



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

06 June 2017

HPCG/MSSC

MEMORANDUM-CIRCULAR
NUMBER.04-17)

SOUTHERN PART OF ILOILO STRAIT TRAFFIC SEPARATION SCHEME (SPISTSS)

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
- C. Convention on the International Regulation for Preventing Collision at Sea
- D. International Maritime Organization Ship's Routing System
- E. International Association of Marine Aids to Navigation and Lighthouse Authority (IALA)
- F. NAMRIA Chart Nr. 4448

III. PURPOSE:

This Memorandum Circular establishes the Southern Iloilo Strait Traffic Separation Scheme (SISTSS) 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 SISTSS.

V. DEFINITION OF TERMS:

- A. Traffic Separation Scheme (TSS)

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B. Traffic Separation Line

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

C. 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.

D. Inshore Traffic Zone

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.

E. Established direction of traffic flow

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

F. Fairway Buoy

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.

H. Sailing Vessel or sailboat

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

I. Precautionary Area or Caution 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.

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J. Deep Water Route

A route within defined limits which has been accurately surveyed for clearance of sea bottom and submerged obstacles as indicated on the chart.

VI. BOUNDARIES:

1. Southern Iloilo Strait Traffic Separation Scheme (SISTSS)

A. A Traffic Separation zone with a width of 90 meters is established by connecting the following geographical positions:

Point (1) Lat 10° 35' 00.00" N	Long 122° 29' 53.00" E
Point (2) Lat 10° 36' 44.00" N	Long 122° 30' 59.00" E
Point (3) Lat 10° 37' 46.00" N	Long 122° 32' 03.00" E
Point (4) Lat 10° 38' 56.00" N	Long 122° 32' 06.00" E
Point (5) Lat 10° 40' 12.00" N	Long 122° 33' 17.00" E
Point (6) Lat 10° 40' 23.00" N	Long 122° 33' 49.00" E
Point (7) Lat 10° 40' 27.00" N	Long 122° 33' 47.00" E
Point (8) Lat 10° 40' 16.00" N	Long 122° 33' 12.00" E
Point (9) Lat 10° 39' 00.00" N	Long 122° 32' 03.00" E
Point (10) Lat 10° 37' 47.00" N	Long 122° 31' 57.00" E
Point (11) Lat 10° 36' 44.00" N	Long 122° 30' 53.00" E
Point (12) Lat 10° 35' 00.00" N	Long 122° 29' 45.00" E

B. A traffic lane for inbound traffic with a width of 520 meters is established between the separation line and a line connecting the following geographical positions:

Point (A) Lat 10° 35' 00.00" N	Long 122° 30' 10.00" E
Point (B) Lat 10° 36' 39.00" N	Long 122° 31' 15.00" E
Point (C) Lat 10° 37' 46.00" N	Long 122° 32' 20.00" E
Point (D) Lat 10° 38' 56.00" N	Long 122° 32' 20.00" E
Point (E) Lat 10° 40' 00.00" N	Long 122° 33' 25.00" E
Point (F) Lat 10° 40' 14.00" N	Long 122° 33' 53.00" E

C. A traffic lane for outbound traffic with a width of 950 meters is established between the separation line and a line connecting the following geographical positions:

Point (A) Lat 10° 40' 36.00" N	Long 122° 33' 39.00" E
Point (B) Lat 10° 40' 21.00" N	Long 122° 32' 48.00" E
Point (C) Lat 10° 39' 12.00" N	Long 122° 31' 46.00" E
Point (D) Lat 10° 37' 51.00" N	Long 122° 31' 43.00" E
Point (E) Lat 10° 36' 47.00" N	Long 122° 30' 30.00" E
Point (F) Lat 10° 35' 00.00" N	Long 122° 29' 18.00" E

D. Pilot Station with geographical position:

Lat 10° 35' 00.00" N	Long 122° 30' 03.00" E
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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 maneuver-ability, defective navigational equipment and other similar condition, may impair its navigation, reduce its capabilities or affect the safety of other vessel.

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

1. So far as practicable 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;
2. As far as practicable, avoid traffic lanes, but if obliged to do so, shall cross on a heading as nearby as practicable at right angle to the general direction of established traffic flow;
3. Not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent TSS. However, vessels or ships of less than 20 meters in length, sailing vessel and vessel engaged in fishing may use the inshore traffic zone;
4. Shall use the 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

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traffic zone, or to avoid immediate danger, notwithstanding the provision of subparagraph 1 and 2 above;

5. Not enter a separation zone or cross a separation line when joining or leaving a lane except in cases of emergency to avoid immediate danger;
6. Navigate near the terminations of TSS with particular caution;
7. Not anchor in or near the TSS, or in areas near the termination except on designated anchorage area;
8. Avoid the TSS by as wide a margin as is practicable.

VIII. RECOMMENDATION TO MASTERS:

1. Southern Iloilo Strait Traffic Separation Scheme (SISTSS).

- A. The recommended course for vessels entering SISTSS from seaward is 33°T.
- B. The recommended course for vessels leaving Southern Part of Iloilo Strait through the SISTSS is 254°T.
- C. Master of deep draft vessel shall establish communications with Iloilo Pilot or CGS Iloilo while at Waiting Area prior entering the caution area.
- D. Master of deep draft vessel shall navigate at deep water route while passing and entering the TSS Caution Area.
- E. In the absence of reporting system the outbound deep draft vessel is a privilege vessel and shall be given priority in passing the Caution Area.
- F. Master of deep draft vessel shall coordinate with Iloilo Pilot or PCG before leaving Iloilo port in passing the Southern Iloilo Strait TSS seeking clearance to use the deep water route giving them priority to pass the Caution Area.

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: P 300,000.00

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. 04-15 dated 10 June 2015 and all other publication contrary to the provision 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



DOT-OSEC OUTGOING 17-00545

Annex: A -Traffic Separation Scheme Chart

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Coordinates of Approved Southern Iloilo Straits Traffic Separation Scheme (TSS) Memorandum Circular



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Imagery Date: 3/17/2016 10°38'37.58" N 122°32'18.08" E elev -12 ft eye alt 11.68 mi