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PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS (HEADQUARTERS, PHILIPPINE COAST GUARD) 139 25th Street, Port Area

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MEMORANDUM CIRCULAR

> RULES AND REGULATIONS ON PREVENTION, CONTAINMENT, ABATEMENT AND CONTROL OF OIL MARINE POLLUTION BY OIL TANKERS AND PROVIDING PENALTIES THEREOF

AUTHORITY

REFERENCES

HPCG/CG9

- 1. Republic Act No. 9993: The Philippine Coast Guard Law of 2009 and Its Implementing Rules and Regulations;
- 2. Republic Act No. 9483: Oil Pollution Compensation Act of 2007 and Its Implementing Rules and Regulations;
- 3. Republic Act No. 9275: Philippine Clean Water Act of 2004 and Its Implementing Rules and Regulations,
- Republic Act No. 8550: The Philippine Fisheries Code of 1998; as amended
- Presidential Decree No. 979: Marine Pollution Decree of 1976; and Presidential Decree No. 602: National Oil Pollution Operations Center Decree.

- 1. Republic Act No. 7586: National Integrated Protected Areas System Act of 1992 (NIPAS Act);
- 2. Presidential Decree No. 1152: Environmental Code of the Philippines;
- 3. National Oil Spill Contingency Plan (NOSCOP);
- 4. Annex I of the International Convention for the Prevention of Pollution from Ships, MARPOL 73/78;
- International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC);
- International Convention on Civil Liability for Oil Pollution Damage (CLC);

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6.7. International Oil Pollution Compensation Fund 1992;

7.8. International Safety Guides for Oil Tankers and Terminals (ISGOTT); and 8. Supreme Court Administrative Matter No. 09-6-8-C (Rules of Procedure for Environmental Cases).

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REGULATION 1 PURPOSE

To establish the policy and provide the rules and regulations for an effective prevention, containment, abatement and control of oil marine pollution by Oil Tanker within the Philippine maritime jurisdiction in accordance with the abovementioned laws and to provide penalties for violations thereof.

REGULATION 2 SCOPE

This Memorandum Circular, unless expressly provided otherwise, shall apply to all Philippine registered Oil Tankers either sea going International Trade or operating domestically within the Philippine maritime jurisdiction including ports, coastlines, lakes and their tributaries.

The Port State Control inspection regime shall apply to all foreignvessels operating within the Philippine maritime jurisdiction. Further, these foreign vessels shall be covered by the whole regulations of the International Convention on the prevention of Pollution from Ships, as amended (MARPOL 73/78) and relevant provisions of National laws rules and regulations including this Memorandum Circular.

The Port State Control inspection regime shall apply to all foreign vessels operating within the Philippine maritime jurisdiction. Further, these foreign vessels shall be covered by (by the whole) International Convention on Marine Pollution 73/78 as amended and relevant provisions of National laws rules and regulations including this Memorandum Circular.

The Port State Control inspection regime shall apply to all foreign vessels operating within the Philippine maritime jurisdiction. Further, these foreign vessels shall be covered by the whole regulations of the International Convention on the prevention of Pollution from Ships, as amended (MARPOL 73/78) and relevant provisions of National laws rules and regulations including this Memorandum Circular.

REGULATION 3 EXEMPTIONS

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Naval warships and government-owned vessels not used for commercial purposes are exempted from the provisions prescribed in this Circular. However, these vessels should take appropriate measures to prevent discharges of oil and other matters that may cause marine pollution and should report all marine pollution incidents to the Philippine Coast Guard.

REGULATION 4 DEFINITION OF TERMS

For the purpose of this circular, the following terms shall be defined as:

- 1. 1992 Civil Liability Convention— means the 1992 International Convention on Civil Liability for Oil Pollution Damage
- 2. Aquatic Pollution the introduction by human or machine, directly or indirectly of substances or energy to the aquatic environment which result or is likely to result in such deleterious effects as to harm living and non-living aquatic resources, pose potential and/or real hazard to human health, hindrance to aquatic activities such as fishing and navigation, including dumping/disposal of waste and other radioactive, noxious or harmful liquid, gaseous or solid substances from any water, land or air transport or other human-made structure.
- 3. Black Products refers to petroleum products including but is not limited to crude oil, fuel oil, heavy diesel and lubricating oil;
- 4. Claims- a demand made in writing to compensate pollution damage and to include prevention, protection, clean-up and rehabilitation cost resulting from oil spill;
- Consequential Loss loss incurred as a result of being unable to use business property or equipment;
- Crude Oil-means any liquid hydrocarbon mixture occurring naturally in the earth whether or not treated to render it suitable for transportation and includes:
 - 6.1 Crude oil from which certain distillate fractions may have been removed; and
 - 6.2 Crude oil to which certain distillate fractions may have been added
- 7. Deficiency a condition found not to be in compliance with the requirements of the relevant marine environmental protection (MEP) regulations;
- Delivered on or before 31 December 1979 Oil Tanker of 150 GT and above delivered on or before 31 December 1979 means a ship:

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- 8.1 for which the building contract is placed after 31 December 1975;or
- 8.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or before 30 June 1976; or
- 8.3 the delivery of which is on before 31 December 1979; or
- 8.4 which has undergone a major conversion:
 - 8.4.1 for which the contract is placed after 31 December 1975; or
 - 8.4.2 in the absence of contract the construction work of which is begun on or before 30 June 1076; or
 - 8.4.3 which is completed on or before 31 December 1979.
- 9. Delivered on or after 1 January 2010 Oil Tanker of 150 GT and above delivered on or after 1 January 2010 which has installed a sea chest that is permanently connected to the cargo pipeline system shall be equipped with both a sea chest valve and an inboard isolation valve.
 - 9.1 For which the building contract is placed on or after 1

 January 2007; on
 - 9.2 In the absence of building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2007, or
 - 9.3 the delivery of which is on or after 1 January 2010; or
 - 9.4 which has undergone a major conversion;
 - 9.4.1 for which the contract is placed on or after 1 January
 - 9.4.2 in the absence of a contract, the construction work of which is begun on or after 1 July 2007; or
 - 9.4.3 which is completed on or after 1 January 2010.
- 10. **Delivered after 1 June 1982 -** Every crude Oil Tanker of 20,000 tons deadweight and above delivered after 1 June 1982 shall be provided with segregated ballast tanks means ship:
 - 10.1 for which the building contract is placed after 1 June 1979; or
 - 10.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 1 January 1980; or
 - 10.3 the delivery of which is after 1 June 1982 which has undergone a major conversion:
 - 10.3.1 for which the contract is placed after 1 June 1979, or
 - 10.3.2 in the absence of a contract, the construction work of which is begun after 1 January 1980; or
 - 10.3.3 which is completed after 1 June 1982.

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- 10.4 Every Oil Tanker of 70,000 tons deadweight and above delivered after 31 December 1979 means a ship:
 - 10.4.1 for which the building contract is placed after 31December 1975; or
 - 10.4.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 30 June 1976: or
 - 10.4.3 the delivery of which is after 31 December 1979; or
 - 10.4.4 which has undergone a major conversion:
 - 10.4.4.1 for which the contract is placed after 31 December 1975; or
 - 10.4.4.1 in the absence of the contract, the construction work of which is begun after 30 June 1976; or

10.4.4.2 which is completed after 31 December 1979; or

8-11. Discharge— means any release of harmful substances or effluents containing such substances howsoever caused from a ship or facility and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying;

12. **Effluent-** discharge from vessels and other known sources which is passed into a body of water or land, or wastewater flowing out of a domestic, commercial, industrial and recreational facilities;

13. Existing Ship-means a ship which is not a new ship.

-(a) Major conversion means a conversion of an existing ship:

(i) which substantially alters the dimensions or carrying capacity of the ship; or

(i) which changes the type of the ship; or

(ii) which changes the type of the ship; or

iii) the intent of which in the opinion of the Administration is substantially to prolong its life; or

the intent of which in the opinion of the Administration is substantially to prolong its life; or

(iv) which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship.

9-14. **Facilities-** shall include power plants, shipyards, oil refineries, oil depots, terminals, ports jetties, oil rigs either fixed or floating platforms, cargo terminals, ferry terminal facilities and other establishments capable of causing oil pollution within Philippine maritime jurisdiction;

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- 40.15. Initial Oil Spill Response pertains to the immediate response required to prevent or mitigate further damage of oil pollution in the affected area.
- 44.16. In rem Latin term which means "against a thing," pertains to legal action directed toward the property rather than toward a particular person;
- 42.17. **Lien –** a right to keep possession of property belonging to another person until a debt owned by that person is discharged;
- 43.18. Marine Protected Area- a water area within the Philippine maritime jurisdiction declared under existing laws as marine parks, marine sanctuaries including <u>but not limited to</u> reefs, shoals, mangroves, atolls such as Tubattaha Reefs, Verde Island Passage, Sulu Sulawesi water area and other areas to be declared as such:
- 19. MARINA means Maritime Industry Authority;
- 20. New Ships/Tankers
 - 20.1 for which the building contract is placed after 31 December 1975; or
 - 20.2 in the absence of a building contract, the keel of which is laid or
 - 20.3 which is at similar stage of construction after 30 June 1976; or
 - 20.4 the delivery of which is after 31 December 1979; or
 - 20.5 which has undergone a major conversion;

(ii) for which the contract is placed after 31 December (ii) In the absence of a contract, the construction work of which is begun after 30 June 1976; or

(iii) which is completed after 31 December 1979.

14.

- 45-21. Oil- petroleum in any form including crude oil, fuel oil, sludge, oil refuses refined products (except petrochemicals which are subject to the provisions of Annex II of MARPOL 73/78), oil mixed in dredge spoils, and substances listed in the Annex 1 of this Circular;
- 22. Oil Marine Pollution release or escape of oil into the marine areas from water to shore and vice versa, from ships, Oil Tankers, offshore sources, coastal facilities and other human activities which impaired the marine environment.
- 46.23. Oil Spill Contingency Plan (OSCP)
- 47.24. Oil Spill Dispersant- any chemical substance or a combination of substances that breaks oil into particles such that it facilitates the dispersion, evaporation and biodegradation of the oil;

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48.25. Oil Spill Response (OSR)- any oil spill response operation or activity for prevention, containment, abatement and control of oil pollution in Philippine maritime jurisdiction;

49.26. Oil Spill Prevention and Response Organization (OSPROSRO). an entity duly accredited by the PCG authorized to provide oil spill prevention and response services in the event of oil spill within the Philippine maritime jurisdiction:

- 20.27. Oil Tanker- a ship constructed or adapted primarily to carry oil in bulk in cargo spaces and includes combination carriers, any Noxious Liquid Substance (NLS) Oil Tanker as defined in Annex II MARPOL 73/78 and gas carrier as defined in SOLAS 74 when it is carrying a cargo or part cargo of oil in bulk.
- 21.28. Oily mixture—a mixture with any oil content;
- 22.29. Owner means the person registered as the owner of the vessel or Oil Tanker or, in the absence of registration, the person or persons owning the Ship. However, in case of a Ship owned by a State and operated by a company which in that State is registered as the Ship's operator, "Owner" shall mean such company
- 23.30. PCG- shall mean the Philippine Coast Guard.
- 24.31. Philippine Maritime Jurisdiction (Philippine Waters)— include all of water within the Philippine territory such as lakes, rivers, streams, creeks, brooks, ponds, swamps, lagoons, gulfs, bays and seas and other bodies of water now existing or which may hereafter exist in the provinces, cities, municipalities, and barangays and the waters around, between and connecting the islands of the archipelago regardless of their breadth and dimensions, the territorial sea, the sea beds, the insular shelves, and all other waters over which the Philippines has sovereignty and jurisdiction including the 200-nautical miles Exclusive Economic Zone and the continental shelf.
- 26.32 Persistent Oil- oil which are normally classified as persistent include oils, fuel oils, heavy diesel and lubricating oils;
- 26.33. Pollution damage means:

28.1

28.2 Loss or damage caused outside the ship by contamination resulting from the escape or discharge of oil from the ship, wherever such escape or discharge may occur, provided that compensation for impairment of the environment other than loss of profit from such impairment shall be limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken;

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- 28.333.2 The costs of preventive measures and further loss or damage by preventive measure.
- 27.34. Precautionary Principle a principle of law which states that when activities may lead to threats of serious and irreversible damage to the environment that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that threat.
- 28.35. Preventive Detention preventive measure taken by the Marine Environmental Protection (MEP) Officer when the condition of the ship does not correspond substantially with the applicable MEP laws/regulations to ensure that the ship will not sail until it can proceed to sea without presenting danger to the ship or person on board or without presenting any threat of harm to the marine environment;
- 29.36. Preventive Measure means any reasonable measures taken by any person after an incident has occurred to prevent or minimize pollution damage.
- 30.37. Prima Facie Evidence evidence sufficient in law to raise a presumption fact or establish the fact in question unless rebutted.
- 31.38. Produced Water— water that is produced along with the oil and gas during extraction from oil wells;
- 32.39. Polluter Pays Principle a general principle of international law which states that the costs of environmental control fall primarily on the polluters.
- 33.40. Pure Economic Loss financial damage suffered as the result of the negligent act of another party which is not accompanied by any physical damage to a person or property;
- 31.41. Response Operation the execution of oil spill response measures including but not limited to assessment of the incident, skimming, dispersing, shoreline protection and shoreline cleaning. The duration of each response operation shall depend on the circumstances of the oil incident to be determined by the Commander of the concerned Coast Guard District for Tier I and Tier II Spill upon consultation with the Marine Environmental Protection Command (MEPCOM), Local Government Unit/s (LGU/s) and other concerned government agencies. In Tier III Spill the Commandant, Philippine Coast Guard with the recommendation of CMEPCOM upon consultation with the concerned LGU/s, Coast Guard District and other government agencies shall determine the duration of the response and termination operation;
- 35.42. Special area- a sea area within the Philippine maritime jurisdiction where recognized technical reasons in relation to its oceanographical oceanographically and ecological condition and to the particular character of its traffic the adoption of special mandatory methods

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for the prevention of sea pollution by oil is required or any other sea area as may be defined by existing law;

36.43. Threat of Oil Spill – when no actual discharge of oil has occurred but is a probability that one could due to damage, failure or breakdown which affects the safety of the ship or failure or breakdown of machinery which results in impairment of the safety of navigation.

44. **Tier Level/ Classification-** shall be based on the following criteria:

- 40.1 Tier I Spill- a discharge of less than 10,000 (10 m³) liters of oil;
- 40.2 Tier II Spill- a discharge of 10,000 to 1,000,000 (1000 m³) liters of oil:
- 40.3 Tier III Spill- a discharge of more than 1,000,000 (1000 m³) liters of oil:

However, in the determination of <u>initial</u> tier level/ classification response, due consideration shall be taken based on the Environmental <u>Impact</u> of the oil spill as <u>an initial</u> assess<u>mented in accordance</u> with <u>Net Environmental Benefit Analysis (NEBA) by the PCG.</u>

38.45. Vessel— means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air cushion vehicles, submersibles, floating craft and fixed or floating platforms, may be used synonymously with ship;

REGULATION 5
POLICIES

- 1. The "precautionary principle" and the "polluter pays principle" as embodied in applicable laws and international conventions are to be fully adopted in the application, enforcement and interpretation of any of the provisions in this Circular, as well as in any dispute or adjudication arising from or in connection with this Circular.
- All Oil Tanker including power barges are required to prevent and control
 pollution of the marine environment by oil and the minimization of accidental
 discharge of such substance, likewise the same are strictly accountable for
 any and all liabilities arising from oil marine pollution.
- 3. The PCG shall conduct inspections of all Philippine flagged Oil Tanker entering or within the territory of the Philippines, to determine compliance of pertinent national laws and PCG MEP rules and regulations. Provided, that such inspections shall not cause undue delay to the vessel.
- 4. The PCG shall conduct Port State Control Inspections of all foreign oil tankers ships entering or within the territory of the Philippines, to determine compliance to International Convention for the Prevention of Pollution from

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Ships 73/78 as amended and pertinent national laws and PCG MEP rules and regulations. Provided, that such inspections shall not cause undue delay to the Ships.

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- 5. All bunkering/transferring operations shall be carried out in accordance with the International Safety Guide for Oil Tankers and Terminals (ISGOTT).
- Oil Tankers covered under this circular shall report the oil spill incident immediately or within three (3)one (1) hours to the nearest PCG unit from its occurrence.
- 7. All certificates, documents and contracts required by this Circular and other PCG rules and regulations shall be onboard. The PCG Accreditation Certificate of Oily Water Separator should be presented upon inspection of the Oil Tanker on its original form. Presentation of PCG accreditation certificate or PCG units' authenticated copies thereof shall constitute compliance of the requirements of this circular.
- 8. All vessels/oil tankers exempted from complying with the provisions under this Circular are encouraged to undertake necessary measures to prevent damage from oil marine pollution and ensure the protection of marine environment from harmful effects.
- The <u>oil tanker Master</u> shall maintain an Inspection Record Book (which shall serve as a permanent record of all deficiencies discovered in the course of every inspection. (See Annex 9)
- 10. A record book which the master intends to utilize as the vessel/s Inspection Record Book shall be submitted to the PCG. All entries in the registered record book shall be in chronological order and no page therein shall be removed, deleted or erased. Any correction in the entry therein shall be countersigned by the person making the correction;
- 11. No registration of Inspection Record Book shall be made unless a fee of Php 500 is fully paid. Such registration shall be valid for three years.
- 42.11. In pursuit of effective regulatory framework for the prevention, abatement, containment and control of oil marine pollution, the role of the private sector and the market-driven forces are hereby recognized and affirmed.

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PROHIBITION

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1. PROHIBITED ACTS

It shall be unlawful for any person or entity, including Oil Tanker (regardless of tonnage) and facilities engaged in cargo and ferry transport, to:

1.1 Discharge of oil or oily mixture from machinery space bilges of oil tankers including but not limited to tank cleaning, deck washing, crude oil washing and any other ships when mixed with cargo oil residue or when transferred to slop tanks;

- 1.2 Discharge from cargo pump room bilges of Oil Tanker;
- 1.3 Discharge into the sea of oil or oily mixture from an Oil Tanker while in a special area;

2. EXCEPTIONS

- 2.1 The discharge into the sea of oil or oily mixture is necessary for the purpose of securing the safety of a ship or saving life at sea; or
- 2.2 The discharge into the sea of oil or oily mixture resulting from damage to an oil tanker ship or its equipment; *Provided*, that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and except if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result; or
- 2.3 Any discharge into the sea of oil or oily mixture from oil tanker shall be prohibited except when all of the following conditions are satisfied:
 - 2.3.1 -The Oil Tanker is not within a special area;
 - 2.3.2 The Oil Tanker is more than 50 nautical miles from the nearest land;
 - 2.3.3 The Oil Tanker is proceeding en route;
 - 2.3.4 The instantaneous rate of discharge of oil content does not exceed (30) liters per nautical mile;
 - 2.3.5 The total quantity of oil discharge into the sea does not exceed for existing Oil Tanker 1/15,000 or 15 ppm of the total quantity of the particular cargo of which the residue formed a part; and

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2.3.6 The Oil Tanker has in operation an oil discharge monitoring and control system, oil water separator and a slop tank arrangement.

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3. Upon the oil tanker's ship's arrival at port, the exceptions provided in subparagraph (2.1) and (2.2) above.

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4. The oil residues which cannot be discharged into the sea in compliance with paragraphs (1) and (2) shall be retained on board for subsequent discharge to reception facilities.

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 In instances where the discharge of oil or oily mixture is allowed under this Circular, irrespective of volume, the owner and/or master or any person in charge of the <u>oil tanker ship</u> shall <u>immediately notify (or within one (1) hour)</u> the nearest PCG unit.

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REGULATION 7

MARINE ENVIRONMENTAL PROTECTION (MEP) REQUIREMENTS

1. All oil tankers shall ensure that any oil mixture discharged into the open sea shall have an oil content of not more than 15 parts per million (ppm). Effluent discharges in ports and harbors to include other navigable lakes and rivers shall not exceed the water quality standards.

For OIL TANKERS

equipment or filtering system duly approved by the PCG to ensure that any oil mixture discharged into the open sea after passing through the separator or filtering system shall have an oil content of not more than 15 parts per million (ppm). Effluent discharges in ports and harbors to include other navigable lakes and rivers shall not exceed the water quality standards.

-2. Oil Tanker of 50 GT and above shall be fitted with an oil-water separating equipment or filtering system duly approved by the PCG to ensure that any oil mixture discharged into the open sea after passing through the separator or filtering system shall have an oil content of not more than 15 parts per million (ppm). Effluent discharges in ports and harbors to include other navigable lakes and rivers shall not exceed the water quality standards.

- 2-3. Oil Tanker of 150 GT and above delivered on or before 31 December shall be provided with slop tank arrangements or combination of slop tank that have an adequate capacity necessary to retain the slop generated by tank washings, oil residues and dirty ballast residues.
- 3.4. Oil Tanker of 150 GT and above delivered on or after 1 January 2010 has installed a sea chest that is permanently connected to the cargo pipeline system shall be equipped with both a sea chest valve and an inboard isolation valve.

