



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

06 June 2017

HPCG/MSSC

MEMORANDUM-CIRCULAR  
NUMBER. . . . .02-17)

**PUERTO PRINCESA TRAFFIC SEPARATION SCHEME(PPTSS)**

**I. AUTHORITY:**

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

**II. REFERENCES:**

- A. Philippine Coast Pilot, 6th Edition, 1995
- B. International Convention for the Safety of Life at Sea (SOLAS V/10)
- C. Convention on the International Regulation for Preventing Collision at Sea, 1972 (COLREGS 72)
- D. IMO MSC Circular Nr. 1060 "Ship's Routing System"
- E. IMO Assembly Res. 574 (14)
- F. International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)
- G. NAMRIA Chart Nr. 4333

**III. PURPOSE:**

This Memorandum Circular establishes the Puerto Princesa Traffic Separation Scheme (PPTSS) and prescribes the rules and regulations to be adhered to and followed by vessels or ships.

**IV. SCOPE:**

This Memorandum Circular applies to all vessels or ships transiting the PPTSS.

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**V. DEFINITION OF TERMS:**

**A. Traffic Separation Scheme (TSS)**

A routing measure aimed at the separation of opposing streams of traffic by appropriate means and by establishment of traffic lanes as adopted by IMO per Rule 10 of COLREGS.

**B. Traffic Separation Zone**

A zone separating traffic lane in which ships are proceeding in opposite or nearly directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes or ship proceeding in the same.

**C. Traffic Separation Line**

This is a line drawn in the midway of the imaginary lanes on the vessel TSS area.

**D. Traffic Lane**

A lane to be followed for the movement of vessel or ship travelling from one (1) destination to another as indicated in the TSS.

**E. Inshore Traffic Zone (ITZ)**

The designated areas between the landward boundary of a traffic separation scheme and the adjacent coast intended for local traffic or area outside the TSS lane.

**F. Established Direction of Traffic Flow**

A traffic pattern indicating the directional movement of traffic as established with the traffic separation scheme.

**F. Vessel or Ship**

This includes every description of propelled watercraft, including non-displacement craft and seaplanes, used or capable of being used as means of transportation on water

A buoy used to indicate safe water and mark channel entrances. This buoy indicates that there is a safe water to pass on either side. It is painted half in red and half in white. If equipped with a light, it is white in color and operates on a flash cycle (flashing Morse code "A", which is short, then long flash, repeated 10 times per minute). It should be kept on the port (left) side of the vessel whether proceeding upstream or downstream.

**G. Vessel or Ship**

This includes every description of propelled watercraft, including non-displacement craft and seaplanes, used or capable of being used as means of transportation on water.

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## H. Sailing Vessel or sailboat

Any vessel under sails provided that the propelling machinery is not being used.

## I. Precaution Area

A routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow maybe recommended.

## VI. BOUNDARIES:

- A. A Traffic Separation zone with a width of 60 meters established by connecting the following geographical positions:

Point (1) Lat 09° 43' 17.00" N	Long 118° 43' 55.00" E
Point (2) Lat 09° 42' 27.00" N	Long 118° 46' 00.00" E
Point (3) Lat 09° 42' 25.00" N	Long 118° 46' 00.00" E
Point (4) Lat 09° 43' 15.00" N	Long 118° 43' 55.00" E

- B. A traffic lane for inbound traffic with a width of 400 meters is established between the separation zone and a line connecting the following geographical positions:

Point (A) Lat 09° 42' 40.00" N	Long 118° 46' 00.00" E
Point (B) Lat 09° 43' 30.00" N	Long 118° 43' 55.00" E

- C. A traffic lane for outbound traffic with a width of 400 meters is established between the separation zone and a line connecting the following geographical positions:

Point (A) Lat 09° 43' 02.00" N	Long 118° 43' 55.00" E
Point (B) Lat 09° 42' 12.00" N	Long 118° 46' 00.00" E

## D. Routing Measures Other than TSS:

### 1. Precautionary Area

The precautionary area defined by line connecting the following geographical positions:

Point ( A ) Lat 09° 44' 00.00" N	Long 118° 43' 36.00" E
Point ( B ) Lat 09° 43' 30.00" N	Long 118° 43' 55.00" E
Point ( C ) Lat 09° 43' 02.00" N	Long 118° 43' 55.00" E
Point ( D ) Lat 09° 43' 50.00" N	Long 118° 43' 12.00" E

### 2. Anchorage Area

- a. For foreign Vessels bounded by following points of (3,463 square meters):

Point ( A ) Lat 09° 43' 34.00" N	Long 118° 43' 16.00" E
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Point ( B ) Lat 09° 43' 06.00" N                      Long 118° 43' 42.00" E  
Point ( C ) Lat 09° 43' 52.00" N                      Long 118° 43' 30.00" E  
Point ( D ) Lat 09° 43' 16.00" N                      Long 118° 43' 05.00" E

b. For Domestic Vessels bounded by following points (3,182 square meters):

