



TANGGAPAN NG KOMANDANTE
(Office of the Commandant)
PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
(Headquarters Philippine Coast Guard)
139 25th Street, Port Area
1018 Manila

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HPCG/CG-8

MEMORANDUM CIRCULAR
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ROUTEING SYSTEM AT CEBU-MACTAN CHANNEL SOUTHERN APPROACH

I. AUTHORITY:

R.A. 5173, as amended by P.D. 601

II. REFERENCES:

- a. Philippine Coast Pilot, 6th Edition 1995.
- b. Regulation V/8 of the International Convention for the Safety of Life at Sea, 1974/1978
- c. convention on the International Regulation for preventing Collision at Sea, 1972 as amended
- d. IMO Ships' Routing System

III. PURPOSE:

This Memorandum Circular prescribes the rules and regulations to be followed by vessels navigating through the Southern Approach of the Cebu-Mactan Channel to improve the safety of navigation, efficiency of traffic and the protection of marine environment.

IV. SCOPE:

These rules and regulations apply to all vessels except motorized/fishing bancas and sailing vessels/yachts, entering and leaving Cebu Harbor through the Southern Approach.

V. DEFINITION OF TERMS:

A. Routeing System

Any system of one or more routes or routeing measures aimed at reducing the risk of casualties; this system includes traffic separation schemes and precautionary areas.

B. Separation Line

A line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions.

C. Traffic Lane

An area within defined limits in which one-way traffic is established.

D. Recommended Track

A route, which has been specially examined to ensure as far as possible that it is free of dangers and along which are advised to navigate.

E. Precautionary Area

An area within defined limits where ships must navigate with particular caution.

F. Area to be avoided

An area within defined limits in which either navigation is particularly hazardous and which should be avoided by all ships.

G. Inshore Traffic Zone

Area between the landward boundary of a traffic separation scheme and the adjacent coast.

H. Established direction of traffic flow

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

I. Southern Approach

Entering channel leading to Cebu Harbor from South situated between Lipata Bank and Luis Ledge.

VI. CONCEPT:

- a. The Routeing System shall be reflected on the NAMRIA Chart Number 4447 (Cebu Harbor and Approaches, Luzon Datum, 1999 Corrected 2nd Edition)
- b. Imaginary lines consisting of a separation line, traffic lanes and areas to be avoided shall be established along the Southern Approach as described in paragraph 7(a).
- c. The Rules of the Road shall apply in all respects along with the prescribed rules and regulations herein.

d. Notwithstanding paragraph 6 (c), the *General Prudential Rule* of the Rules of the Road shall take precedence over the prescribed rules and regulations herein.

VII. RULES OF PASSAGE:

a. Description of the Traffic Separation Scheme – Southern Approach

1) A separation line is established by connecting the following geographical positions:

Point (**A**) Lat 10° 16' 23" N Long 123° 53' 19" E

Point (**B**) Lat 10° 14' 12" N Long 123° 53' 10" E

2) A traffic lane for inbound traffic with a width of 200 meters is established between the separation line and a line connecting the following geographical positions:

Point (**C**) Lat 10° 16' 23" N Long 123° 53' 28" E

Point (**D**) Lat 10° 14' 12" N Long 123° 53' 19" E

3) A traffic lane for outbound traffic with a width of 200 meters is established between the separation line and a line connecting the following geographical positions:

Point (**E**) Lat 10° 16' 23" N Long 123° 53' 10" E

Point (**F**) Lat 10° 14' 12" N Long 123° 53' 01" E

b. Recommended Track and References

1) Inbound Traffic

- a) The recommended course to steer for vessels entering Cebu Harbor through the Southern Approach is 004°.
- b) Inbound traffic lane shall start when LS Luis Ledge bears 090° and shall steer the course while maintaining a steady distance of between 240 – 360 meters from LS Luis Ledge
- c) Inbound traffic terminates when LS Cavit bears 270° .