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4.5. Oil Tankers of 150 GT and above shall be fitted, in addition to oil- water separating equipment, with an oil discharge monitoring and control system.

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5-6. Every crude Oil Tanker of 20,000 tennestons deadweight and above delivered after 1 June 1982 shall be provided with segregated ballast tanks.

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6-7. Every Oil Tanker of 70,000 tennestons deadweight and above delivered after 31 December 1979 shall be provided with at least two (2) slop tanks.

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- 7-8. Every Oil Tanker operating with crude oil washing systems shall be with an Operations and Equipment Manual detailing the system and equipment and specifying operational procedures. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.
- 8-9. All transferring or unloading operations by any Oil Tanker involving but not limited to petroleum products shipments from ship to shore or vice versa and from ship to ship shall notify the PCG prior the conduct of bunkering/transferring operations. (Non compliance)
- 9.10. The contract with an OSPROOSRO, a signed copy of which shall be kept onboard, must be valid and subsisting upon entry into Philippine territory and during the entire course of the Oil Tanker's voyage in the Philippine maritime jurisdiction. The form and contents of such contract shall substantially conform to the specifications outlined in Annex 43.
- 10.11. In case of Foreign-registered Oil Tankers, the contract with an OSPROSRO shall be entered through a local agent or Designated Person Ashore (DPA).
- 11.12 Pursuant to R.A. No. 9483, all Oil Tankers carrying more than two (2,000) cubic meters or more of Oil in bulk as cargo shall be required to have a valid certificate of insurance or financial security for pollution damage to be allowed entry into Philippine territory or its exclusive economic zone. With respect to foreign registered ship by a State which is a member to the 1992 Civil Liability Convention, such certificate of insurance or other financial security shall be issued by its Flag-State.
- 42.13. The mandatory insurance to cover liabilities arising from pollution and removal under prevailing MARINA rules and regulations shall be understood to cover cost and expenses for actual oil spill response operations conducted by an OSPROOSRO pursuant to the provisions of this Circular.
- <u>13.14. All other Certificates and/or documents required by other existing PCG Memorandum Circulars which may be applicable in the present circumstances.</u>
- 44.15. Chemical Dispersant to be used during any oil spill shall be duly and approved by the PCG.

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- 15.16. Use of chemical dispersant during any oil spill shall be approved by the (15 and 16 same)
- 46.17. All shipping companies shall provide for a system of collection and of all types of waste accumulated aboard ship not withstanding public port reception facilities and Oily Waste Collector duly approved by the PCG.
- 18. Every oil tanker 50 gross tonnage and above shall carry on board
 Shipboard Oil Pollution Emergency Plan (SOPEP) and SOPEP requirement
 approved by the PCG:

A. 15 GT and below 50 GT

A. 15 GT and below 50 GT	
REQUIRED	REQUIRED QUANTITY
MARPOL EQUIPMENT	
1) Wooden Scupper Plugs, Various	Small Wooden Plugs as required
Sizes	according to the number of
	scupper lips of the ship
	Large Wooden Plugs as required
	according to the number of
	scupper lips of the ship
2) Oil Mops, deck brush with long	1 sets
handle and buckets	
3) Oil Spill Dispersant	5 pails (16 liters each)
4) Backpack or Mechanized Sprayer	1 Backpack Sprayer
5) Oil Spill Kit 416 (416L Capacity	<u>,1 set</u>
0) 144 (5)	0 1 1 1 1
6) Waste Disposal Bag	2 each Yellow Temporary Disposal
TO CHILL D	Bags & Ties 30"x6"x60"
7) Utility Box	48" x 31' x 31.5" Utility Box with
	wheels
8) Personnel Protective Equipment	2 Pairs Nitrile Gloves
(PPE)	2 each Safety Goggles
	2 each Tyvek Coveralls Extra Large
	2 pairs Latex Boots or Chemical
	Resistant Boots

В.	50	GT	but	not	more	than	150	GT.

REQUIRED	REQUIRED QUANTITY		
MARPOL EQUIPMENT	-		
1) Wooden Scupper Plugs, Various	Small Wooden Plugs as required		
<u>Sizes</u>	according to the number of scupper lips of the ship		
	-		

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	Large Wooden Plugs as required
	according to the number of
	scupper lips of the ship
2) Oil Mops, deck brush with long	<u>2 sets</u>
handle and buckets	
3) Oil Spill Dispersant	<u>1 drum</u>
4) Backpack or Mechanized Sprayer	1 Backpack Sprayer
5) Oil Spill Kit 416 (416L Capacity):	<u>1 set</u>
6) Waste Disposal Bag	4 each Yellow Temporary Disposal
	Bags & Ties 30"x6"x60"
7) Utility Box	48" x 31' x 31.5" Utility Box with
	wheels
8) Personnel Protective Equipment	2 Pairs Nitrile Gloves
(PPE)	2 each Safety Goggles
	2 each Tyvek Coveralls Extra Large
	2 pairs Latex Boots or Chemical
	Resistant Boots

A.C. 150 50-GT but not more than 400 GT				
REQUIRED	REQUIRED QUANTITY			
MARPOL EQUIPMENT				
1) Shall comply with International				
Safety Guides for Oil Tankers and				
Terminals (ISGOTT)				
2) Oil Spill Boom	Minimum of 1.5 x length overall			
	(fence type)			
23) Wooden Scupper Plugs, Various	Small Wooden Plugs as required			
Sizes	according to the number of			
	scupper lips of the ship			
	<u> </u>			
	Large Wooden Plugs as required			
	according to the number of			
	scupper lips of the ship			
34) Oil Mops, deck brush with long	2 sets			
handle and buckets	<u> </u>			
5) Empty Drum with portable cover	<u>4 drums</u>			
4)6) Oil Spill Dispersant	2 drums			
57) Backpack or Mechanized Sprayer	2 Backpack Sprayer			
68) Oil Spill Kit 416 (416L Capacity):	1 set composed of the items below:			
8.1) Sorbent Pads	100 each White Heavy Weight			
	Pads 15"x19			
8.2) Sorbent Booms	4 each White Oil Only Sock/Net			
	Boom 5"x10'			

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900ano 2019		
	2 each White Oil - Only Sock/Net	
	Boom 8"x20'	
8.3)Sorbent Pillows	2 each Red Oil - Only Sorbent	
	Pillows 6"x16"x21"	
	4 each White Oil Only Sorbent	
	Pillows 8"x18"	
79) Waste Disposal Bag	4 each Yellow Temporary Disposal	
	Bags & Ties 30"x6"x60"	
810) Utility Box	48" x 31' x 31.5" Utility Box with	
	wheels	
911) Personnel Protective Equipment	2 Pairs Nitrile Gloves	
(PPE)	2 each Safety Goggles	
	2 each Tyvek Coveralls Extra Large	
	2 pairs Latex Boots or Chemical	
	Resistant Boots	

₿. D.	_400 GT but not more than 1 <mark>0,00</mark> 0 G	T,

REQUIRED	REQUIRED QUANTITY	_
MARPOL EQUIPMENT	REQUIRED QUANTITI	
1) Shall comply with International Safety		
Guides for Oil Tankers and Terminals		
(ISGOTT)		
2)1) Wooden Scupper Plugs, Various	Small Wooden Plugs as required	
Sizes	according to the number of scupper	
	lips of the ship or 6 sets Small	
	Wooden Plugs.	
	Large Wooden Plugs as required	
	according to the number of scupper	
	lips of the ship or 6 sets Large	
	Wooden Plugs	
Oil Mops, deck brush with long	,6 sets	
handle and buckets	<u> </u>	
4) Empty Drum with portable cover	12 drums	
5)3) Oil Spill Dispersant	6 drums	
6)4) Backpack or Mechanized	6 Backpack Sprayer	•
SprayerBackpack Sprayer		
7)_Oil Spill Kit 416 (416L Capacity):	3 sets composed of the items below"	
7.1) Sorbent Pads	100 each White Heavy Weight Pads	
<u>5)</u>	15"x19	_
7.2) Sorbent Booms	4 each White Oil - Only Sock/Net	
	Boom 5"x10'	
	2 each White Oil - Only Sock/Net	
	Boom 8"x20'	
7.3) Sorbent Pillows	2 each Red Oil Only Sorbent	
	Pillows 6"x16"x21"	
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Pillows 8"x18" 4 each Yellow Temporary Disposal Bags & Ties 30"x6"x60" 9)7) Utility Box 48" x 31' x 31.5" Utility Box with wheels 6 Pairs Nitrile Gloves 6 each Safety Goggles 6 each Tyvek Coveralls Extra Large		4 each White Oil - Only Sorbent	
Bags & Ties 30"x6"x60" 9)7) Utility Box 48" x 31' x 31.5" Utility Box with wheels 10)8) PPE 6 Pairs Nitrile Gloves 6 each Safety Goggles		Pillows 8"x18"	
9)7) Utility Box 48" x 31' x 31.5" Utility Box with wheels 10)8) PPE 6 Pairs Nitrile Gloves 6 each Safety Goggles	8)6) Waste Disposal Bag	4 each Yellow Temporary Disposal	١.
wheels 6 Pairs Nitrile Gloves 6 each Safety Goggles	_	Bags & Ties 30"x6"x60"	
40)8) PPE 6 Pairs Nitrile Gloves 6 each Safety Goggles	9)7) Utility Box	48" x 31' x 31.5" Utility Box with	١.
6 each Safety Goggles	-	wheels	
	10) 8)_PPE	6 Pairs Nitrile Gloves	
6 each Tyvek Coveralls Extra Large			
N		6 each Tyvek Coveralls Extra Large	
6 pairs Latex Boots or Chemical		6 pairs Latex Boots or Chemical	
Resistant Boots		Resistant Boots	

C.E10,000 GT but not more than 2	0,000 GT	4/
REQUIRED MARPOL EQUIPMENT	REQUIRED QUANTITY	•
Shall comply with International		
Safety Guides for Oil Tankers and		->
Terminals (ISGOTT)		
2)1) Wooden Scupper Plugs, Various	Small Wooden Plugs as required	•
Sizes	according to the number of scupper lips of the ship or 10 sets Small Wooden Plugs	
	Large Wooden Plugs as required	
	according to the number of scupper lips of the ship or 10 sets Large Wooden Plugs	
		4/
3)2) Oil Mops, deck brush with long	.10 sets	47
handle and buckets		
4) Empty Drum with portable cover	20 drums	
5)3) Oil Spill Dispersant	.10 drums	4
6)4) Backpack or Mechanized	10 Backpack Sprayer	4
Sprayer		
7) Oil Spill Kit 416 (416L Capacity):	5 sets-composed of the items below:	
7.1) Sorbent Pads	,100 each White Heavy Weight Pads 15"x19"	
7.2)Serbent Booms	4-each White Oil - Only Sock/Net Boom 5"x10"	$=$ \
	2 each White Oil – Only Sock/Net Boom 8"x20"	$ \setminus$
7.3)Sorbent Pillows	2 each Red Oil Only Sorbent Pillows 6"x16"x21"	•
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	4 each White Oil - Only Sorbent	
	Pillows 8"x18"	
8)6) Waste Disposal Bag	4 each Yellow Temporary Disposal	
-	Bags & Ties 30"x6"x60"	
9)7) Utility Box	48" x 31' x 31.5" Utility Box with	
	wheels	
10)8)_PPE	10 Pairs Nitrile Gloves	
_	10 each Safety Goggles	
	10 each Tyvek Coveralls Extra	
	Large	
	10 pairs Latex Boots or Chemical	
	Resistant Boots	

E	F. New Crude Oil Tanker of 20,000 G	T above	·
	MARPOL EQUIPMENT		

REQUIRED	REQUIRED QUANTITY
1) Shall comply with International	
Safety Guides for Oil Tankers and	
Terminals (ISGOTT)	Y
2)1) Wooden Scupper Plugs, Various	Small Wooden Plugs as required
Sizes	according to the number of scupper
SILOS	lips of the ship or 14 sets Small
	Wooden Plugs
	rrodon riago
	Large Wooden Plugs as required
	according to the number of scupper
	lips of the ship or 14 sets Large
	Wooden Plugs
3)2) Oil Mops, deck brush with long	14 sets
handle and buckets	
4) Empty Drum with portable cover	24 drums
Oil Spill Dispersant	14 drums
6)4) Backpack Sprayer	14 Backpack Sprayer
7) 5) Oil Spill Kit 416 (416L	7 sets composed of the items below:
Capacity)+	
	100 each White Heavy Weight Pads
7.1)Sorbent Pads	15"x19"
7.2)Sorbent Booms	4 each White Oil - Only Sock/Net
	Boom 5"x10'
	2 each White Oil - Only Sock/Net
	Boom 8"x20'
7.3)Sorbent Pillows	2 each Red Oil - Only Sorbent
	Pillows 6"x16"x21"
	4 each White Oil Only Sorbent
	Pillows 8"x18"

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	304.10 20.10
8) <u>6)</u> Waste Disposal Bag	4 each Yellow Temporary Disposal
	Bags & Ties 30"x6"x60"
9) 7) Utility Box	48" x 31' x 31.5" Utility Box with
-	wheels
<u>810</u>) PPE	14 Pairs Nitrile Gloves
	14 each Safety Goggles
	14 each Tyvek Coveralls Extra
	Large
	14 pairs Latex Boots or Chemical
	Resistant Boots

E. G. New Tanker of 70,000 GT and abo	ove.
MARPOL EQUIPMENT	DECLUDED QUANTITY
REQUIRED	REQUIRED QUANTITY
1) Shall comply with International	•
Safety Guides for Oil Tankers and	
Terminals (ISGOTT)	
2)1) Wooden Scupper Plugs,	Small Wooden Plugs as required
Various Sizes	according to the number of scupper lips
	of the ship or 20 sets Small Wooden
	Plugs
	· ·
	Large Wooden Plugs as required
	according to the number of scupper lips
	of the ship or 20 sets Large Wooden
	Plugs
3)2) Oil Mops, deck brush with long	20 sets
handle and buckets	
4) Empty Drum with portable cover	.40 drums ◆
Oil Spill Dispersant	20 drums
6)4) Backpack Sprayer	20 Backpack Sprayer
7)_Oil Spill Kit 416 (416L Capacity):	10 sets composed of the items below:
_	4
5) 7.1)Sorbent Pads	100 each White Heavy Weight Pads
	15"x19"
7.2)Sorbent Booms	4 each White Oil Only Sock/Net
	Boom 5"x10'
	2 each White Oil - Only Sock/Net
	Boom 8"x20'
7.3) Sorbent Pillows	1 0 1 0 1 0 1 0 1 0 1
	2 each Red Oil Only Sorbent Pillows
	6"x16"x21"
	4 each White Oil – Only Sorbent Pillows 8"x18"
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8)6) Waste Disposal Bag	4 each Yellow Temporary Disposal
-	Bags & Ties 30"x6"x60"
9)7) Utility Box	48" x 31' x 31.5" Utility Box with wheels
10) 8)_PPE	20 Pairs Nitrile Gloves
	20 each Safety Goggles
	20 each Tyvek Coveralls Extra Large
	20 pairs Latex Boots or Chemical
	Resistant Boots
(Output to the state of the sta	Left described and the second second second second

(Separate section violations or deficiencies or this should be in section 10)

Requirements	Violation(s)	No. of Offense(s)	<u>Penalty</u>
			Disposition/
			<u>Remarks</u>
<u>Marine</u>	- Not available on	1st Offense	- Rectify within 10
Environmental	<u>board</u>	The Offense	calendar days
Protection	-		- Admin fine of not
Compliance		2 nd Offense	less than
Certificate		Z Onorido	Php50,000.00
(MEPCC)			1 11000,000.00
			<u> </u>
		3rd Offense	<u>- Detain</u>
Oil Spill	- No Contract	1st Offense	- Rectify within 10
Prevention and		17 Offerise	calendar days
Response			- Admin fine of not
Organization		2 nd Offense	less than
(OSPROOSRO)			Php50,000.00
		3 rd Offense	- Detain
		<u>o chense</u>	
Oil Spill	- No approved	1st Offense	- Rectify within 10
Contingency	OSCP	<u>I Ononee</u>	calendar days
Plan (OSCP)	A		- Admin fine of not
		2 nd Offense	less than
			Php50,000.00
		3rd Offense	- Detain
Oil Coill	No record of		Doctify within 40
Oil Spill Responders	- No record of	1st Offense	- Rectify within 10 calendar days
Responders Training	training		
Training (Personnel)		2 nd Offense	- Admin fine of not less than
(reisonnei)		<u>Z Oliciise</u>	Php50,000.00
			- Detain
		3 rd Offense	Dotaiii
			- Rectify within 10
		1st Offense	calendar days
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Oil Record Book	- No approved/		- Admin fine of not	
(ORB)	registered ORB	2 nd Offense	less than	
-	or;		Php50,000.00	
	- Not updated	3rd Offense	- Detain	
		<u> </u>		
Garbage Record	- No approved/	1st Offense	tify within 10 calendar	
Book (GRB)	registered GRB	<u>,i Olielise</u>	<u>days</u>	
	or;	2 nd Offense	in fine of not less than	
	- Not updated	<u>Z Olielise</u>	Php50,000.00	
		3rd Offense	- Detain	
		<u>p </u>		
<u>Garbage</u>	- No approved/	1st Offense	Rectify within 10	
Management	registered GMP	<u>In Oliense</u>	calendar days	
Plan (GMP)	or;		- Admin fine of	
	- Not updated	2 nd Offense	not less than	
			Php50,000.00	
		3 rd Offense	- Detain	

- 17. Oil Tanker of 50 GT and above shall be fitted with an eil water separating equipment or filtering system duly approved by the PCG to ensure that any eil mixture discharged into the open sea after passing through the separator or filtering system shall have an eil content of not more than 15 parts per million (ppm). Effluent discharges in perts and harbers to include other navigable lakes and rivers shall not exceed the water quality standards.
- 18. Qil Tanker of 150 GT and above delivered on or before 31 December 1979 shalls be provided with slop tank arrangements or combination of slop tank that have an adequate capacity necessary to retain the slop generated by tank washings, oil residues and dirty ballast residues.
- 19. Oil Tanker of 150 CT and above delivered on or after 1 January 2010 which has installed a sea chest that is permanently connected to the carge pipeline system shall be equipped with both a sea chest valve and an inboard isolation valve.
- 20. Oil Tankers of 150 GT and above shall be fitted, in addition to oil waters separating equipment, with an oil discharge monitoring and control system.
- 21. Every crude Oil Tanker of 20,000 tennes deadweight and above delivered after 1 June 1982 shall be provided with segregated ballast tanks.
- 22. Every Oil Tanker of 70,000 tonnes deadweight and above delivered after 31. December 1979 shall be provided with at least two (2) slop tanks.
- 23. Every Oil Tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual detailing the system and equipment and

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specifying operational procedures. If an alteration affecting the crude oil washing

- 24. All transferring or unloading operations by any Oil Tanker involving but not limited to petroleum products chipments from chip to chore or vice versa and from chip to chip shall notify the PCG prior the conduct of bunkering/transferring operations.
- 25. The contract with an OSPRO, a signed copy of which shall be kept enboard, must be valid and subsisting upon entry into Philippine territory and during the entire course of the Oil Tanker's veyage in the Philippine maritime jurisdiction. The form and contents of such contract shall substantially conform to the specifications outlined in Annex 3.
- 26. In case of Foreign-registered Oil Tankers, the contract with an OSPRO shall be entered through a local agent or Designated Person Ashore (DPA).
- 27. Pursuant to R.A. No. 9483, all Oil Tankers carrying more than two thousands (2,000) cubic meters or more of Oil in bulk as carge shall be required to have a valid certificate of insurance or financial security for pollution damage to be allowed entry into Philippine territory or its exclusive economic zone. With respect to foreign registered ship by a State which is a member to the 1992 Civil Liability Convention, such certificate of insurance or other financial security shall be issued by its Flag State.
- 28. The mandatory insurance to cover liabilities arising from pollution and wreck-removal under prevailing MARINA rules and regulations shall be understood to cover cost and expenses for actual oil spill response operations conducted by an OSPRO purcuant to the provisions of this Circular.
- 29. All other Certificates and/or documents required by other existing PCG Memorandum Circulars which may be applicable in the present circumstances.
- 30. Chemical Dispersant to be used during any oil spill shall be duly accredited and approved by the PCC.
- 31. Use of chemical dispersant during any oil spill shall be approved by the PCG.
- 32. All shipping companies shall provide for a system of collection and disposal of all types of waste accumulated aboard ship not withstanding public port reception facilities and oil. Waste Collector duly approved by the PCC.

