

**PAMBANSANG PUNONGHIMPILAN TANODBAYBAYIN NG PILIPINAS**  
(National Headquarters Philippine Coast Guard)  
139 25<sup>th</sup> Street, Port Area,  
1018 Manila

**04 April 2019**

**NHQ-PCG / MSSC**

**MEMORANDUM CIRCULAR**  
**NUMBER ..... 01-19**

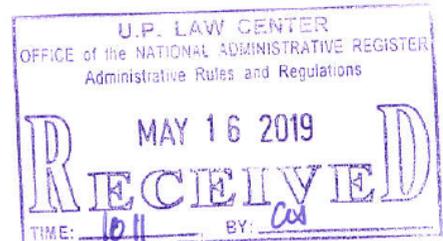
**GUIDELINES FOR MOVEMENT OF VESSELS IN CEBU-MACTAN CHANNEL**

**I. AUTHORITY:**

- A. Republic Act No. 9993 (Philippine Coast Guard Law of 2009)
- B. Implementing Rules and Regulations of Republic Act No. 9993

**II. REFERENCES:**

- A. IMO Resolution A.857 (20) "Guidelines for Vessel Traffic Services";
- B. Convention on the International Regulation for Preventing Collision at Sea, 1972;
- C. International Ship and Port Facility Security (ISPS) Code
- D. NAMRIA Chart No. 4447 "Cebu Harbor and Approaches";
- E. HPCG / CG - 8 Memorandum Circular No. 05 - 2003 "Routeing System at Cebu - Mactan Channel Southern Approach" dated 12 August 2003;
- F. Cebu Port Authority (CPA) Memorandum Circular No. 05 - 2005 "Moving Violations and Corresponding Penalties for Vessels in Transit Along Cebu - Mactan Channel (Cebu Harbor) dated 03 March 2005; and
- G. HPCG / CG - 8 Memorandum Circular No. 01 - 18 "Harbour Speed Limit in Cebu - Mactan Channel dated 05 August 2018.



III. **PURPOSE:**

This Memorandum Circular prescribes the guidelines for the movement of vessels in Cebu-Mactan in order to enhance the safety of navigation, efficiency of maritime traffic, and the protection of marine environment.

IV. **SCOPE:**

This Memorandum Circular applies to all vessels, watercrafts and other conveyances to include, but not limited to, ferryboats, fast crafts, tugboats, self-propelled barges, pleasure yachts, tankers, and offshore structures 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 shall be defined as:

- A. **Abeam** – the direction perpendicular to the side of the ship;
- B. **Actual Time of Arrival (ATA)** - time when the ship's first mooring line has been tied to the pier
- C. **Actual Time of Departure (ATD)** – time when the ship's last mooring line has been cast off from the pier
- D. **Anchorage Area** – A designated area in Cebu – Mactan Channel that has sufficient depth of water where vessels may anchor;
- E. **Cebu – Mactan Channel** – Navigable portion of the Cebu Harbor that extends from Light Station Bantolinao in the North Entrance down to Light Station Luis Ledge in the South Entrance;
- F. **Competent Authority** – The authority made responsible, in whole or in part by the Government for safety, efficiency of vessel traffic and the protection of environment. For purposes of this Memorandum Circular, Competent Authority refers to the PCG;
- G. **CPA** – Cebu Port Authority;
- H. **Inshore Traffic Zone** – An area between the landward boundary of a traffic separation scheme and the adjacent coast intended for local traffic;
- I. **Pilot's Boarding Station** – An area so designated where pilot boats alongside the vessels requiring pilotage service in entering or departing port.
- J. **Port Authority** – The authority that allocates berthing spaces and provides port services for vessels entering a particular port or harbor.

For the purposes of this Memorandum Circular, Port Authority refers to Cebu Port Authority (CPA);

- K. **Sécurité Message** – A procedure word used in Marine VHF radio that warns the crew that the message is an important safety message.
- L. **Ship or Vessel** – Includes every description of watercrafts or other conveyances used or capable of being used as a means of transportation;
- M. **Traffic Separation Scheme (TSS)** – An established route along the Cebu – Mactan Channel with a separation zone indicating the outbound and inbound lane to be followed by the vessels transiting the channel. The vessels utilizing the TSS must be in their respective lanes as indicated in NAMRIA Chart No. 4447 “Cebu Harbor and Approaches”<sup>1</sup>;
- N. **Vessel Traffic Management System (VTMS)** – A system implemented by Competent Authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment. It has the capability to interact with the traffic and to respond to traffic situations developing in the VTS area<sup>2</sup>;
- O. **VTMS Area** – The delineated, formally declared service area of VTMS, subdivided into sectors<sup>3</sup>;
- P. **VTMS Authority** – The authority responsible for the management, operation and co-ordination of the VTMS, interaction with participating vessels and the safe and effective provision of the service.<sup>4</sup> VTMS Authority refers to VTMS Center Cebu;
- Q. **VTMS Center** – The center from which the VTMS is operated<sup>5</sup>; and
- R. **VTMS Operator** – An appropriately qualified person performing one (1) or two (2) more tasks contributing to the services of the VTMS.<sup>6</sup>

## VI. POLICIES:

- A. All vessels, watercrafts and other water conveyances entering, departing and traversing along the Cebu – Mactan Channel shall observe the prescribed harbor speed limit of eight (8) knots under HPCG / CG – 8 Memorandum Circular Number 01 – 18 dated 05 August 2018 (Harbour Speed Limit in Cebu – Mactan Channel) or that of subsequent amendments thereof.

<sup>1</sup> NAMRIA Chart No. 4447 (Cebu Harbor and Approaches).

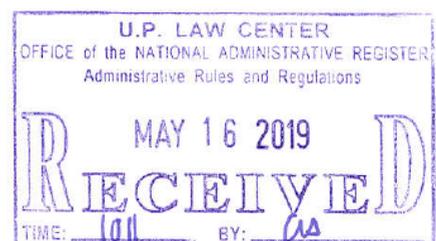
<sup>2</sup> IMO Resolution A. 857 (20) *op. cit.*

<sup>3</sup> *Ibid.*

<sup>4</sup> *Ibid.*

<sup>5</sup> *Ibid.*

<sup>6</sup> *Ibid.*



- B. International rules on proper seamanship allow overtaking by faster vessels on slower ones generally in open seas and non – restricted zones within a harbor. However, for Cebu – Mactan Channel, the “No Overtaking” rule is prescribed due to the volume of traffic and the constricted width of the channel. Overtaking may be allowed on a case – to – case basis subject to the approval of VTMS Center Cebu.
- C. Except during emergency, vessels, watercrafts and other water conveyances transiting the Cebu – Mactan Channel shall maintain traffic flow, that is steer right or port to port passage in a meeting situation.
- D. All vessels or watercrafts navigating along Traffic Separation Scheme shall strictly follow Rule 10 of COLREG 1972 except paragraph e (ii).<sup>7</sup>
- E. All vessels that are in the areas of the VTMS, South Entrance, North Entrance, Pilot’s Boarding Station, and the different Anchorages (Boundaries of VTMS area, anchorage area & Pilot’s Boarding Station)<sup>8</sup> shall be monitored by the VTMS Center Cebu.
- F. The vessel that observes another vessel navigating along TSS ~~that~~ is not following the prescribed passage rules should call the attention of the said vessel. If to no avail, the vessel who observed such situation should immediately inform the VTMS Center Cebu of the same.
- G. Any vessel may deviate from any appropriate provisions of this Memorandum Circular in order to avoid accident or untoward incident.
- H. Language to be used when reporting or communicating with the VTMS Center Cebu shall be in English or in Pilipino (Tagalog).

## VII. PROCEDURES:

### A. Vessels entering Cebu – Mactan Channel:

1. Approaching vessels shall report to VTMS Center Cebu two (2) nautical miles away from LS Bantolinao in the North entrance or LS Luis Ledge in the South Entrance. This is to identify non AIS vessel and mark them in VTMS Radar and to confirm vessels with AIS their reported information from their AIS information.
2. The contents of the report shall be:
  - a. Name of Vessel;
  - b. Type of Vessel;

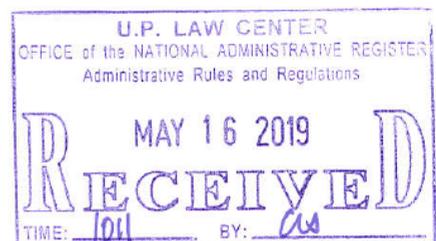
<sup>7</sup> Attached and adopted herein as **Annex A**.

