



PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(National Headquarters Philippine Coast Guard)
139 25th Street, Port Area
1018 Manila

NHQ-PCG/CG-8

20 February 2024

MEMORANDUM CIRCULAR
NUMBER 05-07

Amendment 01-24

**AMENDMENT TO THE PCG MC 05-07 "PASIG RIVER SAFETY, SECURITY,
AND THE GOVERNANCE OF ITS ECOSYSTEM (PASSAGE)"**

I. AUTHORITY:

- A. Republic Act No. 9993: Philippine Coast Guard Law of 2009;
- B. Presidential Decree No. 979: Marine Pollution Decree of 1976;
- C. Presidential Decree No. 602: National Oil Pollution Operations Center Decree;
- D. Presidential Decree No. 600 Marine Pollution Decree of 1974; and
- E. Department of Transportation (DOTr) Memorandum Circular (MC) No. 2017-001 entitled "Safety, Security and Environmental Numbering (SSEN) System for all Philippine Registered Vessels and/or Watercrafts dated 31 March 2017

II. REFERENCES:

- A. Republic Act No. 9295: Domestic Shipping Act of 2005;
- B. International Convention for Safety of Life at Sea (SOLAS), 1974, as amended;
- C. International Convention for the Prevention of Pollution from ships (MARPOL), 1973, as amended;
- D. Convention on International Regulations for the Prevention of Collision at Sea (COLREGS), 1972;
- E. Metropolitan Manila Development Authority (MMDA), et al vs. Concerned Residents of Manila Bay, represented and joined by Divina V. Ilas, et al. (G.R. Nos. 171947-48, December 18, 2008);
- F. Philippine Merchant Marine Rules and Regulations (PMMRR), 1997;

- G. DOTr MC No. 2017-004 entitled "Guidelines for the Designation of VHF Marine Band Channel/Frequency dated 31 March 2017;
- H. NHQ-PCG/DCS-MSS MC No. 12-19 entitled "Rescission of Section VII Paragraph (A)(3) of HPC/DCS-MSS MC No. 05-07 dated 05 September 2007 entitled "Pasig River Safety, Security, and the Governance of its Ecosystem (Passage)" dated 09 December 2019;
- I. PCG MC No. 01-2005 entitled "Rules and Regulation Prescribing the Establishment, Administration, Operation, and Maintenance of Private Aids to Navigation" dated 07 October 2005;
- J. MARINA MC No. MS-2020-3 series of 2020 entitled "Revised Rules and Regulations on Safe Manning for Ships Operating in the Philippine Waters dated 26 November 2020;
- K. Presidential Security Group (PSG) Standard Operating Procedure (SOP) No. 04 entitled "Guidelines to Vessels Transiting Malacañang Restricted Area dated 25 August 2010; and
- L. Philippine Ports Authority (PPA) MC No. 015-99 entitled "Movement/Berthing/Stay of Barges/Watercrafts at Pasig River and West Breakwater of South Harbor and For Related Purposes" dated 12 April 1999.

III. PURPOSE:

- A. To allow a smooth and continuous flow of traffic of passengers and cargoes along the Pasig River and its tributaries;
- B. To promote the safety and security of ships, watercraft, passengers, and cargoes in transit or otherwise berthed along the river;
- C. To promote, through effective governance, the protection of the river's ecosystem in order to sustain its recovery and development; and
- D. To strengthen cooperation between the government and private sectors for the promotion of a viable, efficient, and dependable transportation system.

IV. SCOPE:

This Memorandum Circular shall apply to all ships/vessels, barges, ferry boats, fish carriers, and other means of conveyance used for transporting people and goods along the Pasig River and its tributaries.

V. DEFINITION OF TERMS:

- A. **Charterer** - is a person or an organization who hires a ship or vessel owned by another for the transport of his or her goods from one place to another.
- B. **Ferry Boats** – are passenger vessels designed and operated only inside bays, harbors, and rivers.
- C. **Give-way Vessel**- a vessel which is required by the Rules of the Road to give way to another vessel during a crossing situation.
- D. **Master** - means the person having command of a ship.
- E. **Major Patron (MAP)** – refers to a marine deck officer duly licensed by the MARINA to command a ship below 500 gross tonnage (gt).
- F. **Minor Patron (MIP)** – refers to a marine deck officer duly licensed by the MARINA to command a ship below 250 gross tonnage (gt).
- G. **Pasig River** – is the main body of inland navigable river that stretches approximately 27 kilometers from where it drains Laguna de Bay and Metro Manila to its mouth in Manila Bay.
- H. **Pasig River Sector** - distinct sectors of Pasig River which aims to optimize resource allocation, improve planning and management, and enhance emergency responses along the critical areas of Pasig River (see Annex A).
- I. **Restricted Area**- is an area in Malacañang Complex where strict security procedures and measures are applied which is from Ayala bridge up to 500 meters before Pandacan Bridge.
- J. **Self-Propelled Barge**- are manned vessel utilized solely for the carriage of cargoes and propelled by their own propulsion systems for navigation purposes.
- K. **Ship-owner**- a natural or juridical person who owns, operates, and manages a ship, vessel, or watercraft engaged in the business of transporting passengers or cargoes.
- L. **Ship/Vessel**- includes every description of watercraft and other conveyances used or capable of being used as a means of transportation inland waterways.
- M. **Specified Areas**- are specifically designated areas along the Pasig River where certain speed restriction apply.
- N. **Stand-on Vessel** – a vessel, which is required by the Rules of the Road to maintain its speed and course during a crossing situation.
- O. **Tankers**- are vessels designed primarily for the carriage of petroleum, chemical, or other liquid cargoes.

- P. Tawid-Ilog Utility Craft-** a vessel of indigenous design duly registered and utilized to ferry people and cargoes to and from opposite banks of the Pasig River.
- Q. Tugboats-** are vessels designed primarily for towing operations.
- R. Vessels of Opportunity -** are ships/vessels transiting nearest to a maritime incident/accident area.

VI. SPECIFIC GUIDELINES:

A. SAFETY

1. Vessel Safety Requirements

- a) All ships/vessels must be duly registered and licensed by the appropriate regulatory authority to ply their trade along Pasig River. Anent thereto, they shall comply with the PMMRR and other applicable rules and regulations pertaining to the carriage onboard of the appropriate number of lifesaving appliances and firefighting equipment;
- b) All ships/vessels must be manned in accordance with the minimum safe manning document issued by Maritime Industry Authority (MARINA);
- c) All ships/vessels operating along Pasig River, except the tawid-ilog utility craft, shall carry onboard a marine VHF radio capable of working on channels 16 (dedicated distress monitoring and calling channel) and channels 14, 18, and 21 (working channel) in order to be able to communicate with other vessels and to the Vessel Traffic Management System (VTMS) Center Pasig to promote safe navigation;
- d) All ships/vessels shall comply with applicable rules and regulations on the carriage onboard of navigational aids set forth by MARINA and Philippine Coast Guard (PCG), i.e., running lights, day and night signaling devices, charts, etc.; and
- e) Safety of navigation along Pasig River and its tributaries lies on the responsibilities of the ship owner/operator.

