

**GENERAL PORT REGULATIONS OF THE
PHILIPPINE PORTS AUTHORITY**

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PHILIPPINE PORTS AUTHORITY
3F Condominium, Manila
Intramuros, Manila

SEPTEMBER 2, 1977

PPA ADMINISTRATIVE ORDER NO. 13-77

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SUBJECT GENERAL REGULATIONS OF THE
PHILIPPINE PORTS AUTHORITY

TO ALL PORT USERS, PORT MANAGERS,
OFFICERS-IN-CHARGE AND OFFICIALS
CONCERNED

Pursuant to the provisions of Sections 2(a), (b), (d), 6-a(11), (111), (viii), (v), 6-b(xv), 26, 27 and 28, in relation to Sections 22, 23(d), 39(b), (c); and 43, all of Presidential Decree No. 857, otherwise known as the "Revised Charter of the Philippine Ports Authority", promulgated on December 23, 1975, as well as in line with the provisions of Sections 79(3) and 551 of the Revised Administrative Code, the following port rules and regulations are hereby prescribed for the guidance and/or compliance by all port users and others concerned in all ports/Port Districts, port facilities, or any other places or premises under the jurisdiction of the Authority, to wit

ARTICLE I - PRELIMINARY PROVISIONS

Section 1. Title. - These Regulations shall be known and cited as the "PPA ADMINISTRATIVE ORDER NO. 13-77".

Sec. 2. Definition of Terms. - For purposes of these Regulations, the terms used herein shall, unless the context indicates otherwise, mean or be understood to mean, as follows

- a) "ad valorem rate" means rate based upon the value of the goods.
- b) "anchorage" means a place with sufficient depth of water where vessels anchor or may ride at anchor within the harbor.
- c) "approaches" means the water area at the port entrance via which vessels navigate to make for the sheltered or protected water areas in the port.

- d) "pron" means the area between the transit shed and quaywall.
- e) "Authority" means the Philippine Ports Authority created by P.D. 505 dated July 11, 1974, as amended by substitution by P.D. 857 dated December 23, 1975.
- f) "Bad Order Container" means container that is physically damaged which may allow exposure of cargoes to adverse conditions, natural elements and pilferages.
- g) "Berth" means the part of the pier/wharf that is occupied by a vessel, or a place where a vessel may tie up.
- h) "Berthing" means the maneuvering of a vessel from the anchorage or pilot station to a berth, including the action to make fast the vessel alongside.
- i) "Bill of Lading" means the written contract of carriage of goods whereby the common carrier for a consideration agrees to deliver on behalf of the consignor of goods to the consignee at a specified time.
- j) "Bollard" means a strong post on a ship or dock for holding a hawser fast.
- k) "Bow" means the extreme forward end of a vessel.
- l) "Lullion" means ingot of gold or silver regarded as raw material.
- m) "Buoy" means floating object moored to the bottom to mark a channel, anchor, shoal, rock, etc.
- n) "Channel" means a natural or artificial waterway of perceptible extent which either periodically or continuously contains moving water or which forms a connecting link between two bodies of water; or part of a body of water deep enough to be used for navigation through the area otherwise too low for navigation.
- o) "Chassis" means an equipment used to carry containers from one place to another under the tow by prime movers or tractors as an extension of ship's gear unless declared as an importation.
- p) "Container" means a structure so designed to hold and keep articles, materials and products together inside a hold in the form of boxes, tanks, or the like, for

singular or unit handling and transport, generally, having an internal volume or capacity of not less than one (1) cubic meter. Containers are further defined according to their uses as dry cargo, refrigerated, liquid bulk, platform, open top, solid bulk, ventilated, etc.

- q) "Container Berth" means berthing space especially designed and constructed to accommodate container ships.
- r) "Containerized/Container Cargoes" means cargoes packed in containers for easy handling or transporting of the same as a unit.
- s) "Container Equipment Receipt" means shipping receipt issued by container operators, agents, or shipping companies relative to bringing in and taking out of containers in the Port/Customs Zone. This document (IN/CUT) shows, among others, the inspections conducted on the container at the time of receipt and of delivery.
- t) "Container Freight Station" means normally a warehouse or a transit shed adjacent to the Container Yard (CY) used for sorting and storage of container cargo both for import and export.
- u) "Containership" means a cargo vessel designed and constructed primarily to carry containers.
- v) "Container Tally Sheet" means cargo receipt issued by the ship's checker or agent and acknowledged by the arrastre's checker as evidence of receipt of containers. It indicates, among others, the physical condition of the container.
- w) "Container Terminal" means a port facility designed to provide an integrated use of berthing facilities for containership and harbor transport system for containers and their contents.

