



Department of Transportation
PAMBANSANG PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
National Headquarters Philippine Coast Guard
139 25th Street, Port Area
1018 Manila

HPCG/CG-8

05 August 2018

MEMORANDUM CIRCULAR
NUMBER..... 01-18

HARBOUR SPEED LIMIT IN CEBU – MACTAN CHANNEL

I. AUTHORITY:

- A. Republic Act 9993 (The Philippine Coast Guard Law of 2009) and its Implementing Rules and Regulations.

II. REFERENCES:

- A. International Regulations for Preventing Collisions at Sea, 1972 (COLREG), Rule 9 (Narrow Channel).
B. H2CGD Memorandum dated 01 August 1998.
C. CPA Memorandum Circular No. 05 dated 03 March 2005.
D. RAD Message Cite CGS Cebu-1013-001 dated 01 October 2013

III. PURPOSE:

This Memorandum Circular prescribes the speed limit, policy, and procedure for ships / vessels entering, departing, traversing, navigating and cruising along Cebu – Mactan Channel in order to enhance the safety of navigation, efficiency of vessel traffic and the protection of marine environment.

IV. **SCOPE:**

This Memorandum Circular applies to all ships / vessels entering, departing, traversing, navigating and cruising along Cebu – Mactan Channel.

V. **DEFINITION OF TERMS:**

For purposes of this Memorandum Circular, the following words and phrases are defined as:

A. Cebu – Mactan Channel

Navigable portion of the Cebu harbor that extends from Light Station Bantolinao in the north entrance down to Light Station Cavit in the SouthWestern part of the Channel.

B. Ship or Vessel

Includes every description of watercrafts or other conveyances used or capable of being used as a means of transportation such as: Watercrafts; Fast Crafts; Tug Boats; Self – Propelled Barges; Tankers; Pleasure Yatch; and Offshore Structures.

C. Watercraft

Power-driven ships / vessels.

D. Fast Crafts

Power-driven watercraft for commercial or recreational purposes with a cruising speed exceeding 20 knots.

E. Tug Boats

Are vessels designed primarily for towing operations.

F. Ferry Boats

Are motorized passenger vessels designed and operated only inside bays, harbors and rivers.

G. Self-propelled Barges

Water conveyances that are operated and propelled by its own propulsion system for navigation purposes.

H. Tankers

Are vessels designed primarily for the carriage of petroleum, chemical or liquid cargoes.

I. **Pleasure Yacht**

Means any yacht not on charter or carrying passengers for hire, not engaged in trade or commerce, and being used solely for voyages / excursions for pleasure or recreational purposes.

J. **Offshore Structure**

Any facilities in a marine environment usually used in the production and transmission of electricity, oil, gas and other resources.

K. **CPA**

Cebu Port Authority

VI. **POLICIES:**

- A. All ships / vessels entering, departing and traversing along the Cebu – Mactan Channel shall observe the prescribe harbour speed limit of eight (8) knots.
- B. International rules on proper seamanship allow overtaking by faster ships / vessels on slower ones generally in open seas and non - restricted zones within a harbor. However, for Cebu harbor, a “No Overtaking” rule is prescribed due to the volume of traffic and constricted width of the channel. However, subject to the approval of the PCG, overtaking may be allowed in the portion of the channel where there is enough room for both ships / vessels to maneuver without prejudice to the observance of good seamanship at all times by the Captain / Master / Patron and that appropriate sound and light signals were given or displayed and was appropriately replied to. Moreover, constant radio communication should always be established between the vessels involved.
- C. Except during emergency, ships / vessels transiting the Cebu – Mactan Channel shall maintain traffic flow that is steer right or port to port in a meeting situation.
- D. Tugboats towing one or more tow apart from displaying the normal daytime / night time signals shall take extra precautions when entering or leaving Cebu – Mactan Channel.

VII. **PROCEDURES:**

- A. Ships / vessels entering Cebu Harbor shall gradually reduce speed to eight (8) knots and approach perpendicular to the mouth of the channel and give way to the outgoing ship / vessel if there is any. The aforementioned ships / vessels shall traverse the channel on her starboard side and maintain adequate berth on her port side for passage of other vessels.

- B. Radio contact at VHF Channel 16 (156.80 Mhz) shall be established at all times between ships / vessels entering, departing or traversing the Cebu – Mactan Channel especially on a meeting or overtaking situation.
- C. All ships / vessels entering, departing, or traversing the Cebu- Mactan Channel shall ensure that her ground and tackle and the sound and light signaling equipment are ready for use. Similarly, the station of the ship / vessel for entering, leaving port, or traversing restricted water should be properly manned.
- D. Tugboats towing one or more tow, apart from displaying the normal daytime / night time signals, shall take extra precautions when entering or leaving Cebu – Mactan Channel.
- E. On one hand, ships / vessels intending to cross the other side of the channel or join the opposite direction of the traffic shall do so on a heading as nearly as possible at right angle to the general direction of the traffic flow. On the other hand, when joining or leaving from either side shall do so at as small as an angle to the general direction of traffic flow as practicable. As a general rule, vessels should avoid crossing the bow of another vessel and shall only do so at the astern of a vessel.

VIII. RESPONSIBILITIES:

A. Ship Owner / Operator:

Ship / Vessel Owners or Operators shall ensure that the Captains / Masters / Patrons of their ships / vessels comply with the provisions of this Memorandum Circular.

B. Captain / Master / Patron:

The **Captain / Master / Patron** of the ships / vessels shall also be held responsible for any loss of life and damage to property that may be caused by deviation or non - compliance to any of the provision of this Memorandum Circular.

C. Coast Guard District Central Visayas:

1. The CGDCV shall designate PCG vessels at strategic locations to monitor compliance to this Memorandum Circular.
2. All reported violations shall be tried by the CGDCV in accordance with the applicable regulation / policy of the PCG.

IX. FINES AND PENALTIES:

The Ship Owners / Operators of Ships / Vessels and the Captain / Master / Patron of the same found violating any provisions of this Memorandum Circular shall be liable for the following penalties:

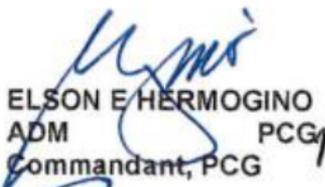
First Offense	Fine of FIFTY THOUSAND PESOS (Php 50,000.00) each for the Captain / Master / Patron and Ship Owners or Operators
Second Offense	Fine of ONE HUNDRED THOUSAND PESOS (Php 100,000) each for the Captain / Master / Patron and Ship Owners or Operators
Third Offense	Suspension of the License of the Captain / Master / Patron and Non-issuance of Berthing Permit and / or Port Clearance

X. RESCISSION CLAUSE:

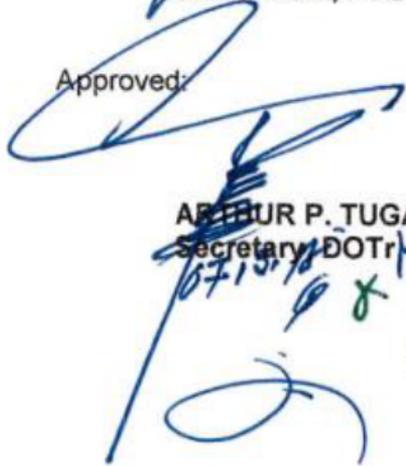
All Memorandum Circulars inconsistent with this Memorandum Circular are hereby rescinded.

XI. 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.


ELSON E HERMOGINO
ADM PCG
Commandant, PCG

Approved:


ARTHUR P. TUGADE
Secretary, DOTr



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