<sup>8</sup> Attached and adopted herein as **Annex B**.

- c. Callsign;
  - d. Voyage Number;
  - e. Location (relative distance and direction from LS Bantolinao or LS Luis Ledge);
  - f. Course;
  - g. Speed;
  - h. Last Port of Call;
  - i. Next Port of Call;
  - j. Forward Draft;
  - k. Aft Draft;
  - l. Dangerous Cargoes Onboard;
  - m. Number of Passengers (if applicable); and
  - n. Number of Crew
3. Approaching vessel shall first render report to VTMS Center Cebu before broadcasting their Sécurité Message<sup>9</sup>.
  4. All vessels shall report to VTMS Center Cebu their Actual Time of Arrival.

**B. For Vessel Anchoring Inside the VTMS Area**

1. All vessels whose intention is to anchor inside the VTMS Cebu Area shall report to VTMS Center Cebu.
2. All anchoring vessels shall report to VTMS Center Cebu the following information:
  - a. Name of Vessel;
  - b. Type of Vessel;
  - c. Callsign;
  - d. Voyage Number;
  - e. Coordinates;



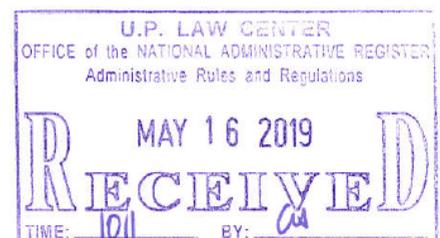
<sup>9</sup> A Copy of the Inbound Sécurité Message is attached and adopted herein as **Annex C**.

- f. Time of Heaving Anchor (Time where the vessel started lifting its anchor);
  - g. Time Anchor Hawsed (Time where the vessel has safely secured its anchor onboard);
  - h. Time of Drop Anchor (Time where the vessel's anchor has been dropped underwater and touched the seabed);
  - i. Forward Draft;
  - j. Aft Draft;
  - k. Dangerous Cargoes Onboard;
  - l. Number of Passengers (if applicable); and
  - m. Number of Crew
3. All anchoring vessels shall inform their intention for anchoring that includes: international and domestic vessels waiting for berthing, vessels for redocking; vessels for lightening; vessels for quarantine; vessels intending to anchor at north or south anchorage area and vessels intending to change anchorage area.<sup>10</sup>
  4. All anchoring vessels fitted with AIS shall not switch off their AIS once they are already anchored in the designated anchorage area.

**C. Vessels Leaving Cebu – Mactan Channel:**

1. All vessels prior leaving Cebu – Mactan Channel shall render to VTMS Center Cebu report the following format:
  - a. Name of Vessel;
  - b. Type of Vessel;
  - c. Callsign;
  - d. Voyage Number;
  - e. Location (relative distance and direction from nearest geographical location or port);
  - f. Next Port of Call;
  - g. Forward Draft;

<sup>10</sup> For the Anchorage Areas, refer to **Annex B** herein.



- h. Aft Draft;
  - i. Dangerous Cargoes Onboard;
  - j. Number of Passengers (if applicable); and
  - k. Number of Crew
2. Departing vessels shall report to VTMS Center Cebu their actual time of departure or the time when the ship's last mooring line has been cast off from the pier.
  3. Departing vessels shall first render the abovementioned report to VTMS Center Cebu before broadcasting their Sécurité Message<sup>11</sup>.
  4. When the departing vessels are two (2) nautical miles from Light Station Luis Ledge on the South Entrance or abeam at Light Station Bagacay on the North Entrance, they shall report and inform VTMS Center Cebu that they are leaving the VTMS area.

**VIII. COMMUNICATION:**

For the effective communication network between VTMS Cebu and the vessels, the following are the designated VHF radio channel to be used while in the VTMS Area:

**A. Working Channels:**

South Entrance : Channel 12  
 North Entrance : Channel 14

**B. Alternate Channel : Channel 21**

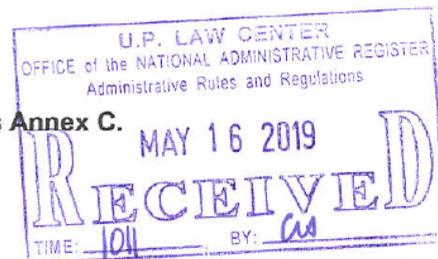
**C. VTMS Center Cebu call sign is "VTMS Cebu" Vessel unable to contact VTMS Center Cebu via VHF radio may use the Cellular numbers 09985893957 (Smart) and 09178426298 (Globe) to contact the VTMS Center Cebu Operation.**

**IX. EMERGENCY SITUATIONS**

A vessel plying in the VTMS area shall report to the VTMS Center Cebu as soon as possible the following:

**A. Any emergency or unusual event such as fire, collision, grounding, oil pollution, suspicion on piracy and other similar incidents.**

<sup>11</sup> A copy of the Outbound Sécurité Message is attached and adopted herein as **Annex C.**



- B. Any condition onboard the vessel that may impair its navigation, reduce its capabilities or affect the safety of other vessels due to derangement, inoperative navigational lights, restricted maneuverability, inoperative whistle or horn, navigational equipment and other similar conditions.
- C. Any other unusual condition which restricts or prohibits total compliance with the requirements of the VTMS Cebu.

**X. RESPONSIBILITIES:**

**A. VTMS Manager / Supervisor**

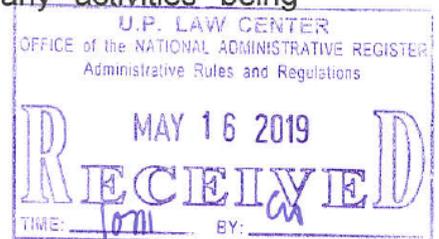
- 1. Over - all in charge of the VTMS center and tasked to communicate with various agencies including the CPA, ship's master, port / terminal operators, shipping agents, weather forecasters and, when required, and other emergency services.
- 2. In - charge of the personnel administration such as duty schedules, personnel development, trainings, seminars, and other matters relative to personnel management.
- 3. Supervise the day to day operation of the VTMS Center, ensuring there are sufficient operators on duty at any given time and that they are working effectively, all equipment are functioning correctly, and appropriate transmittals were forwarded to higher headquarters promptly; and
- 4. Ensure that operators follow the requirements of contingency plans and help to coordinate activity with the relevant parties.

**C. VTMS Operator**

- 1. Coordinate and recommend movement of all vessels in the VTS covered area to ensure safe passage without risk of collision with other vessels or shore installations.
- 2. Receive information from vessels regarding its intended movements and also provide information about weather and tidal conditions, the movement of other vessels in the area and berthing instructions; and
- 3. Convey recommendations to vessels moving about/maneuvering around the VTMS area.

**D. Captain / Master of Vessel**

- 1. Coordinate at all times with the VTMS Center when leaving, entering, anchoring, changing berth or any activities being conducted within the VTMS area;



2. Shall be responsible for the safe navigation of his vessel in Cebu – Mactan Channel; and
3. Shall be held responsible for any loss of life and property that may be caused by deviation or non - compliance to any provision of this Memorandum Circular.

**E. Ship Owner / Operator**

Shall ensure that the masters of the vessels must comply with the provisions of this Memorandum Circular.

**F. Harbor Master**

Shall be responsible for the assignment of berthing space and anchorage area of all the vessels entering Cebu harbor.

**XI. OFFENSES AND PENALTIES:**

- A.** The master / patron and the ship owners / operators of a vessel found violating any provisions in **Chapter VI B, C, D and F** including **Chapter IX A, B and C** of this Memorandum Circular shall be liable for the following penalties:

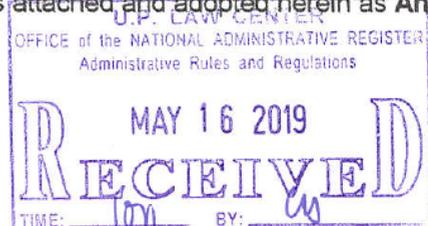
<b>First Offense</b>	Fine of <b>ONE HUNDRED THOUSAND PESOS (Php 100,000.00)</b> each for the Ship Owner and the Master of the Ship
<b>Second Offense</b>	Fine of <b>TWO HUNDRED THOUSAND PESOS (Php 200,000.00)</b> each for the Ship Owner and the Master of the Ship
<b>Third Offense</b>	<b>Non-issuance of Berthing Permit and or Port Clearance and Suspension of Master's license</b>

- B.** The master / patron and the ship owners / operators of a vessel found violating any provisions in **Chapter VII A, B and C** including **Chapter VIII A and B** of this Memorandum Circular shall be liable for the following penalties:

<b>First Offense</b>	Fine of <b>FIFTY THOUSAND PESOS (Php 50,000.00)</b> each for the Ship Owner and the Master of the Ship
<b>Second Offense</b>	Fine of <b>ONE HUNDRED THOUSAND PESOS (Php 100,000.00)</b> each for the Ship Owner and the Master of the Ship
<b>Third Offense</b>	<b>Non-issuance of Berthing Permit and/or Port Clearance and Suspension of Master's license</b>

- C.** The master / patron and the ship owners / operators of the above vessel will be given a VTMS Inspection and Apprehension Report (IAR)<sup>12</sup>. The

<sup>12</sup> A copy of the VTMS Inspection and Apprehension Report is attached and adopted herein as Annex D.



mentioned (or their authorized representatives) shall be given ten (10) days after receipt of the Apprehension Report to report to the Marine Casualty Investigation Officer or Hearing Officer of the District for the adjudication of the said report.