"Container Yard" means a designated area in a Container Terminal usually adjacent to the Marshalling Yard (MY) where containers and chassis are received, stacked and dispatched.
- x) "Control Tower" means a signal station generally located at a place which commands a full view of the Container Terminal. It supervises by signals, telephones or other means of communicating the movements, stacking and handling of containers in the terminal.
- y) "Conventional Ship" means a cargo vessel designed and constructed primarily to carry break-bulk and limited quantity.

- z) "Deck" means a platform or roof over which a section of a ship holds, serving as a floor.
- aa) "Dock" includes locks, cuts, entrances, graving docks, inclined planes, slipways, quays, and other works and things appertaining to any dock.
- ab) 'Dolphin' means a buoy or spar used in mooring a boat.
- ac) "Draft" means the depth/level of the vessel below the water line, measured vertically from this water line to the lowest part of the hull.
- ad) "Drydock" means a dock from which the water can be temporarily excluded, in order to effect repairs to hulls and keels of ships or vessels.
- ae) "Dues" includes harbor fees, tonnage and wharfage dues, berthing charges, and port dues and any other dues or fees imposed by virtue of existing law or Decree 857.
- af) "Dunnage" means a loose packing of any bulky material put around cargo for protection.
- ag) "Excretæ" means waste matter excreted from the body, as sweat or urine or feces.
- ah) "Fairway" means part of a waterway kept open and unobstructed for navigation.
- ai) "Fender" means a pad or cushion of rope, wood, etc. hung over a ship's side to protect it in docking.
- aj) "Filth" means a foul dirt or disgusting matter.
- ak) "Full Container Load" means a container loaded with cargoes belonging to a single consignee and/or covered by only one Bill of Lading.
- al) "Tunnel" means a cylindrical chimney or smoke stack.
- am) "Gang" means the number of workers employed to work.
- an) "Goods" includes animals, carcasses, baggage, and any movable property of any kind.
- ao) "Grit" means rough, hard particles of sand, stone, etc.
- ap) "Harbor" means a protected part of a sea, lake or other body of water used by vessels as a place of safety.
- aq) "Hatch" means an opening in ship's deck through which cargo can be lowered.

- rr) "Lash Barge" means a barge or lighter which for all intents and purposes, is an extension of the ship's equipment or gears and used purely in such ship's cargo operations.
- ss) "Lash Ship" means a vessel designed and constructed to carry lash barges as containers of cargoes.
- tt) "Latrine" means a toilet, or privy for the use of many people.
- uu) "Length over all" means the length of a vessel between the extreme end of the bow and the extreme end of the stern.
- vv) "Less Container Load" means a container loaded with cargoes belonging to more than one consignee and/or covered by more than one bills of lading.
- ww) "Lift-Off Containership/Non-Sustaining" means a containership especially designed and constructed to carry containers but not provided with ship's gears to handle them.
- xx) "Lift-On Containership/Self-Sustaining" means a containership especially designed and constructed to carry containers. It is provided with gears like ship's deck crane and the like and is capable of loading and discharging containers by itself.
- yy) "Marshalling Yard" means a place where containers are stacked and arranged according to the sequence of withdrawal to consignee or transferred to CY-CFS or CY inside Port/Customs Zone. It is also where the containers are arranged prior to loading to a carrying vessel in accordance with the sequence of loading on the storage plan.
- zz) "Bee" means to secure a vessel alongside the berth by means of mooring ropes.
- (1) "Nuisance per accidens" means a nuisance under certain circumstances like a factory emitting smoke in a residential district.
- (11) "Packing or Stuffing" means loading of cargoes inside¹¹ a container.
- (111) "Pier means any structure built into the sea but not

parallel to the coast line and includes any stage, stair, landing place, landing stage, jetty, floating barge or portoon, and any bridge or other works connected therewith.

