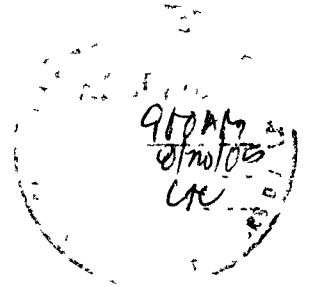




MARSMAN BUILDING 22 MUELLE DE SAN FRANCISCO SOUTH HARBOR PORT AREA MANILA 1018 PHILIPPINES  
TEL NO (0632) 527 8356 527 8375 FAX NO (0632) 527 4855 http://www.ppa.com.ph

AUG 26 2005



OPERATIONS MEMORANDUM ORDER

NO 02 - 2005

**T O** District Manager, PDO – Manila/Northern Luzon  
Port Managers, PMOs South and North Harbors  
All Shipping Lines/Agents/Owners  
Manila Bay Harbor Pilots' Partnership  
Philippine Coast Guard  
And All Others Concerned

**F R O M** The AGM for Operations

**S U B J E C T** CONDUCT OF TEST-RUN RE OPERATION OF THE VESSEL  
TRAFFIC MANAGEMENT SYSTEM (VTMS)

---

With the installation of the new Vessel Traffic Management System, and as agreed upon during the 25 August 2005 meeting with various sectors, a test-run operation of the system shall be conducted for one (1) month starting 01 September 2005 from 8 00 a m to 5 00 p m

The shipping associations/agents, port users, harbor pilots and others concerned which are operating in the Manila Bay area are hereby advised to render their utmost cooperation in this undertaking. The Office of the District Manager of Manila/Northern Luzon is likewise directed to oversee the VTMS test-run operation including the scheduling of the VTS personnel at the Control Center during the duration of the dry-run

Attached is the draft VTMS Implementing Guidelines for your reference and guidance

For compliance

BENJAMIN B CECILIO

Encl A/S

*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

PPA ADMINISTRATIVE ORDER

NO \_\_\_\_\_ 2005

TO Port District Manager, PDO-Manila/Northern Luzon  
Port Managers, 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 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

These Guidelines shall be applicable to all vessels entering, departing, navigating, operating or anchoring/mooring Manila Bay and are within the VTMS covered areas

4 DEFINITIONS

For purposes of these Guidelines, 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

- 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 Cochinos 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 Participating vessels – vessels that are entering and navigating within Manila Bay and are required to report to the VTMSCC through a communication system The following shall be considered participating vessels
  - 4 9 1 Power driven vessels of 50 meters (approximately 164 feet) or more in length while navigating,
  - 4 9 2 Commercial towing vessels of 8 meters (approximately 26 feet) or more in length that are towing alongside, astern or by pushing ahead,
  - 4 9 3 Power driven vessels of 300 gross tons or more,
  - 4 9 4 Any passenger vessel carrying one or more passengers for hire, while engage in trade, regardless of length, or whether under sail or power, and
  - 4 9 5 Dredgers or floating platforms
  - 4 9 6 Tugboats towing/pushing 2 or more barges
- 4 10 Non-participating vessels – vessels that are not required to participate with the VTMSCC and therefore are not required to make reports and pay the corresponding fees such as government vessels, fishing vessels and other vessels for research

- 4 11 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 12 Quarantine Anchorage Area (QAA) – an anchorage area in Manila Bay where vessels for quarantine are accommodated
- 4 13 Traffic Separation Scheme - a routing 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 14 VTMS – Vessel Traffic Management System
- 4 15 VTMSCC – Vessel Traffic Management System Control Center
- 4 16 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

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° 26' 11" N	Long 120° 41' 49" E
Point (H) Lat 14° 15' 55" N	Long 120° 32' 59" E
Point (I) Lat 14° 11' 28" N	Long 120° 31' 19" 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

It is located at about 5 kilometers (2 70 nautical miles) southwest of the Custom house mast The Manila Quarantine is bounded as follows Beginning at the Manila Outer Harbor Lighted Buoy 1, approximates position latitude 14° 33' 04" N , longitude 120° 54' 05" E , thence 000°, 2,158 meters (2,360 yards) to position latitude 14° 34' 18" N , longitude 120° 54' 05" E, thence on a range of 076° (Customhouse in range with City Hall Tower), 3,658 meters (4,000 yards) to approximate position latitude 14° 34' 45" N , longitude 120° 56' 05" E , thence 180°, 1,088 meters (1,190 yards) to approximate position latitude 14° 34' 09" N , longitude 120° 56' 05" E , thence 242° 30', 4,060 meters (4,440 yards) to the Manila Outer Lighted Buoy 1, the point of commencement It has 15 designated berths code numbered Q01, Q02, Q03 up to Q15 Each is at least 500 meters away from adjacent berth

<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' 04" N	120° 57' 52" 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' 50" 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 may be allowed to pass through the North Channel provided that the VTMSCC is informed.
- 6 3 No vessel, including vessel engaged in fishing, shall drop anchor at any lane of the TSS including 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 at as small an 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 Participating 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 Inraport 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 On no account shall the vessel move to another berth without the go signal from the VTMSCC

