



TANGGAPAN NG KOMANDANTE  
(OFFICE OF THE COMMANDANT)  
**PUNUNGHIMPILAN TANOD BAYBAYIN NG PILIPINAS**  
(HEADQUARTERS PHILIPPINE COAST GUARD)  
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Manila

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HPCG/DCS-MSS

MEMORANDUM-CIRCULAR  
NUMBER .....05-07

**PASIG RIVER SAFETY, SECURITY, AND THE GOVERNANCE OF ITS  
ECOSYSTEM (PASSAGE)**

**I. AUTHORITY:**

- A. Republic Act No. 5173 , as amended: Philippine Coast Guard Law
- B. Presidential Decree No. 600 Marine Pollution Decree of 1974
- C. Presidential Decree No. 602: National Oil Pollution Operations Center Decree
- D. Presidential Decree No. 979: Marine Pollution Decree of 1976

**II. REFERENCES:**

- A. AInternational Convention for Safety of Life at Sea (SOLAS), 1974, as amended
- B. Convention on International Regulations for the Prevention of Collision at Sea (COLREGS), 1972
- C. International Convention for the Prevention of Pollution from ships (MARPOL), 1973, as amended
- D. Philippine Merchant Marine Rules and Regulations (PMMRR), 1997
- E. Presidential Security Group (PSG) Standard Operating Procedure (SOP) No. 03 dated March 1990: Guidelines for Vessels Transiting the Restricted Portion of Pasig River
- F. Republic Act No. 9295: Domestic Shipping Act of 2005

**III. POLICY:**

The Philippine Coast Guard (PCG) shall continue to spearhead the promotion of safety, security of transportation, and protection through governance of the marine ecosystem of the Pasig River and its tributaries in order to sustain a viable, efficient, and dependable transportation system as an effective instrument for national development.

#### IV. OBJECTIVES:

- 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.
- D. To strengthen cooperation between the government and private sectors for the promotion of a viable, efficient, and dependable transportation system.

#### V. SCOPE:

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

#### VI. DEFINITION OF TERMS:

- A. **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. For the purpose of this Memorandum-Circular, any reference to Pasig River.
- B. **Specified Areas**- are specifically designated areas along the Pasig River where certain speed restriction apply.
- C. **Restricted Area**- is the area from Ayala Bridge up to Pandacan Bridge, otherwise known as the restricted area of Malacanang Complex where strict security procedures/measures are applied.
- D. **Ship/Vessel**- includes every description of watercraft and other conveyances used or capable of being used as a means of transportation inland waterways.
- E. **Self-Propelled Barges**-are manned vessel utilized solely for the carriage of cargoes and propelled by their own propulsion systems for navigation purposes.
- F. **Ferry Boats** – are passenger vessels designed and operated only inside bays, harbors, and rivers.
- G. **Tugboats**- are vessels designed primarily for towing operations.
- H. **Tankers**- are vessels designed primarily for the carriage of petroleum, chemical, or other liquid cargoes.

- I. **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.
- J. **Burdened Vessel-** a vessel, which is required by the Rules of the Road to give way to another vessel during a crossing situation.
- K. **Privileged Vessel –** a vessel, which is required by the Rules of the Road to maintain its speed and course during a crossing situation.
- L. **Master or Patron-** Any person who has qualified himself /herself through appropriate education and experience to command a ship, vessel, or watercraft. The education and experience must be supported by an equivalent license and/or certification issued by the appropriate government regulatory agency.
- M. **Ship-owner-** a natural or judicial person who owns, operates, and manages a ship, vessel, or watercraft engaged in the business of transporting passengers or cargoes.

## VII. **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 level required by the PMMRR relative to size and type.
- 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 82A (working channel) in order to be able to communicate with each other and make known the courses of action they may need to undertake to promote safe navigation.
- d) All ships/vessels shall comply with applicable rules and regulations on the carriage onboard of navigational aids, ie, running lights, day and night signaling devices, charts, etc