- (iv) "Port" means a place where ships may anchor or tie up for the purpose of shelter, repair, loading or discharge of cargo, or for other such activities connected with water-borne commerce, and including all the land and water areas and the structures, equipment and facilities related to these functions.
- (v) "Port District" means the territorial jurisdiction under the control, supervision or ownership of the authority over an area (land or sea), declared as such in accordance with Section 5 of P.D. 857 including but not limited to any Port within said District.
- (vi) "Rates" means any rates or charges including any toll or rent under existing law or imposed by the authority by virtue of P.D. 857 for facilities used or services rendered.
- (vii) "Refuse" means anything thrown away or rejected as worthless, waste, trash.
- (viii) "Rigging" means the fitting of a ship's sails or shrouds to the mast or yard.
- (ix) "Roll-On/Roll-Off Containership" means containership especially designed and constructed to carry containers and chassis and allows loading and unloading of containers on chassis or trailers by providing a ramp over the side, at the bow or at the stern of the ship.
- (x) "Rubbish" means also waste, trash.
- (xi) "Semi-Containership/Comboship" means cargo vessels designed and constructed to carry at least fifty percent (50%) of its load in containers.
- (xii) "Shipper's Load and Count" means a container packed with cargo by one shipper where the quantity, description and conditions of the cargo is the sole responsibility of the shipper.
- (xiii) "Ship stores" includes ship gears, equipment, parts or its properties not being goods or merchandise.
- (xiv) "Soot" means black substance consisting chiefly of

carbon particles formed by the incomplete combustion of burning matter.

- (xv) "Stern" means the extreme aft end of a vessel.
- (xvi) "Stripping" means unloading goods from a container.
- (xvii) "Stuffing" means loading goods into a container.
- (xviii) "Terminal Facility" includes the seaport and its facilities of wharves, piers, slips, docks, drydocks, bulkheads, basins, warehouses, cold storage, and loading or unloading equipment.
- (xix) "Transit Shed" means a building or shed which is situated at or near a quay, wharf or pier, and is used for the temporary or short-term storage of goods in transit, or to be shipped or discharged from a vessel.
- (xx) "Trimming" means the placing of sails or balancing of a ship by shifting cargo, etc.
- (xxi) "Unfit for Use Container" means refrigerated container or reefer container whose cooling machinery is not functioning normally. Dry cargo containers intended for packing is declared unfit for use if the standards of cleanliness and/or sanitation are not satisfied. It shall be certified by competent authority or any agency duly licensed or authorized to clean, fumigate and sanitize.
- (xxii) "Unpacking or Stripping" means removing or unloading of cargoes from a container.
- (xxiii) "Vermin" means any troublesome, filthy or destructive animals.
- (xxiv) "Vessel" includes any ship or boat, or any description of a vessel or boat, or any artificial contrivance used or capable of being used as a means of transportation on water.
- (xxv) "Warehouse" means a building or shed used for the storage of cargo.
- (xxvi) "Wharf" means a continuous structure built parallel to along the margin of the sea or alongside riverbanks, canals, or waterways where vessels may lie alongside to receive or discharge cargo, embark or disembark passengers, or lie at rest.
- (xxvii) "Winchman" means the one who operates a lifting machinery

or device on the deck of a ship to hoist or lower cargo.

Sec. 3. Abbreviations. - The following abbreviations used in these Regulations shall represent the terms indicated

1. Ad Val. - Ad Valorem
2. B/L - Bill of Lading
3. BOC - Bad Order Container/Cargo, Bureau of Customs
4. CBM - Cubic Meter
5. CER - Container Equipment Receipt
6. CFS - Container Freight Station
7. Cm. - Centimeter
8. CT - Container Tower
9. CTS - Container Tally Sheet
10. CY - Container Yard
11. ETA - Expected Time Arrival
12. ETD - Expected Time Departure
13. FCL - Full Container Load
14. Ft. - Feet
15. GRT - Gross Registered Tonnage
16. ICCO - Integrated Containers Control Office
17. ICM - Inward Cargo Manifest
18. ICR - International Collision Regulations
19. IFCO - Intergovernmental Maritime Consultative Organization
20. LCL - Less Container Load
21. M/Y - Marshalling Yard
22. NRT - Net Registered Tonnage
23. OCM - Outward Cargo Manifest
24. OIC - Officer-in-Charge
25. PCG - Philippine Coast Guard
26. PPA - Philippine Ports Authority
27. R/T - Revenue Ton
28. Sq. M. - Square Meter
29. TRS - Transit Receiving Station
30. UUC - Unfit for Use Container
31. W/M - Weight or Measurement whichever is greater
32. 1/T - Tonnage of 1,000 kgs.

