



**Department of Transportation**  
**(PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS)**  
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NHQ-PCG/HMSSC/CG-8

05 February 2024

**MEMORANDUM CIRCULAR**  
**NUMBER.....02-24**

**Rules on Prevention of Collisions at Sea**

**I. AUTHORITY:**

- A. Republic Act No. 9993 (R.A No. 9993) (The Philippine Coast Guard (PCG) Law of 2009); and
- B. Rule 3 (e) 1 (a) of the Implementing Rules and Regulations of R.A. No. 9993.

**II. REFERENCE:**

- A. International Convention for the Safety of Life at Sea (SOLAS), 1974.
- B. International Regulations for Preventing Collisions at Sea (COLREGs), 1972, as amended;
- C. International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Recommendations; and

**III. SCOPE:**

These rules shall apply to all vessels navigating within the maritime jurisdiction of the Philippines.

**IV. PURPOSE:**

This Memorandum Circular prescribes guidelines and procedures in ensuring that all vessels within the maritime jurisdiction of the Philippines comply with the rules of the road set forth by the International Regulations for Preventing Collisions at Sea.

**V. DEFINITION OF TERMS:**

For the purpose of this Memorandum Circular, except where the context otherwise requires:

- A. **All-round Light** – means a light showing an unbroken light over an arc of the horizon of 360 degrees.
- B. **Fairway** – means a section of a marine waterway, or specifically harbor approach channel, designed for safe navigation of vessels in one or two-way traffic. Fairways are divided into straight sections and bends.
- C. **Flashing Light** – means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.
- D. **Length and Breadth** – means length overall and extreme breadth of a vessel.
- E. **Masthead Light** – means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.
- F. **Narrow Channel** – means a natural or dredged passageway adjacent to shallow water, frequently marked with range markers and lateral (red and green) buoys.
- G. **Power-driven Vessel** – means any vessel propelled by machinery.
- H. **Prolonged Blast** – means a blast of from 4 to 6 seconds' duration.
- I. **Restricted Visibility** – means any condition in which visibility is restricted by fog, mist, heavy rainstorms or any other similar causes.
- J. **Sailing Vessel** – means any vessel under sail provided that propelling machinery, if fitted, is not being used.
- K. **Seaplane** – includes any aircraft designed to maneuver on the water.
- L. **Short Blast** – means a blast of about one second duration.
- M. **Sidelights** – means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 meters in length the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel.
- N. **Stern Light** – means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light of 67.5 degrees from right aft on each side of the vessel.

- O. Towing Light** – means a yellow light having the same characteristics as the “Stern light” defined.
- P. Underway** – means that a vessel is not at anchor, or made fast to the shore, or aground.
- Q. Vessel** – includes every description of water craft, including non-displacement craft, wing-in-ground craft and seaplanes, used or capable of being used as a means of transportation on water.
- R. Vessel Engaged in Fishing** – means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability.
- S. Vessel Not Under Command** – means a vessel which through some exceptional circumstances is unable to maneuver as required by the International Regulations for Preventing Collisions at Sea and is therefore unable to keep out of the way of another vessel.
- T. Vessel Restricted in Her Ability to Maneuver** – means a vessel which from the nature of her work is restricted in her ability to maneuver as required by the International Regulations for Preventing Collisions at Sea and is therefore unable to keep out of the way of another vessel; “vessels restricted in their ability to maneuver” shall include but not be limited to:
1. A vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;
  2. A vessel engaged in dredging, surveying or underwater operations;
  3. A vessel engaged in replenishment or transferring persons, provisions or cargo while underway;
  4. A vessel engaged in the launching or recovery of aircraft;
  5. A vessel engaged in mine clearance operations; and
  6. A vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.
- U. Vessel Constrained by Her Draught** – means a power-driven vessel which because of her draught in relation to the available depth and width of navigable water is severely restricted in her ability to deviate from the course she is following;

**V. Wing-in-Ground (WIG) Craft** – means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

**W. Whistle** – means any sound signaling appliance capable of producing the prescribed blasts and which complies with the specifications in Annex III of the International Regulations for Preventing Collisions at Sea.

**VI. GENERAL PROVISIONS:**

**A.** All provisions and rules contained in the International Regulations for Preventing Collisions at Sea (COLREGs), 1972, to include its amendments, pertaining to steering and sailing, lights and shapes, and sound and light signals is hereby adopted in this Memorandum Circular.

**B.** In addition to the International Regulations for Preventing Collisions at Sea, the following special rules are prescribed:

1. Every vessel less than 150 gross tonnage and if practicable, shall have a radar reflector or other means to enable detection by vessels navigating by radar at both 9 and 3 GHz, except in the following cases:

- a. Vessels operating in lakes;
- b. Personal Water Crafts (PWC);
- c. Rubber boats; and
- d. Non-motorized bancas.

2. Nothing in this Memorandum Circular shall interfere with the operation of special rules made by the PCG for harbors, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels.