## 2. Traffic Management

- a) All vessels transiting the Pasig River shall not exceed the maximum speed of twelve (12) 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
1	From about 500 mtrs from mouth of San Juan River Branch going upriver  To vicinity Sta. Ana Pasig River Ferry Station  And vice versa	LAT 14deg 35min 23sec N LONG 121 deg 00 min 32sec E  LAT 14deg 35min 04sec N LONG 121deg 00min 37 sec E	5 knots
2	From about 200 Mtrs before and After Lambingan Bridge (both ways)	LAT 14deg 35min 18sec N LONG 121deg 01min 00sec E  LAT 14deg 35min 13sec N LONG 121 deg 01min 8. 5sec E	5 knots
3	From about 500 Mtrs after Lambingan Bridge (upriver)  To 500 mtrs prior Valenzuela Ferry Station  And vice versa	LAT 14deg 35min 02sec N LONG 121deg 01min 00sec E  LAT 14deg 34min 50sec N LONG 121 deg 01min 03sec E	5knots
4	From about 500mtrs Before and after Pandacan Bridge (both ways)	LAT 14deg 35min 52sec N LONG 121deg 00min 24sec E  LAT 14deg 35min 34sec N LONG 121 deg 00min 53sec E	5 knots

- c) The Pasig River portion immediately after passing Pandacan Bridge (going upriver) or at LAT 14deg 35min 54sec N, LONG 121deg 00min 46sec E, to a point near where the Pasig River branches to the San Juan River or at LAT 14deg 35min 32sec N, long 121deg 00min 50sec 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 downriver (bound for Manila Bay) are considered privileged vessels and must transit the one-way area first. Vessels

going upriver (bound for Laguna de Bay) are considered burdened vessels.

- d)** No tawid-ilog utility craft shall be allowed to move across the river by the use of running lines.
- e)** Tawid-ilog utility craft and other ships/vessels crossing the river shall give way to ships/vessels going upriver or downriver, which have the right of way at all times.
- f)** Overtaking is prohibited in approaches to river bends and in passing under bridges.
- g)** A vessel nearing a river bend where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.
- h)** When navigating during nighttime, all tankers loaded with petroleum products shall show a blinking red light on top of the bridge with 360degree visibility at a range of three (3) nautical miles in addition to those prescribe by the Rules of the Road.
- i)** 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.
- j)** Any sighting of new derelicts by all ships/vessels transiting the river, which are hazards to navigation, shall be reported immediately to the PCG by the Master or Patron.
- k)** 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 changed to the owner/operator of the vessel towed.

### **3. Berthing**

- a)** Berthing of ships/vessels in specifically designated areas shall be parallel to the river banks and shall not be more than (2) abreast on a first-served basis.
- b)** In berthing, the owners, operators, or shipping agents shall ensure that they file their applications to berth their ships/vessel 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) Areas within the distance of thirty (30) meters before and after the location of the ferry stations shall be for single berthing only.
- 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 owner /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 over two (2) meters between each tow.
- b) When two (2) tugboats in towing operations are in a meeting situations, the tugboat navigating downriver (bound for Manila Bay) is deemed to be the privileged vessel and shall therefore maintain its speed and course. The tugboat navigating upriver (bound for Laguna de Bay) is deemed to be the burdened vessel and shall therefore give way.
- c) Tugboats in towing operations shall be deemed privileged 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/vessel transiting the Pasig River are deemed vessel of opportunity. Vessels of opportunity are ships/vessels transiting nearest to an accident area, which can be tapped to render immediate assistance while a larger scale of search and rescue operations is being organized by the appropriate authorities.
- b) Upon assumption buy the appropriate government authority of the responsibility of the search and rescues operations, vessels of opportunity engaged in the operation shall immediately discharged of their obligation and allowed to resume their normal operations.
- c) In case of accidents involving ships/vessels in the Pasig River, navigation in the accident area shall temporarily cease until cleared and declared safe by the PCG and/or other government authority.

### **B. SECURITY:**

#### **1. Ship/Vessels Security Requirements**

- a. All ship/vessels transiting the Pasig River shall have onboard security arrangements designed to protect the ship/vessels, their crew, and the passengers and cargoes from criminal elements who might intend to induce harm 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.