2. Traffic Management

- a) All vessels transiting the Pasig River shall not exceed the maximum speed of ten (10) knots and will observe caution during meeting, overtaking situations and when passing through areas where other vessels are docked. If

necessary, they shall slow down to a safe speed under these circumstances to avoid damage to property caused by wave action or vessel wash;

b) Notwithstanding paragraph a, all ships/vessels shall observe speed regulations as indicated in the following specified areas along the river;

Specified Area Nr.	Boundary Description	Specific Location		Speed Limit
		LONG	LAT	
1	From about 500 m from mouth of San Juan River Branch going (upstream)	121 ° 01' 02" E	14 ° 35' 24" N	5 knots
	To vicinity of Sta. Ana Pasig River Ferry Station and vice versa	121 ° 00' 23.9" E	14 ° 35' 04.8" N	
2	From about 200 m before Lambingan Bridge	121 ° 01' 59" E	14 ° 35' 18" N	5 knots
	To 500 m after Lambingan Bridge and vice versa	121 ° 01' 01" E	14 ° 35' 02" N	
3	From about 500 m before Valenzuela Ferry Station	121 ° 01' 14.6" E	14 ° 34' 42" N	5 knots
	To 500 m after Valenzuela Ferry Station and vice versa	121 ° 01' 40" E	14 ° 34' 23" N	
4	From about 500 m before Pandacan Bridge	121 ° 00' 23.8" E	14 ° 35' 53.2" N	5 knots

	To 500 m after Pandacan Bridge and Vice Versa	121 ° 00' 52.5" E	14 35' 36" N	
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- b) The Pasig River portion immediately after passing Pandacan Bridge (going upstream) or at LAT 14deg 35min 36.00sec N, LONG 121deg 00min 52.05sec E, to a point near the Pasig River branches to the San Juan River or at LAT 14deg 35min 31.50sec N, long 121deg 00min 49.00sec E, is a one-way traffic area (only one ship/vessel may pass at any one time going either direction); thus, in meeting situations, vessels going downstream (bound for Manila Bay) are considered stand-on vessels and must transit the one-way area first, upon approval of the VTMS Center Pasig. Vessels going upstream (bound for Laguna de Bay) are considered give-way vessels, unless directed by the VTMS Center Pasig to proceed first;
- c) No tawid-ilog utility craft shall be allowed to move across the river by the use of running lines;
- d) Tawid-ilog utility craft and other ships/vessels crossing the river shall give way to ships/vessels going upstream or downstream, which have the right of way at all times;
- e) Overtaking is prohibited in approaches to river bends and in passing under the bridges;
- f) A vessel nearing a river bend where other vessels may be obscured by an intervening obstruction shall sound one (1) prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that maybe within hearing around the bend or behind the intervening obstruction;
- g) When navigating during night time, all tankers loaded with petroleum products shall show a blinking red light on top of the bridge with 360 degree visibility at a range of three (3) nautical miles in addition to those prescribe by the Rules of the Road;
- h) All ships/vessels traversing the river shall have onboard a search light or a strong 5-7 cell flash light for emergency use such as man overboard or any other rescue operation;
- i) Any sighting of new derelicts by all ships/vessels transiting the river, which are hazards to navigation, shall be reported immediately to the VTMS Center Pasig by the

Master or Patron;

- j) Anchoring of ships/vessels is absolutely prohibited anywhere on the Pasig River. In case ships /vessels incur derangements such that they are unable to continue their voyages, the owners/operators of such ships/vessels shall immediately cause the ships/vessels to be towed to the nearest safe berthing area. Towing cost shall be charged to the owner/operator of the vessel towed;
- k) In case of approaching a curve or passing under the bridge, all ships/vessels must adhere the instructions of VTMS Center Pasig; and
- l) In case of meeting situation, all vessels shall slowdown and observe safe distance and speed.

3. Berthing

- a) Berthing of ships/vessels in specifically designated areas shall be parallel to the riverbanks and shall not be more than two (2) abreast on a first-served basis;
- b) Owners, operations, or shipping agents shall ensure that they file their applications to berth their ships/vessels at their desired berths well ahead of time to allow the approving authority enough time to allocate berths at the desired number of two (2) abreast at any time;
- c) Area within the distance of thirty (30) meters before and after the location of the ferry stations shall be for single berthing only; and
- d) Idle ships/vessels in excess of the allowed two (2) abreast berthing shall be towed to alternate berthing areas. The towing fees incurred shall be charged to the tower/operator of the ships/vessels.

4. Towing

- a) Towing vessels shall observe the limitations on length of tow. No towing in any part of the river shall consist of more than two (2) lighters or barges, never abreast, with tow lines not over twelve (12) meters long between the towing boat and the first tow and not more than five (5) meters between second tow;
- b) When two (2) tugboats in towing operations are in a meeting situation, the tugboat navigating downstream (bound for Manila Bay) is deemed to be the stand-on vessel and shall therefore maintain its speed and course. The tugboat navigating upstream (bound for Laguna de Bay) is deemed to be the give-way vessel and shall therefore give way; and

- c) Tugboats in towing operations shall be deemed stand-on vessels in a crossing situation.

5. Search and Rescue

- a) While the PCG remains the primary agency with the mandate on the conduct of search and rescue operations, all ships/vessels transiting the Pasig River are deemed vessel of opportunity. Vessels of opportunity, without compromising the safety of the vessel and crew/passengers onboard, shall render immediate assistance while a larger scale of search and rescue operations is being organized by the appropriate authorities;
- b) Upon assumption by the appropriate government authority of the responsibility of the search and rescue operations, vessels of opportunity engaged in the operation shall immediately discharged of their obligation and allowed to resume their normal operations;
- c) In case the vessel of opportunity of the maritime incident/accident cannot render necessary assistance, the vessel is mandated to report the said incident to the VTMS Center Pasig; and
- d) In case of accidents involving ships/vessels in the Pasig River, navigation in the accident area shall temporarily be ceased until cleared and declared safe by the PCG and/or other government authority.

B. SECURITY:

1. Ship/Vessels Security Requirements

- a) All ships/vessels transiting the Pasig River shall have onboard security arrangements designed to protect the ships/vessels, their crew, and the passengers and cargoes from criminal elements who might intend to induce lawlessness of any kind;
- b) All ships/vessels, ports, and other facilities along the Pasig River may be subjected to random security inspection by the PCG; and
- c) All vessels without SSEN registration and SSEN markings are prohibited from navigating along Pasig River and will be subjected to penalties and sanction under DOTr MC No. 2017-001 dated 31 March 2017 entitled "Safety, Security and Environmental Numbering (SSEN) System for all Philippine Registered Vessels and/or Watercrafts.

2. Security in the Restricted Area

- a) All ships/vessels passing along the Malacañang Restricted Area must slow down and may be boarded by PCG personnel assigned at CGS Malacañang for inspection at the ferry station nearest CG Checkpoint Arroceros for all ships/vessels going upstream and at the ferry station nearest CG Sub-station Pureza for all ships/vessels going downstream;
- b) All activities within the Malacañang Restricted Area shall have prior clearance and coordination from the PSG;
- c) All ships/vessels transiting the Pasig River are not allowed to stop along the Malacañang Restricted Area;
- d) The use of cameras and binoculars is prohibited while passing the Malacañang Restricted Area;
- e) Curfew hours are enforced within the Malacañang Restricted Area in instances when the President crosses the river and/or during heightened alert situations where there is a confirmed credible threat to the seat of government. Any ships/vessels wanting to navigate the river passing through the Malacañang Restricted Area when it has been declared closed to traffic should seek clearance from PSG; and
- f) In order not to disrupt the flow of passengers, ferry boats may be allowed transit along the Malacañang Restricted Area during closure, provided: that PCG security escort personnel are embarked onboard the ferry boats during passage along the Malacañang Restricted Area. Embarkation and disembarkation points for the PCG personnel shall be at the ferry stations nearest CG Checkpoint Arroceros (upstream) and CG Sub-Station Pureza (downstream).

VII. PROCEDURES:

A. Vessels entering Pasig River and its Tributaries:

1. Approaching vessels coming from Manila Bay shall report to VTMS Center Pasig two (2) Nautical miles away from Light Station Farola. This is to identify non-AIS vessels and to confirm vessels with AIS their reported information from their AIS information.
2. Approaching vessels coming from Laguna Bay shall report to VTMS Center Pasig one (1) Nautical mile away from CGSS Nagpayong at LAT 14 ° 32' 08" N, LONG 121 ° 06' 09" E. This is to identify non-AIS vessels and to confirm vessels with AIS their reported information from their AIS information.