ARTICLE II - ARRIVALS AND DEPARTURES

Sec. 4. Notice of Arrival. - The owner or agent of every vessel other than a vessel of 100 GRT or less, intending to call at a port shall, within the time specified in Section 29 of these Regulations, prior to the Estimated Time of Arrival, give notice in writing to the authority of its arrival, and make application for a berth if it is intended to berth at the wharf, pier, or anchorage within the Port, Port District or harbor limits.

Sec. 5. Particulars to be furnished. - The notice of arrival and the application for a Berth shall be in a form prescribed by the authority and shall contain full particulars regarding

- a) Name of vessel and its flag
- b) The Gross Registered Tonnage (GRT) and Not Registered Tonnage (NRT)
- c) Draft, Length Over all, and beam
- d) Names of the Owner, Master, ship's agent and the port of call
- e) ETA and ETD of vessel
- f) The nature of cargo to be discharged and loaded
- g) Dangerous cargo (whether to be discharged or not)
- h) Number of passengers, disembarking and embarking
- i) Any other pertinent information relating to the working (e.g. heavy lifts) or safety of the vessel in the port.

Sec. 6. Hoisting of National Colors. - The master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted its national colors and signal letters, if any. The national colors shall continue to be exhibited while the vessel remains in port.

Sec. 7. Immigration and Quarantine Signals. -

a) The master of every vessel arriving from a foreign port shall exhibit the Customs, Immigration and Quarantine signals as prescribed by those government agencies. Such signals shall remain hoisted until the proper officer has given the permission to lower these signals.

b) No vessel other than ^{an} authorized vessel shall approach within 200 meters to a vessel which is exhibiting the Immigration, Health, or Customs signals. An authorized vessel shall mean an Immigration, Health, Customs, Pilot Launch, or Philippine Coast Guard (PCG) vessel.

c) No person other than a pilot or authorized government officer(s) may board or disembark from any vessel coming from a foreign port until the vessel is cleared by the Immigration, Quarantine, Customs and PCG officers and the respective signals have been lowered.

Sec. 8. Securing of Vessel before Discharge/Loading. - Every vessel entering a port shall be anchored or properly secured to a wharf, pier, or buoy before commencing the loading or discharging of cargo, and/or the embarkation or disembarkation of passengers.

Sec. 9. Port Clearance. - No vessel shall leave a port unless possessed of a valid PFA Port Clearance issued by, or in behalf of, the authority in addition the requirements of other government agencies and the final clearance issued by the PCG.

ARTICLE III

SHIPPING OPERATIONS AND DOCUMENTS

Sec. 10. Compliance With Instructions. - The Master of every vessel shall comply with the instructions or directions given by the authority and/or its duly authorized Officers relative to the berthing, mooring, and anchoring of the vessel.

Sec. 11. Collision Regulations. - Every vessel navigating or lying at anchor in a port or Port District/harbor limits shall exhibit the respective lights and shapes prescribed in the International Collision Regulations.

Sec. 12. Moderate Speed. - All vessels under way shall proceed with due caution and at a moderate speed. A moderate speed shall mean a speed at which a vessel could be slowed down and stopped in as short a time as possible with due regard to prevailing conditions and the safety of the vessel, passengers and cargoes.

Sec. 13. Damage Caused by Wash. - Any vessel causing damage by her wash shall be held responsible for such damage in the absence of any contributory negligence on the part of the owner or person in charge of the property or vessel so damaged.

Sec. 14. Harbor Craft. -

a) A harbor craft shall not cross the bows or otherwise impede the movement of any seagoing vessel underway in any port, Port District/harbor limit and shall give such vessel as wide a berth as possible.

b) Nothing in these Regulations shall relieve the Master of a seagoing vessel from his duty to prevent a collision or accident, whenever and wherever possible.