REGULATION 8 SCHEDULE OF FEES

Prescribed fees for the following documents shall be subject to an annual increase based on inflation as determined by the National Economic and Development Authority (NEDA) or any appropriate government agency tasked to declare inflation rates:

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Php500.00

Php500.00

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Prescribed fees for the following documents shall be subject to ten percent (10%) increase per year:

Oil Record Book (ORB Part 1) Registration (Machinery space operation)

2. Oil Record Book (ORB Part 2) Registration (Cargo / Ballast operation)

Vessel/Tanker Inspection Record Book

(VIRB)-- Registration

Php500.00

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(Please refer to the Gov't standard schedule of fees)

REGULATION 9 POLICY ON OIL SPILL INCIDENT

1. GENERAL POLICY

- In case of an oil spill or a threat thereof, the owner and/or master or any person in charge of the oil tanker operating within the jurisdiction of the Philippines or the owners/operators of oil tanker responsible for the oil pollution shall immediately notify within 1 hour to the nearest PCG unit and the appropriate OSPROOSRO, where applicable, giving particulars of the incident. This information shall include the name of ship/s, location, weather condition, type of threat or spill, estimated quantity, type and cargo description of oil spilled, or any other information necessary for initial oil spill response operation. (Can we have a standard format and points of contacts of cp/tel no.?)
- 1.2 The spiller shall have the primary responsibility of conducting oil pollution response operation_by contracting an an OSPROOSRO within 48 hours for Tier levels II and III.
- 1.3 The OSPROOSRO shall immediately mobilize, upon due notification, its MARPOL equipment immediately to combat, control and contain the spill in accordance with the International accepted practices with due consideration to its environmental impact based on Net Environmental Benefit Analysis (NEBA).
- 1.4 The PCG shall supervise the conduct of oil pollution response and cleanup operations of OSPROOSRO and take necessary action to mitigate further damage to the marine environment and as well as to ensure safety,
- 1.41.5 health, and security of responders.

1.5 (edit numbering)

When the spiller refused or failed to take immediate action, or is incapable of taking such immediate action, the Philippine Coast Guard (PCG) shall promptly conduct an initial oil spill and clean-up operation response at the expense of the spiller. The PCG, thru NOCOP, upon conducting the initial response may call upon the services of an OSPROOSRO who shall undertake appropriate oil spill response and Formatted: Font: 12 pt

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clean-up operations at the expense of the spiller. The PCG thru NOCOP may call upon the services of more than one OPSRO as the circumstances may warrant.

- 4.61.7 Pursuant to the "Polluter Pays Principle", the spiller shall be solely for all costs and expenses incurred in any oil spill response operations conducted by an OSPROOSRO, whether such response is conducted pursuant to a contract between the spiller and the OSPROOSRO, or pursuant to a call by the PCG in accordance with the immediately preceding provision.
- 1.71.8 The oil spill response operations shall be in accordance with the provisions of the existing National Oil Spill Contingency Plan (NOSCOP) and District/Station Oil Spill Contingency Plan. (We need to require the district/stations of their OSC plan)

REGULATION 109 VIOLATIONS, FINES AND PENALTIES

- 1. For any violation of prohibited discharges in Regulation 6 herein, the corresponding administrative fines and/or penalties shall be imposed:
 - 1.1 Tier I Discharge not less than Php50,000.00 but not more than Php300,000.00
 - 1.2. Tier II Discharge above Php300,000.00 but not more than Php600,000.00
 - 1.3. Tier III Discharge above Php600, 000.00 but not more than

 Php1, 000,000.00 (Please refer to the international models for the admin fines)

Imposition of administrative fines and / or penalties are further explained in Annex 5.

2. 15 GT and below 50 GT

	Requirements	Violation(s)	No. of	Penalty Disposition/
			Offense(s)	<u>Remarks</u>
		- Not available	1st Offense	Rectify within 10
	ooden scupper	onboard <u>or;</u>	I Oliense	calendar days
A	ooden scupper plugs and various		2 nd Offense	- Admin fine of not less
	sizes of wooden	Incomplete scupper	Z"Ollerise	than Php220,000.00
	plugs.	plugs according to		- Detain / Suspension of
		the number of	3 rd Offense	MEP Certificates -
		scupper lips		Detain _
	sets of the following:		1st Offense	- Rectify within 10
	Oil mops, deck		I Oliense	<u>calendar days</u> -

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brush with long	- Not available		Rectify within 10
handle and	onboard or;		calendar days
buckets			- Admin fine of not less
•	- Incomplete set - Not	and Offense	than Php20,000.00-
	available onboard	2 nd Offense	Admin fine of not less
	- Incomplete set		than Php20,000.00
	- Not available		- Detain / Suspension of
	onboard	3 rd Offense	MEP Certificates -
			Detain .
Oil Dispersant	- Not available		- Rectify within 10
(1 drum/210liters	onboard or;	1st Offense	calendar days
each)	0.110 0.110 0.11		- Admin fine of not less
000.1,	- Incomplete set or	2 nd Offense	than Php20,000.00
	A moompioto cot or		Detain / Suspension of
	NNot labeled	3 rd Offense	MEP Certificates -
	INTOLIADOIGU	o olicilos	Detain
1 - Backpack or	- Not available		- Rectify within 10
Mechanized	onboard or;	1 st Offense	calendar days
Sprayer	Official u_of,		- Admin fine of not less
Sprayer		2 nd Offense	than Php20,000.00
	la seman lotolo ot		
	- Incomplete set	3 rd Offense	- Detain / Suspension of
		3" Offerise	MEP Certificates -
4+ Oil Onill leit	Alex excellents		Detain 10
1 – set Oil Spill kit	- Not available	1st Offense	Rectify within 10
416 (416L	onboard <u>or;</u>		calendar days
capacity)		2 nd Offense	- Admin fine of not less
	Not enough as		than Php20,000.00
	required or:		- Detain / Suspension of
		3 rd Offense	MEP Certificates —
		0 01101100	Detain .
	- Incomplete set		•
Waste Disposal	- Not available	1st Offense	- Rectify within 10
Bag	onboard <u>or;</u>	AT OHOLISC	calendar days
		2 nd Offense	- Admin fine of not less
		Z Ollelise	than Php20,000.00
	- Incomplete set		- Detain / Suspension of
		3 rd Offense	MEP Certificates -
			Detain
Utility Box	- Not available	1st Offense	- Rectify within 10
	<u>onboard</u>	Te. Ollelize	calendar days
		and Offense	- Admin fine of not less -
		2 nd Offense	than Php20,000.00
		and are	- Detain / Suspension of
		3 rd Offense	MEP Certificates
2 pairs -Personnel	- Not available		- Rectify within 10
Protective	onboard or;	1 st Offense	calendar days
Equipment	Onboard <u>Or,</u>		Admin fine of not less -
Lyupment		2 nd Offense	than Php20,000.00
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	- Incomplete set	3 rd Offense	- Detain / Suspension of MEP Certificates - Detain	
Oil Record Book (ORB)	 Not available onboard or: 	1st Offense	- Rectify within 10 calendar days	
	- Incomplete set	2 nd Offense	- Admin fine of not less than Php10,000.00	
		3 rd Offense	 Detain/Suspension of MEP Certificates 	
How about rectify deficiency before departure for minor offense?)				
3. 50 GT but not mo	re than 400 GT		4	

			3rd Offense	- Detain/Suspension of
,	Have about rootify d	 eficiency before depar	ture for miner	MEP Certificates
	3. 50 GT but not mo		ture for minor	oliense?)
1	Requirements	Violation(s)	No. of	Penalty Disposition/
	requirements	<u>violation(s)</u>	Offense(s)	Remarks
		- Not available		Rectify within 10
		onboard or;	1 st Offense	calendar days
	ooden scupper	onboara_or,		- Admin fine of not less
	plugs and various	Incomplete scupper	2 nd Offense	than Php250,000.00
	sizes of wooden	plugs according to		- Detain / Suspension of
	plugs.	the number of	3 rd Offense	MEP Certificates -
		scupper lips		Detain _
			1st Offense	- Rectify within 10
	sets of the following:	-	A One ise	calendar days
	Oil mops, deck	- Not available	2 nd Offense	- Admin fine of not less
	brush with long	onboard <u>or;</u>	Z Offerise	than Php <u>2</u> 50,000.00
	handle and			- Detain / Suspension of
	buckets	- Incomplete set	3 rd Offense	MEP Certificates -
	011 51			Detain .
	Oil Dispersant	- Not available	1 st Offense	- Rectify within 10
	(2 drums/210liters	onboard <u>or;</u>		calendar days
	each)		2 nd Offense	- Admin fine of not less
		- Incomplete set or;		than Php <u>2</u> 50,000.00
		A	ord O"	- Detain / Suspension of
		- Not labeled	3 rd Offense	MEP Certificates -
	O. Daalaaalaaa	NI-4 :I-I-I-		Detain 10
	2 - Backpack or	- Not available	1st Offense	- Rectify within 10
	Mechanized	onboard <u>or;</u>	•	calendar days
	Sprayer	(nonembra est	2 nd Offense	- Admin fine of not less
		- Incomplete set	-	than Php250,000.00
			3 rd Offense	- Detain / Suspension of
			3. Ollerise	MEP Certificates -
	1 – set Oil Spill kit	- Not available		- Rectify within 10
	416 (416L	onboard or:	1 st Offense	calendar days
	capacity)	oriboaru <u>or,</u>		- Admin fine of not less
	capacity)		2 nd Offense	than Php <u>2</u> 50,000.00
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	- Not enough as required or; - Incomplete set	3 rd Offense	- Detain / Suspension of MEP Certificates Detain
Waste Disposal	- Not available	1st Offense	- Rectify within 10
Bag	onboard <u>or;</u> - Incomplete set	2 nd Offense	calendar days - Admin fine of not less than Php250,000.00
	r incomplete set	3 rd Offense	- Detain / Suspension of MEP Certificates -
<u>Utility Box</u>	- Not available onboard	1 st Offense	Rectify within 10 calendar days
		2 nd Offense	Admin fine of not less than Php20,000.00
		3 rd Offense	- Detain / Suspension of MEP Certificates
2 pairs -Personnel Protective	- Not available onboard or;	1 st Offense	Rectify within 10 calendar days
Equipment	- Incomplete set	2 nd Offense	Admin fine of not less than Php250,000.00
		3 rd Offense	- Detain / Suspension of MEP Certificates - Detain
Oil Record Book (ORB)	- Not available onboard or;	1st Offense	- Rectify within 10 calendar days
	- Incomplete set	2 nd Offense	- Admin fine of not less than Php10,000.00
	abot are the minor an	3 rd Offense	- Detain/Suspension of MEP Certificates

(We need to set wahat are the minor and major deficiencies)
400 GT but not more than 10,000 GT

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- Incomplete set	2 nd Offense	- Admin fine of not less than Php50,000.00
	3 rd Offense	- Detain / Suspension of MEP Certificates
- Not available	1 st Offense	- Rectify within 10 calendar days
	2 nd Offense	- Admin fine of not less than Php50,000.00
- Not labeled	3 rd Offense	- Detain / Suspension of MEP Certificates -
		Detain
- Not available onboard or;	1 st Offense	Rectify within 10 calendar days
- Incomplete set	2 nd Offense	- Admin fine of not less than Php50,000.00
, meempress con	3 rd Offense	- Detain / Suspension of MEP Certificates -
- Not available onboard or	,1st Offense	- Rectify within 10 calendar days
	2 nd Offense	- Admin fine of not less than Php50,000.00
	3 rd Offense	Detain / Suspension of MEP Certificates - Detain
- Not available	1st Offense	- Rectify within 10
onboard <u>or;</u>	The Offerise	calendar days
- Incomplete set	2 nd Offense	- Admin fine of not less than Php50,000.00
	3 rd Offense	- Detain / Suspension of MEP Certificates - Detain
- Not available	1st Offense	- Rectify within 10 calendar days
onboard	2 nd Offense	- Admin fine of not less than Php50,000.00
	3 rd Offense	- Detain / Suspension of MEP Certificates
- Not available onboard or:	1st Offense	- Rectify within 10 calendar days
555d.id <u>-51,</u>	2 nd Offense	- Admin fine of not less than Php50,000.00
	onboard_or; - Incomplete set or; - Not labeled - Not available onboard_or; - Incomplete set - Not available onboard_or; - Incomplete set - Not available onboard_or; - Incomplete set	3rd Offense - Not available onboard or; - Incomplete set or; - Not available onboard or; - Incomplete set - Not available onboard or; - Not available onboard - Not available onboard

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Oil Record Book (ORB)	 Not available onboard or; 	1st Offense	- Rectify within 10 calendar days
	- Incomplete set	2 nd Offense	- Admin fine of not less than Php10,000.00
		3 rd Offense	 Detain/Suspension of MEP Certificates

Requirements	Violation(s)	Penalty(ies)	Disposition	٦.
			Remarks	†
A. 50 GT but not m	ore than 150 GT			1
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	- Not available	Admin fine		_
	onboard	of not	- Detainable	_
Wooden scupper	- Not enough scupper	less	- Rectify within 10	
plugs and various	plugs according to	than	calendar days.	
sizes of wooden	the number of	Php50,		+
plugs.	scupper lips	000.00		_
				ŀ
		Admin fine		٦
		of not	5	
2 sets of following:		less	- Detainable	_
Oil mops, deck	Incomplete set	than	Rectify within 10	_
brush with long		Php50,	calendar days	4
handle and		000.00		
buckets.				t
				4
	A			
2 - Empty drums	- Not available	Admin fine		1
with portable	enboard,	of not less	- Detainable	
cover	- Not enough	than	Rectify within 10	7
		Php50,000.	calendar days	T
		00	-	T
Oil Dispersant	- Not available	Admin fine of	D () 11	7
(2 drums/210liters	onboard	not less than	- Detainable	1
each)	- Not enough	Php50,000.0	- Rectify within 10	1
,	- Not labeled	θ	calendar days	1
	- Not enough			1
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2 - Backpack	- Not available	Admin fine of	- Detainable	4
Sprayer	onboard	not less than	- Rectify within 10	4
	- Not enough	Php50,000.0	calendar days	
	backpack sprayer	0	odioridai dayo	
	- Not enough			
	backpack sprayer		A	-
				4
Oil Spill kit 416	- Not available	Admin fine of		-
(416L capacity)	onboard	not less than	- Detainable	_
(1102 dapadity)	- Not enough	Php50,000.0	- Rectify within 10	4
	- Incomplete set	0	calendar days	
	- Not enough	₩		_
	<u>- NOL BHOUGH</u>			-4
				7
				4
Waste Disposal	- Not available	Admin fine of	- Detainable	4
Bag	onboard	not less than	- Rectify within 10	4
	- Not enough	Php50,000.0	calendar days	₫.
		0	odioridai dayo	
	- Not enough			4
				4
Utility Box	- Not available	Admin fine of		4
Journey 2011	onboard	not less than	- Detainable	-
	onboard	Php50,000.0	- Rectify within 10	4
		Ω	calendar days	
		8		۲.
				[*
				4
2 pairs -Personnel	- Not available	Admin fine of	- Detainable	4
Protective	enboard	not less than	Rectify within 10	4
Equipment	Not enough	Php50,000.0	calendar days	
	- Incomplete set	0	calcindar days	
	- Not enough			
			A	_
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B. 400 GT and abo	ove but not more than	10.000 GT		-
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	- Not available	Admin fine		4
	T TOT CITCHION	A		
	onboard	of not	- Detainable	\dashv
Wooden scupper	Not enough scupper	less	- Rectify within 10) 1
plugs and various	plugs according to	than	calendar days	T
sizes of wooden	the number of	Php50,	- y - <u>k</u>	\dagger
plugs.	scupper lips	000.00		_
				4
				-
		Admin fine		\dashv
2 sets of following:	- Not available	of not	- Detainable	_
Oil mops, deck	onboard	less	Rectify within 10	}
brush with long	- Incomplete set		calendar days	
brush with long	Thoumpiete set	than	odioiiddi ddyo	-

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handle and		Php50,	
buckets		000.00	
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			4
Oil Diamaraant	Met available	A -l-min fine of	
Oil Dispersant	- Not available	Admin fine of	- Detainable
(6 drums/210	onboard Not an ough	11011000 111011	- Rectify within 10
liters each)	- Not enough	Php50,000.0	calendar days
	- Not labeled	θ	Jan. 1921.
			4
			4
6 - Backpack or	- Not available	Admin fine of	Potainable
Mechanized	onboard	not less than	- Detainable Rectify within 10
Sprayer	- Not enough	Php50,000.0	calendar days
· -		0	calendar days
			4
			1
3 sets Oil Spill kit	- Not available	Admin fine of	1
416	onboard	not less than	- Detainable
(416L capacity)	- Not enough	Php50,000.0	- Rectify within 10
TTOL Capacity)	- Incomplete set	θ	calendar days
	- IIIOOIIIpioto oot	8	
			<u> </u>
Mta Dianagal	Met available	A train fine of	
Waste Disposal	- Not available	Admin fine of	- Detainable
Bag	onboard	not less than	- Rectify within 10
	- Not enough	Php50,000.0	calendar days
		0	odiorida: days
			4
Utility box	- Not available	Admin fine of	D-tainable 4
	onboard	not less than	- Detainable Poetify within 10
		Php50,000.0	- Rectify within 10
		0	calendar days
		-	
6 pairs	- Not available	Admin fine of	
Personnel	enboard	not less than	<u>Detainable</u>
Protective	- Not enough	Php50,000.0	- Rectify within 10
Equipment	- Incomplete set	0	calendar days
Equipment	- Incomplete set	0	
F 40 000 OT but made			Г

5. 10,000	GT but not	more than	20,000 GT
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Requirements	Violation(s)	No. of	Penalty/Disposition/
_		Offense(s)	<u>Remarks</u>
Wooden scupper plugs and various	Not available onboard <u>or;</u>	1st Offense Admin	- Rectify within 10 calendar days- Detainable

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sizes of wooden			
	 Not enough 	fine of	- Rectify within 10
plugs.	scupper plugs	not less	calendar days
	according to the	than	
	number of	Php50,	
	scupper lips	000.00	
	 Not enough 	2 nd Offense	- Admin fine of not less
	scupper plugs	2 01101100	than Php50,000.00
	according to the		- Detain / Suspension of
	number of scupper	3rd Offense	MEP Certificates
	<u>lips</u>		<u></u>
		1 st	
		Offense	-Rectify within 10
		Admin	calendar days-
10 sets of the	NI (PILL	fine of	Detainable
following: Oil	Notavailable	not less	- Rectify within 10
mone dock bruch	onboard <u>or;</u>	than Physic	calendar days
with long bondle	- Incomplete set	Php50, 000.00	
and buckets	- Incomplete set	000.00	Admin fine of not lose
-		2 nd Offense	- Admin fine of not less than Php50,000.00,
		3rd Offense	- Detain / Suspension of MEP Certificates
Oil Dispersant	- Not available	1 st	MEP Certificates
(10	A	OffenseAdmi	- Rectify within 10
	onboard <u>or;</u>	n fine of not	calendar days-
	Not enough Not labeled	less than	Detainable,
		Php50,000.0	- Rectify within 10
	- Not enough as		calendar days
	required or;	θ	Admin fine of not lose
	- Not labeled	2 nd Offense	- Admin fine of not less than Php50,000.00
	- Not labeled		- Detain / Suspension of
		3 rd Offense	MEP Certificates
10 - Backpack or	- Not available	1st	WEI Certificates
Mechanized	onboard or:	Offense Admi	- Rectify within 10
	- Not enough	n fine of not	<u>calendar</u> <u>days</u> -
Sprayer Sackpack	backpack	less than	Detainable,
Opiayor	sprayer	Php50,000.0	- Rectify within 10
	- Not enough	Δ	calendar days
	backpack sprayer		- Admin fine of not less
	<u>backpack oprayor</u>	2 nd Offense	than Php50,000.00
			- Detain / Suspension of
		3rd Offense	MEP Certificates
	- Not available	1st	
5 - sets Oil Spill kit	A		- Rectify within 10
	onboard or:	Offense Admi	
416 (416L	onboard <u>or;</u> - Not enough		calendar days-
416 (416L capacity)	- Not enough	n fine of not less than	calendar days- Detainable
416 (416L capacity)	- Not enough - Incomplete set	n fine of not less than	calendar days- Detainable Rectify within 10
416 (416L capacity)	- Not enough	n fine of not	calendar days- Detainable

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	- Incomplete set	2 nd Offense	- Admin fine of not less than Php50,000.00
		3 rd Offense	- Detain / Suspension of MEP Certificates
Waste Disposal	- Not available	.1 st	D 40
Bag	onboard or;	OffenseAdmi	- Rectify within 10
	- Not enough	n fine of not	<u>calendar</u> <u>days</u> -
	- Not enough	less than	Detainable
		Php50,000.0	Rectify within 10 calendar days
		2 nd Offense	Admin fine of not less than Php50,000.00
Living B		3 rd Offense	Detain / Suspension of MEP Certificates
Utility Box	- Not available	1st Offense	- Rectify within 10
	onboard		calendar days
		2 nd Offense	- Admin fine of not less than Php50,000.00
		3 rd Offense	- Detain / Suspension of MEP Certificates
10 pairs -	- Not available	1 st	Doctify within 40
Personnel	onboard <u>or;</u>	<u>Offense</u> Admi	- Rectify within 10 calendar days-
Protective	- Not enough	n fine of not	Detainable days-
Equipment	- Incomplete set	less than	Rectify within 10
	- Incomplete set - Not enough	Php50,000.0	calendar days
		2 nd Offense	- Admin fine of not less than Php50,000.00
		3 rd Offense	- Detain / Suspension of MEP Certificates
Oil Record Book (ORB)	 Not available onboard or; 	1 st Offense	- Rectify within 10 calendar days
	- Incomplete set	2 nd Offense	- Admin fine of not less than Php10,000.00
		3 rd Offense	 Detain/Suspension of MEP Certificates

