as authorized by the Authority, the vessel, before departing from her present position and after docking, mooring or anchoring at her new berth, shall report to the VTMSCC the following:

- Vessel's name
- Time undocked (last line cast or anchor up) from previous position/berth
- Time docked (first line made fast/anchored time) to her new berth/position
- Name of the Harbor Pilot on board

7.3.4 No vessel shall move to another berth without the authority from the VTMSCC.

### 7.4 Departing from Port

Vessels shall make a report to the VTMSCC on the following situations for departure:

7.4.1 When leaving the berth, contents of the report shall be:

- Vessel's name and call sign
- Name of Harbor Pilot on board
- Position
- Time passed the Pilots' Boarding Station

7.4.2 When leaving the Pilots' Boarding Station, contents of the report shall be:

- Vessel's name
- Time
- Location

7.4.3 When inside and outside the traffic separation scheme, contents of the report shall be:

- Vessel's name
- Time
- Position
- Speed

## 7.5 Cruising or Navigating Only Within Manila Bay

7.5.1 Vessels cruising or navigating only within Manila Bay shall make a report to the VTMSCC on the following situation and positions:

- When departing the port
- Thirty (30) minutes after departure and
- Upon anchoring or mooring at the next port of call.

7.5.2 Contents of each report shall include the vessel's name and time.

## 7.6 Emergency Situations

7.6.1 A vessel in the VTMS Covered Areas shall report to the VTMSCC as soon as possible:

- Any emergency or unusual event such as fire, collision, grounding, pollution, suspicion of piracy and other similar incidents.
- Any condition on the vessel that may impair its navigation, reduce its capabilities or affect the safety of other vessels due to defective propulsion, defective steering, inoperative navigation running lights, unusual handling, impaired maneuverability, inoperative whistle or horn, navigation equipment and other similar conditions.
- Any towing vessel when unable to control or can control only with difficulty.
- Any other unusual condition which restricts or prohibits total compliance with the requirements of the VTMS.
- Poor visibility.

7.6.2 The vessel making a report of emergency situations, as mentioned in Section 7.6.1, shall give its vessel's name, call sign and the name and position of the person making the report.

7.6.3 Any vessel may deviate from any provisions of this Order to the extent necessary to avoid endangering persons, property or the environment. When an emergency arises and it becomes necessary to deviate from any provisions of this Order for reasons of safety, the vessel shall report or cause to be reported the deviation to the VTMSCC as soon as possible.

7.7 Lightening of Cargoes

7.7.1 If warranted, deep-draft vessels shall lighten their cargoes at the designated anchorage berths before proceeding to the port terminal.

7.7.2 Deep-draft vessels intending to lighten their cargoes shall report to the VTMSCC of its intention two (2) nautical miles from the anchorage berths for lightening deep-draft vessels. The report shall contain the following:

- Vessel's name
- "UNDERWAY TO ANCHORAGE TO LIGHTEN CARGOES"
- Time

7.7.3 Before leaving the berth for lightening of cargoes, vessels shall inform the VTMSCC.

8. LANGUAGE

All reports shall be made either in Pilipino or English language.

9. TIME

Time to be used shall be the local mean time.

10. CONTACT NAME AND CHANNEL OF VTMSCC AND MANILA HARBOR PILOTS' CHANNELS

Contact name: VTMS MANILA

VTMSCC: Channel 16 and 19

Manila Harbor Pilots' Channels:	South Harbor	- 16 and 13
	MICT	- 16 and 80 A
	Harbour Centre	- 16 and 12

11. OTHER REQUIREMENTS

All vessels shall:

11.1 Observe and obey all International Rules of the Road and the Traffic Separation Scheme;

11.2 Comply with all the measures of safe navigation and prudent seamanship while operating within the VTMS Covered Areas;

11.3 Monitor VTMS VHF channels at all times;

- 11.4 Contact VTMSCC to obtain information, seek assistance or report emergencies; and
- 11.5 Observe measures or advice given by the VTMSCC.

12. PASSING THROUGH

Vessels passing through the VTMS Covered Area at the approach of Corregidor Island but will not enter the Manila Bay nor make official arrival at the ports located within the Manila Bay shall also be required to report to VTMSCC, contents of the report shall be:

- Vessel's name
- Vessel's call sign
- Destination

13. RADIO WATCH

All vessels navigating, anchoring, berthing, or operating in the VTMS covered areas shall, at all times, keep radio watch on channel 16 and shall respond promptly when their attention is called.

14. PROHIBITED TO ANCHOR

No vessel shall turn circle and cast anchor in fairways or in any other non-anchoring areas unless in case of emergency.

