

[PPA MEMORANDUM CIRCULAR NO. 15-99, April 12, 1999]

MOVEMENT/BERTHING/STAY OF BARGES/WATERCRAFTS AT PASIG RIVER AND WEST BREAKWATER OF SOUTH HARBOR AND FOR RELATED PURPOSES

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Authority

- 1.1 Section 28 of P.D. 857, Revised Charter of PPA
- 1.2 Section 29, PPA AO No. 13-77, General Port Regulations
- 1.3 PPA Operations MO No. 01-99, Improvement of Pasig River Operations
- 1.4 PPA-PMO-S.H. M.C. No. 01-99, Berthing of Watercrafts at Pasig River

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Objectives

- 2.1 To optimize utilization of available government berths in Pasig River for cargo handling/related port services;
- 2.2 To rationalize the use of mooring/anchoring facilities at the new Barge Pool at the West Breakwater of South Harbor;
- 2.3 To synchronize the entry of loaded barges/watercrafts into Pasig River with the availability of vacant government/private port berths at Pasig River;
- 2.4 To prevent constriction of the waterway and enhance safe and unobstructed navigation in Pasig River; and
- 2.5 To elicit the utmost cooperation of port users and others concerned in contributing their efforts towards the attainment of the objectives of the Pasig River Rehabilitation Program.

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Guidelines

- 3.1 General Guidelines on the Berthing/Stay of Watercrafts At Pasig River
 - 3.1.1 Only single berthing of loaded barges/watercrafts parallel to the river bank shall be allowed at both government berths and private ports of Pasig River;

3.1.2 Idle or non-productive barges/watercrafts in government berths and private port areas shall not stay along Pasig River and, instead, shall transfer to the SH West Breakwater Barge Pool or other suitable areas outside of Pasig River;

3.1.3 Empty barges/watercrafts shall not be allowed entry into the Pasig River unless they are to be utilized for loading cargoes or mobilized for operating service equipment;

3.1.4 The berthing of a service/standby tugboat alongside a singly-berthed working barge shall be allowed at Pasig River;

3.1.5 Mediterranean berthing or vessel positions vertical-to the-bank shall be prohibited along Pasig River.

3.2 Entry to Pasig River of Cargo Loaded Barges/Watercrafts From South Harbor and MICT Anchorage and From Outports

3.2.1 As a rule, the operator/representative of a cargo loaded barge/watercraft from South Harbor/MICT Anchorage shall submit at least 24 hours before its expected entry to a government berth at Pasig River, to the Terminal Supervisor (TS) or Harbor Master (HM), or his representative, Terminal Management Office (TMO) of Pasig River, a Berthing Application (BA) for each barge, herein attached as Annex "A", supported by:

3.2.1.1 An approved PPA Shipside Permit (SP), for loading/unloading of cargoes, issued by the HM, Marine Operations Section, of PMO S.H., Annex "B" herein;

3.2.1.2 A copy of the Inward Foreign Manifest (IFM).

3.2.2 In the case of a loaded barge/watercraft/batel from the outport, its operator/representative shall also file with the TS/HM/his representative, at the TMO Pasig, at least also 24 hours before its expected entry to a government berth at Pasig River, the BA for each barge supported, in lieu of the SP and IFM, by the Coasting Manifest (CM)

3.2.3 The TS/HM his representative of TMO Pasig shall approve the BA thus filed if a government berth at Pasig River is available or likely to become available within two (2) hours before its expected entry/arrival at the designated government berth, based on the productivity rate determined by the TS/HM/his representative with the cargo handler.

3.2.4 Only after the approval of the BA based on the availability of the government berth shall the loaded barge, watercraft/batel concerned proceed to said berth at Pasig River.

3.3 Entry of Cargo Loaded/Empty Barges/Watercrafts to Private Ports at Pasig River

3.3.1 As a rule, the operator/representative of a loaded/empty barge/watercraft seeking berth at the private port in Pasig River shall

submit at least 12 hours before its entry thereat to the TS/HM/his representative at the TMO Pasig River, the BA supported by the coasting manifest.

3.3.2 When berth is available at the private port as verified by the TS/HM/from the operator in said port, the BA thus filed shall be approved by the TS/HM/his representative only after which the watercraft concerned shall proceed to said berth.

3.3.3 Rafted logs at the private port or its immediate vicinity shall be on single row paralleled to or along the Pasig River bank, including the servicing tugboat.

3.4 Treatment of Cargo Loaded/Empty Barges at South Harbor/MICT Anchorage or From Outports Destined For Government Berths or Cargo Loaded/Empty Barges/Watercrafts For the Private Ports in Pasig River

3.4.1 When there are no available government berths at Pasig River for cargo loaded barges from South Harbor, said watercraft shall be required by the HM/HOA, MOS, PSD of PMO S.H. to anchor/moor first at the Barge Pool at the West-Breakwater (WBW) at South Harbor, except tanker barges which shall be moored outside the Breakwater (OBW).

3.4.2 In case of non-availability of berths at private ports in Pasig River, loaded/empty watercrafts already at the mouth of the Pasig River destined thereto, shall be required through Shifting Order (S.O.) by the TS/HM/his representative of TMO Pasig, to proceed to the Barge Pool at WBW at South Harbor.

3.5 Berthing, Stay/Movement of Barges/Watercrafts at Government Berths at Pasig River

3.5.1 Loaded barges/watercrafts with approved BA at government berths in Pasig River shall be singly berthed parallel to the river bank and serviced of their cargoes by the authorized cargo handler, per productivity rate determined by the TS/HM/his representative, TMO Pasig, and the cargo handlers.

3.5.2 After the barges/watercrafts are completely serviced of their cargoes, including tanker idle barges, they shall immediately leave their assigned government berths in Pasig River and proceed to the Barge Pool at WBW at South Harbor. When necessary, the Shifting Order (S.O.) shall be issued for the purpose by the TS/HM/his representative of the TMO Pasig River.

3.5.3 For safety' reasons, double-berthing of barges/watercrafts can be allowed upon the hoisting of typhoon signal No. 1 by PAG-ASA, in suitable/safe available berths in the Pasig River and upon agreement of the owners/operators thereof.

3.5.4 After said typhoon signal is lowered, the watercrafts allowed double-berthing shall disengage and transfer immediately to designated areas and upon the order of the TS/HM/his representative.