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Oil Spill Boom	Not available	Admin fine	Dotainable
Min. of 1.5 x length overall (fence type)	enboard Not enough as required	less than Php50,0	Rectify within 10 calendar days
Wooden scupper plugs and various sizes	No scupper plugs onboard Not enough scupper plugs	Admin fine of not less than	Rectify within 10

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of wooden	according to the	Php50,0	
plugs.	number of	00.00	
	scupper lips		
10 sets of		Admin fine	
following: Oil	- Not available	Admin fine of not	- Detainable
mops, deck			
brush with	onboard	less than	Rectify within 10
long handle	- Incomplete set	Php50,0	calendar days
and buckets		00.00	
20 - Empty drums	- Not available	Admin fine of	A Datainable
with portable cover	onboard	not less than	Rectify within 10
	- Not enough	Php50,000.0	
		θ	calendar days
Oil Dispersant	- Not available	Admin fine of	Detainable
(10 drums/210	onboard	not less than	- Detainable - Rectify within 10
liters each)	- Not enough	Php50,000.0	calendar days
	- Not labeled	0	Calendal days
10 Backpack or	- Not available	Admin fine of	Deteinable
Mechanized	onboard	not less than	- Detainable Postify within 10
Sprayer	- Not enough	Php50,000.0	Rectify within 10
		θ	calendar days
5 sets Oil Spill kit	- Not available	Admin fine of	Datairealda
416	onboard	not less than	Rectify within 10
(416L capacity)	- Not enough	Php50,000.0	calendar days
	- incomplete set	0	Calendar days
Waste Disposal	- Not available	Admin fine of	Detainable
Bag	onboard	not less than	- Detainable Rectify within 10
	Not enough	Php50,000.0	calendar days
		0	calcridar days
Utility box	- Not available	Admin fine of	Dotainable
	onboard	not less than	- Detainable - Rectify within 10
		Php50,000.0	calendar days
		0	calcridar days
10 pairs	- Not available	Admin fine of	Detainable
Personnel	onboard	not less than	Detainable Rectify within 10
Protective	- Not enough	Php50,000.0	calendar days
Equipment	- Incomplete set	0	Galoridar days

Requirements	<u>Violation(s)</u>	No. of	Penalty/Disposition/	ŀ
	_	Offense(s)	Remarks	7
Wooden scupper plugs and various sizes of wooden plugs.	Not available onboard_or:Notenough scupper plugs accordingto thenumber_of scupper lips_	Offense Admin fine of not less than Php50, 000.00	- Rectify within 10, calendar days- Detainable - Rectify within 10 calendar days,	

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	- Not enough scupper plugs	2 nd Offense	- Admin fine of not less than Php50,000.00
	according to the number of scupper lips.	3rd Offense	- Detain / Suspension of MEP Certificates
4420 sets of following: Oil mops, deck brush with long handle and buckets	- Not available onboard or: - Incomplete set - Incomplete set	Offense Admin fine of not less than Php50, 000.00 2nd Offense	- Rectify within 10 calendar days- Detainable Rectify within 10 calendar days Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates
Oil Dispersant (1420 drums/210 liters each)	- Not available onboard or; - Not enough - Not labeled - Not enough as required or;	OffenseAdmi n fine of not less than Php50,000.0	Rectify within 10 calendar days- Detainable Rectify within 10 calendar days
	- Not labeled	2 nd Offense	Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates
20 14- Backpack or Mechanized SprayerBackpack Sprayer	- Not available onboard or: Not enough backpack sprayer Not enough backpack sprayer	OffenseAdmi offine of not less than Php50,000.0	Rectify within 10 calendar days Detainable Rectify within 10 calendar days
		2 nd Offense 3 rd Offense	- Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates
10 -7 sets Oil Spill kit 416 (416L capacity)	- Not available onboard or; - Not enough -Incomplete - Not enough as required or;	OffenseAdmi n fine of not less than Php50,000.0	Rectify within 10 calendar days-Detainable Rectify within 10 calendar days
,	Incomplete set	2 nd Offense 3 rd Offense	- Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates

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Waste Disposal	- Not available	1 st	- Rectify within 10
Bag	onboard or; Not enough Not enough as required	OffenseAdmi n fine of not less than Php50,000.0	calendar days- Detainable Rectify within 10 calendar days
		2 nd Offense	- Admin fine of not less than Php50,000.00
		3 rd Offense	- Detain / Suspension of MEP Certificates
<u>20</u> 14 pairs -	- Not available	<u>1st</u>	Rectify within 10
Personnel Protective Equipment	onboard <u>or;</u> - Not enough - Incomplete set	OffenseAdmi n fine of not less than	calendar days- Detainable Rectify within 10
	- Not enough as required or:	Php50,000.0 0	calendar days
	- Incomplete set	2 nd Offense	- Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates
Oil Record Book (ORB)	- Not available onboard or: - Incomplete set	1st Offense 2nd Offense	- Rectify within 10 calendar days - Admin fine of not less than Php10,000.00
		3 rd Offense	 Detain/Suspension of MEP Certificates

E7. New Oil Tanker of 70,000	JGI	and above	
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Requirements	Violation(s)	No. of	Penalty/Disposition/
		Offense(s)	<u>Remarks</u>
Wooden <u>sscupper</u> plugs and various sizes of wooden plugs.	- Not available onboard or; Not enough scupper plugs according to the number of scupper lips Not enough scupper plugs according to the number of scupper lips,	OffenseAdmi n-fine of not less than Php50,000.0 0 2nd Offense	- Rectify within 10 calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates
20 sets of following: Oil mops, deck brush with long handle and buckets.	- Not available onboard or; - Incomplete set	Offense Admi n fine of not less than Php50,000.0	Rectify within 10 calendar days- Detainable - Rectify within 10 calendar days

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		2 nd Offense	- Admin fine of not less
		<u> </u>	than Php50,000.00
		3rd Offense	- Detain / Suspension of
			MEP Certificates
Oil Dispersant	- Not available	1 st	- Rectify within 10
(20 drums/210	onboard <u>or;</u>	Offense Admi	calendar days-
liters each)	- Not enough	n fine of not	Detainable
	- Not labeled	less than	- Rectify within 10
	- Not enough as	Php50,000.0	calendar days
	required or:	0	
		2 nd Offense	Admin fine of not less than Php50,000.00
	- Not labeled	3rd Offense	Detain / Suspension of MEP Certificates
20 Backpack or	- Not available	.1st	
Mechanized	onboard or;	<u>OffenseAdmi</u>	- Rectify within 10
Sprayer	- Not enough	n fine of not	<u>calendar</u> <u>days</u> -
	backpack sprayer	less than	Detainable 10
	- Not enough	Php50,000.0	- Rectify within 10
^	backpack sprayer	0	calendar days
		2 nd Offense	- Admin fine of not less than Php50,000.00
		3 rd Offense	- Detain / Suspension of MEP Certificates
10 sets Oil Spill kit	- Not available	.1 st	-
416		Offense Admi	- Rectify within 10
416	onboard <u>or:</u> - Not enough	OffenseAdmi n fine of not	calendar days-
	onboard or:		calendar days- Detainable
416	onboard or: Not enough	n fine of not	calendar days- Detainable Rectify within 10
416	onboard <u>or:</u> Not enough	n fine of not less than	calendar days- Detainable
416	onboard or; Not enough Incomplete	n fine of not less than Php50,000.0	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less
416	onboard or; Not enough Incomplete Not enough as required or;	n fine of not less than Php50,000.0	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of
416 (416L capacity)	onboard or: Not enough Incomplete Not enough as required	n fine of not less than Php50,000.0 0 2nd Offense	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00
416 (416L capacity) Waste Disposal	onboard or: - Not enough -Incomplete - Not enough as required or: ncomplete set	n fine of not less than Php50,000.0 0 2nd Offense 3rd Offense	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10
416 (416L capacity)	onboard or: Not enough Incomplete Not enough as required or: ncomplete set	n fine of not less than Php50,000.0 0 2nd Offense 3rd Offense 1st OffenseAdmi	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days-
416 (416L capacity) Waste Disposal	onboard or: Not enough Incomplete Not enough as required or: ncomplete set Not available onboard or:	n fine of not less than Php50,000.0 0 2 nd Offense 3 rd Offense 1 st OffenseAdmi n fine of not	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates Rectify within 10 calendar days- Detainable
416 (416L capacity) Waste Disposal	onboard or: Not enough Incomplete Not enough as required or: ncomplete set Not available onboard or: Not enough	n fine of not less than Php50,000.0 0 2nd Offense 3rd Offense 1st Offense Admin fine of not less than	calendar days- Detainable Rectify within 10 calendar days Admin fine of not less than Php50,000.00 Detain / Suspension of MEP Certificates Rectify within 10 calendar days- Detainable Rectify within 10
416 (416L capacity) Waste Disposal	onboard or: Not enough Incomplete Not enough as required or: ncomplete set Not available onboard or: Not enough Incomplete set	n fine of not less than Php50,000.0 0 2nd Offense 3rd Offense 1st OffenseAdmin fine of not less than Php50,000.0	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates Rectify within 10 calendar days- Detainable
416 (416L capacity) Waste Disposal	onboard or: Not enough Incomplete Not enough as required or: ncomplete set Not available onboard or: Not enough	n fine of not less than Php50,000.0 0 2nd Offense 3rd Offense 1st OffenseAdmi n fine of not less than Php50,000.0 0	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days- Detainable Rectify within 10 calendar days
416 (416L capacity) Waste Disposal	onboard or: Not enough Incomplete Not enough as required or: ncomplete set Not available onboard or: Not enough Incomplete set	n fine of not less than Php50,000.0 0 2nd Offense 3rd Offense 1st OffenseAdmin fine of not less than Php50,000.0	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00
Waste Disposal Bag	onboard or: Not enough Incomplete Not enough as required or: Not available onboard or: Not enough Incomplete set	n fine of not less than Php50,000.0 θ 2nd Offense 3rd Offense 1st OffenseAdmi n fine of not less than Php50,000.0 θ 2nd Offense	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates Rectify within 10 calendar days- Detainable Rectify within 10 calendar days Admin fine of not less
416 (416L capacity) Waste Disposal	onboard or: Not enough Incomplete Not enough as required or: ncomplete set Not available onboard or: Not enough Incomplete set	n fine of not less than Php50,000.0 0 2nd Offense 2st Offense Admin fine of not less than Php50,000.0 0 2nd Offense	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates
Waste Disposal Bag	onboard or: Not enough Incomplete Not enough as required or: Not available onboard or: Not enough Incomplete set	n fine of not less than Php50,000.0 θ 2nd Offense 3rd Offense 1st OffenseAdmi n fine of not less than Php50,000.0 θ 2nd Offense	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days
Waste Disposal Bag 20 pairs -	onboard or: Not enough Incomplete Not enough as required or: Not available onboard or: Not enough as required - Not enough as required - Not available onboard or: Not enough as required	n fine of not less than Php50,000.0 0 2nd Offense Admin fine of not less than Php50,000.0 0 2nd Offense 2nd Offense 3rd Offense 3rd Offense 2nd Offense 3rd Offense 2nd Offens	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days
Waste Disposal Bag 20 pairs - Personnel	onboard or: Not enough Incomplete Not enough as required or: Not available onboard or: Not enough as required - Not enough as required	n fine of not less than Php50,000.0 0 2nd Offense Admin fine of not less than Php50,000.0 0 2nd Offense 3rd Offense 3rd Offense 3rd Offense 3rd Offense 1st Offense Admi	calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days- Detainable Rectify within 10 calendar days - Admin fine of not less than Php50,000.00 - Detain / Suspension of MEP Certificates - Rectify within 10 calendar days

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	Not enough as	Php50,000.0	Rectify within 10 calendar days	
	required or;	2 nd Offense	- Admin fine of not less than Php50,000.00	
	- Incomplete set	3rd Offense	- Detain / Suspension of MEP Certificates	
Oil Record Book (ORB)	 Not available onboard or; 	1st Offense	- Rectify within 10 calendar days	
	- Incomplete set	2 nd Offense	- Admin fine of not less than Php10,000.00	
		3 rd Offense	 Detain/Suspension of MEP Certificates 	

8. For any Gross Violation committed against the provisions of this Memo Circular, an additional administrative fine and/or penalty of One Hundred Thousand Pesos (PHP100,000.00) shall be imposed. "Gross Violation" shall consist of the following:

Violation(s)	No. of	Penalty/Disposition/	4
	Offense(s)	<u>Remarks</u>	
Non-compliance of five	1st Offense	Admin fine of not less than	-
(5) or more		Php100,000.00	4
requirements under			
Regulation 7 (After the	2 nd Offense	Detain/Suspension of MEP	
10 calendar days	Z ⁱⁱⁱ Ollerise	Certificates	-
rectification period)			
Failure to pay the fines	1st Offense	Admin fine of not less than	4
imposed by the		Php100,000.00	
Investigation and	2 nd Offense	 Detain / Suspension of MEP 	
Adjudication Officer	Zimolietise	<u>Certificates</u>	_
(IAO) as a result of the			
finality of the			
investigation and		Suspension/Cancellation of	
<u>adjudication</u>	3rd Offense	IOPPC/OPPC and relevant MEP	
(Departed Port without	<u>5 Oliense</u>	Certificates	
payment of Admin fine		Certificates	
reckoned from 10 days			
rectification period)			
Non-compliance of two			
or more requirements	Admin fee of	- Detainable	_
under Regulation 7	Php100,000.00/	- Rectify within 10 calendar days	_
	1 HP 100,000.00/	- Rectify within 10 calendar days	_
Failure of the spiller to	TIER IAdmin fee of	Admin fine of not less than	4
report the oil spill	Php100,000.00	Php100,000.00- Detainable	
incident immediately or	TIER II	Admin fine of not less than	
within three (3) hours to	<u>HER II</u>	Php300,000.00	
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the PCG unit from its occurrence			
(Please check reporting	TIER III	Admin fine of not less than	/
to the nearest PCG unit	<u>ITIETY III</u>	Php600,000.00	7
in 1 hour)			
Failure to execute a	TIER IAdmin fee of	Admin fine of not less than	47
contract with an	Php100,000.00	Php100,000.00 Detainable	Τ,
OSPROOSRO within	TIED II	Admin fine of not less than	l
48 hours for the	<u>TIER II</u>	Php300,000.00	
conduct of an oil spill		Admin fine of not less than	
response and clean-up	<u>TIER III</u>	Php600,000.00	
operations		<u>P110000,000.00</u>	
Failure to install, secure	1st OffenseAdmin	Admin fine of not less than	4
and wrap around proper	fee of	Php100,000.00, Detainable	
oil spill containment	Php100,000.00	- Rectify within 10 calendar days	Ì
boom <u>or</u> through an	2 nd Offense	- Detain / Suspension of MEP	
OSPROOSRO, as	Z Offerise	<u>Certificates</u>	
applicable, when		-Suspension/ Cancellation of	
transferring oil of above	3 rd Offense	IOPPC/OPPC and relevant MEP	-
50,000 liters from/to a	<u>o onense</u>	Certificates	
tanker or an oil facility			
Failure of the spiller to	TIER IAdmin fee of	Admin fine of not less than	4
undertake oil pollution	Php100,000.00	Php100,000.00	7
clean-up operations	TIERII	Admin fine of not less than	_
despite being required	TILIVII	Php300,000.00	
and directed by the			
PCG (effective after 24			
hours of written notice)		Admin fine of not less than	
which results in serious	TIER III	Php600,000.00	-
injury or loss of life or		1 11000,000.00	
irreversible water			
contamination			

4. The aforementioned administrative fines and/or penalties under Regulation 9. herein shall be imposed for each day of violation commencing from the date of spill or from the actual date of discharge until the affected areas and the water quality returned to a clean water condition based on standards provided by Republic Act No. 9275 (Clean Water Act) and its implementing rules and regulations. (*)

9.

10. Clearance of such ship from the port of the Philippines shall be withheld until the administrative fines and penalties are paid and the same shall constitute a lien on such ship which may be recovered in a proceeding in rem filed by any concerned (**) person/agency in the proper court which the ship may be found.

(* "clean water" as concurred by PCG, LGU, other stakeholders [pls provide format as annex])

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(** we need to coordinate with PPA. Please have the corresponding documents as annex to this MC)

- 11. Any person who refuses, obstructs or hampers the entry of the duly authorized representatives of the Department of Transportation and Communications, the PCG or any authorized (person) under R.A. No. 9483 or the Oil Compensation Act aboard any ship or establishment shall be liable to pay a fine not exceeding Php 100,000.00.
- 12. Oil Tankers operating without an oily waste separator on non-operating oily waste separator shall be detained until the ship has rectified the deficiency. (part of regulation 10)
- 13. The aforementioned administrative fines and penalties shall automatically be increased by ten percent (10%) every three (3) years from the effectively of this Memorandum Circular to compensate for inflation and to maintain the different effect of such fines. (Part of regulation 8)
- 14. Oil Tankers which failed to carry out pre-booming requirements during oil transfer operations shall be liable to pay a fine of Php100,000.00.
- 15. Any oil tanker covered by this circular found within the Philippine territory or maritime zone without the certificate of insurance or financial security certified by MARINA, as applicable, shall be prevented from loading or unloading its cargo until it is able to produce the appropriate insurance certificate issued by MARINA or in case of foreign vessel a certificate issued by its Flag-State. Violation of this provision shall be imposed to pay a fine of Php 100,000.00.
- 16. The fines and penalties herein prescribed shall be imposed only after the offender shall have been found liable or responsible for the imputed violations in an administrative investigation. When the offender deliberately failed or refused to pay the required fines or penalties, the ship/tanker involved shall be likewise be detained until upon payment of such fines and penalties. Moreover, in the event that the offender is unable to pay such fine and/or penalties, it shall constitute as lien on the tanker to satisfy the said fines and/or penalties.
- 17. The above-mentioned fines and penalties are without prejudice to any civil and/or criminal action which may be filed against the violator whenever warranted by the existing laws and regulations such as but not limited to PD 979 (Marine Pollution Decree), RA 9483 (Oil Compensation Act), RA 9275 (Philippine Clean Water Act), and RA 8550 (Philippine Fisheries Code) as amended by RA 10654.

2. The aforementioned administrative fines and penalties shall automatically be increased by ten percent (10%) every three (3) years from the effectivity of this Memorandum Circular to compensate for inflation and to maintain the deterrent effect of such fines:

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Any person who refuses, obstructs or hampers the entry of the duly authorized representatives of the Department of Transportation and Communications, the PCG or any person authorized under R.A. No. 9483 or the Oil Compensation Act aboard any ship or establishment shall be liable to pay a fine not exceeding Php100,000.00.

- 4. Oil Tankers which failed to carry out pre-booming requirements during oil transferoperations shall be liable to pay a fine of Php100,000.00.
- 5. Any oil tanker covered by this circular found within the Philippine territory or maritime zone without the certificate of insurance or financial security certified by MARINA, as applicable, shall be prevented from loading or unloading its cargo until it is able to produce the appropriate insurance certificate issued by MARINA or in case of foreign vessel a certificate issued by its Flag-State. Violation of this prevision shall be imposed to pay a fine of Php 100,000.00.
- 6. The fines and penalties herein prescribed shall be imposed only after the offender-shall have been found liable or responsible for the imputed violations in an administrative investigation. When the offender deliberately failed or refused to pay the required fines or penalties, the ship (tanker) involved shall be likewise be detained until upon payment of such fines and penalties. Moreover, in the event that the offender is unable to pay such fine and/or penalties, it shall constitute as lien on the tanker to satisfy the said fines and/or penalties.
- A. The above-mentioned fines and penalties are without prejudice to any civil and/or-criminal action which may be filed against the violator whenever warranted by the existing laws and regulations such as but not limited to PD 979 (Marine Pollution Decree), RA 9483 (Oil Compensation Act), RA 9275 (Philippine Clean Water Act), and RA 8550 (Philippine Fisheries Code) as amended by RA 10654.

REGULATION 110 CLAIMS AND COMPENSATION

- 1. Where costs are incurred by the PCG or an OSPROOSRO, or any entity duly-called upon by the PCG, in responding to an oil spill incident or in the conduct of any oil spill response operation therefortherefore, demand for reimbursement shall be made on the spiller and its insurer for marine pollution, as the case may be, giving therein a statement of all expenses incurred. The spiller or its insurer shall be required to make full and complete payment within a period of ten (10) days from the date such demand is made.
- In the event the spiller or the insurer fails or refuses to make complete payment, the PCG or the OSPROOSRO, as the case may be, may obtain payment from the

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Oil Pollution Management Fund (OPMF) managed by the MARINA pursuant to R.A. No. 9483, without prejudice to the imposition of applicable administrative penalties and the filing of criminal case by the PCG. The OPMF shall be reimbursed by the spiller or insurer, as the case may be, upon proper determination of the Court.

- 3. Compensation for pollution damage suffered by any person other than the PCG shall be governed by R.A. No 9483 and the Rules of Procedure for Environmental Cases. The PCG, through the MEPCOM, shall provide any complainant who claims compensation for pollution damage under, or violation of, R.A. No. 9483 any necessary technical evidence or any assistance, whether testimonial or documentary.
 - 4. All action for compensation under R.A. No. 9483 shall be filed within three (3) years of the date on which the damage occurred but not later than six (6) years of the date of the incident.