3. The contents of the report shall be:
 - a) Name of Vessel;
 - b) Type of Vessel;
 - c) Towing/Not towing (if applicable);
 - d) Length of towing line (if applicable);
 - e) Length of vessel or object being towed (if applicable);
 - f) Call sign;
 - g) Voyage number;
 - h) Location (relative distance and direction from the reference point);
 - i) Course;
 - j) Speed;
 - k) Last port of call;
 - l) Next port of call;
 - m) Forward Draft;
 - n) Aft Draft;
 - o) Dangerous Cargoes Onboard;
 - p) Number of Passengers (if applicable); and
 - q) Number of Crew
4. Approaching vessel shall first render report to VTMS Center Pasig before broadcasting their Securite Message (see Annex B).
5. All vessels shall report to VTMS Center Pasig their actual Time of Arrival if the intended destination port is within Pasig River or its Tributaries.

B. Vessels Leaving Pasig River and its Tributaries:

1. All vessels prior leaving Pasig River or its Tributaries shall render to VTMS Center Pasig a report using the following format:
 - a) Name of Vessel;

- b) Type of Vessel;
 - c) Towing/Not towing (if applicable);
 - d) Length of towing line (if applicable);
 - e) Length of vessel or object being towed (if applicable);
 - f) Call sign;
 - g) Voyage Number;
 - h) Location (relative distance and direction from nearest geographical location or port);
 - i) Next port of Call;
 - j) Forward Draft;
 - k) Aft Draft;
 - l) Dangerous Cargoes Onboard;
 - m) Number of Passengers (if applicable); and
 - n) Number of Crew
2. Departing vessels shall report to VTMS Center Pasig their actual time of departure or the time when the ship's last mooring line has been cast off from the pier.
 3. Departing vessels shall first render the abovementioned report to VTMS Center Pasig before broadcasting their Securite Message Message (see Annex B).
 4. When the departing vessels are two (2) nautical miles from LS Farola (for vessels entering Manila Bay) and two (2) nautical miles from CGSS Nagpayong (for vessels entering Laguna Bay), they shall report and inform VTMS Center Pasig that they are leaving the VTMS area.

VIII. COMMUNICATION:

For the effective communication network between VTMS Center Pasig and the vessels, the following are the designated VHF radio channel to be used while in the VTMS Area:

A. Working Channels:

Manila Bay Entrance	:	Channel 14
Laguna Bay Entrance	:	Channel 18
Tributaries	:	Channel 21

B. Alternate Channel : Channel 22

C. VTMS Center Pasig call sign is "VTMS Pasig" Vessel unable to contact VTMS Center Pasig via VHF radio may use the Cellular number +63991-306-6068 to contact the VTMS Center Pasig Operation.

IX. EMERGENCY SITUATION

Vessels plying in the VTMS area shall report to the VTMS Center Pasig as soon as possible during:

1. Any emergency or unusual event such as fire, collision, grounding, oil pollution, and other similar incidents.
2. Any condition onboard the vessel that may impair its navigation, reduce its capabilities or affect the safety of other vessels due to derangement, inoperative navigational lights, restricted maneuverability, inoperative whistle or horn, navigational equipment and other similar conditions.
3. Any other unusual condition which restricts or prohibits compliance with the requirements of the VTMS Center Pasig.

X. RESPONSIBILITY:

A. PCG VTMS Manager / Supervisor

1. Over – all in charge of the VTMS center and tasked to communicate with various agencies including the PPA, ship Masters, port/terminal operators, shipping agents, weather forecasters and, when required, other emergency services.
2. In – charge of the personnel administration such as duty schedule, personnel development, trainings, seminars, and other matters relative to personnel management.
3. Supervise the day-to-day operation of the VTMS Center, ensuring there are sufficient operators on duty at any given time and that they are working effectively, all equipment are functioning correctly, and appropriate transmittals were forwarded to higher headquarters promptly; and
4. Ensure that operators follow the requirements of contingency plans and help to coordinate activities of the relevant parties.

B. PCG VTMS Operator

1. Coordinate and recommend movement of all vessels in the VTMS covered to ensure safe passage without risk of collision with other vessels or shore installations;
2. Receive information from vessels regarding its intended

movements and provide information about weather and tidal conditions, the movement of other vessels in the area and berthing instructions; and

3. Convey recommendations to vessels moving about/maneuvering around the VTMS area.

C. PPA Harbor Master

1. Assignment of berthing space of the vessels entering Pasig River and its Tributaries.

D. Deputy Chief of Coast Guard Staff for Maritime Safety Services (DCS-MSS), CG-8

1. Continuous evaluation and updating of this Memorandum Circular, in coordination with the concerned PCG units and other stakeholders.

E. Commander, Coast Guard District National Capital Region-Central Luzon

1. Supervise the strict implementation of this Memorandum Circular;
2. Assume operational control of VTMS Center Pasig; and
3. Perform other tasks as directed by the CPCG.

F. Maritime Safety Services Unit National Capital Region – Central Luzon

1. Conduct survey, inspection, and monitoring of aids to navigation (ATON) equipment and related infrastructure along Pasig River;
2. Man, operate, and maintain VTMS Center Pasig infrastructure and equipment;
3. Submit to MSSC and CGD NCR-CL a weekly report on the status of ATON and VTMS equipment and related infrastructure along Pasig River; and
4. Assume operational control of VTMS Center Pasig.

G. CG Station Commander, CGS Malacañang

1. Ensure that PCG personnel involved in the implementation of this Memorandum Circular are well-versed with the procedures contained herein;

2. Ensure the availability of personnel and material assets and resources to respond to emergency situations that may develop along Pasig River;
3. Ensure the proper coordination and information dissemination of this Memorandum Circular to owners, operators, and agents/representatives of all ships/vessels, ferry boats, tugboats, fish carriers, barges, *tawid-ilog* utility craft, and other conveyances to which it applies; and
4. Provide appropriate watercraft as the designated interceptor, readily deployable by VTMS Center Pasig.

H. Commander, Maritime Safety Service Command

1. Monitor the operation of ATON equipment and related infrastructure along Pasig River and include funds for the service, maintenance, and upgrade of such equipment in its annual program and budget.

I. Commander, Navigational Safety Services Unit

1. Train and provide qualified VTMS operator; and
2. Assume administrative control of VTMS Center Pasig.

J. Commander, CGWEISC

1. Monitor and maintain the Preventive Maintenance Schedule of all VTMS Center Pasig IT equipment; and
2. Assign appropriate number of personnel to VTMS Center Pasig.

K. Ships/Vessel Owners/ Operators:

1. Ensure the proper documentation of their ships/vessels transiting the Pasig River;
2. Ensure adequate management support for the maintenance of their ships/vessels in safe, secure, seaworthy, and environment- friendly condition; and
3. Ensure that the officers and crew of their ships/vessels are fully apprised of the contents of this Memorandum Circular.

L. Master/Patron of Ships/Vessels:

1. Coordinate at all times with the VTMS Center when leaving, entering, anchoring, changing berth or any activities being conducted within the VTMS area;

2. Safe navigation of his vessel in Pasig River and its Tributaries;
3. Strictly adhere to the provisions of this Memorandum Circular and primarily responsible for non-compliance thereof;
4. Conduct routine safety, security, and marine protection drills and exercises;
5. Respond when called upon to render assistance for search and rescue operations and other emergency situations;
6. Responsible for any loss of life and property as a result of any deviation or non-compliance with provisions of this Memorandum Circular; and
7. The safety and security of the vessel.

XI. PENALTY PROVISION:

- A.** After due notice and hearing, the following penalties shall be imposed upon the ship owner/operator and Master of the vessel of 1000 gross tonnage and below who are found to have violated any provisions in **Chapter VI SPECIFIC GUIDELINES** of this Memorandum Circular.

First Offense	Fine of FIFTY THOUSAND PESOS (Php 50,000.00) each for the Ship Owner and the Master of the Ship
Second Offense	Fine of ONE HUNDRED THOUSAND PESOS (Php 100,000.00) each for the Ship Owner and the Master of the Ship
Third Offense	Recommend to PPA and MARINA for the non-issuance of Berthing Permit / Port Clearance and suspension of Master's license, respectively.

- B.** After due notice and hearing, the following penalties shall be imposed upon the ship owner/operator and Master of the vessel of more than 1000 gross tonnage who are found to have violated any provisions in **Chapter VI SPECIFIC GUIDELINES** of this Memorandum Circular.