Point ( A ) Lat 09° 44' 18.00" N                      Long 118° 43' 12.00" E  
Point ( B ) Lat 09° 43' 50.00" N                      Long 118° 43' 12.00" E  
Point ( C ) Lat 09° 43' 50.00" N                      Long 118° 42' 48.00" E  
Point ( D ) Lat 09° 44' 18.00" N                      Long 118° 42' 48.00" E

**3. Area with Obstructions Restricting the Free Movement for Traffic Streams**

a. Submerged Wreck:

Lat 09° 45' 01.2" N                      Long 118° 43' 16.00" E

b. Gideon Shoal Buoy (F1 Green, 5,s):

Lat 09° 44' 25.9"N                      Long 118° 43' 07.9" E

c. Shell Depot Mooring Buoys:

Buoy (1) Lat 09° 43' 53.00" N                      Long 118° 43' 41.9" E  
Buoy (2) Lat 09° 43' 51.5" N                      Long 118° 43' 46.7" E  
Buoy (3) Lat 09° 43' 53.9" N                      Long 118° 43' 48.00" E  
Buoy (4) Lat 09° 43' 56.00" N                      Long 118° 43' 44.2" E

Vessel bound for Shell Depot Mooring Buoys can use the outbound lane Inshore Traffic Zone and cross the TSS at prescribed angle.

d. Fairway Buoy:

Lat 09° 42' 22.40" N                      Long 118° 46' 10.52" E

**4. The Pilot Boarding Area**

The pilot boarding location for in-bound and out-bound vessel is defined by the following geographical positions:

a. For In-bound Vessels:

Lat 09° 43' 34.00" N                      Long 118° 43' 16.00"E

b. For Out-bound Vessels:

Lat 09° 44' 18.00" N                      Long 118° 43' 12.00' E°

**VII. RULES AND REGULATIONS:**

**A. A vessel or ship navigating in the TSS shall:**

1. Proceed within the appropriate traffic lane in the general established direction of traffic flow for that lane;
2. Keep clear of the traffic separation line or separation zone;
3. Navigate near the termination of the TSS with extreme caution;
4. Not engage in fishing or other recreational activities;
5. Not impede of the passage of any vessel following the traffic lane;
6. If less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power driven vessel following the traffic lane;
7. If restricted her ability to maneuver and engaged in the maintenance of safety of navigation in the TSS, be exempted from complying with this rule to the extent necessary to carry out the operation;
8. If restricted in her ability to maneuver and engaged in laying, servicing or picking up of a submarine cable within TSS, be exempted from complying with this rule to the extent necessary to carry out the operation upon giving report or prior notice to PCG monitoring the TSS;
9. Steer toward a safe area and out of TSS and display the necessary lights during night time and shapes during daytime if due to defective propulsion, defective steering, inoperative navigation running lights, impaired maneuverability, defective navigational equipment and other similar condition, may impair its navigation, reduce its capabilities or affect the safety of other vessel.
10. Observed a safe speed while navigating outside the TSS.

**B. A vessel or ship navigating outside the TSS:**

1. Shall, 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 as small an angle to the general direction of traffic flow as practicable.
2. Shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the direction of traffic flow.
3. Shall, not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and engaged in fishing may use the inshore traffic zone.
4. 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.
5. Shall, not join or leave a lane and to normally enter a separation zone or cross a separation line except in cases of emergency to avoid immediate danger.

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6. Shall, so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
7. Shall, not use a TSS or shall avoid it by as wide a margin as practicable.

**VIII. RECOMMENDATION TO MASTERS:**

- A. The recommended course for vessels entering PPCTSS from seaward is 292°T.
- B. The recommended course for vessels leaving Puerto Princesa City (Precautionary Area) through the PPCTSS is 112°T.

**IX. PENALTY CLAUSE:**

Violation of the any provisions in Paragraph VII shall be penalized as follows:

- A. First Offense: P100,000.00
- B. Second Offense: P200,000.00
- C. Third Offense: P300,000.00

**X. SEPARABILITY CLAUSE:**

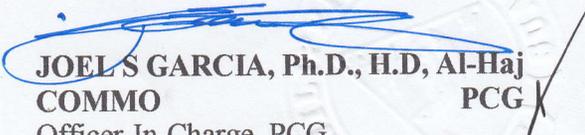
Any section or provision of this Memorandum Circular held or declared unconditional or invalid by a competent court, shall not affect the other sections or provisions hereof and shall continue to be enforced as if the sections or provisions so annulled or voided had never been incorporated herein.