## 7 4 Departing the Port

Participating 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 Participating 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 5 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 these Guidelines 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 these Guidelines 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
	North Harbor	- 16 and 12

11 NON-PARTICIPATING VESSELS

Non-participating 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 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

13 PROHIBITED TO ANCHOR

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

14 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

15 FORBIDDEN ANCHORAGE

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

16 NAVIGATION OF VESSELS

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

17 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, participating and non-participating and
- Coordinate with agencies concerned and private companies in the protection of the marine environment, search and rescue operations and during emergencies

18 ENVIRONMENTAL PROTECTION

All vessels are required to protect the marine environment and shall dispose of the vessels 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"

19 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

20 PENALTY PROVISION

Violation of any of the provisions of this Order and other relevant PPA regulations shall subject the violators to the penalties provided for under Section 43 of PD 857, as amended

21 EFFECTIVITY

These Guidelines shall take effect fifteen (15) days upon publication in newspapers of general circulation

ATTY OSCAR M SEVILLA  
General Manager

CHART 1

TRAFFIC SEPARATION SCHEME (TSS)

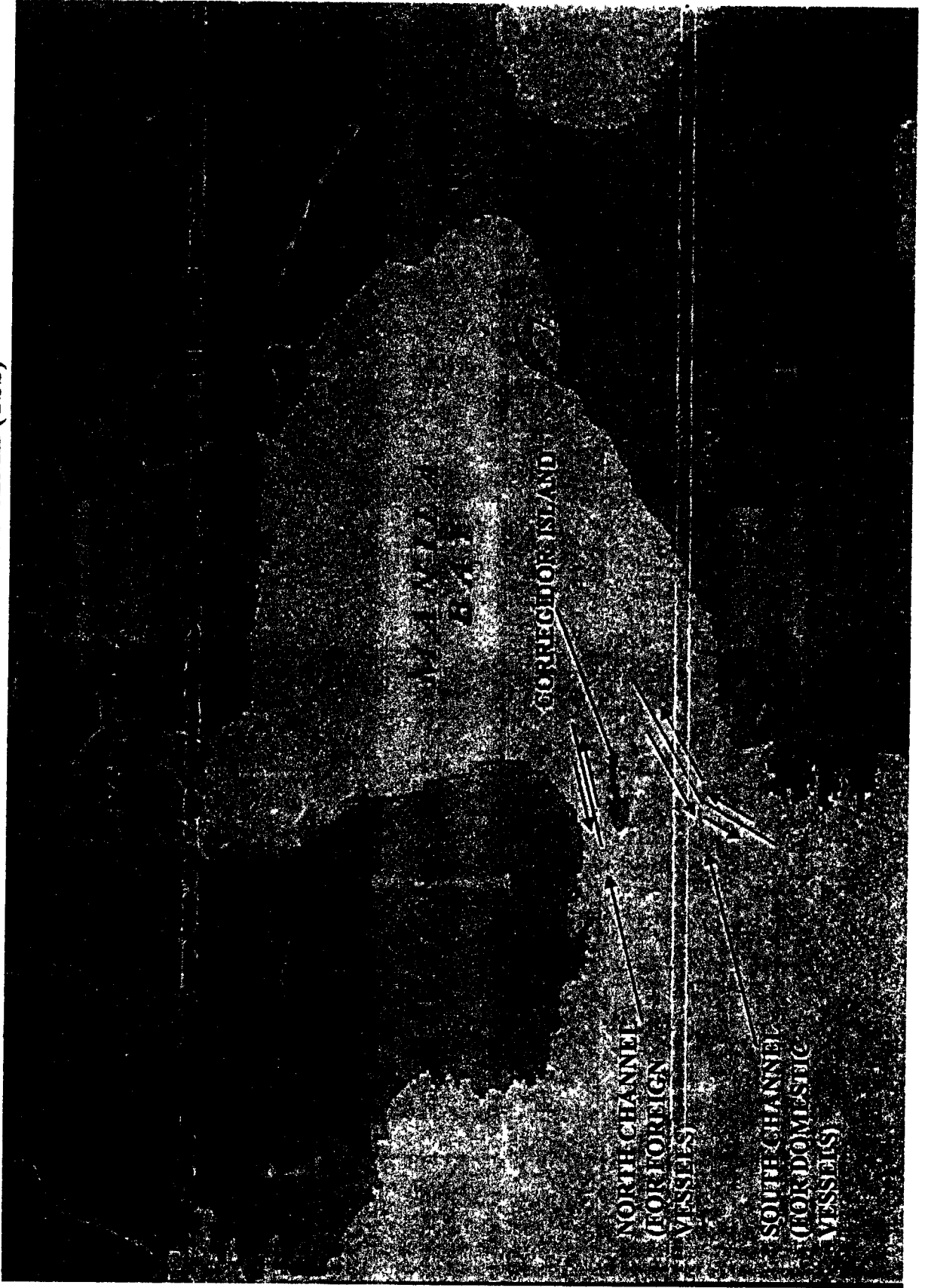


CHART 2

VTMS COVERED AREA