First Offense	Fine of ONE HUNDRED THOUSAND PESOS (Php 100,000.00) each for the Ship Owner and the Master of the Ship
Second Offense	Fine of TWO HUNDRED THOUSAND PESOS (Php 200,000.00) each for the Ship Owner and the Master of the Ship
Third Offense	Recommend to PPA and MARINA for the non-issuance of Berthing Permit / Port Clearance and suspension of Master's license, respectively.

- C.** After due notice and hearing, the following penalties shall be imposed upon the ship owner/operator and Master of the vessel of 1000 gross tonnage and below who are found to have violated any provisions in **Chapter VII** including **Chapter VII PROCEDURES** including **Chapter**

VIII. A. COMMUNICATION WORKING CHANNELS and B. ALTERNATE CHANNELS of this Memorandum Circular.

First Offense	Fine of THIRTY THOUSAND PESOS (Php 30,000.00) each for the Ship Owner and the Master of the Ship
Second Offense	Fine of SIXTY THOUSAND PESOS (Php 60,000.00) each for the Ship Owner and the Master of the Ship
Third Offense	Recommend to PPA and MARINA for the non-issuance of Berthing Permit / Port Clearance and suspension of Master's license, respectively.

- D.** After due notice and hearing, the following penalties shall be imposed upon the ship owner/operator and Master of the vessel of more than 1000 who are found to have violated any provisions in **Chapter VII PROCEDURE** including **Chapter VIII. A. COMMUNICATION WORKING CHANNELS and B. ALTERNATE CHANNELS** of this Memorandum Circular.

First Offense	Fine of FIFTY THOUSAND PESOS (Php 50,000.00) each for the Ship Owner and the Master of the Ship
Second Offense	Fine of ONE HUNDRED THOUSAND PESOS (Php 100,000.00) each for the Ship Owner and the Master of the Ship
Third Offense	Recommend to PPA and MARINA for the non-issuance of Berthing Permit / Port Clearance and suspension of Master's license, respectively.

The Master/Patron and the ship owners/ operators of the above vessel will be given a VTMS Inspection and Apprehension Report (IAR). The aforementioned (or their authorized representatives) shall be given ten (10) days after receipt of the IAS to report to the Marine Casualty Investigation Officer or Hearing Officer of the District for the adjudication of the said report.

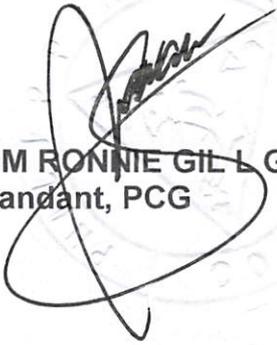
- E.** All fines of this circular shall be subjected to 10% increase compounded annually.

XII. RESCISSION CLAUSE:

This circular rescinds Section VII.A. of PCG MC 05-07. Furthermore, all PCG Circulars, Orders, Policies, and other issuances inconsistent with this Memorandum Circular are hereby amended/revoked.

XIII. EFFECTIVITY:

This Memorandum Circular shall take effect fifteen (15) days after its publication in a newspaper of general circulation.


CG ADM RONNIE GIL L. GAVAN
Commandant, PCG 

Approved by:


JAIME J. BAUTISTA 
Secretary, DOTr 

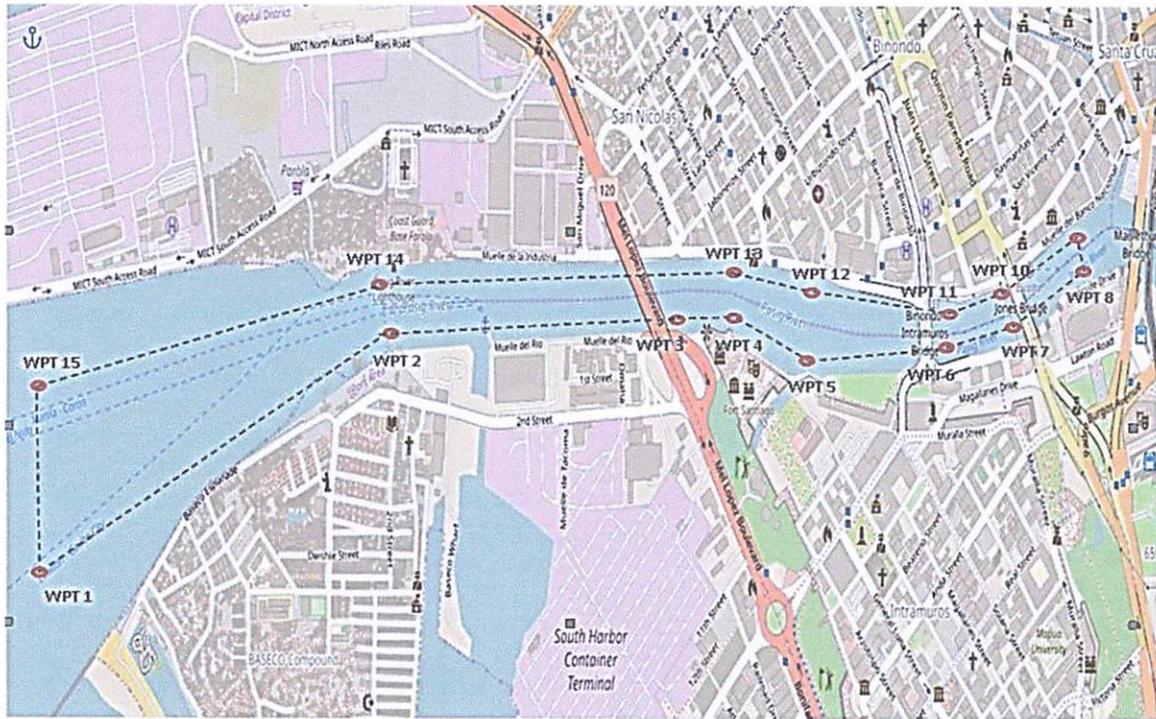


Annexes:

1. Annex A – Pasig River Sectors
2. Annex B – Copy of Inbound and Outbound Securite Message
3. Annex C – VTMS Inspection and Apprehension Report