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REGULATION 124
PREVENTIVE DETENTION

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(A) 1. GENERAL POLICY IN PREVENTIVE DETENTION

6.1

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- 1.1 Notwithstanding the imposition of administrative fines, and without prejudice to any civil or criminal liability that may be filed upon proper investigation, the PCG shall detain, stop or prevent a ship or vessel from sailing and leaving port when, upon inspection, there exists prima facie evidence that such ship or vessel does not substantially comply with the existing PCG rules and regulations.
- 1.2 In detaining a ship or vessel, the Marine Environmental Protection (MEP)

 Officer shall first determine whether the deficiencies are serious as to necessitate preventive detention.
- 1.3 Upon the ship's compliance of the required documents, payment of administrative fines, rectification of deficiencies and cessation of threat to the lives of crew onboard and to the marine environment, as well as upon compliance of the needed requirements as stated in the MEP-IAR the preventive detention shall be immediately lifted. (Pls provide docs/format)
 - 1.1. Notwithstanding the imposition of administrative fines, and without prejudice
 - 6.2 In detaining an oil tanker, the Marine Environmental Protection (MEP) Officer shall first determine whether the deficiencies are serious as to

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Upon the ship's compliance of the required documents, payment of administrative fines, rectification of deficiencies and cessation of threat to the lives of crew enboard and to the marine environment, as well as upon compliance of the needed requirements as stated in the MEP-IAR the preventive detention shall be immediately lifted.

(B)2. IMMEDIATE ISSUANCE OF NOTICE OF PREVENTIVE DETENTION IN DEFICIENCIES THAT POSE SERIOUS THREAT TO THE MARINE ENVIRONMENT

- 2.1. When the deficiencies shall pose a serious threat to the marine environment, a Notice of Preventive Detention shall be immediately issued. The MEP Officer shall issue the corresponding MEP Inspection/Apprehension Report (IAR) together with the recommendation to the Station/Sub-Station Commander of the issuance of the Notice of Preventive Detention (See Annex 6) with corresponding Notice of Hearing (See Annex 7).
- 2.2. The investigation proceeding of the IAO shall forthwith proceed within twenty-four (24) hours upon the issuance of the notice of preventive detention and the case shall be decided within ten (10) days from the issuance of said notice. Failure to comply with the notice of preventive detention shall cause the ship or vessel to be classified as black-listed and the recommendation for the cancellation of the franchise of the ship shall forthwith be forwarded to MARINA. PCG MEP certificates issued to the ship or vessel shall also be cancelled.
- 2.3. The lifting of the preventive detention shall not suspend nor prevent the investigation proceeding conducted by the IAO in the proceeding rules for the determination of the administrative liability arising from the violations or deficiencies.

3. ISSUANCE OF NOTICE OF PREVENTIVE DETENTION WHEN DEFICIENCIES DO NOT POSE A SERIOUS THREAT TO THE MARINE ENVIRONMENT

3.1 When the deficiencies shall not pose a serious threat to the marine environment, the MEP Officer shall allow the ship to sail to the next port of call but shall forthwith give a MEP-IAR to the competent authority of said port of call with the recommendation that the deficiencies stated therein shall be rectified within the period stated in the report before the ship could be allowed to sail back at sea.

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- 3.2 After the lapse of the rectification period specified in the MEP-IAR, the MEP Officer (of the next port of call) shall conduct a follow-up inspection of the ship to determine whether the cited violations have been rectified. In the event of non-compliance, such failure to rectify will cause the imposition of the prescribed fine/s. Despite the payment of fines, the ship must rectify the violations committed. Should the ship fail to rectify, such will cause the issuance of a Notice of Preventive Detention. The MEP Officer shall notify the Ship Owner, the MARINA and the Philippine Ports Authority of such detention. [format]
- 3.3 The MEP-IAR issued by the MEP Officer and the Notice of Preventive

 Detention issued by the Station/Sub-Station Commander shall be
 simultaneously forwarded to the Investigation and Adjudication Officer
 (IAO) who shall immediately conduct an investigation proceeding for
 said violations and/or non-compliance therewith upon receipt of such
 report.
- 3.4 The investigation proceeding of the IAO shall forthwith proceed within twenty-four (24) hours upon the issuance of the Notice of Preventive Detention and the case shall be decided within ten (10) days from the issuance of said notice. Failure to comply with the notice of preventive detention shall cause the ship or vessel to be classified as black-listed and the recommendation for the cancellation of the franchise of the ship shall forthwith be forwarded to MARINA. PCG MEP certificates issued to the ship or vessel shall also be cancelled.
- 3.5 The lifting of the preventive detention shall not suspend nor prevent the investigation proceeding conducted by the IAO in the proceeding rules for the determination of the administrative liability arising from the violations or deficiencies.
 - 2.1. When the deficiencies shall pose a serious threat to the marine environment, a Notice of Preventive Detention shall be immediately issued. The MEP Officer shall issue the corresponding MEP Inspection/Apprehension Report (IAR) together with the recommendation to the Station/Sub-Station Commander of the issuance of the Notice of Preventive Detention (See Annex 6) with corresponding Notice of Hearing (See Annex 7).
 - 2.2. The investigation proceeding of the IAO shall forthwith proceedwithin twenty-four (24) hours upon the issuance of the notice of preventive detention and the case shall be decided within ten (10) days from the issuance of said notice. Failure to comply with the notice of preventive detention shall cause the oil tanker to be classified as black-listed and the recommendation for the cancellation of the franchise of the ship shall forthwith be forwarded to MARINA.
 - 2.3. The lifting of the preventive detention shall not suspend nor prevente the investigation proceeding conducted by the IAO in the proceeding rules

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for the determination of the administrative liability arising from the violations or deficiencies.

(C) ISSUANCE OF NOTICE OF PREVENTIVE DETENTION WHENDEFICIENCIES DO NOT POSE A SERIOUS THREAT TO THE MARINE ENVIRONMENT

- 3.1. When the deficiencies shall not pose a serious threat to the marine-environment, the MEP Officer shall allow the ship to sail to the next port of call but shall forthwith give a MEP-IAR to the competent authority of said port of call with the recommendation that the deficiencies stated therein shall be rectified within the period stated in the report before the ship could be allowed to sail back at sea.
- 3.2. After the lapse of the rectification period specified in the MEP-IAR,* the MEP Officer shall conduct a follow-up inspection of the ship to determine whether the cited violations have been rectified. In the event of non-compliance, such failure to rectify will cause the issuance of a Notice of Preventive Detention. The MEP Officer shall notify the Ship Owner, the MARINA and the Philippine Ports Authority of such detention.
- 3.3. The MEP-IAR issued by the MEP Officer and the Notice of Preventive Detention issued by the Station/Sub-Station Commander shall be simultaneously forwarded to the Investigation and Adjudication Officer (IAO) who shall immediately conduct an investigation proceeding for said violations and/or non-compliance therewith upon receipt of such report.
- 3.4. The investigation proceeding of the IAO shall forthwith proceedwithin twenty-four (24) hours upon the issuance of the Notice of Preventive Detention and the case shall be decided within ten (10) days from the issuance of said notice. Failure to comply with the notice of preventive detention shall cause the oil tanker to be classified as black-listed and the recommendation for the cancellation of the franchise of the ship shall forthwith be forwarded to MARINA.
- 3.5. The lifting of the preventive detention shall not suspend nor prevent the investigation proceeding conducted by the IAO in the proceeding rules for the determination of the administrative liability arising from the violations or deficiencies.

REGULATION 132 INVESTIGATION AND ADJUDICATION

1. The investigation and adjudication of marine pollution cases and violation of any provision in this Circular shall be conducted by the PCG through its designated Investigation and Adjudication Officer (IAO). The Rules of Procedure for the Investigation and Adjudication are provided in *Annex* 89. Formatted: Centered

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- 2. The Coast Guard District Commanders within his area of jurisdiction, except in cases of Tier III oil spill incident which shall be within the jurisdiction of the Commander, MEPCOM, shall designate an Investigation and Adjudication Officer for Marine Environmental Protection and Pollution Cases. The designated IAO shall have the sole and exclusive jurisdiction over all cases involving violations of marine environmental protection and pollution laws, rules and regulations, including the imposition of administrative sanctions, except as may be provided by this Circular and by law.
- 3. To determine the liability of the spiller subject to the exempting circumstances and the rules on the limitation of liability set forth in R.A. No. 9483 for purpose of filing the appropriate action before the Regional Trial Court, the PCG shall simultaneously conduct an investigation *motupropio* or through written undertaking of a complainant during the clean-up operation response.
- 4. Upon investigation and based on findings therewith, the PCG shall impose the appropriate administrative fines and penalties and shall file any appropriate action against the violator with the Regional Trial Court (RTC). An action for compensation shall be in accordance with Chapter VI of R.A. No. 9483 and Administrative Matter No. 09-6-8-C governing the Rules of Procedure for Environmental Cases, included in Annex 10.

REGULATION 143 REPEALING CLAUSE

Memorandum Circular No. 01-2005 dated 07 October 2005 and other existing PCG Circulars, Rules and Regulations Orders or Decisions which are inconsistent with this Circular are hereby repealed or modified accordingly.

REGULATION 154 SEPARABILITY CLAUSE

Should any provision or part of this Circular be declared by competent Authority to be invalid or unconstitutional, the remaining provisions or parts hereof shall remain in full force and effect and shall continue to be valid and effective.

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REGULATION 165 EFFECTIVITY AND TRANSITORY PROVISIONS

1. The implementation and enforcement of the rules on the requirement to secure a contract with an <u>OSPROOSRO</u> for the provision of standby oil spill response and clean-up operations and the installation of preventive measures shall be undertaken in phases in accordance with the following schedule:

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PHASE	SEGMENT/INDUSTRY	GEOGRAPHICAL	DATE OF	
FHASE	SEGINENT AINDUSTRY	AREA	ENFORCEMENT	
	Oil Depots and Oil Tanker	Luzon, Visayas and	180 days upon	
.1.	transfer activities	Mindanao	effectivity of this	
	transier activities.	IVIII Iuai iau	Circular	
	Oil Tanker, and Terminals		180 days upon	
<mark>2</mark> ,	Oil Tanker, and Terminals transfer activities	Luzon	effectivity of this	
	transier activities		Circular	
	Oil Tanker and Terminals	Visayas and	270 days upon	
3	transfer activities	Mindanao	effectivity of this	
	transfer activities	IVIITIUATIAU	Circular	

(1,2,3 segment/ activities are the same. Pls reconcile with Geo. Area and

date of enforcement)

2. All other provisions of this Memorandum Circular shall take effect thirty (30) days upon publication in a newspaper of general circulation

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ANNEX 1 Formatted: Font: (Default) Arial, 12 pt, Bold

LIST OF OIL

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Asphalt Solutions	Gasoline Blending Stocks		
Blending Stocks Roofers Flux Straight Run Residue	Alkylates - fuel Reformates Polymer - fuel		
Oils	<u>Gasolines</u>	Formatted: Font: 12 pt	
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Clarified	Casinghead (natural)		
Crude Oil	Automotive		
Mixtures containing Crude Oil	Aviation		
Diesel Oil	Straight Run		
Fuel Oil No. 4	Fuel Oil No.1 (Kerosene)		
Fuel Oil No. 5	Fuel Oil No 1-D		

Kerosene

Mineral Spirit

Fuel Oil No.2 Fuel Oil No. 6 Residual Fuel Oil Fuel Oil No. 2-D Road Oil Transformer Oil Aromatic Oil (excluding Vegetable Oil) Jet Fuels JP – 1 (Kerosene) Lubricating Oils and Blending Stock JP – 3 Mineral Oil Motor Oil JP – 4 Penetrating Oil JP - 5 (Kerosene, Heavy) Spindle Oil Turbo Fuel

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<u>Distillates</u> ——Naptha

Straight Run Solvent

——Turbine Oil

<u>Straight Run</u> Flashed Feed Stocks Petroleum Solvent

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Gas Oil Petroleum		Formatted: Font: 12 pt
Gas Oil		Formatted: Font: 12 pt
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ANNEX 2

REQUIRED DOCUMENTS FOR THE CONDUCT OF BUNKERING/TRANSFERRING OPERATIONS

Foreign-registered Vessels:

- 1. Entry Permit
- 2. Notice of Arrival
- 3. Bill of Lading
- 4. Cargo Manifest
- 5. Vessel Tank Inspection Report (prior loading at Port of Origin)
- Vessel Tank Inspection Report (after completion of loading at Port of Origin)
- 7. Bureau of Custom Bunkering Permit
- 8. Material Safety Data Sheet (MSDS)

Domestic-registered Vessels:

- Coasting/Cargo Manifest
- Notice of Arrival
- 3. Master's Oath of Safety Departure (MOSD)
- 4. Material Safety Data Sheet (MSDS) as Cargo
- 5. Bill of Lading
- ATRIG Authority to Release Imported Goods (BIR Tax)
- 7. Material Safety Data Sheet (MSDS)

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ANNEX 3

OIL RECORD BOOK

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PART 1 - Machinery Space Operations

(All Ships)

Name of Ship:

Distinctive number of letters:

Gross tonnage:

Period from: To:

LIST OF ITEMS TO BE RECORDED

(A) BALLASTING OR CLEANING OF OIL FUEL TANKS

- 1. Identity of tank(s) ballasted.
- 2. Whether cleaned since they last contained oil and, if not, type of oil previously carried.
- 3. Position of ship at start of cleaning.
- 4. Position of ship at start of ballasting.

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(B) DISCHARGE OF DIRTY BALLAST OR CLEANING WATER FROM OIL FUEL TANKS REFERRED TO UNDER SECTION (A)

- 1. Identity of tank(s).
- 2. Position of ship at start of discharge.
- 3. Position of ship on completion of discharge.
- 4. Ship's speed(s) during discharge.
- 5. Method of discharge.
 - a. Through 100 parts per minute equipment.
 - b. Through 15 parts per minute equipment.
 - c. To reception facilities.
- 6. Quantity discharge.

(C) DISPOSAL OF OIL RESIDUES (SLUDGE)

- 1. Quantity of residue retained on board for disposal.
- 2. Methods of disposal of residue:
 - a. To reception facilities (identity port)
 - b. Mixed with bunkers;
 - c. Transferred to another (other) tank(s) (identity tank(s);
 - d. Other method (state which).

(D) NON-AUTOMATIC DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES

- 1. Quantity discharged.
- 2. Time of discharge
- 3. Method of discharged or disposal:
 - a. Through 100 parts per min equipment
 - b. Through 15 parts per minute equipment;
 - c. To reception facilities (identity port);
 - d. To slop or collecting tank (identity tank).

(E) AUTOMATIC DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES

1. Time when the system has been put into automatic mode of operation for discharge overboard.

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- Time when the system has been put into automatic mode of operation for transfer of bilge water to collecting (slop) tank (identity tank).
- 3. Time when the system has been put to manual operation.
- 4. Method of discharge overboard:
 - a. Through 100 parts per minute equipment;
 - b. Through 15 parts per minute equipment.

(F) CONDITION OF OIL DISCHARGE MONITORING AND CONTROL SYSTEM

- 1. Time of system failure.
- 2. Time when system has been made operational.
- 3. Reasons for failure.

(G) ACCIDENTAL OR OTHER EXCEPTIONAL DISCHARGES OF OIL

- 1. Time of occurrence.
- 2. Place or position of ship at time of occurrence.
- 3. Approximate quantity and type of oil.
- 4. Circumstances of discharge or escape, the reasons therefore general remarks.

(H) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS

NAME C	OF SHIP:
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DISTINCTIVE NUMBER OR LETTER:

CARGO/BALLAST OPERATIONS (OIL TANKERS) */MACHINERY SPACE OPERATIONS (ALL SHIPS)*

Date	Code	<u>ltem</u>	Record of operations/signature of
	<u>(letter)</u>	(number)	officer in charge
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Signature of Master

ANNEX 4

RULES FOR THE ACCREDITATION OF OIL SPILL PREVENTION AND RESPONSE ORGANIZATION (OSPROOSRO)

RULE I AUTHORITY

Republic Act No. 9993 and its Implementing Rules and Regulations empowersthe PCG to prescribe, promulgate and enforce regulations for the prevention and control
of marine pollution by accreditation of companies/entities engaged in Marine
Environment Protection related activities including but not limited to Oil Spill Prevention
and Response Organization (OSPROOSRO).

RULE II PURPOSE

The purpose of these rules is to prescribe the rules and procedures for the accreditation of Oil Spill Prevention and Response Organization (OSPROOSRO).

RULE III INTERPRETATION

Consistent with the Precautionary Principle and the Polluter Pays Principle, the rules prescribed herein shall be interpreted liberally in favor of marine environmental protection.

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RULE IV SCOPE

These rules shall apply to all Oil Spill Prevention and Response Organizations (OSPROOSRO) within the territorial jurisdiction of the Philippines.

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RULE V DEFINITION OF TERMS

For the purposes of the rules and procedures prescribed herein, the terms defined in Section VI of Memorandum Circular No. are fully adopted.

RULE VI TYPES OF ACCREDITATION

- A. The accreditation of an OSPROOSRO shall be classified according to the capacity to respond to oil spills on the basis of their service response times and pollution cleaning-up capability, as follows:
 - (1) Accreditation for Tier I Spill Response the OSPROOSRO possesses the capability and capacity, including equipment and personnel, to respond to and conduct complete and immediate oil spill response operations for Tier 1 Spills anywhere in the Philippine Maritime Jurisdiction within twelve (12) hours upon notification by the spiller or the PCG of an oil spill incident;
 - (2) Accreditation for Tier II Spill Response the OSPROOSRO, possessesthe capability and capacity, including equipment and personnel, to respond to and conduct complete and immediate oil spill response operations for Tier II Spills anywhere in the Philippine Maritime Jurisdiction within twelve (12) hours; and
 - (3) Accreditation for Tier III Spill Response the OSPROOSRO possesses—
 the capability and capacity, including equipment and personnel, to
 respond to and conduct complete and immediate oil spill response
 operations for Tier III Spills anywhere in the Philippine Maritime
 Jurisdiction within twelve (12) hours.
- B. An Accreditation for Tier II Spill Response necessarily includes an Accreditation for Tier I Spill Response, and an Accreditation for Tier III Response carries an Accreditation for Tier I and Tier II Oil Spill Response. However, nothing in this Section shall preclude the PCG to call upon the services of any accredited OSPROOSRO, from responding to an oil spill incident regardless of Tier.

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RULE VII REQUIREMENTS

A. GENERAL REQUIREMENTS

(1) Legal Documents

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- Certificate of Registration issued by the Security and Exchange Commission (SEC);
- ii. Articles of Incorporation and By-Laws;
- iii. Company Profile;
- iv. Certificate of vessel registration by MARINA under the name of the person or entity applying for accreditation;
- v. Oil Spill Response Plan as provided herein.
- vi. Oily Debris and Oily Waste Management and Disposal Plan; and
- vii. A valid Secretary's Certificate authorizing an officer, representative or agent to apply for accreditation on a juridical entity's behalf.

(2) Financial Documents

- Valid permits and registrations from Local Government Units;
- ii. Audited financial statement received by the Bureau of Internal Revenue (BIR) or its duly authorized Revenue District Offices (RDOs) for the immediately preceding year;
- iii. Latest General Information Sheet duly filed with and received by the SEC;
- iv. SEC approved capitalization of not less than PHP 50,000,000.00 with proof of fund certified and authenticated by a Universal or Commercial Bank. Minimum 75% of the PHP 50,000,000.00 must be allocated and invested on relevant assets, equipment, tools and resources used in marine environment protection and oil spill response;
- In case of joint venture with a foreign corporation or entity, a duly authorized statement from the potential joint venture partners stating that they will enter and abide by the provisions of the oil spill response regulations. The joint venture partner must have proven track record, competency, organization and appropriate tools, equipment and assets for marine environment protection and oil spill response within the territorial jurisdiction of the Philippines or overseas.

(3) Administrative Documents

Organizational Chart;

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List of Personnel, Designation, Qualification/Certificate of Competency, Experience Data and Training Profile;

Logistical Requirements iii.