**XI. REPEALING CLAUSE:**

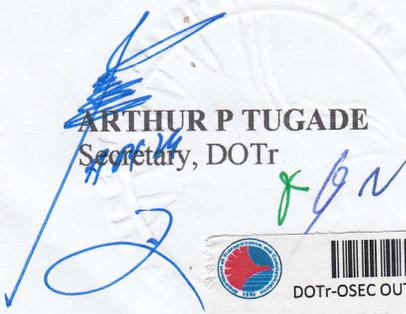
This Memorandum Circular rescinds HPCG/MSSC MC No. 02-15 dated 22 May 2015 and all other publications contrary to the provisions stated herein.

**XII. EFFECTIVITY:**

This Memorandum Circular shall take effect fifteen (15) days after publication in the official gazette or in different newspapers of general circulation.

  
**JOEL S GARCIA, Ph.D., H.D, Al-Haj**  
**COMMO** **PCG**  
Officer-In-Charge, PCG

Approved by:

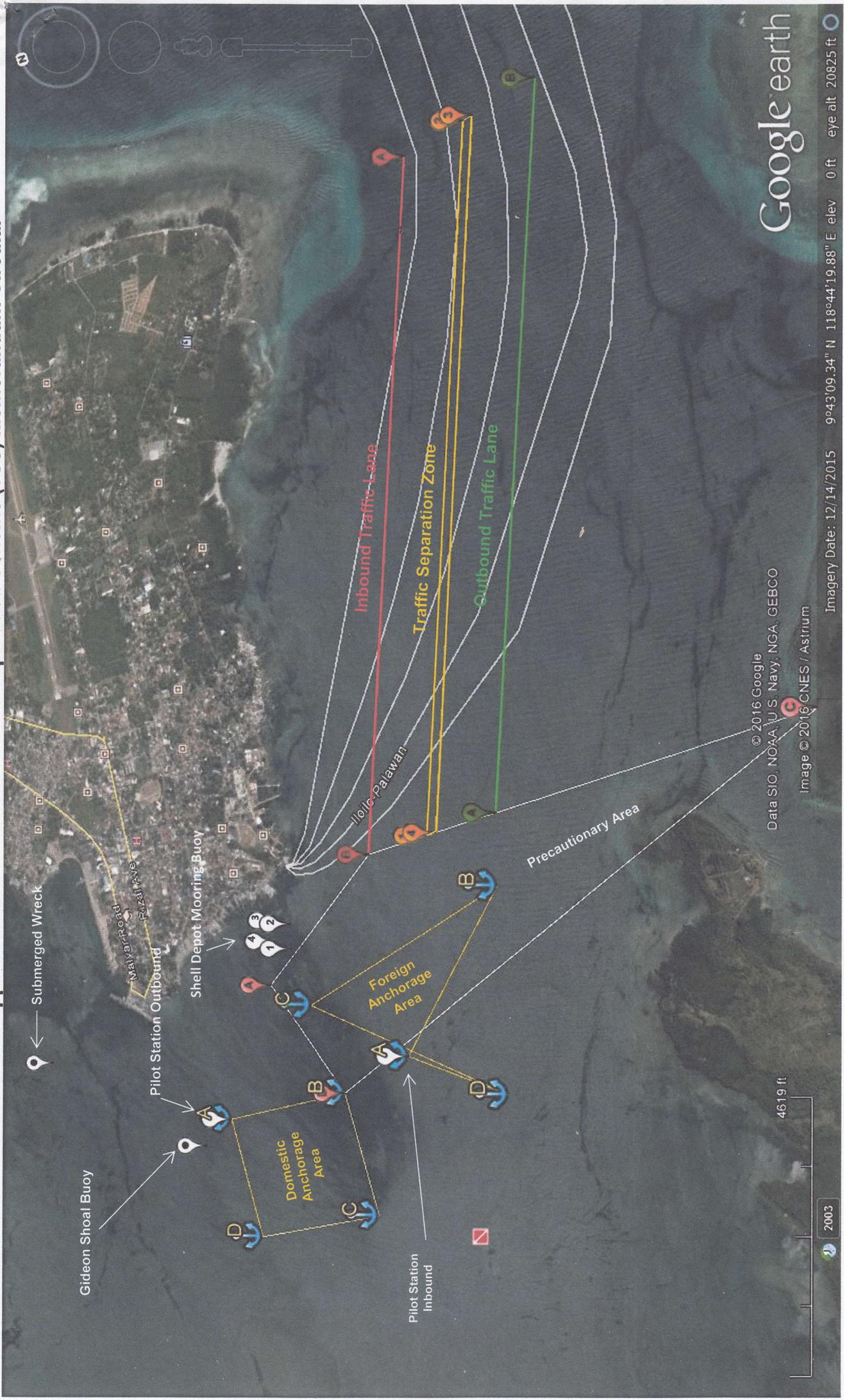
  
**ARTHUR P TUGADE**  
Secretary, DOTr

Annex: A - Traffic Separation Scheme Chart



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# Coordinates of Approved Puerto Princesa Traffic Separation Scheme (TSS) Memorandum Circular



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