3. Nothing in this Memorandum Circular shall interfere with the operation of any special rules made by the PCG with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorized elsewhere under this Memorandum Circular.

4. Whenever Maritime Industry Authority (MARINA) or other Flag State Authority shall have determined that a vessel of special construction or purpose cannot comply fully with the provisions of this Memorandum Circular with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signaling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of

sound-signaling appliances, as her Flag State shall have determined to be the closest possible compliance with this Memorandum Circular in respect of that vessel.

**VII. ENFORCEMENT**

- A.** The inspection procedures to be followed by Port State Control Centers/Divisions, Coast Guard Stations/Sub-Stations and Coast Guard units afloat in enforcing this Memorandum Circular shall be governed by applicable HPCG Standing Operating Procedures on Vessel Safety Enforcement Inspection (VSEI) for domestic vessels and Tokyo MOU Port State Control Manual for foreign vessels.
- B.** PCG units afloat who have come across vessels not following any of the provisions of this Memorandum Circular shall report or escort the said vessel to the nearest/safest port or to the Coast Guard Station/Sub-Station who has jurisdiction over the area where the violation is committed for proper disposition, as appropriate.
- C.** Vessel Traffic Management System (VTMS) Centers shall report any vessel in violation of this Memorandum Circular to the Coast Guard Stations/Sub-Stations who has jurisdiction over the area where the violation is committed for proper disposition.
- D.** Any individual, entity, or vessel may report any vessel in violation of this Memorandum Circular to any Coast Guard unit.

**VIII. ADMINISTRATIVE FINES AND SANCTIONS:**

Non-compliance or violation of this Memorandum Circular after observance of due process shall be meted with the following:

- A.** Gross violation of Part B and D of the International Regulations for Preventing Collisions at Sea and Section VI.B.1 of this Memorandum Circular:

<b>VESSEL CATEGORY</b>	<b>FIRST OFFENSE</b>	<b>SECOND OFFENSE</b>
3 Gross Tonnage (GT) and below	Php 10,000.00 and detention of vessel until payment of fine.	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.
4 to 35 GT	Php 10,000.00 plus Php 500.00 for every GT in excess of 4 GT and detention until payment of fine.	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.
36 to 100 GT	Php 26,000.00 plus Php 400.00 for every GT in	Recommend to MARINA the revocation of License to

	excess of 36 GT and detention of vessel until payment of fine.	Operate the Vessel if Philippine Registered.
101 to 500 GT	Php 52,000.00 plus Php 200.00 for every GT in excess of 101 GT and detention of vessel until payment of fine.	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.
501 GT and above	Php 172,000.00 plus Php 100.00 for every GT in excess of 501 GT and detention of vessel until payment of fine.	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.

If the vessel is unregistered, in addition to the penalties above stated, the vessel will not be released until a Certificate of Registration and all vessel documents are complied with. This is without prejudice to other legal actions the PCG or any complainant may file against the violator.

**B. For violation of Part C of the International Regulations for Preventing Collisions at Sea:**

1. Issuance of Enforcement Inspection Apprehension Report (EIAR) in accordance with existing PCG Memorandum Circular on VSEI.
2. Fines as indicated below for every deficiency cited EIAR:

<b>VESSEL CATEGORY</b>	<b>FIRST OFFENSE</b>	<b>SECOND OFFENSE</b>
3 GT and below	Php 3,000.00	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.
4 to 35 GT	Php 5,000.00	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.
36 to 100 GT	Php 8,000.00	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.
101 to 500 GT	Php 12,000.00	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.
501 GT and above	Php 17,000.00	Recommend to MARINA the revocation of License to Operate the Vessel if Philippine Registered.

If the vessel is unregistered, in addition to the penalties above stated, the vessel will not be released until a Certificate of Registration and all vessel documents are complied with. This is without prejudice to other legal actions the PCG or any complainant may file against the violator.

**IX. ADJUSTMENT OF FINES:**

All fines under Section VIII shall be subjected to increase by ten percent (10%) of every three (3) years upon effectivity of this Memorandum Circular.

**X. SEPARABILITY CLAUSE:**

Should any provision of this Memorandum Circular or any part thereof be declared invalid, the other provisions, insofar as they are separable from the invalid ones, shall remain in full force and effect.

**XI. RESCISSION CLAUSE:**

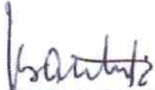
All existing policies and Memorandum Circulars inconsistent with this Memorandum Circular are hereby rescinded.

**XII. EFFECTIVITY:**

This Memorandum Circular shall take effect fifteen (15) days after completion of publication in the Official Gazette or in a newspaper of general circulation.

  
**RONNIE G. L. GAVAN**  
**CG ADMIRAL**  
Commandant, Philippine Coast Guard

Approved by:

  
**JAIME J. BAUTISTA**  
Secretary, DOTr



Annex: International Regulations for Preventing Collisions at Sea (COLREGs), 1972