Annex A

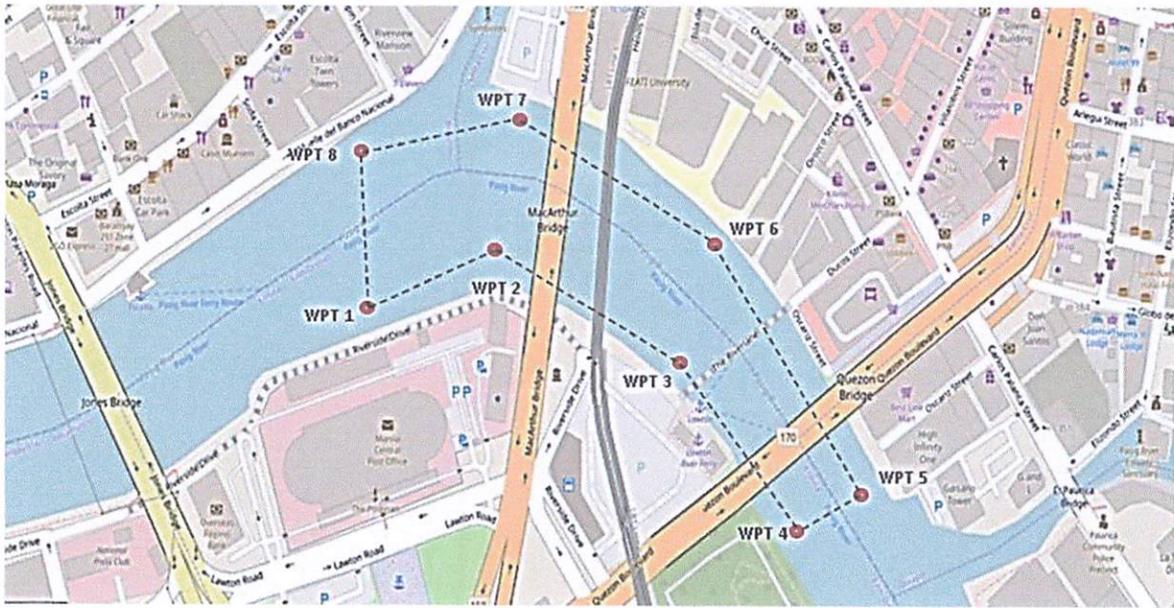
Pasig River Sector



SECTOR 1		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	120 ° 57' 00" E	14 ° 35' 36" N
POINT 2	120 ° 57' 35" E	14 ° 35' 47.8" N
POINT 3	120 ° 58' 00" E	14 ° 35' 49" N
POINT 4	120 ° 58' 06" E	14 ° 35' 49" N
POINT 5	120 ° 58' 12" E	14 ° 35' 48" N
POINT 6	120 ° 58' 25.7" E	14 ° 35' 47" N
POINT 7	120 ° 58' 33.5" E	14 ° 35' 48.3" N
POINT 8	120 ° 58' 39.8" E	14 ° 35' 52" N
POINT 9	120 ° 58' 39" E	14 ° 35' 54.2" N
POINT 10	120 ° 58' 38" E	14 ° 35' 50.5" N
POINT 11	120 ° 58' 25" E	14 ° 35' 53" N
POINT 12	120 ° 58' 06" E	14 ° 35' 53" N
POINT 13	120 ° 58' 00" E	14 ° 35' 53" N
POINT 14	120 ° 57' 35" E	14 ° 35' 50.5" N
POINT 15	120 ° 57' 00" E	14 ° 35' 43" N

Annex A

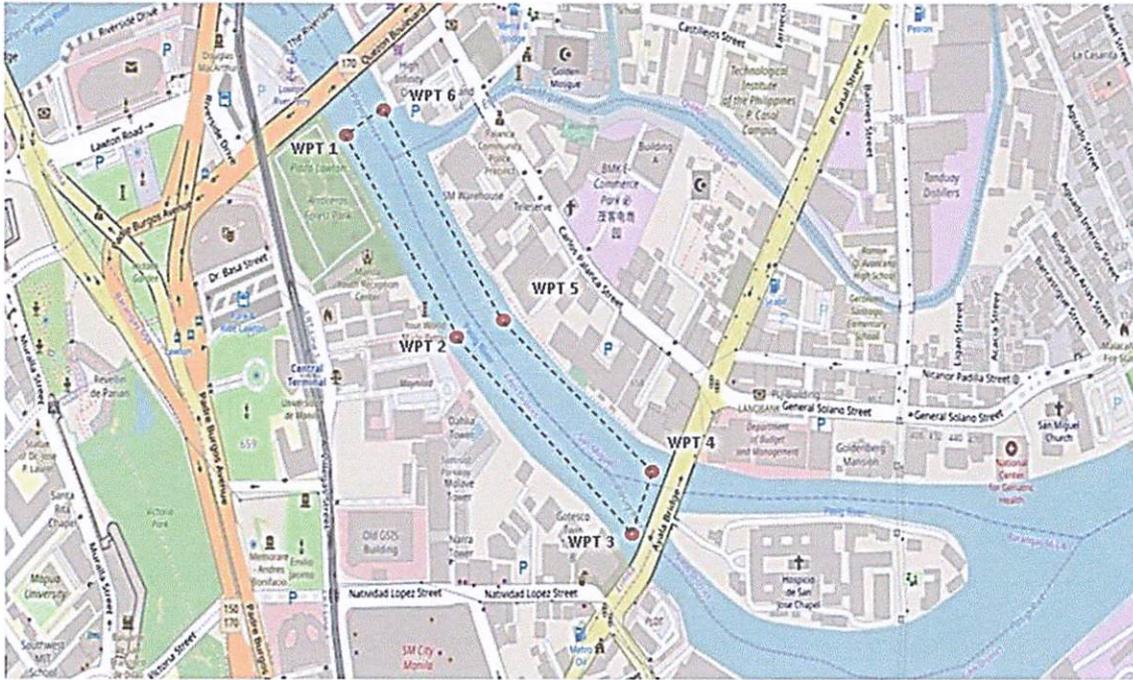
Pasig River Sector



SECTOR 2		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	120 ° 58' 39" E	14 ° 35' 52" N
POINT 2	120 ° 58' 43" E	14 ° 35' 53" N
POINT 3	120 ° 58' 48" E	14 ° 35' 50.2" N
POINT 4	120 ° 58' 50" E	14 ° 35' 47" N
POINT 5	120 ° 58' 52.5" E	14 ° 35' 48" N
POINT 6	120 ° 58' 49.2" E	14 ° 35' 52" N
POINT 7	120 ° 58' 43.2" E	14 ° 35' 55.5" N
POINT 8	120 ° 58' 39" E	14 ° 35' 54.5" N

Annex A

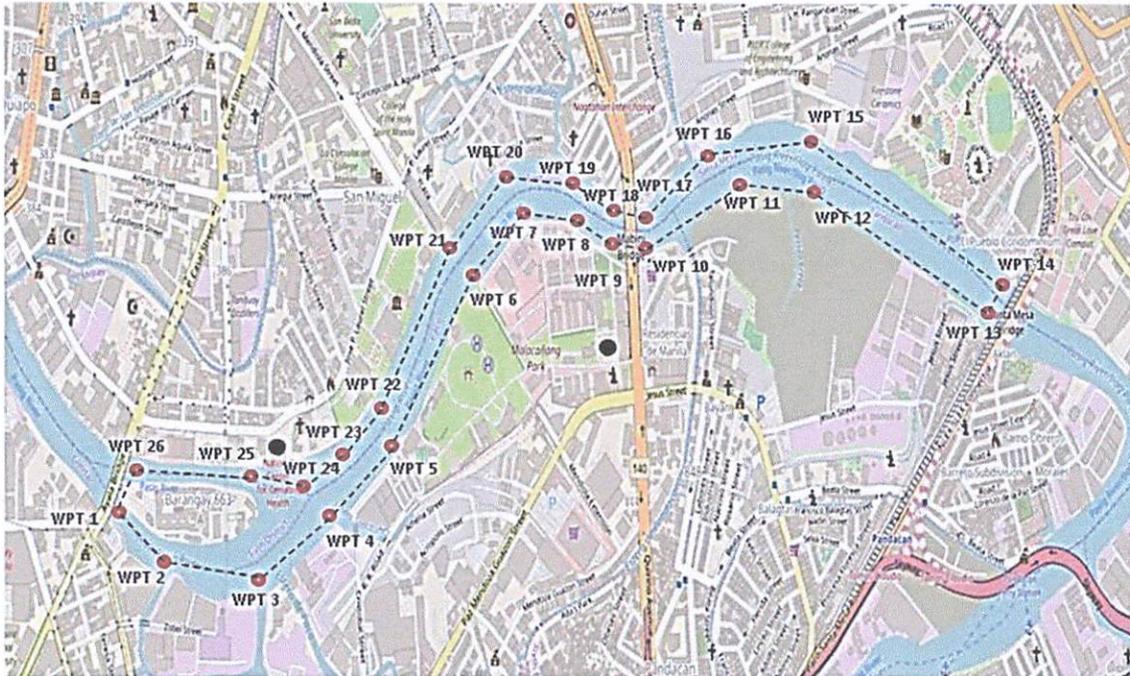
Pasig River Sector



SECTOR 3		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	120 ° 58' 50" E	14 ° 35' 47" N
POINT 2	120 ° 58' 55" E	14 ° 35' 40" N
POINT 3	120 ° 59' 05" E	14 ° 35' 32.5" N
POINT 4	120 ° 59' 06" E	14 ° 35' 34" N
POINT 5	120 ° 58' 58" E	14 ° 35' 39.6" N
POINT 6	120 ° 58' 52.5" E	14 ° 35' 48" N

