



Republic of the Philippines
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
OFFICE OF THE SECRETARY
Manila

097.13 DPWH
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DEPARTMENT ORDER)

NO: **179**)

Series of 2016)

SUBJECT: Policy for Idle and Non-operational Water-based Equipment

In order to ensure the efficient and effective management of the Department's assets, particularly human assets, physical assets and financial assets, all concerned offices are hereby directed to adopt the following guidelines for the management of non-operational and idle dredges and support vessels.

Dredges and support vessels may become non-operational as a result of one or a combination of the following:

- a. Failure of one or several components of the vessel which is/are essential for dredging operations;
- b. The dredge and its support vessel are undergoing dry-docking and repair; and
- c. The dredge is suspended due to non-compliance to policies and guidelines, particularly on fitness for purpose, as determined by designated DPWH surveyors.

On the other hand, dredges and support vessels may be categorized as idle if any of the following conditions is satisfied:

- a. The dredge is waiting for new assignment;
- b. The dredge has ongoing assignment but operation is stopped for at least five (5) consecutive days due to lack or delay in the delivery of operational supplies; and
- c. The dredge is awaiting delivery of fuel and other supplies pending the procurement of such operational requirements for its new assignment.

If any of the above conditions exists, the following shall be observed:

A. Dredges with functional failure

When a dredge experiences functional failure, and upon inspection by the Bureau of Equipment (BOE), the dredge is rendered non-operational and is subject for a major repair that would place the equipment in a long period of downtime, after preparation of the Program of Work for the repair, the crew members may be reassigned to other dredges within the Cluster with on-going operation to augment their workforce. The operational dredge may be directed to operate on two to three shifts to compensate for the lost production of the dredge in down state. However, two (2) personnel must be retained on board the non-operational dredge, preferably one (1) Mechanic and one (1) Marine Engineman, to perform regular and continuous preventive maintenance as well as to safeguard the dredge.

Furthermore, the non-operational dredge shall be towed to a sheltered area to prevent further damage in case of heavy weathers, as prescribed by D.O. No. 136, Series of 2015, and so as not to obstruct the traffic in the channel/waterway.

B. Dredges undergoing Dry-docking and Repair

Crew on board dredges which are undergoing dry-docking shall be reassigned to other dredges with ongoing operation within the Cluster. Pursuant to D.O. No. 160, Series of 2015, the Dredge Master shall stay with the dredge to oversee the dry-docking and repair works on the dredge. However, if the situation necessitates, the Dredge Master may be reassigned to an operational dredge within the Cluster upon recommendation of the BOE Director provided that he will continue monitoring the dry-docking of his dredge.

C. Dredges found not Fit for Purpose and thus, suspended from operating

Dredges found not compliant with the Department's standard for Fitness for Purpose, as determined by BOE's designated surveyors, shall be suspended from operating until all deficiencies are addressed and rectified in accordance with D.O. No. 120, Series of 2016. The Dredge Master shall coordinate with the concerned Equipment Management Division (EMD), and prepare all requirements to rectify the dredge's condition. The rest of the crew, except for one (1) Mechanic and one (1) Marine Engineman, shall be reassigned to operational dredges within the Cluster to augment their workforce or to perform additional work shift. The Mechanic and Marine Engineman shall perform regular and continuous preventive maintenance, and safeguard the dredge.

D. Idle dredges

If a dredge, by virtue of the aforementioned reasons, becomes idle, the crew members shall be transferred to dredges with ongoing operation while the Dredge Master and one (1) Marine Engineman shall be retained on board to perform regular preventive maintenance and safeguard the dredge. However, if the situation necessitates, the BOE Director may order the reassignment of the Dredge Master to other operational dredge within the Cluster.

Idle or non-operational dredges shall, at all times, be manned by at least three (3) dredge personnel except however during heavy weather where the crew may be required to abandon the dredge for his safety. Even without operation, the crew shall be required to wear the designated uniform and observe all applicable provisions of the Department's safety policy while on duty.

Further, idle or non-operational dredges must be towed to the nearest sheltering zone. If a dredge is positioned in the river mouth or in the coastal area, it must be towed inland for safety and to prevent the fast deterioration of the hull and superstructure due to exposure to saline water and air.

When the dredge is ready for operation, after all repair works are done and operational supplies are delivered, the respective dredge crew shall be recalled immediately to resume dredging operations.

This Department Order shall take effect immediately.

For strict compliance.


MARK A. VILLAR
Acting Secretary

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