List of minimum MARPOL/HNS Equipment units, which are owned, leased, and purchased must be supported by certification of availability of equipment from less or/vendor for the duration of response:

a. For Tier I Spill Accreditation

Equipment/Units	Description/ Specifications	<u>Number</u>
Oil Spill Response Team	Certified Oil Spill	50
•	Responders	
	600 mm	≥ -400,
Oil Spill Containment Boom	900 mm	≥ -400
	1500 mm	≥ -200
Shore line Protection Boom	600 mm	≥ 100, •//
Automatic Inflation Boom	≥ 1100 mm	/
Fire Proof Oil Containment Boom	600 mm	
Oil Absorbent Rope		≥ 400
Oil Absorbent Pads		<u>≥ 5</u>
Portable Spraying Device	Spray Rate	≥.2
(Cold Water)	>18 L / min	
	Pressure > 8 mpa	
Portable Cleaning device	≥80 °C,	≥1
(hot water)	Spray Rate	
	>18 L / min,	
	<u>Pressure> 8mpa</u>	\\
On -board or Portable	Spray Rate	
Spraying device	<u>135 L / min</u>	
Oil Skimmer (including Genset Power	Spray Rate High	
Station)	Viscosity	\\
On-board Spraying Device	Capacity (100	
	<u>m3/ H)</u>	\)
	(>18 L/min)	
	≥135 L/minLow	
	<u>Moderate</u>	<u>1 set > 60 m3/H</u> .◆
	<u>Viscosity</u>	\ \
	Capacity (60 m3 /	
Machanical Dump	H)	
Mechanical Pump	Capacity (discharge	
	rate for high viscosity > 150	
	m3 /H)	
Oil Dispersant Chemical	<u> </u>	≥ 2
On Diopordant Orientical		<u> </u>

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Jumbo bags	≥50 kgs capacity	≥ 200
Personal Protective equipment		≥ 50
Speed Boa, Fiberglass> 4m	30hp 2- stroke	≥ 2.
	<u>engine</u>	
Oil Spill Respond Vessels	≥ 300 DWT, ≥ 210	<u>≥ 1,</u>
	knots speed, up	
	to 20 nautical	
	<u>miles</u>	
Auxillary barge / boat		<u>≥ 1</u>

b.	For	Tier	II Si	llic	Accr	editation
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b. For Her II Spill Accreditation		•			
Equipment/Units	<u>Description/</u> Specifications	<u>Number</u>			
Oil Spill Response Team	Certified Oil Spill	.100			
Oil Spill Response Team,	Responders,	,100			
Oil Spill Containment Boom	600 mm	≥ 800			
Oil Opiii Cortaininent Boom	900 mm	≥ 800			
	1500 mm	≥ 400			
Shore Line Protection Boom	600 mm	≥ 200 →			
Automatic Inflation Boom	≥ 1100 mm	≥ 200			
Fire Proof Oil Containment Boom	600 mm	≥ 200			
Oil Absorbent Rope	000111111	≥ 800			
Oil Absorbent Pads		<u>= 000</u> <u>≥ 10</u>			
Portable Spraying Device	Spray Rate	≥ 4			
(Cold Water)	>18 L / min				
Acoid Water)	Pressure > 8 mpa				
Portable Cleaning device	≥80 °C,	≥ 2			
(hot water)	Spray Rate				
	>18 L / min,				
	Pressure> 8mpa				
On -board or Portable	Spray Rate	<u>≥ 1</u>			
Spraying device	135 L / min	-			
	High Viscosity				
	Capacity (100	≥ 1			
	m3/ H)	<u> </u>			
Oil Skimmer (including Genset	Low Moderate				
Power Station)	Viscosity				
T on or oldson,	Capacity (60 m3 /	2 sets > 60 m3/H			
•	H)				
Mechanical Pump	Capacity (discharge	◄			
<u></u>	rate for high				
	viscosity > 150	<u>≥ 1</u>			
	m3 /H)				
Oil Dispersant Chemical		≥ 10			
Jumbo bags	≥50 kgs capacity	<u>≥ 400</u>			
Personal Protective equipment		≥ 100			
Speed Boa, Fiberglass> 4m	30hp 2- stroke	≥ 3			
	engine				
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Oil Spill Respond Vessels	≥ 300 DWT, ≥ 210	≥2
	knots speed, up	
	to 20 nautical	
	<u>miles</u>	//
Auxillary barge / boat		≥2
-		

c. For Tier III Spill Accreditation		•/
Equipment/Units	<u>Description/</u>	Number -
	<u>Specifications</u>	
Oil Spill Response Team	Certified Oil Spill	<u>200</u>
	<u>Responders</u>	
	,600 mm	<u>≥ 1,2</u> 800
Oil Spill Containment Boom	900 mm	<u>≥ 1,200≥ 800</u>
	1500 mm	≥ <u>8</u> 400
Shore Line Protection Boom	<u>600 mm</u>	≥ 400
Automatic Inflation Boom	<u>≥ 1100 mm</u>	≥ 400
Fire Proof Oil Containment Boom	<u>600 mm</u>	≥ 400
Oil Absorbent Rope		≥ 1,200
Oil Absorbent Pads		<u>≥ 15</u>
Portable Spraying Device	Spray Rate	<u>≥ 6</u>
(Cold Water)	>18 L / min	
	Pressure > 8 mpa	
Portable Cleaning device	>80 °C,	≥ 3
(hot water)	Spray Rate	-
	>18 L / min,	
	Pressure> 8mpa	
On -board or Portable	Spray Rate	≥2
Spraying device	135 L / min	-
	High Viscosity	
	Capacity (100	> 21
	m3/ H)	<u>≥ 2</u> 4
Oil Skimmer (including Genset	·	-
Power Station)	Low Moderate	201
	Viscosity	2 coto > 60 m2/H
· ·	Capacity (60 m3 /	2 sets > 60 m3/H
	<u>H)</u>	
Mechanical Pump	Capacity (discharge	4
	rate for high	> 1
	viscosity > 150	<u>≥ 1</u>
~	<u>m3 /H)</u>	
Oil Dispersant Chemical		≥ 20
Jumbo bags	<u>≥50 kgs capacity</u>	<u>≥ 500</u>
Personal Protective equipment		<u>≥ 200</u>
Speed Boa, Fiberglass> 4m	30hp 2- stroke	≥ 4
	engine	
Oil Spill Respond Vessels	≥ 300 DWT, ≥ 210	<u>≥ 2</u>
	knots speed, up	
	to 20 nautical	
	miles	

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Auxillary barroe / boat ii. Proof of purchase or lease must be supported by purchase agreement, lease contract, invoice, delivery receipt and other relevant documents which shows, amongst others, the brand, model / type, size or dimensions, quantity and date of manufacture of the OSR tools and equipment. iii. Equipment that is not in accordance with the above-mentioned list will not be considered in assessing the Applicant's oil spill response and clean-up capacity for the purpose of accreditation. iv. Agreement with International QSPROOSRO Any domestic entity sekling accreditation as an QSPROOSRO may submit any agreement of partnership and properation with an internationally established QSPROOSRO, with a tack record of at least ten (10) years, whether through a joint venture agreement shall continued by the consular office of the Republic of the Philippines where the international QSPROOSRO, where the international QSPROOSRO, and the partnership and cooperation with a services to be extended to the partnership and cooperation with a services to be extended to the partnership and cooperation with a services to be extended to the partnership and cooperation with a services to be extended to the partnership and cooperation with a services to be extended to the domestic entity by the international QSPROOSRO. If upon vertication and validation the POS is satisfied with the competence technical expertus, capability and track record of the international QSPROOSRO, the agreement shall be favorably considered to support and supplement the application for overditation of the domestic entity, and shall be considered in the domestic entity, and that the partnership and the partnership and the procedures of the domestic entity, and shall be considered to exempt, the domestic entity is seeking QSPROOSRO, accreditation from complying with the requirements, and experience the services to be construed to exempt, the domestic entity is seeking QSPROOSRO, accreditation from complying with the procedures, equipment and resou		09June 2016	4	Formatted: Centered
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agreement, lease contract, invoice, delivery receipt and other relevant documents which shows, amonast others, the brand, model / type, size or dimensions, quantity and date of manufacture of the OSR tools and equipment. iii. Equipment that is not in accordance with the above-mentioned list will not be considered in assessing the Applicant's oil spill response and clean-up capacity for the purpose of accreditation. iv. Agreement with International OSPROOSRO Any domestic entity seeking accreditation as an OSPROOSRO may submit any agreement of partnership and cooperation with an internationally established OSPROOSRO, with a track record of at least ten (10) years, whether through a joint venture, parent-subsidiary relationship, or any other arrangement. Such Agreement must be leastly certified, relative to the partnership and cooperation with an international of the Philippines where the international OSPROOSRO, is domiciled. The agreement shall contain all necessary information on the extent of the partnership and cooperation, as well as a three services to be extended to the domestic entity by the international OSPROOSRO. If upon verification and validation, the PCG is satisfied with the competence, technical expertise, capability and track record of the international OSPROOSRO, the agreement shall be flavorably considered to support and supplement the application for the creditation of the domestic entity, and track record of the international osperacy of the partnership and cooperation, as well as a three services to be extended to the domestic entity by the international osperacy of the international osperacy of the partnership and cooperation of the domestic entity, and track record of the international osperacy of the partnership and cooperation of the domestic entity, and shall be considered to support and supplement the app	ii Droof of numb		unnantad by numbers	Formatted: Font: 12 pt
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09June 2016

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Draft as of 081529 August Julyne 2016

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(c) The total quantity of oil in respect of which the OSPROOSRO is to be certified in accordance with the tiered response capabilities set out in section 2.

(d) The name of each person included in the personnel who has received basic oil spill response training or any other training in relation to an oil spill;

(e) A description of the training that the OSPROOSRO, provides to its personnel in preparation for the responsibilities that they will undertake in response to an oil-spill, whether pursuant to a contract or upon a call by the PCG;

(f) A description of the oil spill exercise program established to evaluate the effectiveness of all aspects of the procedures, equipment and resources that are identified in the plan, including exercises to be coordinated with ships, oil handling facilities or the PCG, as the case may be;

(g) A list of the types and quantity of equipment for use at its geographical area of coverage in respect of a Tier I oil spill response capability referred to in Section VI(A)(4) hereof, including the procedure and measures to be undertaken for the maintenance thereof;

(h) A description of the measures that the OSPROSRO will take in response to an oil spill to protect and treat areas of an environment affected by an oil spill, emphasizing those measures suited for special areas and those protected under the NIPAS Act.

 A description of the treatment and recovery procedures that will be implemented in response to an oil spill;

(j) A description of the procedures that will be implemented for notifying the persons referred to in paragraph (d) in the event of an oil spill;

k) A description of the measures that the OSPROOSRO, will take, in conformity with applicable law, rules and regulations relating to health and safety, to protect the health and safety of its personnel, of volunteers and of other individuals who are involved, at the request of the OSPROOSRO, in a response to an oil spill; and

(I) A description of procedures for the updating of the response plan.

(2) An OSPROOSRO's Response Plan must take into account any contingency planfor its geographical area that may be issued by the PCG.

C. OIL SPILL PROCEDURES, EQUIPMENT AND RESOURCES

(1) The procedures to be implemented with respect to a spill of a specified quantity of oil in a geographical area shall include the following specifications: Formatted: Centered

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- (a) The equipment and resources relating to an oil spill response capability are deployed within twelve (12) hours after the notification of the oil spill by the spiller or the call fro the PCG, as the case may be;
- (b) The number of meters of shoreline that are treated in a day is at least 500 meters;
- (c) The maximum number of days required to complete on-water recovery operations shall be ten (10) operational days after the day on which the equipment is first deployed in the affected operating environments;
- (d) The oil spill response operations shall be managed in coordination with the PCG, LGUs, the DENR and other concerned agencies pursuant to the NOSCOP;
- (e) When determined by the PCG to be necessary for an effective and complete oil spill and clean-up response, strategies for simultaneous response shall be employed in all affected operating environments, including, but not limited to, the calling of other OSPROOSROs to conduct oil spill response operations; and
- (f) Equipment and resources shall be provided to the persons managing the response operation.
- (g) Oil collected in the course of the response operations shall be disposed of in accordance with existing law and regulations.
- (2) The equipment and resources for use with respect to a spill of a specified quantity of oil include the following:
 - (a) Equipment that is appropriate for responding to the oil spill; and
 - (b) Equipment for sufficient primary temporary storage capacity to maintain recovery operations of oil or oily-water waste continuously during a 24-hour period and a sufficient secondary temporary storage capacity.

RULE VIII APPLICATION PROCESS

- (a) The Applicant shall submit an accomplished and verified Application Form (obtained from MEPCIS either in its office or through the PCG website) with the Director, National Operations Center for Oil Pollution (DNOCOP), Farola Compound, Binondo, Manila. The information in the Application Form must be clear, concise, factual, complete. The application must contain information about the Applicant's equipment and personnel inventory and shall include all necessary documents required herein. Incomplete applications will not be processed and will be returned to the applicant immediately with an explanation of the deficiency.
- (b) OSPROOSRO applicant should utilize DENR accredited transporter and treater for oil spill debris and waste disposal.

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The application shall be subject to the following fees:

Application Fee	PhP2,500.00
Surveyors Fee	Php5,100.00
Accreditation Certificate	Php500.00
Laboratory Fee	Php4,000.00
Stamp	Php150.00
Dry Seal	Php50.00
Authentication of Documents	Php200.00

- Upon receipt of the application and payment of the fees, the DNOCOP or his duly authorized representative shall, after being satisfied upon review that the application is complete, conduct inspection and validation of the resources and equipment identified in the application and submit to Commander, Marine Environmental Protection Command (CMEPCOM) the result of such inspection and his recommendations thereon.
- If the application is found to be unsatisfactory, CMEPCOM shall return the application to the Applicant with an explanation of the reasons why the application is rejected and provide recommendations therefor, if necessary. The Applicant shall be given a period of thirty (30) days to undertake measures to fulfill the recommendations, if any, or rectify the deficiencies.
- If the application is found to be satisfactory, CMEPCOM shall recommend to the Commandant, PCG (CPCG) the issuance of a Certificate of Accreditation in favor of the OSPROOSRO, stating therein the name and style of the OSPROOSRO, its complete and current address, full name of the authorized representative, and all relevant contact details. The Certificate shall contain the conditions prescribed in the immediately proceeding Section.

RULE IX CONDITIONS UNDER THE ACCREDITATION

- The Certificate of Accreditation shall be valid for a period of three (3) years and subject to the following conditions:
 - That the OSPROOSRO shall maintain all its equipment in good operating conditions, conducting thereon all necessary specified preventive maintenance and proper storage or warehousing, and that its personnel are sufficiently trained and possessed of the capacity to conduct immediate and complete oil spill response operations;
 - That the OSPROOSRO shall immediately respond to any oil spill incident upon call by the PCG to conduct or supplement oil spill response operations; Provided, that an OSPROOSRO engaged in a current oil spill response operations shall be exempted from responding to the PCG's call;

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C.	That the OSPROOSRO shall submit the following documents within thirty	Formatted: Font: 12 pt
_	(30) days from the expiration of a period of twelve (12) months	Formatted: Font: 12 pt
	commencing from the date of its accreditation:	Formatted: Right: 0.06"
	i. A report (format) of all oil spill response operations that the	Formatted: Font: 12 pt
	OSPROOSRO conducted in the past twelve months, specifying	Formatted: Right: 0.06"
	the entity or entities involved, the measures undertaken, inventory	Formatted: Font: 12 pt, Highlight
	of actual tools, equipment and resources used and involved during	Formatted: Highlight
	each of the oil spill response incidents, the cost of the operations for each oil spill response incident, and all other relevant	Formatted: Font: 12 pt
	information in relation to the oil spill;	Formatted: Font: 12 pt
	ii. An updated inventory (format) of the OSPROOSRO facilities,	Formatted: Font: 12 pt
	equipment, and personnel equipped for emergency response to	Formatted: Right: 0.06", Tab stops: 6.31", Left
	pollution from ships; and	Formatted: Font: 12 pt, Highlight
	iii. All contracts for oil spill response operations entered into by the	Formatted: Highlight
	OSPROOSRO and ships vessels or any other entities entered	Formatted: Font: 12 pt
	into during the past twelve (12) months.	Formatted: Font: 12 pt
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<u>d.</u>	That the OSPROOSRO shall conduct semi-annual oil spill response drills	Formatted: Right: 0.06"
	and exercises involving its personnel and equipment under the	Formatted: Font: 12 pt
	supervision of the PCG,	Formatted: Font: 12 pt
e.	That the OSPROOSRO shall allow unimpeded and full access to its	Formatted: Right: 0.06"
<u>0.</u>	offices, storage facilities, equipment, records and documents for random	Formatted: Font: 12 pt
	inspection by authorized officials of the PCG for the purpose of	Formatted: Font: 12 pt
	determining whether all pertinent laws, rules and regulations are being	Formatted: Right: 0.06"
	complied with:	Formatted: Font: 12 pt
f.	That the OSPROOSRO shall submit, at the end of every calendar year,	Formatted: Font: 12 pt
	a copy of its General Information Sheet and Audited Financial Statement	Formatted: Right: 0.06"
	for the immediately preceding year as filed and registered with the SEC;	Formatted: Font: 12 pt
g.	That the OSPROOSRO shall notify the PCG of any changes to its	Formatted: Font: 12 pt
	corporate structure and ownership, address, authorized representative,	Formatted: Right: 0.06"
	contact details, or its capacity to respond to or conduct oil spill response operations for which it is accredited;	Formatted: Font: 12 pt
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<u>h.</u>	That the OSPROOSRO shall participate in any consultation procedures	Formatted: Font: 12 pt
	conducted by the PCG or any of its offices in relation to Memorandum	Formatted: Right: 0.06"
	Circular No. , including but not limited to the updating of the prescribed rates for oil spill response operations, the prescribed	Formatted: Font: 12 pt
	provisions of the Model Contract, and the revisions to or updating of the	
	NOSCOP;	
i	That the OSPROOSRO, shall hold the PCG and its officials free and	Formatted: Font: 12 pt
<u>1.</u>	harmless of any liability arising from the conduct of any oil spill response	Formatted: Right: 0.06"
	operations, the liability therefor is understood as falling on the polluter or	Formatted: Right: 0.06
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spiller pursuant to R.A. No. 9483 or the Oil Pollution Compensation Act of 2007;

That the OSPROOSRO shall assist the PCG in the prosecution of claims of pollution damage arising from oil spills for which it conducted oil spill response operations by providing all necessary testimonial, documentary or object evidence; and

k. That any breach in the conditions set forth in the Certificate of Accreditation or any violation of Memorandum Circular No. shall cause the suspension or revocation of the OSPROOSRO's accreditation, without prejudice to any administrative, civil or criminal liability that may be imposed under applicable law, rules and regulations.

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ANNEX 5

RULES FOR THE IMPOSITION OF ADMINISTRATIVE FINES AND/OR PENALTIES

Violation of any provision stated in Section VIII and IX shall be imposed with the following corresponding administrative fines and/or penalties:

A. Tier I Discharge - not less than Php50,000.00 but not more than Php300,000.00

Php50,000.00 is the minimum penalty for discharges between 1 to 100 liters. For discharges of more than 100 liters, violators will pay the minimum penalty of P50,000.00 plus a Php25.00 penalty for each succeeding liter. This is further explicated in the formula:

Spill >100L = minimum penalty + (n x 25) n =volume of spilled oil in liters if and only if, n is >100

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Volume of Spilled Oil(in liters)	Penalty	Volume of Spilled Oil (in liters)	<u>Penalty</u>
101	Php50,025.00	<u>9,995</u>	Php297,375.00
102	Php50,050.00	<u>9,996</u>	Php297,400.00
103	Php50,075.00	<u>9,997</u>	Php297,425.00
104	Php50,100.00	<u>9,998</u>	Php297,450.00
<u>105</u>	Php50, 125.00	<u>9,999</u>	Php297,475.00
	A	10,000	Php297,500.00

B. Tier II Discharge - above P300,000.00 but not more than P600,000.00

Volume of Spilled Oil (in liters)	Penalty
<u>,10,001 – 100,000</u>	Php300,000.00
100,001 – 250,000	Php375,000.00
<u>251,000 – 500,000</u>	Php450,000.00
<u>500,001 – 750,000</u>	Php525,000.00
750,001 -1,000,000	Php600,000.00

C. Tier III Discharge - above P600,000.00 but not more than P1,000,000.00

Volume of Spilled Oil	Donalty
(in liters)	Penaity
1,000,000,000	Php600,000.00
1,000,000,001 and more	Php1.000.000.00

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PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS

(Headquarters Philippine Coast Guard)

139.25th Street, Port Area

1018 Manila

ANNEX 6

NOTICE OF PREVENTIVE DETENTION

Date
MARINA/ PPA/ SHIPOWNER
Director
Office Address
Fax no.
E-mail

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(Insert ship's name) - Preventive Detention of Ship	
The Philippine Coast Guard Marine Environmental Protection (MEP) Enforcement Inspection Officer has carried out inspection to the abovementioned ship at on . The ship shall be detained at due to the following deficiencies which endanger the marine environment:	
1. 2. 3. 4. 5.	
Enclosed herewith a copy of Marine Pollution Inspection/ Apprehension ReportMarine Pollution Inspection/ Apprehension ReportMarine Pollution Inspection/ Apprehension Reportof which might be useful for your reference. For further inquiries, please contact Coast Guard Station/Sub-Station at	
Very truly yours,	
Station/Sub-Station Commander (do we allow sub station commander to sign this docs?)	

PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS

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To_

<u>Headquarters Philippine Coast Guard</u>
<u>139 25th Street, Port Area</u>
<u>1018 Manila</u>

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ANNEX 7

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NOTICE OF ADMINISTRATIVE CASE/HEARING

<u>Date</u> **SHIPOWNER** Office Address Fax no. E-mail To

Pursuant to Republic Act No. 9993, Presidential Decree No. 979 and MARPOL 73/78, as implemented by the Philippine Coast Guard Memorandum No. dated , the MEP Officer finds you prima facie liable for the violation/s mentioned in the Marine Pollution Inspection/ Apprehension Report. Consequently, you shall be charged before the Investigation and Adjudication Officer (IAO) You are given a period of from receipt hereof to submit evidence and/or appear before the IAO. Failure to do so shall be construed as a

waiver of your right to be heard and the case will be decided accordingly.



