

## FERRY LANDING

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Reproduced hereto is PPA-PMO South Harbor Memorandum Circular No. 05-96 dated 18 September 1996 re: Supplemental Guidelines to PPA-South Harbor Memorandum Circular No. 01-96, for your information and guidance.

Adopted: 22 Oct. 1996

(SGD.) TITUS B. VILLANUEVA  
Deputy Commissioner

"Attachment"

### PPA-PMO SOUTH HARBOR MEMORANDUM CIRCULAR NO. 5, S. OF 1996

SUPPLEMENTAL GUIDELINES TO PPA PMO-SOUTH HARBOR MEMORANDUM CIRCULAR NO. 01  
SERIES OF 1996

To implement a more effective system in the rationalization of the use of Ferry Landing, the following supplemental guidelines/procedures are hereby issued:

#### 1. GENERAL GUIDELINES:

- 1.1 All canteens/restaurants and offices conducting business inside the pilot/ferry landing area, shall submit personnel manning schedule per shift to the Composite Enforcement Team(CET);
- 1.2 Ships crew members shall present or display respective identification card or seaman's book upon entry at ferry landing area:
- 1.3 Crews of ferry boats shall conspicuously display IDs upon entry at ferry landing gate and while inside the said area:
- 1.4 Visitors intending to board vessels/ships shall possess boarding passes issued by concerned shipping lines duly approved by PID, BOC and to be noted by PPA Police upon presentation at ferry landing gate;
- 1.5 Hired security guards of shipping lines intending to board their vessels shall possess approved pedestrian passes from Port Police Division, Pass Control Office, before entry to ferry landing;
- 1.6 All ferry boat operators are henceforth required to submit passenger and cargo manifests per attached Format "A" and "B", respectively, to the Composite Enforcement Team, indicating therein, names of passengers, vessel's destination

and purpose of passenger. For cargo manifest, it shall include type and volume, other particulars of cargo, vessel destination and name of shipper of Chandler. This requirement shall be observed for departing and arriving ferry boats.

1.7 All unnecessary lockers/fixtures and other structures not authorized by the Authority shall be removed immediately.

The objectives of these operating procedures, including those embodied in PMO-South Harbor Memorandum Circular No. 01-96 relating to the usage of ferry/pilot landing area, can be attained significantly with the assistance of security guards from Asian Terminals, Inc. (Arrastre Contractor), on a 24-hour manning schedule which is hereby requested for and encouraged to augment existing Composite Enforcement Team.

Adopted: 18 Sept. 1996

**RECOMMENDING APPROVAL:**

(SGD.) PPMaj FELIX M. BARCALA

Station CommanderPhilippine Ports AuthorityPort Police DivisionPMO-South Harbor

(SGD.) MAJ FREDERICK NEJAL

District CommanderPort of ManilaCustoms Police DivisionEnforcement Security Service

**APPROVED:**

(SGD.) JALILUL H. SALIALAM

Port ManagerPhilippine Ports AuthorityPMO-South Harbor

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