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REVISED GUIDELINES AND PROCEDURES ON THE MANAGEMENT OF BERTH ASSIGNMENTS AT SOUTH HARBOR, PORT OF MANILA

PPA ADMINISTRATIVE ORDER NO. 01-96, January 31, 1996

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Authority

1.1 Section 6-a(v) of PD 857

1.2 Section 26 of PD 857

1.3 Ex-Com Resolution No. 95-365 dated 07 Aug 95

1.4 DOTC Order No. 95-863 dated 26 July 95

2

Scope

These guidelines shall apply to all vessels and seacrafts calling or intending to call at South Harbor, Port of Manila.

3

Objectives

3.1 To achieve close coordination with the terminal operator and the shipping lines/ship agents in the pre-planning and execution of vessel and dock operations, and in the assignment of vessel berths to ensure the systematic and orderly receipt and discharge of cargoes.

3.2 To further rationalize berth management at South Harbor and achieve integrated port services, as mandated by DOTC Department Order No. 95-863.

4

Purpose

To provide guidelines governing the smooth transfer of the authority to approve/issue berth assignments from PMO-South Harbor to the authorized Cargo Handling Operator (CHO).

5

Guidelines

5.1 The management of berth assignments in the South Harbor, whether at pierside or at anchorages, shall be the responsibility of the authorized Cargo Handling Operator CHO. Accordingly, all Applications for Berth and/or Notices of Arrival shall be filed with the CHO effective 01 March 1996.

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5.2 Detailed Procedures

5.2.1 Ship agents shall file an Application for Berth Assignment with the Cargo Handling Operator (CHO) not later than forty-eight (48) hours before the vessel's arrival. For purposes of berth allocation and pre-planning, a vessel shall be considered for berth allocation only after the authorized agent of said vessel has filed such an application.

A Notice of Amended ETA, for vessels delayed in its schedule for more than two (2) hours, must be received by the CHO not later than eight (8) hours before the old ETA, otherwise the berth allocated to the vessel concerned shall be forfeited in favor of the next-in-line vessel; provided, that in case the latter actually arrives earlier than the former, the berth allocation shall be automatically forfeited in favor of the latter notwithstanding the former's Notice of Amended ETA duly submitted; provided further that this shall be effected through a Supplementary Berthing Order issued by the CHO.

5.2.2 Based on the berth applications received, the CHO shall prepare/accomplish the daily berth allocation at 1400 hrs. during regular days and at 1000 hrs. during Saturdays, Sundays and holidays for vessels in port and those that are due to arrive during the following 24 hours.

5.2.3 For purposes of determining the staytime of a vessel at berth and for related operational control purposes, the Stowage Plan and Cargo Discharging & Loading List shall be submitted by the ship agent to the CHO at least 24 hours before actual vessel arrival in the port.

5.2.4 For more efficient operations, the CHO in coordination with the shipping lines/agents shall immediately notify the Manila Pilots' Association of the berthing sequence and give a copy of the approved berth assignment/order.

5.2.5 The CHO shall submit a Daily Report on all vessels calling at South Harbor indicating therein the actual time of arrivals/departures (including any shifting/movements to other berths), the berth/anchorage assignment and the length of stay of vessels. From time to time, PPA may require other data from the CHO as deemed appropriate.

5.2.6 The CHO should pre-plan the berth assignments so that a vessel shall stay at its given berth until completion of its operation. After finishing its loading/unloading operations, the vessel should move out so that other vessels may utilize said berth.

5.3 Berthing Priorities — As a general rule, the authorized Cargo Handling Operator (CHO) shall follow the first come-first serve PPA policy on berth allocation. However, the following vessels shall have berthing priorities at the South Harbor:

5.3.1 Vessels in distress or in a state of emergency where life or property is endangered, unless berthing is not required in said emergency;

5.3.2 Vessels of the Philippine Government during the duration of official business, and vessels of foreign governments on goodwill visits to the Philippines;

5.3.3 International passenger vessels;

5.3.4 Vessels carrying supplies and relief articles in cases of natural disasters, impending famine, and extreme shortage of food and essential consumer goods in the country;

5.3.5 Self-sustaining vessels (whose gears are certified as non-working) and non-sustaining vessels shall have priority on crane berths.

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5.4 Berthing Restriction — The CHO shall strictly observe the maximum pier load limitations duly prescribed by PPA.

5.5 Shipside Berthing Permit — The CHO shall process and approve the Shipside Berthing Permit only after the ship agent/broker/consignee has presented proof of wharfage payment made to PPA.

5.6 Collection of Port Charges and Issuance of Vessel's Clearance — The collection of port charges and issuance of the corresponding Vessel's Clearance shall remain with PMO-South Harbor.

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Power of the Authority

6.1 Management of berth assignments under the CHO shall be under the supervision of the Port Manager of PMO-South Harbor, through the Harbor Master, which supervision is defined as generally to oversee operations and ensure that they are managed effectively and efficiently, but without interference with the day to day activities.

6.2 In cases of emergency, crisis, natural calamity, strikes and pier congestion, conflict on berthing assignments shall be resolved by the Port Manager, PMO-South Harbor.

6.3 Nothing in these guidelines shall preclude PPA from withdrawing the authority granted herein for failure to achieve the intention of this Order.

7

Repealing Clause

All rules, regulations, memoranda and circulars or parts thereof which are contrary to or inconsistent with this regulation are hereby repealed, modified or annulled accordingly.

8

Effectivity Clause

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

Adopted: 31 Jan. 1996

(SGD.) CARLOS L. AGUSTIN
General Manager

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