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OCT 2 9 2010

PPA ADMINISTRATIVE ORDER

NO. 04 -2010

TO

District Managers

Port Managers

Private Port Operators

Port Users

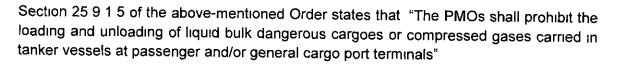
All others Concerned

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



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 Le 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

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

By 2010, PPA shall have met the international standards in port facilities

VISION and services in at least ten (10) ports in support of national development 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

AYTY. JUAN C. STA. ANA

General Manager

Published in the Philippine Star - November 3, 2010

Effectivity Date - November 18, 2010