Annex A

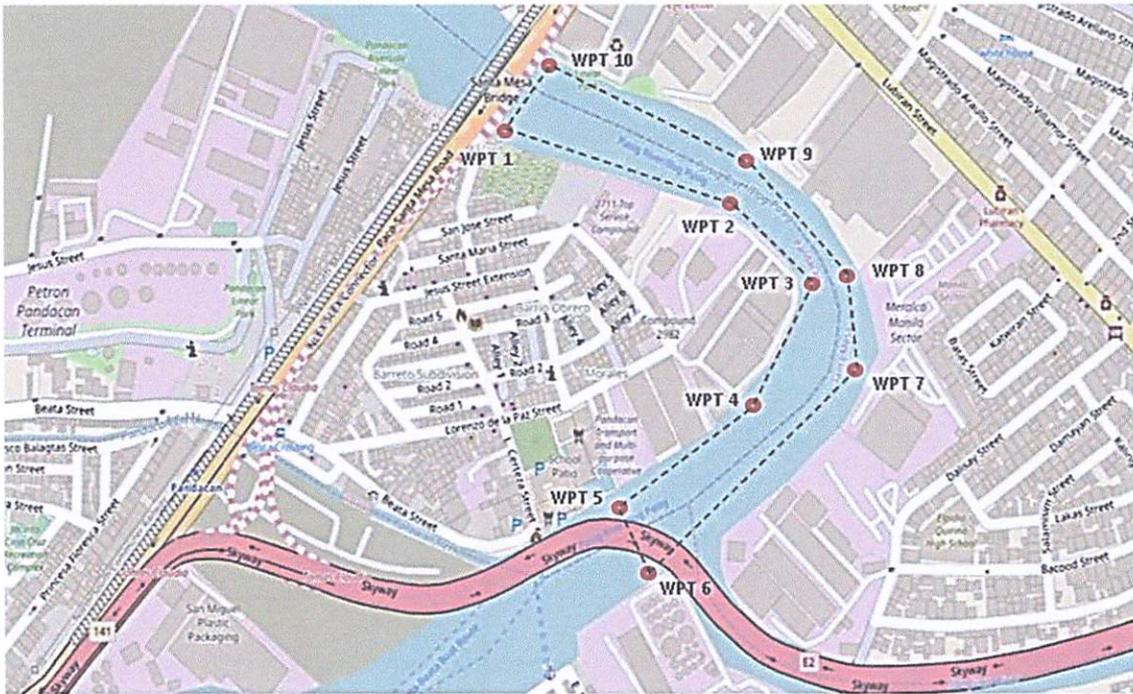
Pasig River Sector



SECTOR 4		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	120 ° 59' 06" E	14 ° 35' 31.8" N
POINT 2	120 ° 59' 11" E	14 ° 35' 28.5" N
POINT 3	120 ° 59' 21" E	14 ° 35' 28" N
POINT 4	120 ° 59' 29" E	14 ° 35' 32" N
POINT 5	120 ° 58' 33.5" E	14 ° 35' 35.5" N
POINT 6	120 ° 58' 40.5" E	14 ° 35' 48" N
POINT 7	120 ° 58' 48" E	14 ° 35' 51.5" N
POINT 8	120 ° 58' 57" E	14 ° 35' 51" N
POINT 9	120 ° 58' 59.5" E	14 ° 35' 50" N
POINT 10	121 ° 00' 01" E	14 ° 35' 50" N
POINT 11	121 ° 00' 12" E	14 ° 35' 54" N
POINT 12	121 ° 00' 18" E	14 ° 35' 54" N
POINT 13	121 ° 00' 37" E	14 ° 35' 45" N
POINT 14	121 ° 00' 38" E	14 ° 35' 47.3" N
POINT 15	121 ° 00' 18" E	14 ° 35' 56" N
POINT 16	121 ° 00' 09" E	14 ° 35' 56" N
POINT 17	121 ° 00' 01" E	14 ° 35' 51.5" N
POINT 18	120 ° 58' 59.5" E	14 ° 35' 51.5" N
POINT 19	120 ° 58' 52.5" E	14 ° 35' 54.5" N
POINT 20	120 ° 58' 47" E	14 ° 35' 54" N
POINT 21	120 ° 58' 42.8" E	14 ° 35' 48.5" N
POINT 22	120 ° 58' 33.2" E	14 ° 35' 37" N
POINT 23	120 ° 59' 28.3" E	14 ° 35' 33.5" N
POINT 24	120 ° 59' 24" E	14 ° 35' 32" N
POINT 25	120 ° 59' 18" E	14 ° 35' 34" N
POINT 26	120 ° 59' 07.5" E	14 ° 35' 34.5" N

Annex A

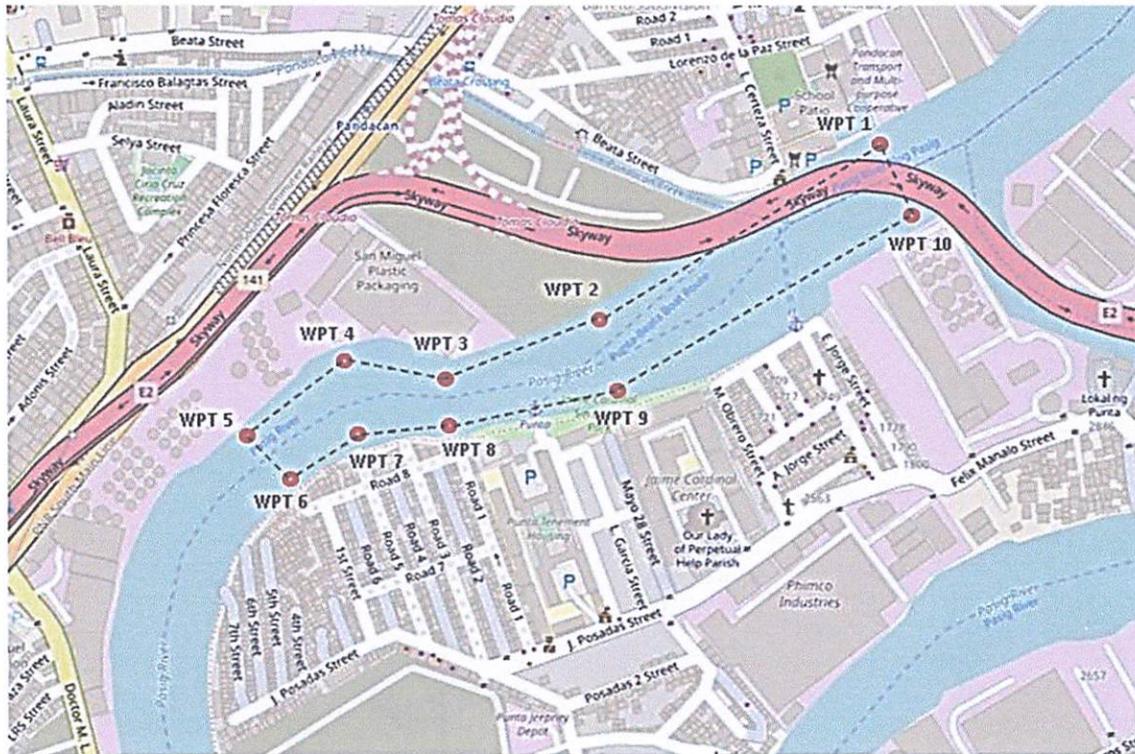
Pasig River Sector



SECTOR 5		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	121 ° 00' 41" E	14 ° 35' 44" N
POINT 2	121 ° 00' 50" E	14 ° 35' 40" N
POINT 3	121 ° 00' 52" E	14 ° 35' 38.5" N
POINT 4	121 ° 00' 51" E	14 ° 35' 34.5" N
POINT 5	121 ° 00' 56" E	14 ° 35' 30" N
POINT 6	121 ° 00' 46.3" E	14 ° 35' 28.3" N
POINT 7	121 ° 00' 54" E	14 ° 35' 35.8" N
POINT 8	121 ° 00' 53" E	14 ° 35' 39.2" N
POINT 9	121 ° 00' 51" E	14 ° 35' 42" N
POINT 10	121 ° 00' 42" E	14 ° 35' 45.5" N