**XII. VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS) SERVICE FEE:**

A VTMS Fee shall be charged and collected from all ships / vessels transiting and availing of the services in the herein VTMS Area subject to applicable Policy and Regulations of the PCG / CPA.

**XIII. RESCISSION CLAUSE:**

All PCG Circulars, Orders, Policies, and other issuances inconsistent with this Memorandum Circular are hereby amended or revoked.

**XIV. SEPARABILITY CLAUSE:**

In case any provision of this Memorandum Circular is declared unconstitutional or contrary to law by a competent court, such as parts not affected thereby shall remain in full force and effect.

**XV. 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

Approved by:

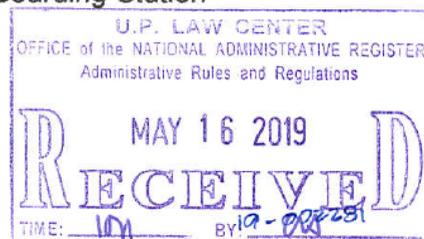
  
**ATTY. ARTHUR P. TUGADE**  
Secretary, Department of Transportation



DOT-OSEC OUTGOING 19-00343

Attachments:

1. Annex A – Traffic Separation Scheme (Rule 10 of COLREGS 1972)
2. Annex B – Boundaries of VTMS area, anchorage area, & Pilot's Boarding Station
3. Annex C – Copy of Inbound and Outbound Sécurité Message
4. Annex D – VTMS Inspection and Apprehension Report (IAR)



**THE INTERNATIONAL REGULATIONS FOR PREVENTING  
COLLISIONS AT SEA 1972**

**With amendments adopted from November 1995**

**x x x**

**Part B. STEERING AND SAILING RULES**

**Section 1. Conduct of vessels in any condition of visibility**

**x x x**

**Rule 10**

**Traffic Separation Schemes.**

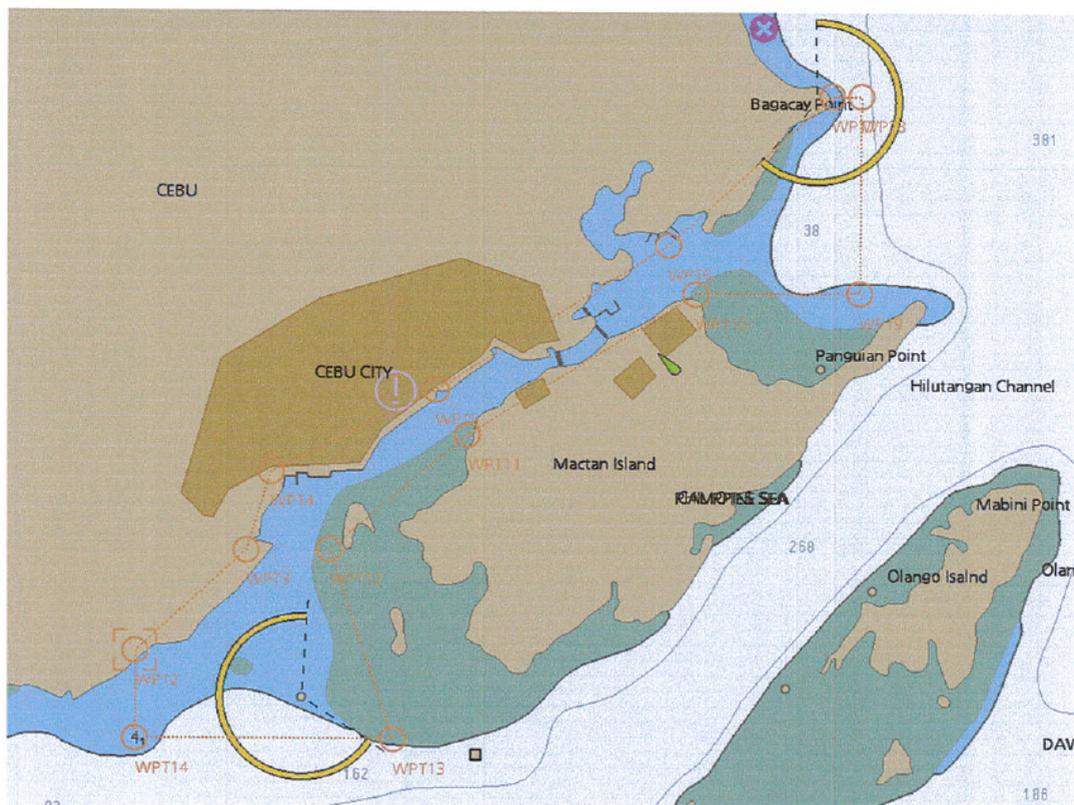
- (a) This rule applies to traffic separation schemes adopted by the organization and does not relieve any vessel of her obligation under any other Rule:
- (b) A vessel using a traffic separation scheme shall:
  - (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
  - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
  - (iii) Normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at a small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross as nearly as practicable at right angles to the general direction of traffic flow.
- (d)
  - (i) Inshore traffic zones shall not normally be used by though traffic which can safely use the appropriate traffic lane within adjacent traffic separation scheme. However, vessels of less than 20m in length, sailing vessels and vessels engaged in fishing may under all circumstances use inshore traffic zones.
  - (ii) Notwithstanding subparagraph (d) (i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot

station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
  - (i) In cases of emergency to avoid immediate danger.
  - (ii) to engage in fishing within the separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall as far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20m in length or a sailing vessel shall not impede the safe passage of a power – driven vessel following a traffic lane.
- (k) A vessel restricted in her ability to manoeuvre when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this rule to the extent necessary to carry out the operation.
- (l) A vessel restricted in her ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station**

