

TANGGAPAN NG KOMANDANTE
(OFFICE OF THE COMMANDANT)
PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(HEADQUARTERS PHILIPPINE COAST GUARD)
139 25th Street, Port Area
Manila

18 August 1997

HPCG/CG-10

MEMORANDUM CIRCULAR
NUMBER 04 - 97

SPECIAL RULE AND REGULATION PRESCRIBING
NAVIGATION ALONG PASIG RIVER

I. REFERENCE/AUTHORITY:

- A. RA 5173, as amended, known as Philippine Coast Guard Law.
- B. Convention on International Regulation for Preventing Collision at Sea 1972 as amended by International Maritime Organization (IMO) twelfth regular session on 19 November 1981.

II. PURPOSE:

This Memorandum Circular prescribes the provisions in the conduct of safe navigation along Pasig River.

III. SCOPE:

This Memorandum Circular applies to all ships/barges/ferry boats/ fish carriers operating in the Pasig River.

IV. DEFINITION OF TERMS:

For the purpose of this Memorandum Circular, the following terms are defined as follows:

- A. Ship or vessel - includes every description of watercrafts or other conveyances used or capable of being used as means of transportation using inland waterways.
- B. Tug boats - are vessels designed primarily for towing operations.
- C. Ferry boats - are passenger vessels designed and operated only inside bays, harbors and rivers.

D. Self-propelled barges are operated and propelled by its own propulsion system for navigation purposes.

E. Tankers - are vessels designed primarily for the carriage of petroleum, chemical or liquid cargoes.

F. Privileged vessels - are vessel which are required by the rules of the road to maintain its speed and course during crossing situation.

G. Burdened vessels - are vessels which are required by the rules of the road to give way to other vessels during crossing situation.

H. Master or Patron - any person who qualified himself thru education and experience duly licensed by PRC.

I. Shipowner - natural or juridical person who operates and manages a vessel or any other cargoes.

V. POLICY:

The Philippine Coast Guard being the government agency responsible in the promotion of safety of life and property in the territorial waters of the Philippines, shall prescribe applicable regulations and take appropriate steps in order to preclude hazards to navigation caused by derelicts or objects on all navigable waters including bays and rivers, particularly Pasig River, for safe passage.

VI. GENERAL PROVISIONS:

A. All tankers navigating on the river, if loaded with petroleum products, shall show a blinking red light on top of the bridge with 360 degrees visibility with a range of 3 miles in addition to the lights prescribed in the Convention of International Rules for Preventing Collision at Sea 1972 when navigating during night time. Further, they shall have operating whistle on board at all times.

B. All tug boats, self-propelled barges, fish carriers, ferry boats and other watercrafts traversing the Pasig River, shall have on board for ready use a search light or strong 5 to 7 cell flash lights to locate and identify derelict markers and for emergency use, such as man over-board or any rescue operation.

C. Vessels going-up river (bound for Laguna de Bay) shall give way to vessels going down-river (bound for Manila Bay) in accordance with the rules of the road.

D. Vessels crossing the river shall give way to vessels going up or down which have the right of way at all times.

E. Overtaking is prohibited in approaching a bend or in passing under the bridge.

F. In case of approaching a curve or passing under the bridge, both vessels shall sound three (3) long blasts on the whistle, to give advance caution to approaching vessels and observe the rules of the road.

G. Tug boats in towing operations shall be deemed privileged vessels in a crossing situation.

H. When two (2) tug boats in towing operations are meeting, the tug boat which is navigating down river (bound for Manila Bay) is deemed to be the privilege/ vessel and the other tug boat, the burdened vessel, which shall give way.

I. All vessels passing the vicinity of ferry boats landing shall slow down to avoid damages to the ferry boats caused by its waves. Likewise, ferry boats shall slow down in Pandacan area (From Nagtahan bridge - Pandacan bridge).

J. Any sighting of new derelicts by all vessels transiting the river which are hazard to navigation shall be immediately reported to the PCG by the Master or Patron.

K. All vessels operating along the river shall have a marine VHF radio with exclusive frequency/ channel on board in order to be able to communicate with each other and make known the steps or actions they will undertake to promote safe navigation or in conduct of rescue operations, (calling channel 6, working channel 79).

L. All vessels passing the vicinity of Malacañang Palace shall be subject to security inspection by Presidential security waterborne personnel. Thereafter, they shall speed up to shortest transit time to clear Malacañang restricted area.

M. In case of accident involving watercrafts, navigation in the vicinity of the accident shall cease until cleared/verified by PCG.

VII. EMERGENCY PROVISIONS:

In compliance with the above provisions, and if risk of collisions imminent, the Master or Patron of the vessels shall take all available means and appropriate actions to avoid collision.

VIII. PENAL PROVISIONS:

A Master or Patron and shipowner found violating any provisions of this Memorandum Circular shall be liable for the following without prejudice to the penalties that may be further imposed by the Board of Marine Inquiry as a result of a maritime accident:

- A. First Offense - Warning and fine of One Thousand Pesos (P1,000.00)
- B. Second Offense - Three Thousand Pesos (P3,000.00) fine and a recommendation for suspension of license.
- C. Third Offense - Five Thousand Pesos (P5,000.00) fine and a recommendation for revocation of his license.


IX. RESPONSIBILITY:

A. Master or Patron of ships or vessels shall be held responsible for any loss of life and property as a result of any deviation or non-compliance with the provisions of this Memorandum Circular.

B. First Coast Guard District Commander shall be responsible for the strict implementation of this Memorandum Circular.

X. EFFECTIVITY:

This Memorandum Circular shall take effect 30 days after publication in two (2) newspapers of general circulation.


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