

**Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City**

**FIFTEENTH CONGRESS
First Regular Session**

House Bill No. 4607

**Introduced by Representatives
DIOSDADO MACAPAGAL ARROYO and GLORIA MACAPAGAL ARROYO**

**AN ACT
REQUIRING OIL COMPANIES TO INSTALL OIL SPILLAGE PREVENTIVE
AND CONTROL MECHANISMS IN THEIR TANKERS AND TO UNDERTAKE
IMMEDIATE CLEANING OPERATIONS IN THE EVENT OF OIL SPILLS
WITHIN THE COUNTRY'S TERRITORIAL WATERS, PROVIDING PENALTIES
FOR VIOLATION THEREOF, AND FOR OTHER PURPOSES**

EXPLANATORY NOTE

This bill seeks to require oil companies to install oil spill preventive and control facilities in their tankers and to undertake immediate and mandatory cleaning operations in the event of another oil spill within the country's territorial waters.

Incidents of oil spills have been prevalent in Philippine territorial waters. Below are just some of these incidents:

1) On January 25, 1990, oil spilled out near the shores of Limay, Bataan where some 200,000 liters of industrial fuel oil leaked out from a sunken M/T Fernando. This incident resulted in the killing of several species of fish and crustaceans, which are the main sources of livelihood for the fishermen residing in the coastal towns of Bataan.

2) Nine years after, on February 1999, thousands of liters of oil and gasoline also spilled out as two (2) tankers collided in the same coastal area. Bataan residents claimed that if the agencies tasked in clearing the Limay waters of oil had promptly acted by undertaking the cleaning operations, it would have lessened the number of losses on marine life in the affected areas. Marine scientists from the University of the

Philippines-Marine Science Institute said that fishes caught from the affected areas could be "potentially carcinogenic." It likewise rendered the area's water supply unsafe thus posing a grave danger on the people's lives.

3) In October 1998, the Sulpicio Lines-owned Princess of the Orient spilled out oil in Manila Bay. A year after in March 1999, 420,000 liters of bunker oil leaked into the breakwater of Manila Bay. Oil also spilled from the sinking of the Sea Brothers tanker which collided with a Petron tanker.

4) In August 1999, another oil tanker M/T Maryann sunk and spilled oil over a wide coastal area of Talaga Beach somewhere in the Luzon sea at the height of the storm.

5) Aside from the foregoing, a Singapore-registered Schedar ship, one of the first 10 out of 38 ships contracted to bring 70,000 tons of coal to the Sual Power Plant in Pangasinan, spilled oil in the Bolinao coastal area on January 22, 2000 as a result of the damage in the hull of said ship. The ship caused pollution which badly affected fishing villages, killing stocks worth millions of pesos as reported by the Philippine Coast Guard.

6) More recently, on August 11, 2006, M/T Solar 1 carrying 2 Million liters of industrial or bunker fuel oil sank approximately 10 nautical miles south of Guimaras immediately leaking 200,000 liters of oil. It sailed two days before from Bataan to deliver oil to the Western Mindanao Power Corporation. The 998-ton single-hull vessel was owned by Sunshine Maritime, a hauler for Petron Corporation. The Guimaras Oil Spill is considered the worst oil spill disaster in the Philippine maritime history in terms of damages to marine resources and livelihood of the people in the affected areas, and in the volume of oil spilled to our seas.

From these incidents, it is quite obvious that oil spills have caused extreme damage to our marine resources. If this continues, soon enough, Philippine coastal resources will be greatly decimated and will just be a part of history. Our efforts to preserve marine life and provide a healthy environment to the coming generation are thus wasted.

Thus, expeditious approval of this bill is earnestly sought.


DIOSDADO MACAPAGAL ARROYO
Second District, Camarines Sur


GLORIA MACAPAGAL ARROYO
Second District, Pampanga

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*Be it enacted by the Senate and House of Representatives of the
Philippines in Congress assembled:*

SECTION 1. This Act shall be known as the "Oil Spill Prevention Act of 2011."

SECTION 2. Oil companies are hereby required to install oil spillage preventive and control mechanism in their tankers and to undergo immediate cleaning operations in the event of oil spill within the country's territorial waters.

SECTION 3. For the purpose of this Act, oil companies shall be required to set aside at least One Million Pesos (P1,000,000.00) each to be utilized exclusively for cleaning operations in case of oil spill within the country's territorial waters.

SECTION 4. Any oil company which fails to install oil spill preventive and control mechanism on its tankers, in violation of this Act shall be punished by imprisonment of not less than two (2) years but not more than five (5) years to be suffered by its responsible officers or a fine of not less than Five Hundred

Thousand Pesos (P500,000.00) but not more than One Million Pesos (P1,000,000.00) or both fine and imprisonment, at the discretion of the Court without prejudice to other civil liability arising there from.

SECTION 5. The Department of Transportation and Communications, in coordination with the Philippine Ports Authority, the Philippine Coast Guard, the Department of Environment and Natural Resources and the Maritime Industry Authority shall promulgate the rules and regulations for the implementation of this Act.

SECTION 6. All laws, decrees, orders, rules and regulations or any part thereof inconsistent herewith are hereby repealed, modified or amended accordingly.

SECTION 7. This Act shall take effect fifteen (15) days after its publication in at least two (2) newspapers of general circulation.

Approved,