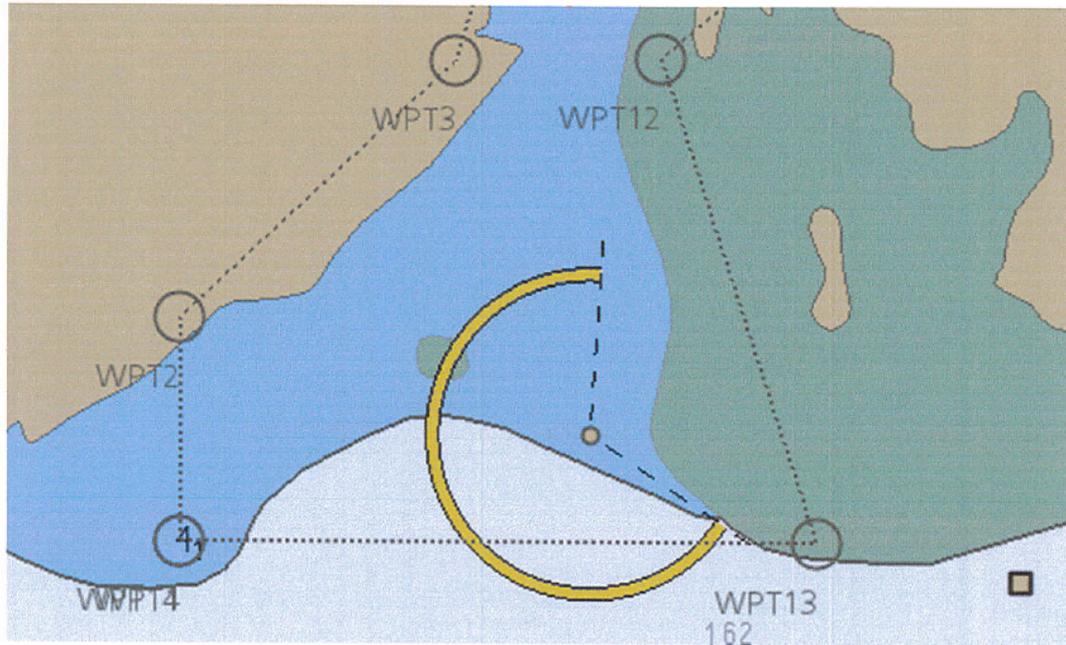


**VTMS COVERED AREA**

- Point (1) Latitude 10 13' 30" N Longitude 123 51' 04" E
- Point (2) Latitude 10 14' 48" N Longitude 123 51' 04" E
- Point (3) Latitude 10 16' 18" N Longitude 123 52' 42" E
- Point (4) Latitude 10 17' 28" N Longitude 123 53' 04" E
- Point (5) Latitude 10 18' 42" N Longitude 123 55' 30" E
- Point (6) Latitude 10 20' 52" N Longitude 123 58' 56" E
- Point (7) Latitude 10 23' 05" N Longitude 124 01' 20" E
- Point (8) Latitude 10 23' 05" N Longitude 124 01' 46" E
- Point (9) Latitude 10 20' 09" N Longitude 124 01' 45" E
- Point (10) Latitude 10 20' 08" N Longitude 123 59' 20" E
- Point (11) Latitude 10 18' 02" N Longitude 123 55' 58" E
- Point (12) Latitude 10 16' 19" N Longitude 123 53' 56" E
- Point (13) Latitude 10 13' 30" N Longitude 123 54' 52" E

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station**

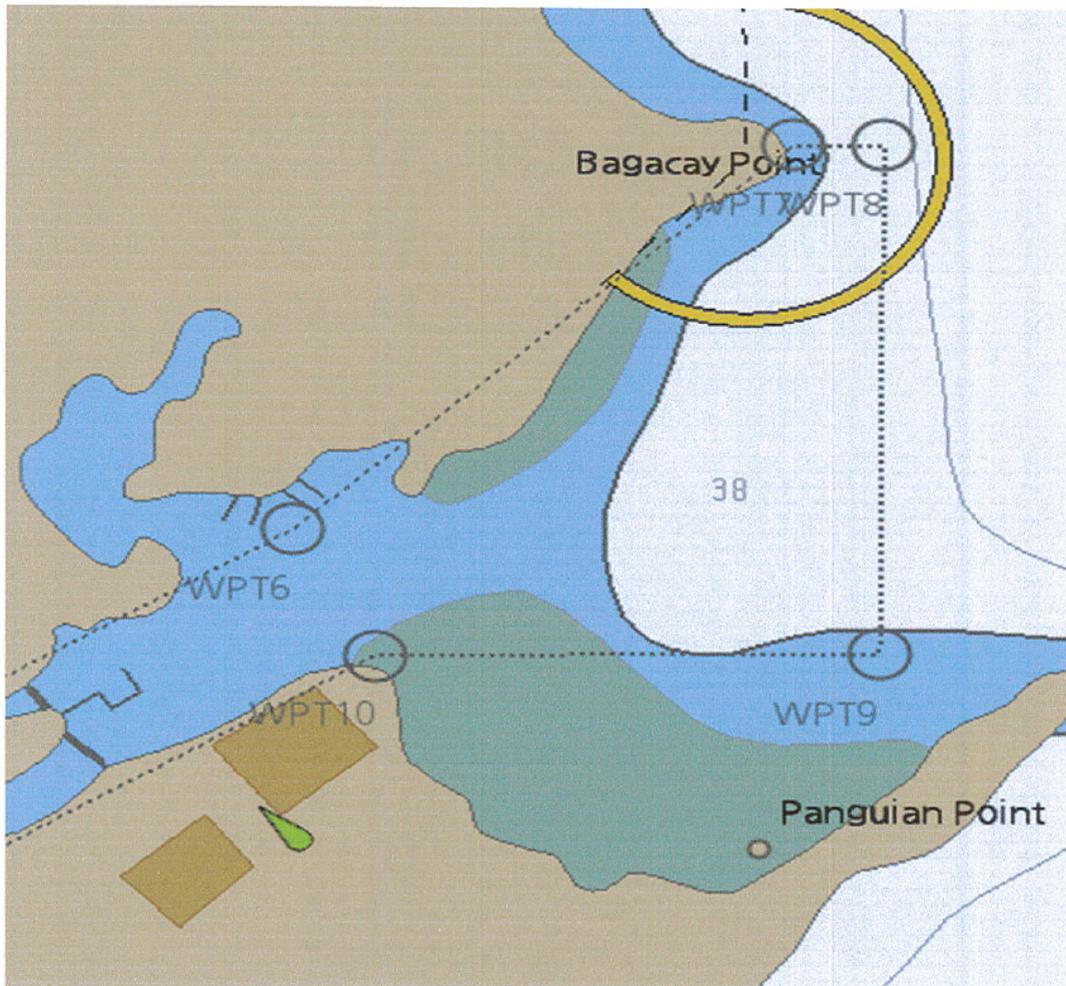


**SOUTH ENTRANCE**

- Point (1) Latitude 10 13' 30" N Longitude 123 51' 04" E
- Point (2) Latitude 10 14' 48" N Longitude 123 51' 04" E
- Point (3) Latitude 10 16' 18" N Longitude 123 52' 42" E
- Point (4) Latitude 10 17' 28" N Longitude 123 53' 04" E
- Point (5) Latitude 10 18' 42" N Longitude 123 55' 30" E
- Point (6) Latitude 10 18' 02" N Longitude 123 55' 58" E
- Point (7) Latitude 10 16' 19" N Longitude 123 53' 56" E
- Point (8) Latitude 10 13' 30" N Longitude 123 54' 52" E

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station**

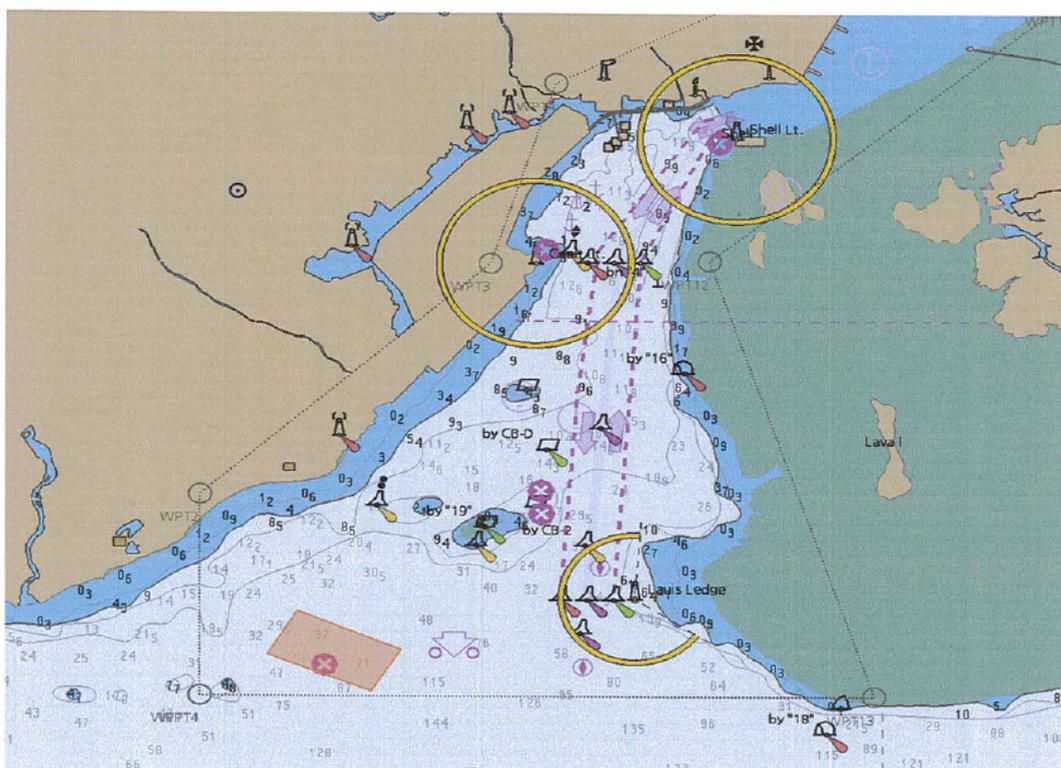


**NORTH ENTRANCE**

- Point (1) Latitude 10 18' 42" N Longitude 123 55' 30" E
- Point (2) Latitude 10 20' 52" N Longitude 123 58' 56" E
- Point (3) Latitude 10 23' 05" N Longitude 124 01' 20" E
- Point (4) Latitude 10 23' 05" N Longitude 124 01' 46" E
- Point (5) Latitude 10 20' 09" N Longitude 124 01' 45" E
- Point (6) Latitude 10 20' 08" N Longitude 123 59' 20" E
- Point (7) Latitude 10 18' 02" N Longitude 123 55' 58" E