## **2. Security in the Restricted Area**

- a. All ships/vessels passing along the Restricted Area may be boarded by PSG/PCG personnel for inspection at the ferry station nearest CG Checkpoint Arroceros for all ships/vessels going upriver and at the ferry station nearest CG Detachment Pureza for all ships/vessels going downriver. In passing through, all ships/vessels must speed up to shortest transit time to clear the restricted area.
- b. All activities within the Restricted Area shall have prior clearance and coordination from the PSG.
- c. All ships/vessel transiting the Pasig River are not allowed to stop along the Restricted Area.
- d. The use of cameras and binoculars is prohibited while passing the Restricted Area.
- e. Curfew hours are enforced within the 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 ship/vessel, except those as specified in paragraph g of this sub-section, wanting to navigate the river passing through the Restricted Area when it has been declared closed to traffic should seek clearance from PSG.
- f. Notwithstanding paragraph f of this sub-section and in order not to disrupt the flow of passengers, ferry boats may be allowed transit along the restricted area during closure, provided: that PSG/PCG security escort personnel are embarked onboard the ferry boats during passage along the restricted area. Embarkation and disembarkation points for the PSG/PCG personnel shall be at the ferry stations nearest CG Checkpoint Arroceros (upriver) and CG Detachment Pureza (downriver).

## **C. MARINE ENVIRONMENTAL PROTECTION**

### **1. Pollution Prevention Requirements**

- a. Dumping and/or discharge into the Pasig River of any form and in any amount of garbage and oil, oily-water mixtures, noxious liquid, and other harmful substances from machinery spaces, cargo spaces, and cargo pump room bilges of ships/vessels is absolutely prohibited.
- b. All ships/vessels transiting the river shall have onboard a Garbage Management Plan duly approved by the PCG.
- c. Tankers shall comply with applicable requirements on the carriage of pollution control equipment including the installation of oily-water separators and having onboard equivalent arrangements for the storage of used or waste oil and oily-water substances

## **2. Containment and Recovery**

- a. The Officers and crew of all ships/vessels transiting the Pasig River must be able to undertake initial containment and recovery operations in case of an oil spill from their ships/vessels. For this purpose, they must have onboard various sizes of wooden plugs or equivalent shoring implements to stop leaks from any breach on the hulls into the river.

## **VIII. RESPONSIBILITY:**

### **A. Deputy Chief of Coast Guard Staff for Maritime Safety Services (DCS-MSS)**

1. Monitor the Implementation of this Memorandum-Circular and consolidate and forward to CPCG reports related to Maritime Safety and Aids to Navigation (ATON).
2. In coordination with the DANO, undertake frequent evaluation of the status and serviceability of ATON equipment along Pasig River with a view to their upgrade or improvement.
3. In connection with the concerned PCG units and the Pasig River Ferry Service Operations Center, continuously evaluate and update this Memorandum Circular in relation to changes that may occur in the entirety of the activities being undertaken along the Pasig River.

### **B. Commander, Coast Guard District National Capital Region-Central Luzon**

Supervise the strict implementation of this Memorandum-Circular.

### **C. CG District Aids to Navigation Officer**

1. Conduct survey, inspection, and monitoring of aids to navigation (ATON) equipment and related infrastructure along Pasig River
2. Submit to higher headquarters (Attn: DCS-MSS) a weekly report on the status of ATON equipment and related infrastructure along Pasig River.

### **D. CG Station Commanders**

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.

#### **E. Commander, Maritime Safety Service Command**

Monitor the operation of aids to navigation equipment and related infrastructure along Pasig river and include in its annual program and budget funds for the service, maintenance, and upgrade of such equipment.

#### **F. 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.
3. Ensure that the Officers and crew of their ships/vessels are fully apprised of the contents of this Memorandum-Circular.

#### **G. Master/Patron of ships/Vessels:**

1. Strictly adhere to the provisions of this Memorandum-Circular and shall be held primarily responsible for non-compliance thereof.
2. Conduct routine safety, security, and marine environment protection drills and exercises.
3. Respond when called upon to requests for assistance for search and rescue operations and other emergency situations.

### **IX. PENALTY PROVISION:**

Ship owners, operators, and the Masters or Patrons of their ships/vessels transiting the Pasig River found in violation of the provisions of this Memorandum-Circular shall, after due hearing for adjudication, be assessed the following fines and penalties without prejudice to the sanctions that may be later imposed as a result of a maritime accident.

- A. First Offense – warning and fine P10,000.00
- B. Second Offense – fine of P30,000.00 & recommendation for suspension of license
- C. Third Offense – fine of 50,000.00 and recommendation for revocation of license.

**X. RESCISSION CLAUSE:**

HPCG Memorandum – Circular No. 04-97 dated 18 August 1997 entitled: “Special Rules and Regulations Prescribing Navigation Along Pasig River” is hereby rescinded.

**XI. EFFECTIVITY:**

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

**(SIGNED)**  
**DAMIAN L CARLOS**  
**ADM                      PCG**