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PPA ADMINISTRATIVE ORDER  
NO. 04 - 2010



TO District Managers  
Port Managers  
Private Port Operators  
Port Users  
All others Concerned

SUBJECT **Addendum to Section 25.9.1.5 of PPA Administrative Order No. 08-97 entitled "Code of Safe Handling, Storage and Transport of Dangerous Cargoes in Ports"**

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Section 25 9 1 5 of the above-mentioned Order states that "The PMOs shall prohibit the loading and unloading of liquid bulk dangerous cargoes or compressed gases carried in tanker vessels at passenger and/or general cargo port terminals"

25 9 1 5 1 However, in case there is no available berth dedicated for loading and unloading of such cargoes, the PMO may allow the interim handling operations of said cargoes at PPA port terminals, provided the following conditions are met

25 9 1 5 1 1 Passenger and/or Cargo Vessels shall have the priority in docking at the port terminal over the Tanker Vessel/Fuel Barge

25 9 1 5 1 2 The Tanker Vessel/Fuel Barge shall only be allowed to dock alongside the port terminal upon the completion of the operations of the passenger and/or cargo vessels i.e. embarkation/disembarkation of the passengers and/or loading/unloading of the cargoes, respectively

25 9 1 5 1 3 All unloading shall immediately be suspended when passengers have started to arrive at the port for boarding or when passenger vessels have arrived and started to maneuver towards the berth. All oil-carrying vessels shall then shift to a safe location or distance at least 100 meters to await the next available period for unloading while all truck tankers of the consignee shall immediately leave the berthing area

**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*

25 9 1 5 1 4 If the port terminal can accommodate the simultaneous operations of both the Passenger/Cargo Vessel and Tanker Vessel/Fuel Barge, at least fifty (50) meters distance between vessels shall be observed

25 9 1 5 1 5 Power barges shall be allowed to berth to take in provisions but in no way shall be allowed to operate in the port terminal

25 9 1 5 1 6 The Cargo Handling Operator and the Owner/Operator of the Tanker Vessel/Fuel Barge shall provide fire-fighting equipment with at least three (3) fire extinguishers of fifty (50) pounds capacity each, wheel mounted, two (2) of which shall be of foam type and the other one shall be of BCF type Likewise, an effective fire alarm system shall be provided

25 9 1 5 1 7 The Cargo Handling Operator and the Owner/Operator of the Tanker Vessel/Fuel Barge shall provide a well-trained and equipped fire brigade on a twenty-four (24) hour basis The members of the fire brigade shall be physically fit for the job and properly trained on fire fighting, use of hose line, salvage operations, rescue operations, first aid and other related activities The organization and composition of the fire brigade shall be as provided by the requirements of the municipality/city fire department/district

25 9 1 5 1 8 The owner/consignee, shipper, transporter or trader of the petroleum and similar cargo shall execute a written undertaking to cover any damage to the port facilities and to the environment in the event of an accident

25 9 1 5 1 9 The owner/consignee, shipper, transporter or trader of the petroleum products shall likewise execute a written commitment to construct its own private port handling facility within a period of one (1) year from the date of effectivity of this Order

This addendum shall be effective fifteen (15) days after publication in a newspaper of general circulation

  
ATTY. JUAN C. STA. ANA  
General Manager

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Effectivity Date - November 18, 2010