## Guidelines for Movement of Vessels in Cebu-Mactan Channel Annex B

### Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station

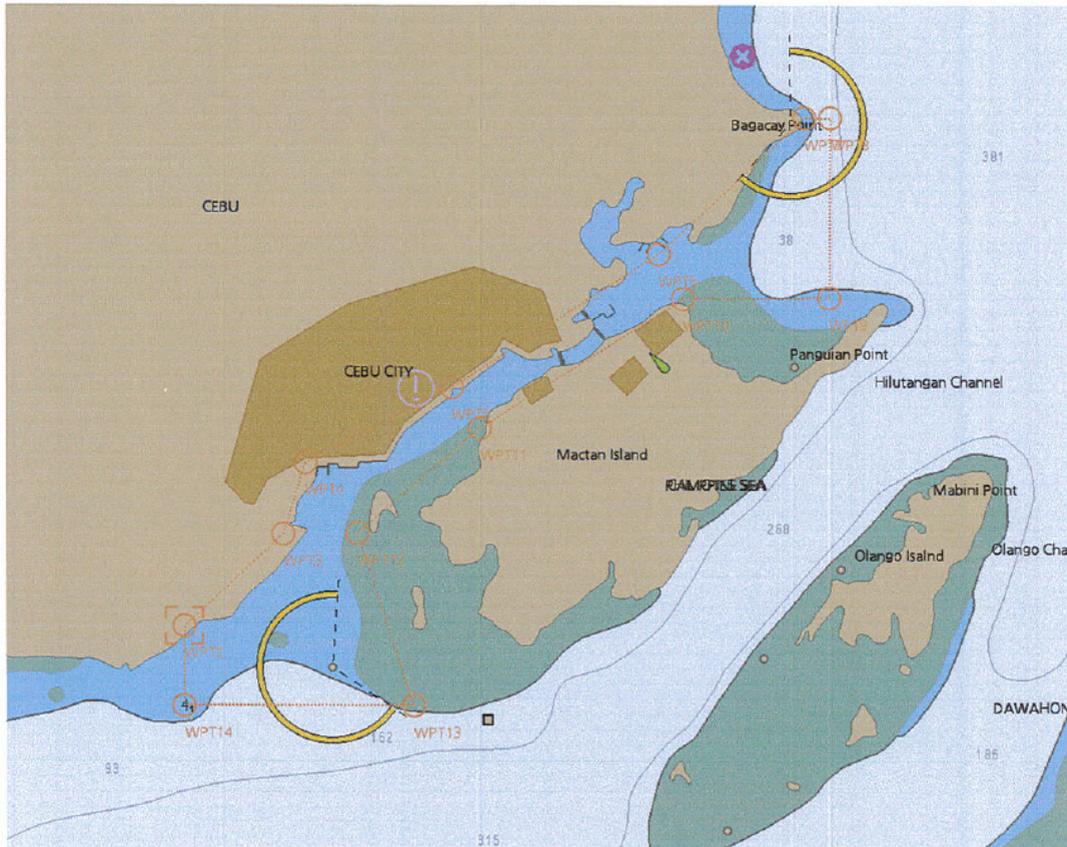


### SOUTH ANCHORAGE AREA (FOREIGN VESSELS 12 METERS UP)

- Point (1) Latitude 10 14' 03" N Longitude 123 51' 37" E
- Point (2) Latitude 10 13' 48" N Longitude 123 52' 12" E
- Point (3) Latitude 10 13' 32" N Longitude 123 52' 02" E
- Point (4) Latitude 10 13' 46" N Longitude 123 51' 27" E

## Guidelines for Movement of Vessels in Cebu-Mactan Channel **Annex B**

### Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station

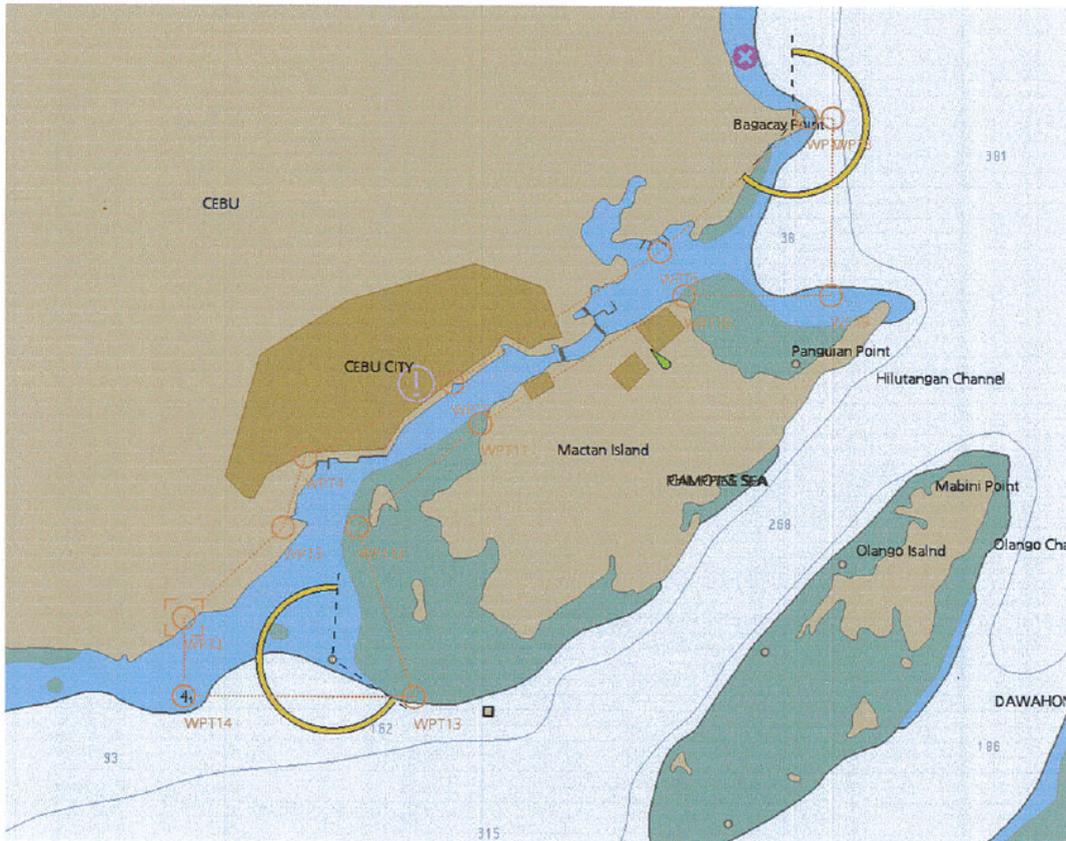


### **SOUTH ANCHORAGE AREA (FOREIGN VESSELS WAITING FOR BERTH)**

- Point (1) Latitude 10 14' 23" N Longitude 123 51' 38" E
- Point (2) Latitude 10 14' 23" N Longitude 123 51' 59" E
- Point (3) Latitude 10 14' 09" N Longitude 123 52' 18" E
- Point (4) Latitude 10 14' 03" N Longitude 123 51' 57" E
- Point (5) Latitude 10 14' 01" N Longitude 123 51' 38" E