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ANNEX 8

RULES OF PROCEDURE BEFORE THE INVESTIGATION AND ADJUDICATION OFFICER (IAO) FOR MARINE ENVIRONMENTAL PROTECTION AND POLLUTION CASES

RULE I

TITLE AND CONSTRUCTION

SECTION 1. Title - These Rules shall be known as the Rules of Procedure for Marine Environmental Protection and Pollution Cases and shall govern the procedure before the Investigation and Adjudication Officer (IAO) of the Philippine Coast Guard.

SECTION 2. Scope - These Rules shall apply to all marine environmental protection and pollution cases brought before the Investigation and Adjudication Officer.

SECTION 3. - Construction - These Rules shall be liberally construed in order to promote public interest and to assist the parties in obtaining just, speedy and inexpensive determination of action or proceedings. Formal requirements shall not affect the intrinsic validity of the proceedings provided that the information and facts alleged therein are clearly indicated for the judicious disposition of the case.

SECTION 4. - Nature of Proceedings — Subject to the basic requirements of due process, proceedings before the IAO shall be summary in nature and need not necessarily adhere to or follow the technical rules of evidence obtaining in courts of law. The Rules of Court shall not apply in said proceedings, except in suppletory character and only whenever applicable.

RULE II

JURISDICTION AND VENUE

SECTION 1. Jurisdiction - The Investigation and Adjudication Officer (IAO) shall have the sole and exclusive jurisdiction over all cases involving violations of marine environmental protection and pollution laws, rules and regulations, including the imposition of administrative sanctions, except as may be provided by law.

SECTION 2. Transfer of Venue - The Commandant, Philippine Coast Guard may allow the transfer of venue of the investigation from one district to another when he deems this course of action to be more expeditious, advantageous and in the interest of justice.

RULE III

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09June 2016 INVESTIGATION

SECTION 1.Investigation, How Initiated - Administrative investigation may be commenced by:

- a. The Command, motupropio;
- Marine Pollution Inspection/ Apprehension Report Marine Pollution Inspection/ Apprehension Report accomplished by the Philippine Coast Guard units;
- c. By filing of marine protest; and
- d. Sworn complaint of any person.

SECTION 2. Marine Pollution Inspection/ Apprehension Report Marine Pollution Inspection/ Apprehension Report Even without formal complaint, an action may be initiated on the basis of inspection or monitoring report that the condition and/or activities of the vessel which include but not limited to discharge of oil, hazardous and noxious substances, sewage, garbage or waste constitutes an immediate threat of harm to marine environment and/or violation of the existing MEP rules and regulations.

The MEP Officer shall include in the Marine Pollution Inspection/ Apprehension Report Marine Pollution Inspection/ Apprehension Report Marine Pollution Inspection/ Apprehension Report a Notice of Preventive Detention issued by the Station/Sub-Station Commander upon the recommendation of the MEP Officer when there is a prima facie evidence that the ship does not substantially comply with the existing PCG rules and regulations or committed detainable violation during the inspection. Said notice of detention shall be simultaneously forwarded to Investigation and Adjudication Officer (IAO) who shall immediately conduct an investigation proceeding for said violations and/or non-compliance upon receipt of such report. The MEP Officer shall notify MARINA, Philippine Ports Authority and the Ship owner of the detention of the vessel.

The investigation proceeding of the IAO shall forthwith proceed within twenty-four (24) hours upon the issuance of the notice of preventive detention and the case shall be decided within ten (10) days from the issuance of said notice.

SECTION 3. Marine Protest – It is a declaration under oath by the master of the vessel of the circumstances attending the damage or loss of his vessel, and intended to show that the loss accrued by the perils of the sea. It shall be the primary evidence in the investigation of accident involving the vessel by a Hearing Officer or any investigation. It can be the basis of an action even without formal complaint.

SECTION 4. Who may be Parties – Any person who has an interest in the subject of the action may be a party to the case before the IAO.

The party initiating the action shall be called the "Complainant" and the party against whom a complaint is filed shall be called the "Respondent".

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SECTION 5. Forms and Contents of Complaint – The complaint shall be in writing and drawn in clear and concise language whether in Filipino or English specifying the full names and addresses of the complainants, respondents and witnesses if any. It shall state the ultimate facts constituting the cause of action or specific violation of law or rules and regulations as well as other information pertinent thereto. It shall also specify the remedy or relief sought.

SECTION 6. Summons - Summons and/or complaint shall be served personally upon the parties. If the receipt of the summons and/or complaint is refused, tendering it to him shall make service. When the parties cannot be personally served with summons, service shall be made by registered mail or by publication, as the case may be.

SECTION 7. Withdrawal of Complaint – In case of withdrawal of complaint filed by any person, it shall not result in the automatic dismissal of the case. The IAO may motupropio pursue the same if he deems it necessary in the interest of justice, public welfare and safety.

SECTION 8. Notice of Hearing - The parties and their witnesses shall be notified through subpoena of the scheduled hearing/investigation at least five (5) days before the date thereof, specifying the time and place of hearing. Provided, however, that the service of a Marine Pollution Inspection/ Apprehension Report Marine Pollution Inspection/ Apprehension Report shall be considered as sufficient notice in which the respondent shall appear before the Investigation and Adjudication Officer within ten (10) days after receipt thereof.

In case the Marine Pollution Inspection/ Apprehension Report Marine Pollution Inspection/ Apprehension Report Marine Pollution Inspection/ Apprehension Report is issued with Notice of Preventive Detention, it shall be accompanied by a Notice of Hearing, said hearing shall be conducted within twenty four (24) hours from the issuance of said order.

RULE IV

HEARING

SECTION 1. Conduct of Investigation – In any investigation commenced pursuant to Sec. 1, Rule III hereof except those pertaining to detainable violations, the parties shall be given the opportunity to present their case or defense by way of submitting affidavits and other supporting evidence on the date, time and place of investigation specified in the notice of investigation/hearing or within ten (10) days after receipt of the Marine Pollution Inspection/ Apprehension Report. Affidavits submitted by the parties shall constitute their direct testimonies. After the reglementary period has prescribed, the IAO can take action on the basis of the evidence on record.

SECTION 2. Clarificatory Questions - When in the discretion of the IAO there are matters that need to be clarified, he may set the administrative case for hearing. Clarificatory questions raised by any of the parties shall be submitted to the IAO who shall propound the question to the witness.

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SECTION 3. Submission of Position Paper – The IAO shall require the respondent to submit its verified position paper accompanied by all supporting documents and affidavits of witnesses within ten (10) days from receipt of notice. The Affidavits shall state only facts of direct personal knowledge of the affiants and shall show their competence to testify on the matters stated therein.

The respondent shall furnish the complainant a copy of its position paper together with the supporting documents and affidavits submitted by it.

SECTION 4. Failure to Submit Position Paper – Should the respondent failed to submit its verified position paper within the period provided despite due notice, he shall be considered in default and the case shall be resolved on the basis of the evidence on record.

SECTION 5. Expert Witness - Government expert witnesses, such as doctors of medicine, handwriting experts, and chemist, among others, need not be summoned to testify on their reports. Their affidavits will be accepted based on their credentials and upon their official certification.

SECTION 6.Appearance and Admission of Violation - On or before the date of investigation/hearing, the respondent may admit the charge(s) to the Investigation and Adjudication Officer. This admission shall be made on record. Thereafter, a Report shall be made immediately stating the admission and recommending the imposition of the appropriate administrative sanctions and the case shall be considered terminated.

SECTION 7. Subpoena and Subpoena Duces Tecum—If the attendance of a witness or the production of books, papers, documents and other pertinent data is necessary, any party may request the issuance of the necessary subpoena or subpoena ducestecumat least five (5) days prior to the scheduled hearing. The IAO or Hearing Officer shall issue the subpoena or subpoena ducestecum upon showing of general relevance.

SECTION 8. More Detailed Inspection – Whenever essential to the determination of the issues surrounding the case, the IAO may direct the conduct at any time of a more detailed inspection.

SECTION solntervention by an Interested Party – any party who claims to have an interest or maybe adversely affected by the proceedings, may file a motion for intervention stating concisely the grounds relied upon and the remedy sought, serving copies of the same on the complainant and the respondent. The motion may be filed at any time before the case is deemed submitted for decision. The IAO has the discretion to allow or disallow the intervention.

SECTION 10. Consolidation of Cases – When there are two (2) or more cases pending before the IAO involving the same respondent and issues, the cases subsequently filed shall be consolidated with the one first filed to avoid unnecessary cost and delay.

RULE V

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ORDERS, RESOLUTIONS AND DECISIONS

SECTION 1. Decision/Judgment - After due investigation, the IAO shall render a decision not later than thirty (30) days from the time it is submitted for decision. The parties shall be notified of the decision by personal service or registered mail, as the case may be. However in cases involving detainable violations, the case shall be decided within ten (10) days from receipt of the notice of preventive detention.

Every order or resolution of the IAO shall be in writing and under its seal, signed by him and shall clearly and distinctly state the facts and the law on which it is based.

<u>SECTION 2. Finality of Decision/Judgment - Decisions of the IAO shall be final and executory within fifteen (15) days from receipt of a copy thereof, unless a motion for reconsideration is filed or an appeal is perfected within said period.</u>

RULE VI

MOTION FOR RECONSIDERATION

SECTION 1. Motion for Reconsideration - A motion for reconsideration may be filed before the IAO specifically indicating the grounds therefore, with proof of service of copies to the other parties within 15 days from receipt of the decision of the IAO.

SECTION 2. Filing - Only one motion for reconsideration of an order or decision of the IAO shall be allowed. The IAO shall decide the motion for reconsideration within fifteen (15) days from submission. The filing of a motion for reconsideration shall suspend the running of the period to appeal.

RULE VII

APPEAL

SECTION 1. Appeal – An appeal from a judgment or final order of the Investigation and Adjudication Officer (IAO) may be taken to the Office of the Commandant, PCG. The appeal is taken by filing a notice of appeal with the IAO within fifteen (15) days from receipt of the decision of the IAO or within the remaining period from the filling of the motion for reconsideration upon receipt of the decision on the said motion as the case may be.

SECTION 2. Contents of Notice of Appeal - A Notice of Appeal shall specify and designate the errors of judgment of the decision, or part thereof appealed from. The Investigation and Adjudication Officer, shall, within five (5) days upon receipt of the Notice of Appeal and perfection thereof, transmit the record to the proper reviewing authority.

<u>SECTION 3.Appeal by One of Several Respondents - When there are several respondents in a case, any one or all of them may appeal, but any respondent who does not join the appeal shall not be prejudiced thereby, except when there is manifest error in the appealed decision.</u>

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SECTION 4. Withdrawal of Appeal - Notwithstanding the perfection of the appeal, the Commandant, Philippine Coast Guard may allow withdrawal of the same at any time before the decision of the case is rendered, in which case the appealed decision shall stand as though no appeal had been filed.

SECTION 5. Decision on Appeal Cases - The proper reviewing authority shall decide the appealed case on the basis of the entire record of the investigation before the Investigation and Adjudication Officer. The parties shall be notified of the decision by personal service or by registered mail, as the case may be.

The decision of the Commandant, PCG shall be final and unappealable.

RULE VIII

ADMINISTRATIVE SANCTIONS, CIVIL AND CRIMINAL ACTIONS

<u>SECTION 1.Administrative Sanctions - The IAO shall impose the administrative sanctions and fines under the existing rules and regulations of the Philippine Coast Guard.</u>

SECTION 2. Civil and Criminal Actions - The institution of an action under these Rules shall be without prejudice to and shall not bar any civil or criminal action for violation of the penal and civil provisions of all related environmental laws. If the violator is a juridical person, the criminal case shall be filed against the owners, proprietors and/or their agents responsible for the violation.

RULE IX

MISCELLANEOUS PROVISIONS

SECTION 1. Separability Clause – If any section or provision of these rules of procedure or part thereof, is declared unconstitutional or invalid, the other sections or provisions thereof which are not affected shall continue in full force and effect.

SECTION 2. Repealing Clause - The Rules of Procedure Governing the IAO for Marine Environmental Protection and Pollution Cases, which form part of Annex III of HPCG Memorandum Circular No. 01-2001 (dated 01 August 2001) is hereby repealed.

<u>SECTION 3. Effectivity Clause – These Rules shall take effect fifteen (15) days after publication in a newspaper of general circulation in the Philippines.</u>

CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 AugustJulyne 2016 Draft as of 14 Juno 2016

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ANNEX 9

Booklet No. 100001

INSPECTION RECORD BOOK (Oil Tanker of 15 GT and below 50 GT)

NAME OF VESSEL:

PARTICULARS:

FARTICULARS.		
TYPE OF VESSEL:	HOMEPORT:	
NAME OF OWNER/ OPERATOR:	BUSINESS ADDRESS:	
TRADING:	L.O.A. (in meters):	
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BREADTH (in meters):	DEPTH (in meters):	
		1
DRAUGHT (in meters):	GROSS TONNAGE:	
NET TONNAGE:	DEADWEIGHT:	
MAKE/TYPE OF ENGINE:	HORSE POWER:	
SPEED (Cruising/Maximum)	No. of DECK:	
No. of MAST:	No. of Officers/Crew	
No. of Authorized Passenger:	Built at:	
MATERIALS:	Date of Last Dry-docking:	

This Oil Tanker Inspection Record Book was issued on day of month 20 .

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Commander, Marine Environmental Protection Command

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Draft as of 081529 August Julyne 2016

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Draft as of 14 June 2016 09June 2016 Formatted **Booklet No. 100001** Formatted Part I Formatted <u>...</u> Formatted Record of Violations/Deficiencies in the conduct of MDSD/PDI/MCI <u>...</u> Formatted A. Details of Ship Certificates/Statutory Documents (Not Valid/Expired) Formatted **Date of Issue Expiry Date** Formatted Formatted <u>2.</u> Formatted <u>3.</u> Formatted **Formatted Formatted** <u>6.</u> <u>7.</u> **Formatted** 8. Formatted (... 9. Formatted <u>...</u> 10. Formatted (... <u>11.</u> Formatted <u>12.</u> Formatted 13. Formatted 14. 15. **Formatted** <u>16.</u> Formatted (... 17. Formatted (... 18. Formatted Formatted B. Nature of Deficiency(ies) C. Actions Taken (Please indicate) Formatted Formatted (... Formatted Formatted **... Formatted** Formatted <u>...</u> Formatted (... Formatted Formatted ... D. Date/Time of Inspection: (day/time) (month) (year) Formatted (... Formatted Place of Inspection: CGS/CGSS: Formatted Received by: G. Inspected by: (... Formatted Formatted Formatted Name and Signature of Master of Vessel Rank/Name and Signature of Formatted ... Officer-In-**Formatted** Charge/Chief MEP Inspector Or Representative Formatted Formatted **Formatted**

Draft as of 081529 August-Julyne 2016

Draft as of 14 June 2016

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Booklet No. 100001

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Part II

Records of Drills

<u>A.</u>	Nature of Emergency Situation/Evolution (check the appropriate	e drill
condu	ducted):	
	Abandon ship Drill;	
	Fire in Port Drill / At Sea Drill;	
	Collision at Port Drill / At Sea Drill;	
	Emergency Steering Casualty Drill:	
	Man Overboard Drill.	
	Marine Environmental Response and Readiness Evalu	ation
	Others	
В.	Place of Drill/Vicinity of:	
	(Name of nearest shoreline/Locality)	_
	(Latitude) (Longitude)	_
C.	Date/Time conducted:	
		_
D.	(Date) (Time) (Month/Year) Last Port of Call:	
		_
<u>E.</u>	Date/Time of Departure:	
	(Data) (Than) (Manth (Vans)	
F.	(Date) (Time) (Month/Year) Next Port of Call:	
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G.	Date/Time of Arrival:	
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	(Date) (Time) (Month/Year)	
Н.	I. Duty Officer of the Watch (OOW): I. Master of the Vessel	
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	lame and Signature of OOW Name and Signature icense No. License No.	
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Booklet No. 100001

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Part III

Record of Violations/Deficiencies in the conduct of MDSD/PDI/CMI

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Booklet No. 100001

Draft as of 14 June 2016

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Part IV

Record of Violations/Deficiencies in the conduct of

A. Nature of Emergency B. Rate attained during Evaluation	
Drill /Evolutions	
1st Drill (Date:)	Formatted: Font: (Philippines)
1. Abandon ship Drill 2. Fire in Port or At Sea	Formatted: Font: (Philippines)
<u>Drill</u>	Formatted: Font: (Philippines)
3. Collision at Port or At Sea Drill	Formatted: Font: (Philippines)
4. Emergency Steering Casualty Drill,	Formatted: Font: (Philippines)
5. Man Overboard Drill 6. Marine Environmental	Formatted: Font: (Philippines)
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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 AugustJulyne 2016 Draft as of 14 Juno 2016

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Booklet No. 200001

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INSPECTION RECORD BOOK (Oil Tanker of 50 GT but not more than 150 GT)

NAME OF VESSEL:

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TYPE OF VESSEL:	HOMEPORT:
NAME OF OWNER/ OPERATOR:	BUSINESS ADDRESS:
TRADING:	L.O.A. (in meters):
BREADTH (in meters):	DEPTH (in meters):
DRAUGHT (in meters):	GROSS TONNAGE:
NET TONNAGE:	DEADWÉIGHT:
MAKE/TYPE OF ENGINE:	HORSE POWER:
SPEED (Cruising/Maximum)	No. of DECK.
No. of MAST:	No. of Officers/Crew
No. of Authorized Passenger:	Built at:
MATERIALS:	Date of Last Dry-docking:

This Oil Tanker Inspection Record Book was issued on day of month 20 .

Commander, Marine Environmental Protection Command

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Booklet No. 200001

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Part II

Records of Drills

Conducted): Abandon ship Drill; Fire in Port Drill / At Sea Drill: Collision at Port Drill / At Sea Dr Emergency Steering Casualty Drill; Man Overboard Drill.	
Fire in Port Drill / At Sea Drill: Collision at Port Drill / At Sea Dr Emergency Steering Casualty Drill;	
Collision at Port Drill / At Sea Dr Emergency Steering Casualty Drill;	
Emergency Steering Casualty Drill;	<u>ill;</u>
Man Overboard Drill.	
Marine Environmental Response and Readine	ss Evaluation
Others	
B. Place of Drill/Vicinity of:	
(Name of nearest shoreline/Locality)	
(Latitude) (Longitude) C. Date/Time conducted:	
C. Date/Time conducted.	
(Date) (Time) (Month/Year)	
D. Last Port of Call:	
E. Date/Time of Departure:	
(Date) (Time) (Month/Year)	
F. Next Port of Call:	
G. Date/Time of Arrival:	
(Date) (Time) (Month/Year)	
H. Duty Officer of the Watch (OOW): I. Master of the Ve	<u>ssel</u>
Name and Signature of OOW Name and Signature	ıre
License No. License No.	

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Booklet No. 200001

Part III

Record of Violations/Deficiencies in the conduct of MDSD/PDI/CMI

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Booklet No. 200001

Part IV

Record of Violations/Deficiencies in the conduct of

A. Nature of Emergency	B. Rate attained during	Evaluation		
Drill /Evolutions				
•	1 st Drill (Date:	2 nd Dr	ill)	Formatted: Font: Font color: Auto, English (Philippines)
1. Abandon ship Drill, 2. Fire in Port or At Sea				Formatted: Font: Font color: Auto, English (Philippines)
<u>Drill</u>				Formatted: Font: Font color: Auto, English (Philippines)
3. Collision at Port or At Sea Drill				Formatted: Font: Font color: Auto, English (Philippines)
4. Emergency Steering Casualty Drill			•	Formatted: Font: Font color: Auto, English (Philippines)
5. Man Overboard Drill 6. Marine Environmental				Formatted: Font: Font color: Auto, English (Philippines)
Response and Readiness Evaluation				Formatted: Font: Font color: Auto, English (Philippines)
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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 AugustJulyne 2016 Draft as of 14 Juno 2016

09 June 2016

Booklet No. 300001

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INSPECTION RECORD BOOK (Oil Tanker of 150 GT but not more than 400 GT)

NAME OF VESSEL:

PARTICULARS:

TYPE OF VESSEL:	HOMEPORT:	
_		
NAME OF OWNER/ OPERATOR:	BUSINESS ADDRESS:	
TRADING:	L.O.A. (in meters):	
BREADTH (in meters):	DEPTH (in meters):	
DRAUGHT (in meters):	GROSS TONNAGE:	
NET TOWN AGE		
NET TONNAGE:	DEADWÉIGHT:	
MAKE/TYPE OF ENGINE.	HORSE BOWER.	- \
MAKE/TYPE OF ENGINE:	HORSE POWER:	
SPEED (Cruising/Maximum)	No. of DECK:	- \
SPEED (Cruising/Maximum)	NO. OF DECK.	\
No. of MAST:	No. of Officers/Crew	-
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No. of Authorized Passenger:	Built at:	-\
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MATERIALS:	Date of Last Dry-docking:	-
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This Oil Tanker Inspection Record Book was issued on day of month 20 .