Sec. 15. Anchorage. -

a) Special Quarantine, Explosives, Dangerous Goods, Prohibited anchorages, and Prohibited Areas shall be those defined or delimited by proper government agencies for the respective port, Port District/harbor limit. For this purpose

the authority, through the Port Manager or his equivalent, of every port or Port District, shall issue a chart of the port or Port District indicating therein the various anchorages or prohibited areas in coordination with these agencies.

b) No vessel shall anchor or moor in any prohibited anchorage nor use an anchor in that area except for the purpose of assisting in berthing alongside or unberthing.

c) No vessel shall anchor in, or use an anchorage, other than for the purpose for which the anchorage is designated or intended.

d) No vessel shall anchor, berth, moor or lie

- (i) in the approaches to a port
- (ii) in any principal fairway
- (iii) in such a manner as to obstruct the approach to an anchorage or pier/wharf used by other vessels
- (iv) in a cable reserve area, or in any special anchorage indicated in the chart of the port or Port District except for the purpose specified
- (v) in a position which is likely to foul a vessel which is anchored, moored, or made fast to a buoy.

Sec. 16. Vessel Readiness to Move. -

a) While in a port/Port District no vessel shall, without the written permission of the authority, carry out engine repairs or other related work which may render the vessel unable to move when required to do so.

b) No vessel while berthed at a pier or wharf in a port/Port District shall be left without any authorized personnel and competent officer who can move the same when required to do so, and without prior written permission from the authority. Failure of the master to comply with this, shall empower the authority to cause the removal of the vessel at owner's/master's expense and all damages incurred by reason thereof is the sole liability of the master or owner of the vessel.

c) While in port and without the written permission of the authority, no vessel shall reduce its steam or power below a level adequate to move the vessel when so required.

d) If a vessel is unable to move when so required by the authority, the same shall be, or caused to be, moved by the authority, provided that all expenses incurred by the authority in performing such work shall be paid by the vessel, without prejudice to the penalty imposed under these Regulations.

e) No unrigged lighter or barge shall be allowed to berth at a pier/ wharf without the written permission of the Authority and without any stand-by tugboat to move said lighter or barge when required to do so.

f) No vessel shall remain idle at berth for more than one (1) hour, if there are other vessels waiting to berth.

Sec. 17. Laid Up Vessels. -

a) The person in charge of a laid up vessel shall insure that such vessel is securely anchored or moored in a position directed by the Authority so as to prevent its swinging outside such limits and clear of all other vessels during any condition of wind and tide.

b) Every laid up vessel shall have at all times on board a sufficient number of men competent to tend the anchor-lights, veer, cable, lee-goe and anchor, as well as to take necessary action in case of emergency or necessity.

Sec. 18. Oil, Spirit, Etc. - No oil, spirit, or inflammable liquid shall be pumped or discharged from a vessel, or from any place on land into the sea.

Sec. 19. Transfer of Dangerous Liquid Cargo. - Without the written permission of the Authority and previous clearance of the Bureau of Customs (BCC), and such other clearance required by other government agency, no transfer of dangerous import/export liquid cargo shall be carried out either between two (2) vessels anchored in a port, or in the approaches to a port, or between one vessel lying alongside a pier or wharf and another vessel lying alongside the former vessel. In the case of domestic cargo, the Authority's permit is necessary, and such other permits as may be required by proper authority.

The term "dangerous liquid cargo" as used in this Section means any gas or liquid which is obnoxious, corrosive, inflammable or which exhibits its dangerous properties that likely endangers the safety of the vessel(s), its cargo and/or passengers, or physical port facilities.

In determining the propriety of such transfer, the Authority shall see to it that the process would not likely endanger life and property and shall require the vessels concerned to provide the necessary precaution therefor, provided, however, that the Authority shall not be responsible for any damage that may arise from the operation.

Sec. 20. Logs and Lumber. -

a) Unless with the written permission of the Authority, no logs, lumber, or timber shall lie afloat unattended within the limits of any port/Port District/harbor, except alongside a vessel loading such logs, lumber, or timber or within a properly constructed log enclosure approved by the Authority.

b) Every log enclosure shall

(i) be situated clear of all wharves/piers, mooring buoys, special anchorages, harbor channel, and the approaches.