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station**

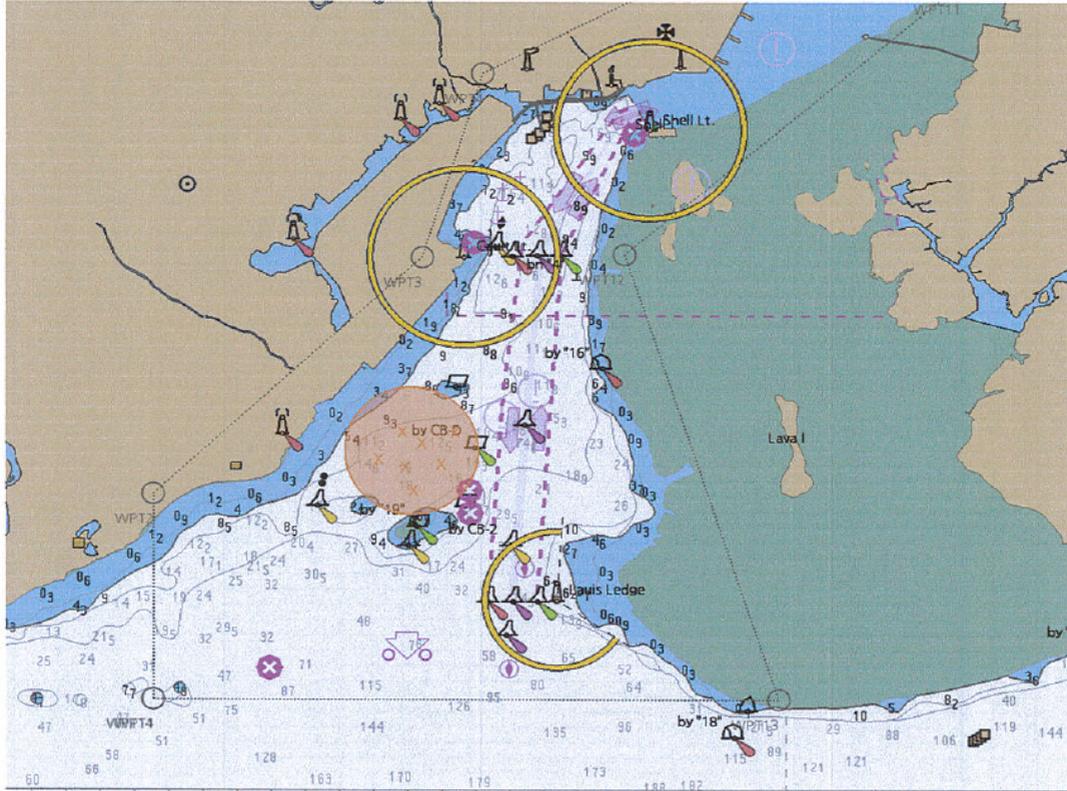


**SOUTH ANCHORAGE AREA (FOREIGN VESSELS 30,000 GRT UP)**

- South Anchorage Latitude 10 15' 02" N Longitude 123 53' 42" E

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station**

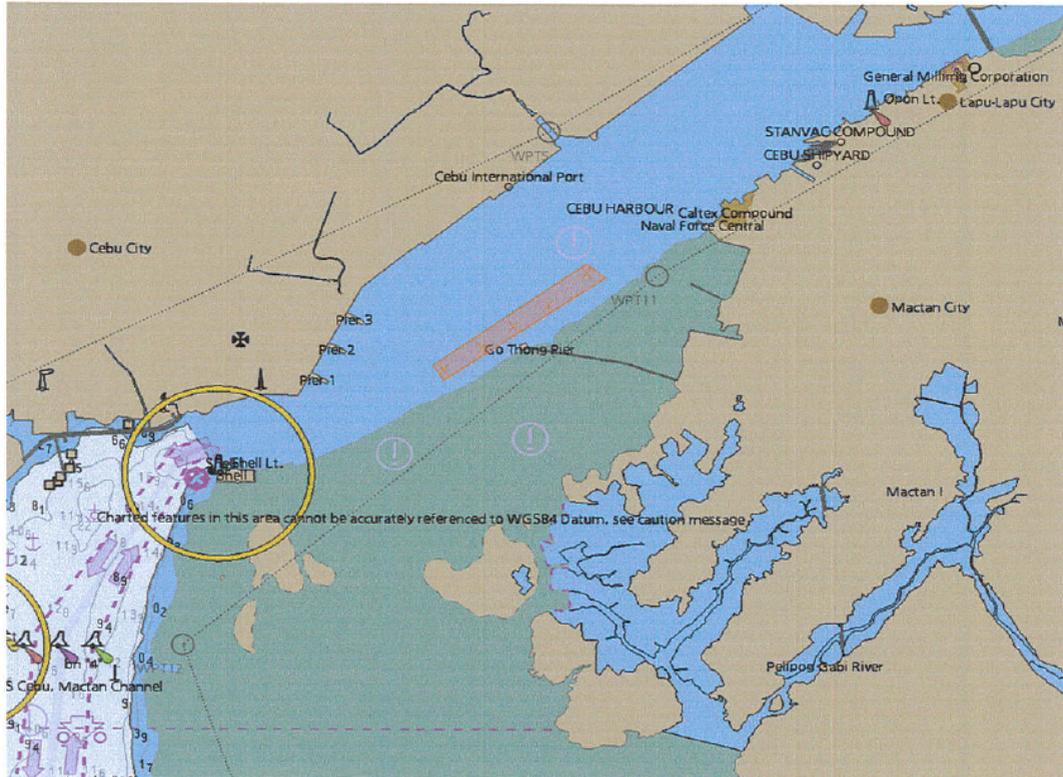


**SOUTH ANCHORAGE AREA (DOMESTIC VESSELS WAITING FOR BERTH)**

- D1 Latitude 10 15' 02" N Longitude 123 52' 26" E
- D2 Latitude 10 15' 08" N Longitude 123 52' 42" E
- D3 Latitude 10 14' 50" N Longitude 123 52' 39" E
- D4 Latitude 10 15' 12" N Longitude 123 52' 35" E
- D5 Latitude 10 14' 59" N Longitude 123 52' 36" E
- D6 Latitude 10 15' 12" N Longitude 123 52' 54" E
- D7 Latitude 10 15' 00" N Longitude 123 52' 49" E

## Guidelines for Movement of Vessels in Cebu-Mactan Channel Annex B

### Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station



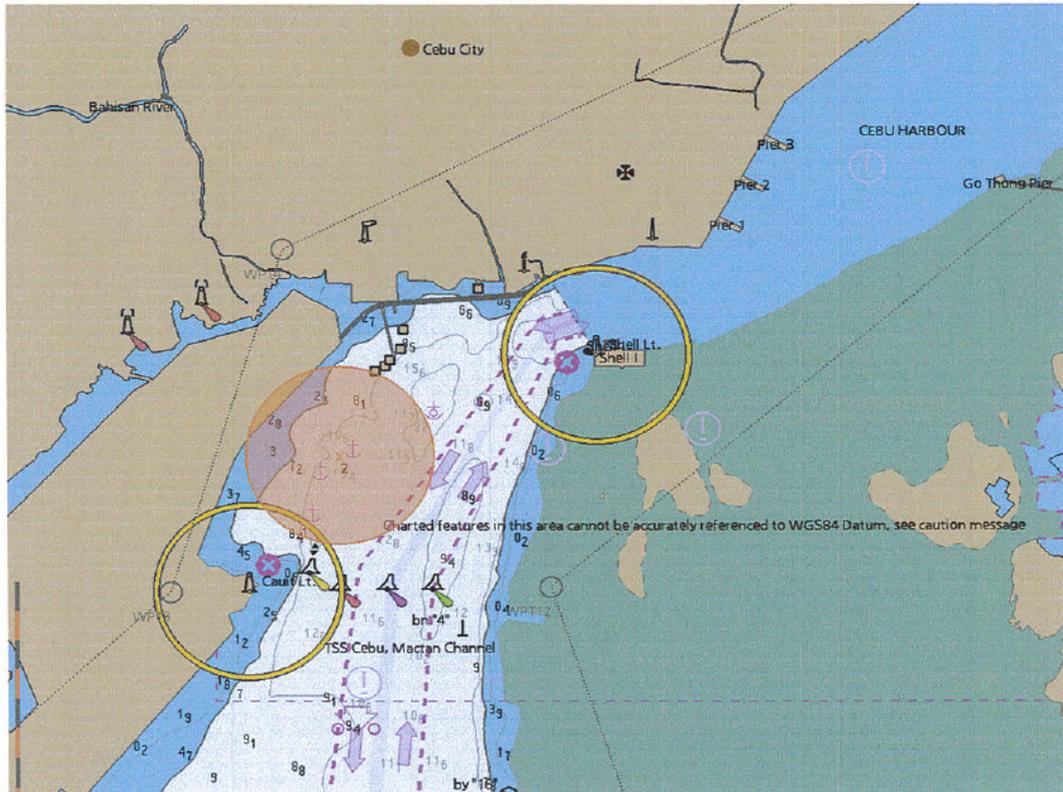
### ANCHORAGE AREA (DOMESTIC VESSELS WAITING FOR REDOCKING)