15. SPEED LIMIT

All vessels entering/departing and cruising Manila Bay and its approach shall observe the safe speed. When vessels are navigating, anchoring or berthing within the harbor limits, the speed limit shall not exceed five (5) knots.

16. FORBIDDEN ANCHORAGE

No vessel shall, at any time, drop anchor at the Forbidden Anchorage.

17. NAVIGATION OF VESSELS

Strict adherence to Section 7 of PCG Memorandum Circular No. 03-03 entitled "Routeing System at Corregidor Island Passages (North and South Channels)" is hereby enjoined for vessels navigating through Corregidor Island Passages.

18. ROLE OF THE VTMSCC

The VTMSCC shall:

- Safeguard the security and safety of vessels, facilities, individuals and their properties;
- Provide timely information and necessary assistance to all vessels; and
- Coordinate with agencies concerned and private companies in the protection of the marine environment, search and rescue operations and during emergencies.

19. ENVIRONMENTAL PROTECTION

All vessels are required to protect the marine environment and shall dispose of the vessel's generated wastes at the reception facilities ashore as provided for in PPA Administrative Order No. 02-2003 entitled "Implementing Guidelines on MARPOL 73/78 Requirement for Shore Reception Facilities".

20. VESSEL TRAFFIC SERVICE FEE

20.1 For vessels with the following ranges of GRT, the following VTS Fees will be charged:

Ranges of Vessels' GRT	Rate Per Vessel Per Call
Up to 1,000	Php 250.00
1,001 to 10,000 GRT	500.00
Over 10,000 GRT	1,000.00

20.2 For ferries, bay and river vessels and tugs:

- The following shall not be charged VTS fee:
    - **Bay and river vessels** plying only within the Pasig River; and
    - **Barges** towed by tugs in the bay and river trade up to Mariveles.
  - The following shall be charged VTS fee:
    - Php125.00 per vessel will be charged to **tugs** towing barges once leaving the mouth of Pasig River and navigating within the Manila Bay area including alongside the vessels in the anchorages (South Harbor, MICT and Harbour Center);
    - Php250.00 per vessel will be charged to **tugs** pushing/pulling vessels or towing barges navigating to Mariveles and back to bay and river as well as South Harbor;
    - Php250.00 per vessel will be charged to **ferries** plying Manila, Corregidor Island and Bataan.
  - Billing will be on a monthly basis and payments will be at the PPA Terminal Management Office of Pasig or at the PMO where the tug/vessel is calling or operating.
- 20.3 Vessels with or rendering multiple calls or services within the Manila Bay area will be charged a maximum of two (2) calls/day.
- 20.4 Vessels engaged in fishing passing through the VTMS covered area shall not likewise be charged VTS fee.

21. PENALTY PROVISION

21.1 Non-compliance by any vessel with any of the provisions of this Order shall subject said vessel to the following penalties:

First Offense	-	₱ 10,000.00
Second Offense	-	₱ 20,000.00
Third Offense	-	₱ 50,000.00

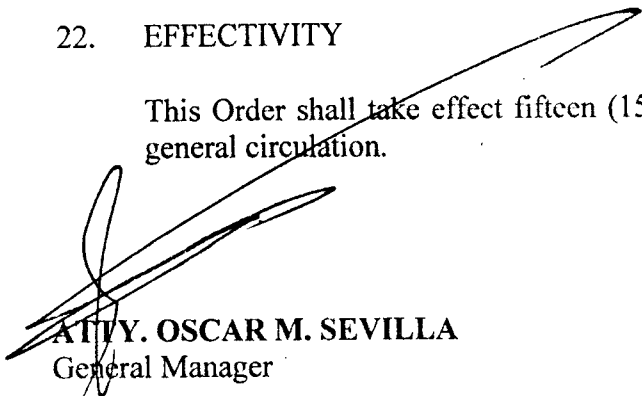
21.2 Further, the imposition of the P50,000.00 penalty for the 3<sup>rd</sup> offense shall be without prejudice to the vessel's denial of berth services and/or refusal of cargo handling services, during its subsequent calls, including the recommendation for the cancellation of the domestic vessel's franchise by concerned government agency.

21.3 Furthermore, failure of the vessel to comply with the provisions contained in Sections 6 and 7.4 of this Order shall subject the vessel to the above-mentioned penalties upon her return.

21.4 The above sanctions shall be in addition to the penalties prescribed under Section 43 of P.D. 857, as amended.

22. EFFECTIVITY

This Order shall take effect fifteen (15) days after publication in newspapers of general circulation.



ATTY. OSCAR M. SEVILLA  
General Manager

Published in the Philippine Star - June 22, 2006  
Effectivity Date - July 7, 2006

