PRECAUTIONARY MEASURES AND OTHER RELATED SAFETY CONCERNS IN THE CONSTRUCTION AND OPERATION OF RORO PASSENGER SHIPS IN THE DOMESTIC TRADE

MARINA ADVISORY NO. 2017-26, January 03, 2018

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In line with the declared policy to enhance the safety and quality of all MARINA- registered ships operating in the domestic trade, and consistent with the mandate to provide for effective supervision and regulation of the organizational management, ownership and operation of all RORO passenger ships, as set forth under the provisions of Presidential Decree No. 474 and further enunciated in Executive Order No. 125/125-A, and Republic Act No. 9295 and its Implementing Rules and Regulations as amended and in line with the Enhancement of Safety of Ships Carrying Passengers on Non-International Voyages otherwise known as the "Manila Statement", all shipowners/operators are hereby directed to strictly comply with the following in the construction and acquisition of RORO passenger ships and operation of existing RORO passenger ships:

a. Newly constructed/ acquired RORO passenger ships whether imported or local construction, ramps must be located at the stern (straight or quarter) portion of the ship so as not to compromise safety during navigation;

b. RORO passenger ships with LCT -type design will no longer be allowed to carry passengers. However, existing or. newly constructed RORO passenger ships with LCT-type design shall only-be given two (2) years grace period to operate and may only be allowed to operate as cargo ship; and,

c. Further, all existing RORO passenger ships designed with forward ramp are hereby advised to relocate the ramp on the stern (straight or quarter) portion, subject to plans approval by this Authority. Compliance date on the modification of ramp design on existing RORO passenger ships shall be given one (1) year grace period to be reckoned during the next dry-docking schedule.

In order to further ensure safe operation of all RORO ships plying the domestic trade, this Authority is directing all concerned to observe the following:

a. Restriction on utilizing the ship's forward ramp as a stopper while executing docking maneuvers should be observed by all Masters and crew in order to prevent structural damages on the ship's forward ramp and port structures;

b. All cargoes should be stowed and secured at the car deck in such a way that the ship and passengers onboard are not put at risk in accordance with ship's approved Cargo Securing Manual (CSM);

c. Only authorized personnel shall be permitted on deck while loading or discharging operations are being conducted. Such authorized personnel shall be equipped with personal protective equipment (PPE) such as high visibility vests with retro reflective material, safety helmet and safety shoes;

d. Passengers and other personnel not related to the ship operation shall be prohibited from loitering on the

ship's ramp during operations. The shore approach to the ramp of the RORO should be clear at all times;

e. Safety lanes must be kept clear of all materials, such as lashing materials that posed as tripping hazards to all boarding passengers during operation. Passenger RORO ship must provide a designated passage from the ramp to the passenger accommodation area;

f. All watertight doors, manholes and ramps shall be securely fastened/locked/ checked prior to leaving the port and during the voyage. Equally, forward ramps are restricted to be lowered during voyages;

g. Shipboard personnel must ensure that damaged trailer and heavy plant vehicles should be moved with extreme caution. Towing must be done under attention and precautions; and,

h. Petroleum cargoes can be allowed only to vessel with forced draft
ventilations and appropriate firefighting equipment and gas detection system corresponding to the type of petroleum.

Violations of this Advisory may be reported to email address: oadm@marina.gov.ph and es@marina.gov.ph or srs@marina.gov.ph. This Advisory will take effect immediately.

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Administrator

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