- R1 Latitude 10 17' 36" N Longitude 123 55' 03" E
- R2 Latitude 10 17' 42" N Longitude 123 55' 13" E
- R3 Latitude 10 17' 48" N Longitude 123 55' 21" E
- R4 Latitude 10 17' 54" N Longitude 123 55' 30" E
- R5 Latitude 10 18' 03" N Longitude 123 55' 40" E



## Guidelines for Movement of Vessels in Cebu-Mactan Channel **Annex B**

### Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station

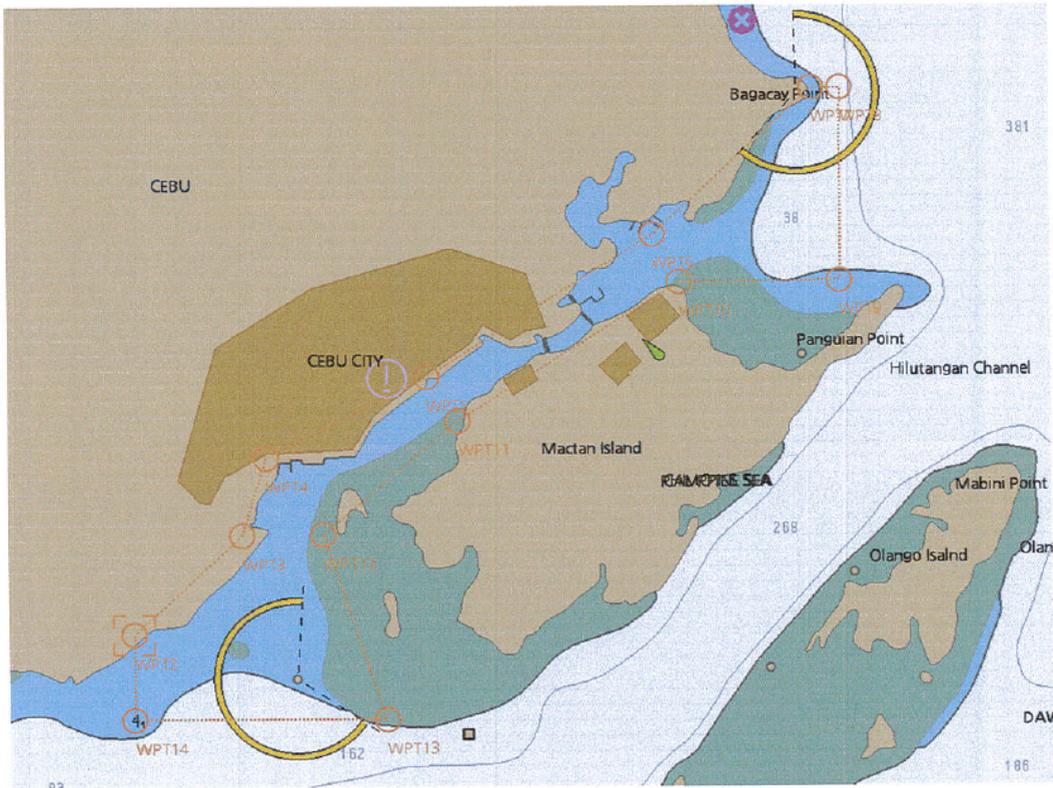


### **ANCHORAGE AREA (VESSELS FOR LIGHTENING 130 METERS MAX LOAD)**

- L1 Latitude 10 16' 46" N Longitude 123 53' 15" E
- L2 Latitude 10 16' 37" N Longitude 123 53' 11" E

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station**

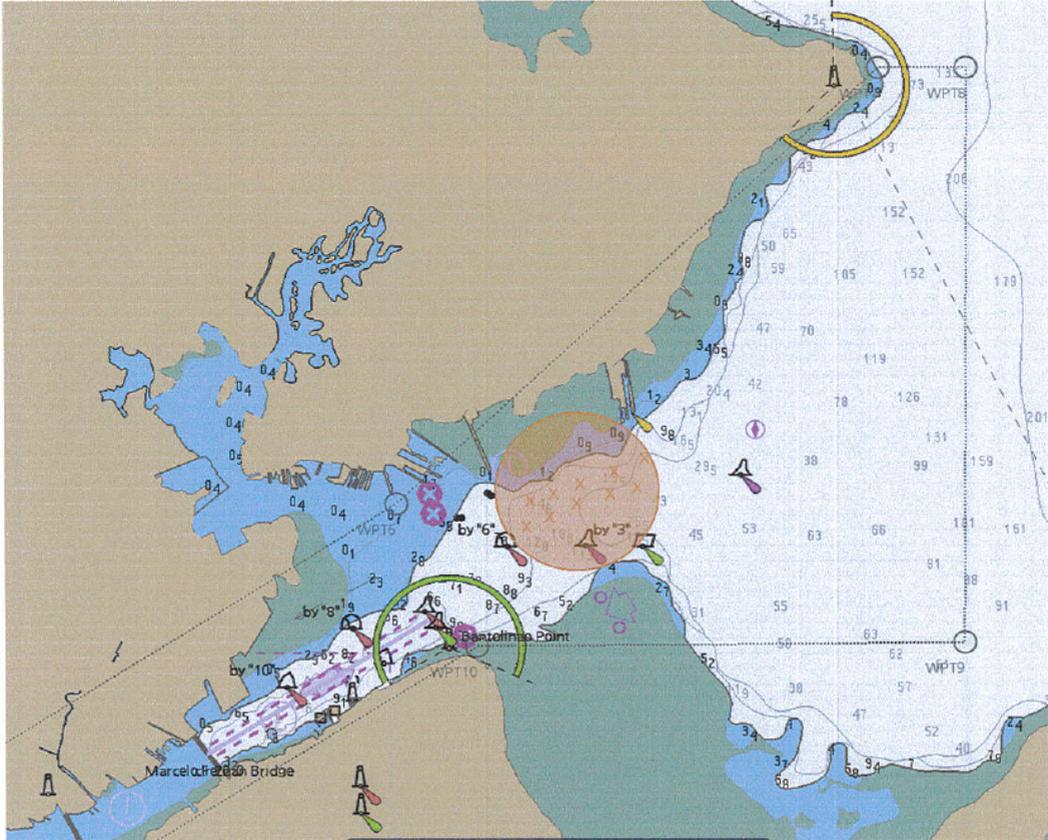


**PILOT'S BOARDING STATION**

- South Channel Latitude 10 13' 40" N Longitude 123 53' 14" E
- North Channel Latitude 10 21' 15" N Longitude 124 00' 44" E