Commander, Marine Environmental Protection Command

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Booklet No. 300001

Part I

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Booklet No. 300001

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Part II

Records of Drills

<u>A.</u>	Nature of Emergency Situation/Evolution (check the appropriate drill
cond	ucted):
	Abandon ship Drill;
	Fire in Port Drill / At Sea Drill;
	Collision at Port Drill / At Sea Drill;
	Emergency Steering Casualty Drill:
	Man Overboard Drill.
	Marine Environmental Response and Readiness Evaluation
	Others
	3.11.01
B.	Place of Drill/Vicinity of:
	(Name of nearest shoreline/Locality)
	/
C.	(Latitude) (Longitude) Date/Time conducted:
D.	(Date) (Time) (Month/Year) Last Port of Call:
<u>. </u>	Eust 1 of to tour.
E. 4	Date/Time of Departure:
F.	(Date) (Time) (Month/Year) Next Port of Call:
	TIOX TOT GUILL
G.	Date/Time of Arrival:
<u>G.</u>	J
	(Date) (Time) (Month/Year)
H.	Duty Officer of the Watch (OOW): I. Master of the Vessel
	me and Signature of OOW Name and Signature tense No. License No.
LIC	EIISE NO. LICENSE NO.

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Booklet No. 300001

Part III

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	ciencies in the conduct of MDS		Formatted (Philippines	: Font: Font color: Auto, English)	
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Part IV

Booklet No. 300001

A. Nature of Emergency B. Rate attained during Evaluation Drill /Evolutions

Record of Violations/Deficiencies in the conduct of

-	1 st Drill (Date:)	2 nd Drill (Date:	1	Formatted: Font: Font color: Auto, English (Philippines)
1. Abandon ship Drill	(Date.	IDate.		Formatted: Font: Font color: Auto, English (Philippines)
2. Fire in Port or At Sea				Formatted: Font: Font color: Auto, English (Philippines)
3. Collision at Port or At Sea Drill				Formatted: Font: Font color: Auto, English (Philippines)
4. Emergency Steering Casualty Drill				Formatted: Font: Font color: Auto, English (Philippines)
5. Man Overboard Drill6. Marine Environmental				Formatted: Font: Font color: Auto, English (Philippines)
Response and Readiness Evaluation				Formatted: Font: Font color: Auto, English (Philippines)
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C. Date/Time of Inspection:	(day/time)			Formatted: Font: Font color: Auto, English (Philippines)
every six (6) months, unles	s there are clear ground	/MERRE should be conduct s to believe that the officers	s or	Formatted: Font: Font color: Auto, English (Philippines)
crew are not familiar with the ship or prevention of the		edures relating to the safet	y of	Formatted: Font: (Default) Arial, 12 pt, Font color: Black, English (United States)
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E. Place of Inspection/Evalu	ation: CGS/CGSS:		$-$ \	Formatted: Font: (Default) Arial, 12 pt, Font color: Black, English (United States)
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Booklet No. 400001

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<u>INSPECTION RECORD BOOK</u> (Oil Tanker of 400 GT but not more than 10,000 GT)

09 June 2016

NAME OF VESSEL:

PARTICULARS:

TYPE OF VESSEL:	HOMEPORT:
NAME OF OWNER/ OPERATOR:	BUSINESS ADDRESS:
TRADING:	L.O.A. (in meters):
BREADTH (in meters):	DEPTH (in meters):
DRAUGHT (in meters):	GROSS TONNAGE:
NET TONNAGE:	DEADWÉIGHT:
MAKE/TYPE OF ENGINE:	HORSE POWER:
SPEED (Cruising/Maximum)	No. of DECK.
No. of MAST:	No. of Officers/Crew
No. of Authorized Passenger:	Built at:
MATERIALS:	Date of Last Dry-docking:

This Oil Tanker Inspection Record Book was issued on day of month 20 .

Commander, Marine Environmental Protection Command

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09June 2016

Booklet No. 400001

Part I

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B. Nature of Deficiency(ies)	C. Actions Taken (F	lease indicate)		Formatted: Font: Font color: Auto, English (Philippines)	
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Booklet No. 400001

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Part II

Records of Drills

Nature of Emergency Situation/Evolution (check the appropriate drill

conducted):	
Abandon ship Drill	
Fire in Port Drill /	At Sea Drill;
Collision at Port D	Drill / At Sea Drill;
Emergency Steer	ing Casualty Drill;
Man Overboard D	<u>Prill.</u>
Marine Environme	ntal Response and Readiness Evaluation
Others	
B. Place of Drill/Vicinity of:	
(Name of pearest	shoreline/Locality)
(Name of flearest	V Shorewise Educativy
C. Date/Time conducted:	(Longitude)
D. Last Port of Call:	(Month/Year)
E. Date/Time of Departure:	
(Date) (Time) F. Next Port of Call:	(Month/Year)
G. Date/Time of Arrival:	
(Date) (Time)	(Month/Year)
H. Duty Officer of the Watch (OO)	N): I. Master of the Vessel
Name and Signature of OOM	Name and Signature
Name and Signature of OOW License No.	Name and Signature License No.
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Booklet No. 400001

Part III

Record of Violations/Deficiencies in the conduct of MDSD/PDI/CMI

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Part IV

Record of Violations/Deficiencies of:

A. Nature of Emergency B. Rate attained during Evaluation

Drill /Evolutions				
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1. Abandon ship Drill				Formatted: Font: Font color: Auto, English (Philippines)
2. Fire in Port or At Sea				Formatted: Font: Font color: Auto, English (Philippines)
3. Collision at Port or At Sea Drill				Formatted: Font: Font color: Auto, English (Philippines)
4. Emergency Steering Casualty Drill				Formatted: Font: Font color: Auto, English (Philippines)
5. Man Overboard Drill 6. Marine Environmental				Formatted: Font: Font color: Auto, English (Philippines)
Response and Readiness Evaluation				Formatted: Font: Font color: Auto, English (Philippines)
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C. Date/Time of Inspection			(year)	Formatted: Font: Font color: Auto, English (Philippines)
every six (6) months, unl	ess there are clear groun		officers or	Formatted: Font: Font color: Auto, English (Philippines)
crew are not familiar with the ship or prevention of	essential shipboard production).	cedures relating to th	ne safety of	Formatted: Font: (Default) Arial, 12 pt, Font color: Black, English (United States)
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<u>INSPECTION RECORD BOOK</u> (Oil Tanker of 10,000 GT but not more than 20,000 GT)

NAME OF VESSEL:

PARTICULARS:

TYPE OF VESSEL:	HOMEPORT:	
A		
NAME OF OWNER/ OPERATOR:	BUSINESS ADDRESS:	
-		
TRADING:	L.O.A. (in meters):	
BREADTH (in meters):	DEPTH (in meters):	
DRAUGHT (in meters):	GROSS TONNAGE:	
NET TONNAGE:	DEADWEIGHT:)
MAKE/TYPE OF ENGINE:	HORSE POWER:	\
SPEED (Cruising/Maximum)	No. of DECK:	1
No. of MAST:	No. of Officers/Crew	\
No. of Authorized Passenger:	Built at:	1
MATERIALS:	Date of Last Dry-docking:	\
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This Oil Tanker Inspection Record Book was issued on ___day of ____ month 20 .

Commander, Marine Environmental Protection Command

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Part I

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B. Nature of Deficiency(ies)	C. Actions Taken (F	Please indicate)		Formatted: Font: Font color: Auto, English (Philippines)	
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Booklet No. 500001

Part II

Records of Emergency Drills

Nature of Emergency Situation/Evolution (check the appropriate drill

conducted):	
Abandon ship Drill;	
Fire in Port Drill /	At Sea Drill;
Collision at Port Drill	/ At Sea Drill;
Emergency Steering	Casualty Drill;
Man Overboard Drill.	
Marine Environmenta	I Response and Readiness Evaluation
Others	
B. Place of Drill/Vicinity of:	
(Name of nearest sho	oreline/Locality)
C. Date/Time conducted: (Catitude) (Catitude)	(Longitude) (Month/Year)
D. Last Port of Call:	(Month Fear)
E. Date/Time of Departure:	
F. Next Port of Call:	(Month/Year)
G. Date/Time of Arrival:	
(Date) (Time)	(Month/Year)
H. Duty Officer of the Watch (OOW):	I. Master of the Vessel
Name and Signature of OOW	Name and Signature
License No.	License No.
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Booklet No. 500001

Part III

Record of Violations/Deficiencies in the conduct of MDSD/PDI/CMI

A. Details of Ship Certificates/Status	tory Documents (Not Valid/E	Expired)		(Philippine
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B. Nature of Deficiency(ies)	C. Actions Taken (Please indicate)		Formatte (Philippine
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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 AugustJulyne 2016 Draft as of 14 June 2016

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Oraft as of <u>081529 AugustJulyne</u> 2016 Draft as of <u>14 June 2016</u>

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Booklet No. 500001

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Part IV

Record of Violations/Deficiencies in the conduct of:

A. Nature of Emergency B. Rate attained during Evalu	ation_
Orill /Evolutions	
1st Drill	2 nd Drill (Date:) Formatted: Font: Font color: Auto, English (Philippines)
1. Abandon ship Drill	Formatted: Font: Font color: Auto, English
2. Fire in Port or At Sea Drill	(Philippines) Formatted: Font: Font color: Auto, English
3. Collision at Port or At Sea Drill	(Philippines) Formatted: Font: Font color: Auto, English
4. Emergency Steering Casualty Drill	(Philippines) Formatted: Font: Font color: Auto, English
5. Man Overboard Drill	(Philippines) Formatted: Font: Font color: Auto, English
6. Marine Environmental Response and	(Philippines) Formatted: Font: Font color: Auto, English
Readiness Evaluation	(Philippines) Formatted: Font: Font color: Auto, English (Philippines)
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C. Date/Time of Inspection: (day/time) (m	onth) (year) (Philippines) Formatted: Font: 12 pt
D. 1 st 2 nd Drill for 201 . (ERE/MERRE	should be conducted Formatted: Font: 12 pt, Not Bold
every six (6) months, unless there are clear grounds to belie	
crew are not familiar with essential shipboard procedures re	
the ship or prevention of the pollution).	Formatted: Font: Not Bold
E. Place of Inspection/Evaluation: CGS/CGSS:	Formatted: Font: 12 pt
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F. Received by: G. Inspected/Evaluated	by: Formatted: Font: 12 pt
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Draft as of 14 June 2016

09 June 2016

Book No. 600001

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INSPECTION RECORD BOOK (New Crude Oil Tanker 20,000 GT above)

NAME OF VESSEL: PARTICULARS: TYPE OF VESSEL: HOMEPORT: Formatted: Font: Font color: Auto, English NAME OF OWNER/ OPERATOR: **BUSINESS ADDRESS:** Formatted: Font: Font color: Auto, English (Philippines) Formatted: Font: Font color: Auto, English TRADING: L.O.A. (in meters): (Philippines) Formatted: Font: Font color: Auto, English BREADTH (in meters): **DEPTH** (in meters): (Philippines) Formatted: Font: Font color: Auto, English DRAUGHT (in meters): **GROSS TONNAGE:** Formatted: Font: Font color: Auto, English **DEADWEIGHT: NET TONNAGE:** (Philippines) Formatted: Font: Font color: Auto, English MAKE/TYPE OF ENGINE: HORSE POWER: (Philippines) Formatted: Font: Font color: Auto, English (Philippines) SPEED (Cruising/Maximum) No. of DECK: Formatted: Font: Font color: Auto, English (Philippines) No. of MAST: No. of Officers/Crew Formatted: Font: Font color: Auto, English (Philippines) No. of Authorized Passenger: **Built at:** Formatted: Font: Font color: Auto, English (Philippines) **MATERIALS:** Date of Last Dry-docking: Formatted: Font: Font color: Auto, English (Philippines)

This Oil Tanker Inspection Record Book was issued on ___day of _____ month 20 ____

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Commander, Marine Environmental Protection Command

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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 August Julyne 2016

Draft as of 14 June 2016

09June 2016

Booklet No. 600001

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Part I

Record of Violations/Deficiencies in the condu	uct of MDSD/PDI/CMI	
A. Details of Ship Certificates/Statutory Documents (Formatted: Font: Font color: Auto, English (Philippines)
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18.		Formatted: Font: Font color: Auto, English (Philippines)
B. Nature of Deficiency(ies) C. Action	ns Taken (Please indicate	Formatted: Font: Font color: Auto, English (Philippines)
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I. Date/Time of Inspection: (day/time)	(month) (year	Formatted: Font: Font color: Auto, English (Philippines)
E. Place of Inspection: CGS/CGSS:		Formatted: Font: Font color: Auto, English (Philippines)
F. Received by: G. Inspected by	<u>/:</u>	Formatted: Font: Font color: Auto, English (Philippines)
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Draft as of 14 June 2016

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Part II

Records of Drills

A. Nature of Emergency Situation/Evolution (check the appropriate drill
conducted):
Abandon ship Drill;
Fire in Port Drill / At Sea Drill;
Collision at Port Drill / At Sea Drill;
Emergency Steering Casualty Drill;
Man Overboard Drill.
Marine Environmental Response and Readiness Evaluation
Others
B. Place of Drill/Vicinity of:
(Name of nearest shoreline/Locality)
(Latitude) (Longitude) C. Date/Time conducted:
(Date) (Time) (Month/Year) D. Last Port of Call:
Eust Fort Or Out.
E. Date/Time of Departure:
(Date) (Time) (Month/Year)
(Monthly Tear)
F. Next Port of Call
G. Date/Time of Arrival:
(Date) (Time) (Month/Year)
H. Duty Officer of the Watch (OOW): I. Master of the Vessel
Name and Signature of OOW Name and Signature

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Draft as of 081529 August-Julyne 2016 Draft as of 14 June 2016

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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 August-Julyne 2016 Draft as of 14 June 2016

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Part III

Record of Violations/Deficiencies in the conduct of MDSD/PDI/CMI

Record of Violations/Deficiencies in t	he conduct of MDS	ED/PDI/CMI	Formatted: Font: Font color: Auto, English (Philippines)
A. Details of Ship Certificates/Statutory Docu	ments (Not Valid/E	Expired) Expiry Date	Formatted: Font: Font color: Auto, English (Philippines)
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Officer-In-	ixaliiv ivalile	and Signature Of	Formatted
Or Representative	Charge/Chie	f MEP Inspector	Formatted: Font: 12 pt
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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081520 August Julyan 2016

Draft as of 081529 AugustJulyne 2016
Draft as of 14 June 2016

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Booklet No. 600001

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Part IV

Record of Violations/Deficiencies in the conduct of

A. Nature of Emergency B. Rate attained during Evaluation	
Drill /Evolutions	
1st Drill 2nd Drill (Date:) (Date:)	Formatted: Font: Font color: Auto, English (Philippines)
1. Abandon ship Drill 2. Fire in Port or At Sea	Formatted: Font: Font color: Auto, English (Philippines)
<u>Drill</u>	Formatted: Font: Font color: Auto, English (Philippines)
3. Collision at Port or At Sea Drill	Formatted: Font: Font color: Auto, English (Philippines)
4. Emergency Steering Casualty Drill	Formatted: Font: Font color: Auto, English (Philippines)
5. Man Overboard Drill 6. Marine Environmental	Formatted: Font: Font color: Auto, English (Philippines)
Response and Readiness Evaluation	Formatted: Font: Font color: Auto, English (Philippines)
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C. Date/Time of Inspection: (day/time) (month) (year)	Formatted: Font: Font color: Auto, English (Philippines)
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D. 1st 2nd Drill for 201 . (ERE/MERRE should be conducted every six (6) months, unless there are clear grounds to believe that the officers or	Formatted: Font: Font color: Auto, English (Philippines)
crew are not familiar with essential shipboard procedures relating to the safety of the ship or prevention of the pollution).	Formatted: Font: (Default) Arial, 12 pt, Font color: Black, English (United States)
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Officer-In- Or Representative Charge/Chief MEP Inspector	Formatted: Font: 12 pt, Font color: Auto, English (Philippines)
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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 August Julyne 2016 Draft as of 14 June 2016

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Book No. 700001

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INSPECTION RECORD BOOK (New Oil Tanker of 70,000 GT and above)

NAME OF VESSEL:

PARTICULARS:

TYPE OF VESSEL:	HOMEPORT:	
A		
NAME OF OWNER/ OPERATOR:	BUSINESS ADDRESS:	
-		
TRADING:	L.O.A. (in meters):	
BREADTH (in meters):	DEPTH (in meters):	
DRAUGHT (in meters):	GROSS TONNAGE:	
NET TONNAGE:	DEADWEIGHT:)
MAKE/TYPE OF ENGINE:	HORSE POWER:	\
SPEED (Cruising/Maximum)	No. of DECK:	1
No. of MAST:	No. of Officers/Crew	\
No. of Authorized Passenger:	Built at:	1
MATERIALS:	Date of Last Dry-docking:	\
		1

This Oil Tanker Inspection Record Book was issued on _ day of month 20

Commander, Marine Environmental Protection Command

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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 August Julyne 2016

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Booklet No. 700001

Part I

			/	(Philippines)	
Record of Violations/Deficiencies in the				Formatted: Font: Font color: Auto, English (Philippines)	
A. Details of Ship Certificates/Statutory Docum	ents (Not Valid/E Date of Issue	<u>Expired)</u> Expiry Date	1//	Formatted: Font: Font color: Auto, English (Philippines)	
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B. Nature of Deficiency(ies) C.	Actions Taken (F	Please indicate)	_ \\\\\\	Formatted: Font: Font color: Auto, English (Philippines)	
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E. Place of Inspection: CGS/CGSS:				Formatted	
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Draft as of 081529 August-Julyne 2016 Draft as of 14 June 2016

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Draft as of 081529 August Julyne 2016

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Part II

Records of Emergency Drills

A. Nature of Emergency Situation/Evolution (check the appropriate di	<u>rill</u>
conducted):	
Abandon ship Drill;	
Fire in Port Drill / At Sea Drill;	
Collision at Port Drill / At Sea Drill;	
Emergency Steering Casualty Drill	
Man Overboard Drill.	
Marine Environmental Response and Readiness Evaluation	on
Others	
B. Place of Drill/Vicinity of:	
(Name of nearest shoreline/Locality)	
(Latitude) (Longitude) C. Date/Time conducted:	
(Date) (Time) (Month/Year) D. Last Port of Call:	
E. Date/Time of Departure:	
(Date) (Time) (Month/Year) F. Next Port of Call:	
G. Date/Time of Arrival:	
(Date) (Time) (Month/Year)	
H. Duty Officer of the Watch (OOW): I. Master of the Vessel	
Name and Signature of OOW Name and Signature	

CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED

Draft as of 081529 AugustJulyne 2016
Draft as of 14 June 2016

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CONFIDENTIAL AND LEGALLY PRIVILEGED CONFIDENTIAL AND LEGALLY PRIVILEGED Draft as of 081529 AugustJulyne 2016

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Booklet No. 700001

Part III

Record of Violations/Deficiencies in the conduct of MDSD/PDI/CMI

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<u> </u>		Date of Issue	Expiry Date
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(day/time) E. Place of Inspection:	(month) CGS/CGSS:		
D. Date/Time of Inspection (day/time) E. Place of Inspection: F. Received by:	(month) CGS/CGSS:	(year)	
(day/time) E. Place of Inspection:	(month) CGS/CGSS:		_
(day/time) E. Place of Inspection:	(month) CGS/CGSS:		
(day/time) E. Place of Inspection:	(month) CGS/CGSS:		
(day/time) E. Place of Inspection: F. Received by:	(month) CGS/CGSS: G. Insp	ected by:	
(day/time) E. Place of Inspection: F. Received by: Name and Signature of Ma	(month) CGS/CGSS: G. Insp	ected by:	- and Signature c
(day/time) E. Place of Inspection:	(month) CGS/CGSS: G. Insp	ected by: Rank/Name	and Signature of

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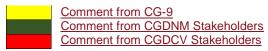
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Part IV

Record of Violations/Deficiencies in the conduct of

A. Nature of Emergency	B. Rate attained during	g Evaluation
Drill /Evolutions		
	1 st Drill	2 nd Drill
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1. Abandon ship Drill		
2. Fire in Port or At Sea	*	
<u>Drill</u>		
3. Collision at Port or At		
Sea Drill		
4. Emergency Steering		
Casualty Drill		//
5. Man Overboard Drill		
6. Marine Environmental		
Response and		//
Readiness Evaluation		\\
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every six (6) months, unle	ill for 201 . (ERE/N ss there are clear grounds essential shipboard proced	(month) (year) MERRE should be conducted to believe that the officers or dures relating to the safety of
the ship of prevention of the	ne poliution).	
E. Place of Inspection/Eval	uation: CGS/CGSS:	◄ /
F. Received by:	G. Inspected/Eva	aluated by:
Name and Signature of Mas	ster of Vessel Rar	nk/Name and Signature of
Officer-In-		
Or Representative	Cha	arge/Chief MEP Inspector

LEDGER:



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Draft as of 14 June 2016

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