Annex A

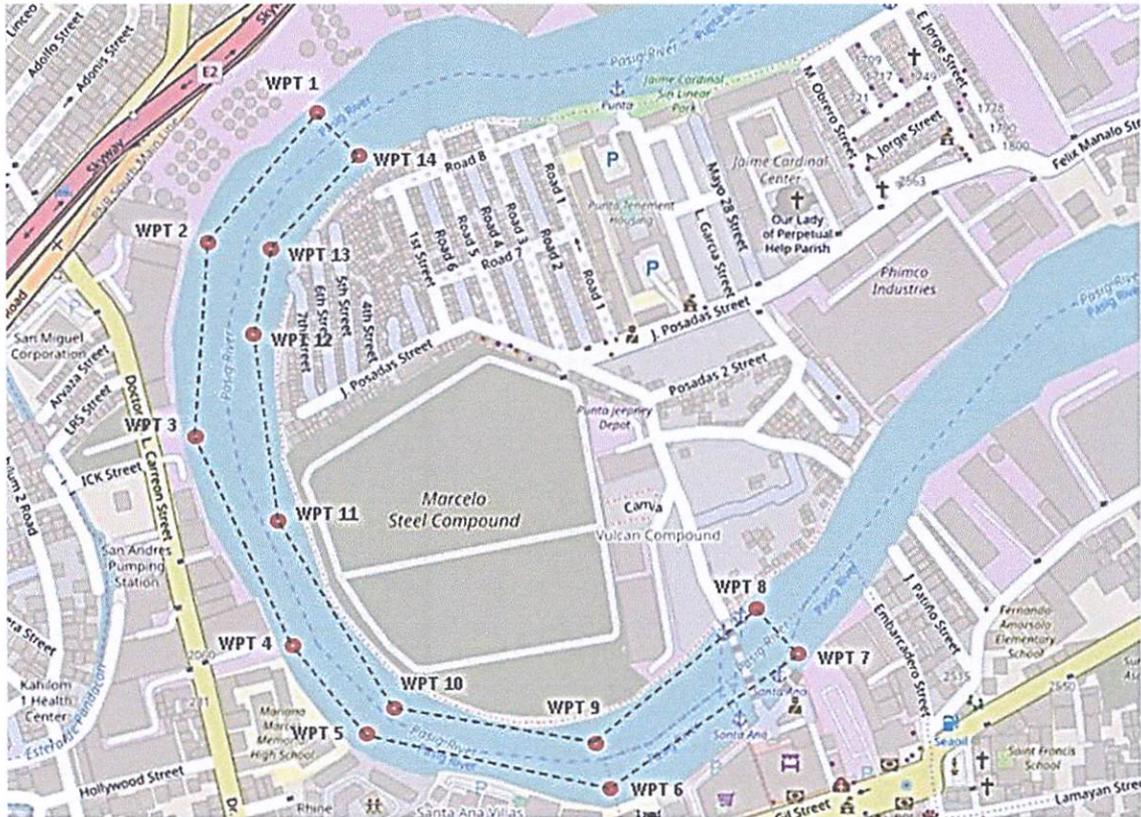
Pasig River Sector



SECTOR 6		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	121 ° 00' 56" E	14 ° 35' 30" N
POINT 2	121 ° 00' 37.5" E	14 ° 35' 25" N
POINT 3	121 ° 00' 30" E	14 ° 35' 22" N
POINT 4	121 ° 00' 27.2" E	14 ° 35' 23" N
POINT 5	121 ° 00' 24" E	14 ° 35' 21" N
POINT 6	121 ° 00' 24.5" E	14 ° 35' 19.3" N
POINT 7	121 ° 00' 27" E	14 ° 35' 21" N
POINT 8	121 ° 00' 30" E	14 ° 35' 21" N
POINT 9	121 ° 00' 38" E	14 ° 35' 23" N
POINT 10	121 ° 00' 46.3" E	14 ° 35' 28.3" N

Annex A

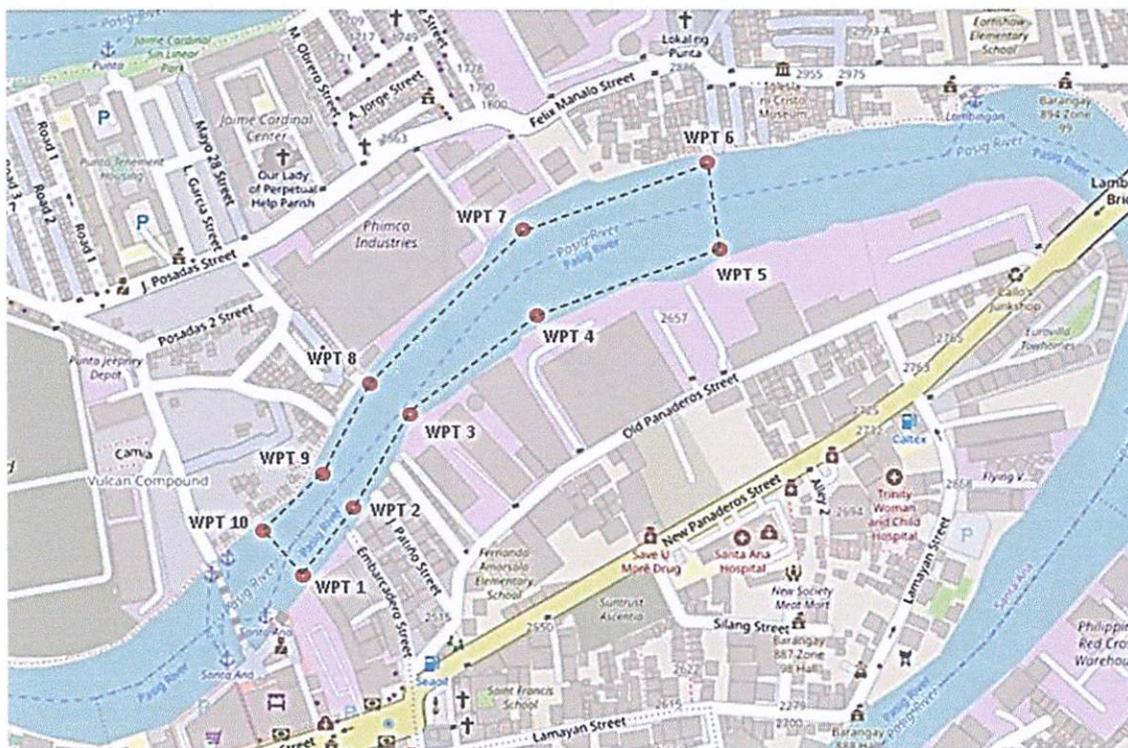
Pasig River Sector



SECTOR 7		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	121 ° 00' 24" E	14 ° 35' 21" N
POINT 2	121 ° 00' 20" E	14 ° 35' 16.6" N
POINT 3	121 ° 00' 21" E	14 ° 35' 09.7" N
POINT 4	121 ° 00' 23.8" E	14 ° 35' 02.8" N
POINT 5	121 ° 00' 25.7" E	14 ° 35' 01.8" N
POINT 6	121 ° 00' 33" E	14 ° 35' 00.5" N
POINT 7	121 ° 00' 38" E	14 ° 35' 04" N
POINT 8	121 ° 00' 37.3" E	14 ° 35' 05" N
POINT 9	121 ° 00' 32.5" E	14 ° 35' 01.5" N
POINT 10	121 ° 00' 27" E	14 ° 35' 02" N
POINT 11	121 ° 00' 22.3" E	14 ° 35' 07" N
POINT 12	121 ° 00' 21.2" E	14 ° 35' 13" N
POINT 13	121 ° 00' 22" E	14 ° 35' 15.5" N
POINT 14	121 ° 00' 24.5" E	14 ° 35' 19.3" N