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station**

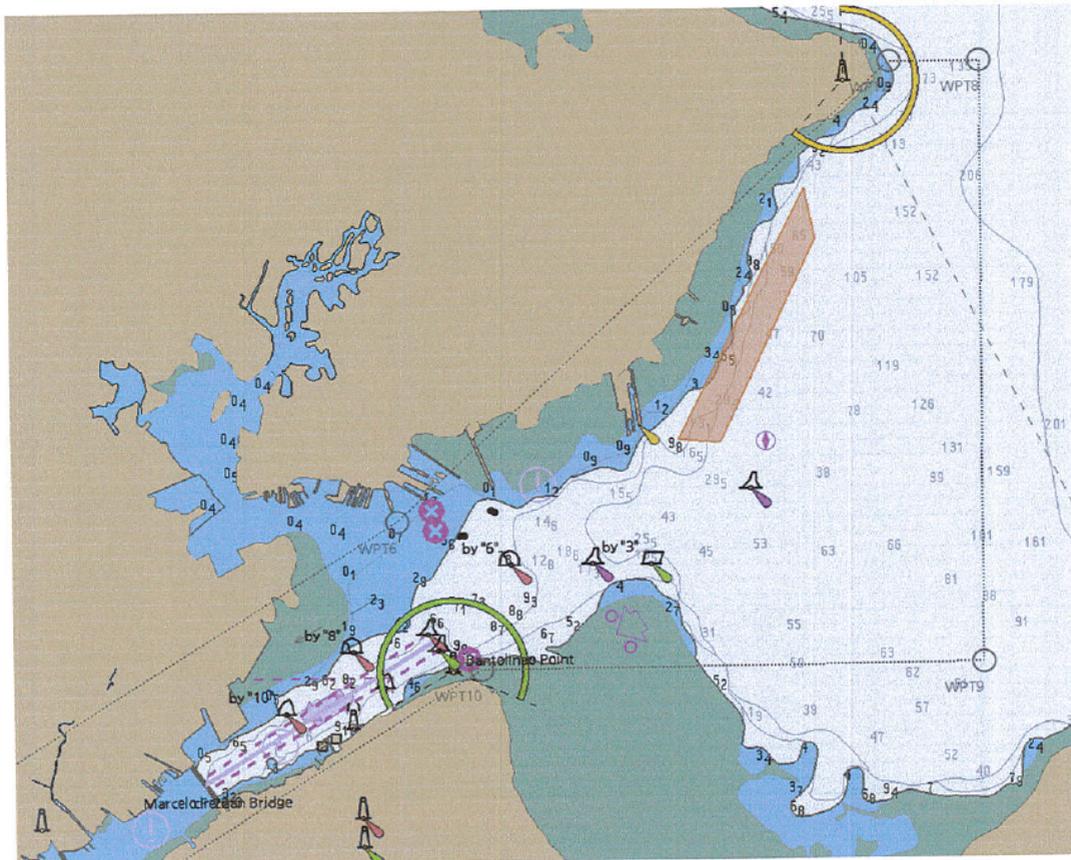


**NORTH ANCHORAGE AREA (DOMESTIC VESSELS WAITING FOR BERTH)**

- W1 Latitude 10 20' 53" N Longitude 123 59' 36" E
- W2 Latitude 10 20' 55" N Longitude 123 59' 43" E
- W3 Latitude 10 20' 58" N Longitude 123 59' 51" E
- W4 Latitude 10 21' 02" N Longitude 124 00' 01" E
- W5 Latitude 10 21' 06" N Longitude 124 00' 10" E
- W6 Latitude 10 20' 57" N Longitude 124 00' 08" E
- W7 Latitude 10 20' 55" N Longitude 124 00' 00" E
- W8 Latitude 10 20' 52" N Longitude 123 59' 50" E
- W9 Latitude 10 20' 48" N Longitude 123 59' 42" E
- W10 Latitude 10 20' 45" N Longitude 123 59' 35" E

## Guidelines for Movement of Vessels in Cebu-Mactan Channel Annex B

### Boundaries of VTMS Area, Anchorage Area and Pilot's Boarding Station



### NORTH ANCHORAGE AREA (DOMESTIC VESSELS)

- Point (1) Latitude 10 22' 28" N Longitude 124 00' 55" E
- Point (2) Latitude 10 22' 13" N Longitude 124 00' 58" E
- Point (3) Latitude 10 21' 14" N Longitude 124 00' 30" E
- Point (4) Latitude 10 21' 15" N Longitude 124 00' 18" E

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex B**

**SECURITE MESSAGE**

**Inbound**

**SHORT BREAK: ATTENTION ALL SHIPS (3X) SECURITE (3X). THIS INBOUND VESSEL MV (SHIPS NAME) NOW APPROACHING BANTOLINAO / LAUIS LIGHTHOUSE AND LATER ON WE WILL BE PASSING CEBU NORTH / SOUTH HARBOR CHANNEL AND WILL BE DOCKING AT CEBU PIER (NUMBER). ANY VESSEL INBOUND OR OUTBOUND TRANSITING OR MANUEVERING WITHIN THIS MENTIONED VICINITY TO TAKE EXTRA PRECAUTIONARY MEASURE AND PROPER LOOK OUT FOR SAFETY. ONCE AGAIN THIS IS INBOUND/OUTBOUND VESSEL MV (SHIPS NAME) STANDBY ON CHANNEL 16. THANK YOU AND GOOD MORNING/AFTERNOON/EVENING.**

**Outbound**

**SHORT BREAK: ATTENTION ALL SHIPS (3X) SECURITE (3X). THIS OUTBOUND VESSEL MV (SHIPS NAME) NOW MANUEVERING AT VICINITY CEBU PIER (NUMBER) AND LATER ON WE WILL BE PASSING CEBU NORTH/SOUTH HARBOR CHANNEL AND BOUND FOR (NEXT PORT OF CALL). ANY VESSEL INBOUND OR OUTBOUND TRANSITING OR MANUEVERING WITHIN THIS MENTIONED VICINITY TO TAKE EXTRA PRECAUTIONARY MEASURE AND PROPER LOOK OUT FOR SAFETY. ONCE AGAIN THIS IS OUTBOUND VESSEL MV (SHIPS NAME) STANDBY ON CHANNEL 16. THANK YOU AND GOOD MORNING/AFTERNOON/EVENING.**

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex C**

**SECURITE MESSAGE**

**Inbound**

**SHORT BREAK: ATTENTION ALL SHIPS (3X) SECURITE (3X). THIS INBOUND VESSEL MV (SHIPS NAME) NOW APPROACHING BANTOLINAO / LAUIS LIGHTHOUSE AND LATER ON WE WILL BE PASSING CEBU NORTH / SOUTH HARBOR CHANNEL AND WILL BE DOCKING AT CEBU PIER (NUMBER). ANY VESSEL INBOUND OR OUTBOUND TRANSITING OR MANUEVERING WITHIN THIS MENTIONED VICINITY TO TAKE EXTRA PRECAUTIONARY MEASURE AND PROPER LOOK OUT FOR SAFETY. ONCE AGAIN THIS IS INBOUND/OUTBOUND VESSEL MV (SHIPS NAME) STANDBY ON CHANNEL 16. THANK YOU AND GOOD MORNING/AFTERNOON/EVENING.**

**Outbound**

**SHORT BREAK: ATTENTION ALL SHIPS (3X) SECURITE (3X). THIS OUTBOUND VESSEL MV (SHIPS NAME) NOW MANUEVERING AT VICINITY CEBU PIER (NUMBER) AND LATER ON WE WILL BE PASSING CEBU NORTH/SOUTH HARBOR CHANNEL AND BOUND FOR (NEXT PORT OF CALL). ANY VESSEL INBOUND OR OUTBOUND TRANSITING OR MANUEVERING WITHIN THIS MENTIONED VICINITY TO TAKE EXTRA PRECAUTIONARY MEASURE AND PROPER LOOK OUT FOR SAFETY. ONCE AGAIN THIS IS OUTBOUND VESSEL MV (SHIPS NAME) STANDBY ON CHANNEL 16. THANK YOU AND GOOD MORNING/AFTERNOON/EVENING.**

Consequently, you shall be charged before the Marine Casualty Investigation (MCI) Officer or Hearing Officer of CGDCV. You are given a period of ten (10) days from receipt hereof to submit evidence and / or appear before the (MCI) Officer or Hearing Officer for adjudication / investigation. Failure to do so shall be construed as a waiver of your right to be heard and the case will be decided accordingly:

**FOR THE COMMANDANT, PCG:**

\_\_\_\_\_  
District Commander

Received by: \_\_\_\_\_  
Master / Patron

Witnesses: \_\_\_\_\_  
Crew of the Vessel

\_\_\_\_\_  
Apprehending Team Member

Guidelines for Movement of Vessels in Cebu-Mactan Channel  
**Annex D**

**VTMS Inspection and Apprehension Report**

Name of Vessel:	<input style="width: 95%;" type="text"/>	Call Sign:	<input style="width: 95%;" type="text"/>
Type of Vessel:	<input style="width: 95%;" type="text"/>	MMSI (if Applicable):	<input style="width: 95%;" type="text"/>
Year built:	<input style="width: 95%;" type="text"/>	Gross Tonnage:	<input style="width: 15%;" type="text"/> Net Tonnages: <input style="width: 15%;" type="text"/>
Owner/Operator:	<input style="width: 95%;" type="text"/>	IMO Number:	<input style="width: 95%;" type="text"/>
Date and Time of Inspection:	<input style="width: 95%;" type="text"/>	Place of Inspection:	<input style="width: 95%;" type="text"/>
Business Address:	<input style="width: 95%;" type="text"/>		

Name of Master: \_\_\_\_\_ Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

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**VIOLATION(S)**

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You are hereby charged/cited for committing the violations marked "X"

- |   |  |
|---|--|
| <input type="checkbox"/> <b>Failure to observe Harbor-speed Limit</b><br>a. Recorded speed: _____<br>b. Time: _____<br>c. Position: _____ | <input type="checkbox"/> <b>Others</b><br>_____<br>_____ |
|---|--|

**Failure to report to VTMS Cebu**

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**Notice of Administrative Case**

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Pursuant to HPCG / MSSC Memorandum Circular No. \_\_\_\_ dated \_\_\_\_\_ the Apprehending Officer finds you prima facie liable for the above – mentioned violation/s.