(ii) consist of at least 15 cm. (6 inches) diameter piles driven securely at intervals of not more than 15 meters (50 ft.) with a boom of floating logs between them securely attached to each vertical pile by wire or chain cable or such other suitable scheme or method approved by the Authority, and the PCG/Bureau of Forestry, if required.

(iii) be subject to inspection by the Authority to determine that the log enclosure is properly secured and maintained by the operator to prevent the logs placed therein from being scattered and strayed.

c) Any log or raft found adrift or beached within the limits of any port or Port District/harbor, except in cases provided under subparagraph b), above, may, after proper notice, be impounded by the Authority for proper disposition.

Sec. 21. Rafts. -

a) No raft of logs or timber shall exceed 200 meters in length or 18 meters in breadth without the permission of the Authority.

b) Should it be deemed necessary, the Authority may restrict the length and breadth of lografts in any port or Port District.

c) Rafts being towed shall be moved with reasonable dispatch and shall not be towed through any of the Special anchorages. These anchorages shall be determined and defined through the coordinated efforts of the Authority, PCG and other government agency concerned, pursuant to Section 15(a) of these Regulations.

d) All log towing vessels shall carry conspicuously,

during daytime a black diamond shape of at least one-half meter in diameter, and at night two white lights positioned vertically two meters apart from each other.

Sec. 22. Tugs Towing Rafts. -

a) Every tug or launch used for the towing of rafts shall be of sufficient horsepower to hold her tow in control under tidal and normal weather conditions.

b) All tugs and launches with rafts in tow shall, unless it is unsafe or impracticable to do so, leave clear for shipping main channels in any port or Port District or approaches to a port.

Sec. 23. Smoke, Soot, Etc. - No vessel shall emit smoke, soot, ash, grit, or oil from the funnel or any part of the vessel in such quantity as to constitute a nuisance per accidens.

Sec. 24. Chipping and Scaling. -

a) No vessel shall, without the written permission of the Authority, carry out any chipping or scaling of metal within a port or Port District.

b) This regulation shall not apply to any vessel undergoing construction or repair in a recognized/authorized slipway or shipyard.

Sec. 25. Sinking, Strandings, Etc. -

a) When a vessel, watercraft, raft, or float from whatever cause, except force-majeure, sinks, strands, capsizes, or catches fire within a port or Port District, the Master or owner of the vessel, if at fault or negligent, shall be held responsible under existing laws and regulations for all consequences arising therefrom, and shall immediately at its/his own expense remove the watercraft, raft, or float when called upon to do so by the Authority to prevent obstruction to shipping; provided that the necessary salvage permit therefor is first secured from the PCG.

b) If the Master or owner/agent of a vessel, raft, float or watercraft unreasonably fails or is unable to remove the same when required to do so, the Authority may, in the public interest or safety of shipping, cause its removal in the most expedient manner under existing regulations on salvage, and the costs incurred therefor shall be borne by the Master, owner or agent thereof.

Sec. 26. Buoys and Moorings. - No private buoy or mooring shall be laid or positioned in the waters in any port or Port District/harbor unless prior authority therefor is first secured from the PCG.

Sec. 27. Damage to Notices, Etc. - No person shall remove, alter, deface, damage, or otherwise interfere with any notice placed by the Authority on any vessel in a port or Port District or on any of the premises under the jurisdiction of the Authority.

Sec. 28. Excessive Use of Siren, Etc. - No steam whistle, siren, horn, or like instrument shall be used by any vessel in a port or Port District other than as a signal of danger, or for the purpose of giving warning for the vessel's maneuver, or other legitimate cause.