Annex A

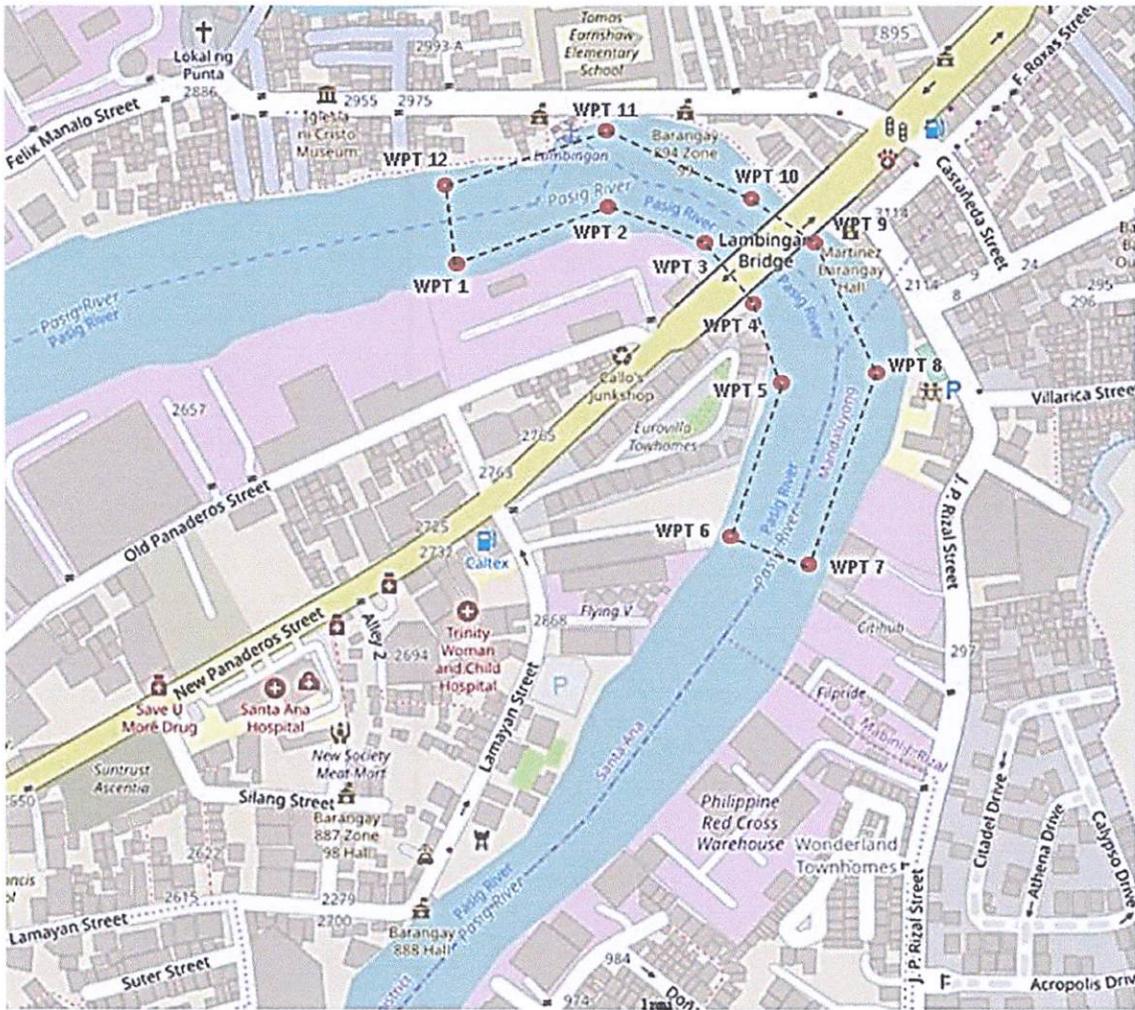
Pasig River Sector



SECTOR 8		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	121 ° 00' 38" E	14 ° 35' 04" N
POINT 2	121 ° 00' 40.5" E	14 ° 35' 06.5" N
POINT 3	121 ° 00' 43" E	14 ° 35' 11" N
POINT 4	121 ° 00' 49" E	14 ° 35' 15" N
POINT 5	121 ° 00' 55.5" E	14 ° 35' 16.5" N
POINT 6	121 ° 00' 55.5" E	14 ° 35' 19" N
POINT 7	121 ° 00' 49" E	14 ° 35' 17" N
POINT 8	121 ° 00' 42" E	14 ° 35' 11" N
POINT 9	121 ° 00' 40" E	14 ° 35' 07" N
POINT 10	121 ° 00' 37.3" E	14 ° 35' 05" N

Annex A

Pasig River Sector



SECTOR 9		
POSITION	COORDINATES	
	LONGITUDE	LATITUDE
POINT 1	121 ° 01' 00" E	14 ° 35' 18" N
POINT 2	121 ° 01' 03" E	14 ° 35' 19" N
POINT 3	121 ° 01' 05" E	14 ° 35' 17" N
POINT 4	121 ° 01' 06" E	14 ° 35' 16" N
POINT 5	121 ° 01' 07" E	14 ° 35' 14" N
POINT 6	121 ° 01' 06.5" E	14 ° 35' 12" N
POINT 7	121 ° 01' 08" E	14 ° 35' 11" N
POINT 8	121 ° 01' 09" E	14 ° 35' 14" N
POINT 9	121 ° 01' 07" E	14 ° 35' 17" N
POINT 10	121 ° 01' 06" E	14 ° 35' 18" N
POINT 11	121 ° 01' 03" E	14 ° 35' 20" N
POINT 12	121 ° 01' 00" E	14 ° 35' 19" N

Annex B

SECURITE MESSAGE

Inbound

SHORT BREAK: ATTENTION ALL SHIPS (3X) SECURITE (3X). THIS INBOUND VESSEL MV _____ (SHIPS NAME) NOW APPROACHING LIGHTHOUSE FAROLA AND LATER ON WE WILL BE PASSING JONES BRIDGE AND WILL BE DOCKING AT _____ (LOCATION). ANY VESSEL INBOUND OR OUTBOUND TRANSITING OR MANUEVERING WITHIN THIS MENTIONED VICINITY TO TAKE EXTRA PRECAUTIONARY MEASURE AND PROPER LOOK OUT FOR SAFETY. ONCE AGAIN THIS IS INBOUND/OUTBOUND VESSEL MV _____ (SHIPS NAME) STANDBY ON CHANNEL 16. THANK YOU AND GOOD MORNING/AFTERNOON/EVENING.

Outbound

SHORT BREAK: ATTENTION ALL SHIPS (3X) SECURITE THIS OUTBOUND VESSEL MV _____ (SHIPS NAME) NOW MANUEVERING AT VICINITY _____ (LOCATION) AND LATER ON WE WILL BE PASSING CGSS NAGPAYONG AND BOUND FOR _____ (NEXT PORT OF CALL). ANY VESSEL INBOUND OR OUTBOUND TRANSITING OR MANUEVERING WITHIN THIS MENTIONED VICINITY TO TAKE EXTRA PRECAUTIONARY MEASURE AND PROPER LOOK OUT FOR SAFETY. ONCE AGAIN THIS IS OUTBOUND VESSEL MV _____ (SHIPS NAME) STANDBY ON CHANNEL 16. THANK YOU AND GOOD MORNING/AFTERNOON/EVENING.

Annex C

VTMS Inspection and Apprehension Report

Name of Vessels:	<input type="text"/>	Call Sign:	<input type="text"/>	Net Tonnage	<input type="text"/>
Type of Vessels:	<input type="text"/>	MMSI (If Applicable):	<input type="text"/>		
Year Built:	<input type="text"/>	Gross Tonnage:	<input type="text"/>		
Owner/Operator:	<input type="text"/>	IMO Number:	<input type="text"/>		
Date and Time of Inspection:	<input type="text"/>	Place of Inspection	<input type="text"/>		
Business Address	<input type="text"/>				
Name of Master:	_____		Signature	_____	
			Date:	_____	

VIOLATION(S)

You are Hereby Charge/Cited for committing the violations marked "x"

Failure to observe Harbor-Speed Limit

other

a. Recorded speed: _____

b. Time: _____

c. Position: _____

Failure to report VTMS Cebu

Notice of Administrative Case

Pursuant to HPCG / MSSC Memorandum Circular No. _____ Dated _____ the Apprehending Officer
Finds you prima facie liable for the above -mentioned violation/s