2) Outbound Traffic

- a) Outbound vessels from Cebu Harbor shall start the outbound traffic lane when LS Cavit bears 270°, steer course 184° following the Provincial Capital Dome Range and proceeding until LS Luis Ledge bears 090°.

c. 1) The established traffic separation scheme shall be mandatory for all vessels except motorized bancas/fishing bancas entering and

leaving Cebu Harbor and for use by day and by night in all weathers.

2) A vessel navigating a traffic separation scheme shall:

- a) Proceed within the appropriate traffic lane in the general direction of traffic flow for that lane;
- b) Keep as near to the outer boundary of the traffic lane, which lies on her starboard side as is safe and practicable;
- c) As far as practicable, keep clear of the traffic separation zone; and
- d) 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 established traffic flow as practicable.

3) A vessel shall, as far as practicable, avoid crossing traffic lanes, but if obliged to do so shall cross on a heading as nearly as practicable at right angle to the general direction of the traffic flow.

4) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not enter the separation zone except in cases of emergency to avoid immediate danger.

5) A vessel shall so far as practicable avoid overtaking another vessel.

6) A vessel navigating in areas near the terminations of the TSS shall do so with particular caution.

7) No vessel shall anchor in, near the TSS, or in areas near its termination.

8) A vessel not using the TSS shall avoid it by as wide a margin as is practicable.

9) Vessels that are not mandatory to navigate within the TSS shall not impede the passage of a power-driven vessel following the established traffic flow of a traffic lane.

10) By Rules 10(k) and 10(l) of the COLREGS, a vessel restricted in her ability to maneuver when engaged in an operation for either the maintenance of safety of navigation or the laying, servicing or picking up of a submarine cable within the TSS is exempted from complying with Rule 10 and the rules herein to the extent necessary to carry out the operation. However, shipmasters/owners/operators, government and non-government entities that may be involved in this operation should ensure that:

- a) The Philippine Coast Guard through its Districts/ Stations/ Detachments and the Maritime Safety Affairs for the issuance of appropriate Notice to Mariners and
 - b) No operation shall be undertaken until after the issuance/ dissemination of the required Notice to Mariners.
- 11) A vessel engaged in towing and pushing shall strictly comply with Rule 24 of the COLREGS.
- 12) No fishing/fishing-related activity shall be allowed within the TSS.
- 13) When a master of a vessel observes another vessel not following the prescribed passage rules, shall appropriately use “**YG**,” meaning *you appear not to be complying with the traffic separation scheme*, as provided in the International Code of Signals.

VIII. EMERGENCY RULES OF PASSAGE:

- A. In cases of emergency a vessel shall steer towards a safe sea and as far as possible out of the TSS.
- B. A vessel not under command shall strictly conform to Rule 27 of COLREGS.

IX. RESPONSIBILITIES:

- A. All ship masters/owners/operators shall be held responsible for disseminating the rules and regulations prescribed herein.
- B. Masters/patrons of ships/vessels shall be held responsible for any loss of life and/or property as may be caused by any deviation or non-compliance with the provisions of this Memorandum Circular.
- C. Master/Patron of any vessel observing vessels not following the Rules of Passage shall report/submit a marine protest as soon as possible to the nearest PCG Unit or at the next port of call.
- D. PCG units, outside of CGD CEV, receiving the report/marine protest shall immediately forward it to HPCG (Attn: CG-3/CGAC), which in turn shall forward it to HCGD CEV and CG-8.

X. DISPOSITIVE ACTION:

- A. COAST Guard District CEV (SBMI) shall investigate all incidents reported/forwarded therein and should recommend the following:
 - 1) **First Offense:** Suspension of Master/Patron’s License for three (3) months;
 - 2) **Second Offense:** Suspension of Master/Patron’s License for one (1) year; and
 - 3) **Third Offense:** Revocation of the Master/Patron’s License

XI. EFFECTIVITY:

This Memorandum Circular shall take effect fifteen (15) days after its publication once in a newspaper of general circulation.

**REUBEN S LISTA
VADM PCG**