ARTICLE IV - BERTHING

Sec. 29. Berthing Regulations. -

a) The allocation of a berth belonging to, or operated by, the Authority shall be at the Authority's discretion.

b) A vessel shall be considered for berthing allocation only after the agent of said vessel has filed an application for berth.

c) All applications for berthing in pier/wharf/anchorage shall be submitted 24 hours before arrival for vessels on scheduled runs and 36 hours for tramp vessels (without regular schedules). In either case application could be filed within sufficient allowable time.

d) All applications received after the berthing meeting shall be deliberated upon the following day before the actual arrival of the vessel.

e) No vessel shall be berthed or unberthed alongside a wharf or pier belonging to, or operated by, the Authority without its permission or contrary to its directions, nor shall any vessel occupy a berth other than the berth allocated to said vessel.

f) First come-first served basis shall be the general rule in determining berthing priorities of vessels, subject to the exceptions hereinafter provided. Vessel's arrival will mean the time a vessel drops anchor at the anchorage area when there is no available area or the time a vessel reaches the Port's boarding area when a berth is available.

i) When the available berthing space is inadequate for berthing a larger vessel having the priority to berth, the smaller vessel next in priority which can be accommodated shall be allowed to berth on condition that should additional space be made available such that the larger vessel can already be accommodated, the smaller vessel shall be moved to the anchorage to allow the larger vessel to berth.

h) The Pilot maneuvering a vessel to berth shall be advised by the Authority as to the position or berth which the vessel will occupy and the vessel shall comply with the directions or instructions therefor of the Authority and/or the pilot.

i) When a vessel scheduled to berth encounters some mechanical troubles thereby restraining said vessel to dock, an allowance of one (1) hour shall be given for repairs. If after the lapse of this grace period, said vessel is still inoperative, the priority to berth shall be passed on to the vessel having the next priority to berth.

j) Vessels with berthing priority but are scheduled to depart the following day shall be allowed to berth to allow passengers to disembark. Provided, however, that said vessel shall pull-out from berth to give way to passenger vessel scheduled to depart on the same day.

k) Any vessel intending to berth solely for the purpose of loading fresh water, bunkering or victualling, before such vessel will be able to depart for another port, shall be given priority over other vessels, provided that such stay shall not exceed the time fixed by the Authority.

l) Government-owned vessels on official business, vessels of foreign government not engaged in foreign trade, vessels under stress, and vessels carrying perishable articles or goods shall be given berthing priority over other vessels.

m) Whenever practicable, passenger liner or tourist vessel shall, subject to the discretion of the Port Manager/CIC, be given also priority on a limited number of hour stay at berth over purely cargo vessel.

n) Berthing priority of any vessel shall not be waived in favor of another vessel.

o) Vessels waiting for cargoes shall be moved to anchorage to allow the next vessel to berth. However, said vessel shall be allowed to berth again, provided that cargoes for loading are ready, unless another vessel is allowed to take the berth temporarily by the Authority.

p) Domestic vessels may be allowed by the Authority to dock at berths designated for foreign vessels if there are no other vessels waiting to dock at such berths.

q) Shut-down time caused by heavy rains and other major calamities or accidents which will restrain work on a vessel shall be excluded from the time limitation prescribed herein. However, breakdown of lifting gears and also loading of fresh water, bunkering and victualling which should be done simultaneously with cargo handling operations shall not be considered as reason for time extension.

Sec. 30. Prohibitions on Berthings. -

a) Double-banking of vessels shall not be allowed except with prior permit from the Authority, provided, that in case of damage resulting therefrom, the Authority shall not be responsible.

b) No vessel shall be allowed to undertake any repair while at berth unless with prior permit from the Authority.

c) Tugboats shall not leave their barges/lighters while at berth, otherwise, the Authority shall cause their removal at the owner's expense, without prejudice to the penalty prescribed in these Regulations.

d) No movement/shifting of vessels at berth shall be allowed without prior knowledge of, and permission from, the Authority.

e) No master of any vessel shall leave his vessel lying at berth or anchorage without stationing on duty the next ranking officer with proper authority and adequate men to move the vessel when so ordered by the Authority. Failure to do so shall empower the Authority to remove the vessel at vessel's expense, without prejudice to the penalty prescribed in these Regulations.

Sec. 31. Authority's Discretion. - Nothing prescribed in the above regulations on berthings shall preclude the discretionary power of the Authority to direct the movement of any vessel if the Authority finds it necessary under the circumstances to do so in the best interest of the public. Any expense incurred in complying with the direction or order of the Authority shall be borne by the vessel concerned.

Sec. 32. Time Limitation at Berth. - Based on standard output of the arrastre, a time limitation at berth of cargo vessels shall be determined by the volume of cargo to be handled in the controlling hatch or 48 hours whichever is earlier.