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# AGE AND TONNAGE (OR BHP) LIMITATIONS AND CLASSIFICATION REQUIREMENT OF VARIOUS VESSEL TYPES FOR INTERISLAND USE

*MIA MEMORANDUM CIRCULAR NO. 25, August 12, 1982*

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Please be informed that the Maritime Industry Authority Board, in its meeting on August 12, 1982, has approved the following guidelines/limitations in the importation/charter of vessels for interisland use:

1. Size Restrictions

| Vessel Type | Minimum Size Limit |
|---|---|
| 1.1. Tugboats | 1500 BHP |
| 1.2. Landing ship transport | 4000 DWT |
| 1.3. Cargo/container/Ro-Ro Vessels | 2000 DWT |
| 1.4. Cargo-passenger vessels | 1000 DWT |
| 1.5. Passenger vessels | 500 GRT |
| 1.6. Ferry boats | 500 GRT |
| 1.7. Fishing Vessels | 100 GRT |
| 1.8. Tankers | 1000 DWT |
| 1.9. Specialized vessels, e.g., refrigerated vessels, LPG, LNG tankers, hover-craft, hydrofoil, jetfoil etc. | No restriction |



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1.10. Barges Total restriction

1.11. Pleasure crafts, except for tourism purposes Total restriction

2 Age Restrictions

Maximum Age Limit

2.1. Tugboats, landing craft transport,
cargo/container/ Ro-Ro vessels, cargo-passenger
vessels, passenger vessels, fishing vessels 12 years (Jan. ’83- Dec. ’84) 10 years (Jan. ’85-Dec. ’86)

2.2. Tankers 10 years (1982-’83)
8 years (1984-’85)
4 years
(1986-’87)
beyond 1987
(Total Ban)

2.3. Specialized vessels 14 years

All vessels with the exception of fishing vessels, to be imported or chartered, must pass a special survey and must be maintained to class by an internationally accredited classification society with no outstanding recommendations.

All fishing vessels to be imported/chartered by a survey report issued by a MARINA accredited surveying company or as determined by MARINA surveyors.

The chartering of oil tankers will be allowed, however, until the end of 1984 and may be renewed thereafter provided the proponent/applicant undertakes to order new building replacement from a local yard. The charter of oil tankers may likewise be allowed in emergency and critical shortage situations of tankers, as determined by both the Bureau of Energy Utilization (BEU) and the Maritime Industry Authority (MARINA).

All tankers vessels to be imported or chartered must pass a special survey and must be maintained to class by an international-accredited classification society with no outstanding recommendations.

LPG Carriers and similar vessels demanding a high technology standard of construction not available in local shipyards shall be exempt from the above restrictions mentioned.

The definition of terms contained in Annex “A” [below] is made an integral part of these guidelines.

MARINA Memorandum Circulars No. 10, 21, 21-A and 22 insofar as they are not inconsistent with this Circular shall remain in full force and effect.

Adopted: 12 Aug. 1982


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ANNEX "A"
Definition of Terms

1. Age: is reckoned from the date of launching to the date of filing of the application for the importation/charter of a vessel.

2. Barge/Lighter: a general name given to flat-bottomed, rigged or unrigged craft of full body and heavy construction (built of wood, iron, steel or concrete), specially adapted for the transportation of bulky freight such as coal or lumber, sand, stone, and so on. Some types trade solely on rivers and canals but a great number are built and equipped for short-distance coastwise traffic.

3. Cargo (vessel) boat/freighter: a freight or cargo-carrying vessel; also called a cargo boat.

4. Cargo-Passenger vessel: a vessel almost similar to cargo vessel but provided with some accommodation intended for some passengers.

5. Container vessel: a vessel specially designed and constructed for the transport or carriage of different types of cargoes contained in a rectangular containers. Such containers are uniformly designed to fit the loading and unloading of units. The unit of tons equivalent units (TEU) is usually employed to determine the capacity of each container.

6. Ferry: a vessel used to carry passengers, trains, and motor vehicles over short stretches of water of not more than seventy-five (75) nautical miles.

7. Fishing Boat: any vessel of any size and in whatever way propelled, which is, for the time being, employed in sea-fishing, or in the sea-fishing service for profit. It has also been defined in international conventions as any vessel or boat employed in the capture of sea fish or for the treatment of sea fish or any boat or vessel used partly or wholly for the purpose of transport of sea fish.

8. Landing Ship Transport (LST): a second world war vintage cargo vessel especially designed and constructed for the carriage of military provisional cargoes. Such vessels employ ramps installed at the forward most of the vessel to facilitate easy loading and unloading of cargoes without the convenience of ports.

9. Passenger vessel: provides accommodations for a large number of passengers and a small quantity of cargo and usually operates on a more or less definite schedule. It has a definite number of ports of call.

10. Pleasure craft: a vessel specially designed and constructed for pleasure/tourism purposes. Such vessels are equipped with all the facilities for luxury.

11. Ro-Ro vessel: a Roll-on-Roll-off (Ro-Ro) vessel has large openings in the ship’s sides aft, and/or in the bow for loading and unloading by trucks or self-wheeled cargo such as cars and containers.

12. Tugboat: a mechanically propelled vessel of small tonnage with little or no cargo capacity, used for towing or assisting vessels at sea, in or out of harbors, rivers, and docks, also for coastal or harbor towage of barges, lighters, and other small craft. Also called towboats, tug.


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