

JUN 16 2006



PPA ADMINISTRATIVE ORDER
NO 03 - 2006

TO Port District Manager, PDO-Manila/Northern Luzon
Port Managers of PMOs South Harbor, North Harbor, and Limay
OIC, MICT Field Office Manila Harbor Pilots' Partnership
Shipping Lines/Agents and Others Concerned

SUBJECT Guidelines Implementing the Vessel Traffic Management System
at the Port District of Manila

1 AUTHORITY

- 1 1 Section 6 a (iii) of Presidential Decree No 857, as amended, otherwise known as the Revised Charter of the Philippine Ports Authority
- 1 2 International Convention on Safety of Life at Sea (SOLAS)
- 1 3 International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS)

2 OBJECTIVES

- 2 1 To enhance vessel traffic service of waterways,
- 2 2 To ensure safety of navigation of vessels,
- 2 3 To safeguard the security of vessels, facilities, individuals and their properties,
- 2 4 To protect the marine environment of surrounding waters, and
- 2 5 To provide user of the Vessel Traffic Management System timely information and necessary assistance within the VTMS covered area

3 APPLICABILITY

This Order shall be applicable to all vessels entering, departing, navigating, operating or anchoring/mooring at the Port District of Manila and are within the VTMS covered areas

4 DEFINITIONS

For purposes of this Order, the terms used herein shall mean or be understood to mean, as follows

- 4 1 Anchorage Areas – the designated areas in South Harbor and MICT with sufficient depth of water where vessels may anchor or may ride at anchor For lightening deep-draft vessels calling at MICT, North Harbor and in nearby private ports, vessels shall

- 4 2 Authority – Philippine Ports Authority
- 4 3 Corregidor Island – the island located at the approach of Manila Bay
When referring to the coordinates of the island, the radar station located
therein shall be the reference point or the center global position of the
island
- 4 4 Explosive Anchorage Area – a sector of the Manila Bay where explosives
and other highly volatile substances may be loaded or unloaded
- 4 5 Forbidden Anchorage – a sector of Manila Bay known as the Cable Area
where anchorage is prohibited
- 4 6 Harbor Limits of Manila Harbor – that portion of Manila Bay within the
following boundaries A line extending from Vitas Estero due W (270°) to
its intersection with a line running S (180°) to Sangley Point Light, thence
along this latter line toward Sangley Point Light, until its intersection with
a line running NE (075°) to the NW Corner of the airport site and along
the N side of the airport site to the shore thence along the shore to the
mouth of the Vitas Estero the place of commencement
- 4 7 Manila Bay – the body of water which is about 30 miles long N and S, and
22 miles wide in the middle and has an entrance between Cochinos Point
and Limit Point S and divided into two (2) channels by Corregidor and
Carballo Islands
- 4 8 MICT – Manila International Container Terminal
- 4 9 Pilot’s Boarding Station (PBS) – an area in Manila Bay that serves as
point of meeting and boarding vessels entering port requiring pilotage
service and the point of unboarding pilot for departing vessels
- 4 10 Quarantine Anchorage Area (QAA) – an anchorage area in Manila Bay
where vessels for quarantine are accommodated
- 4 11 Traffic Separation Scheme - a routing system for vessels navigating
through Corregidor Island Passages which was established by the
Philippine Coast Guard per Memorandum Circular No 03-03 dated 09
July 2003, as shown in Chart 1
- 4 12 VTMS – Vessel Traffic Management System
- 4 13 VTMSCC – Vessel Traffic Management System Control Center
- 4 14 VTMS C

- 4 15 Port District of Manila – a sector in Manila Bay that covers the ports of Manila, Limay, Bataan and Mariveles Pursuant to Executive Order No 361, the territorial jurisdiction of the Port of Manila is hereby delineated and particularly described as follows

Beginning at point marked 1 on the plan, thence to point 2 at a distance of 1,276m with bearing N 30°35'W, thence to point 3 at a distance of 720m with bearing N 34°10'W, thence to point 4 at a distance of 225m with bearing N 71°30'W, thence to point 5 at a distance of 225m with bearing N 37°05'W, thence to point 6 at a distance of 1,350m with bearing N 4°20'W, thence to point 7 at a distance of 200m with bearing N 5°00'W, thence to point 8 at a distance of 945m with bearing N 4°45'E, thence to point 9 at a distance of 115m with bearing N 27°30'W, thence to point 10 at a distance of 1,078m with bearing N 4°10'E, thence to point 11 at a distance of 4,590m with bearing N 83°23'W, thence to point 12 at a distance of 10,650m with bearing DUE SOUTH, thence to point 13 at a distance of 3,965m with bearing DUE EAST, thence to point 14 at a distance of 3,790m with bearing N 61°05'E, thence to point 15 at a distance of 1,810m with bearing N 26°00'W, thence to point 16 at a distance of 592m with bearing N 75°10'W, thence to point 17 at a distance of 525m with bearing N 27°30'W, thence to point 18 at a distance of 280m with bearing N 18°40'E, thence to point 1, the point of beginning at a distance of 273 19m with bearing N 51°35'E, all in all comprising a total area of 55,841,228 41 sq m more or less

5 DESCRIPTION AND LOCATION using the WGS – 84 Datum

5 1 VTMSCC

Latitude 14° 35' 41" N, Longitude 120° 56' 36" E

5 2 Corregidor Island Radar Station

Latitude 14° 22' 47" N, Longitude 120° 34' 36" E

5 3 MICT (Reclaimed Area) Radar Station

Latitude 14° 36' 23" N, Longitude 120° 56' 55" E

5 4 Traffic Separation Scheme

5 4 1 South Channel (For Domestic Vessels) of Corregidor Island, the demarcation line is prescribed by connecting the following points

Point (G) Lat	14° 11' 28" N	Long	120° 31' 19" E
Point (H) Lat	14° 15' 55" N	Long	120° 32' 59" E
Point (I) Lat	14° 26' 11" N	Long	120° 41' 49" E
Point (J) Lat	14° 26' 11" N	Long	120° 44' 02" E
Point (K) Lat	14° 15' 04" N	Long	120° 34' 28" E
Point (L) Lat	14° 10' 53" N	Long	120° 32' 54" E

5 4 2 North Channel (For Foreign Vessels) of Corregidor Island, the demarcation line is prescribed by connecting the following points

Point (A) Lat	14° 24' 22" N	Long	120° 32' 19" E
Point (B) Lat	14° 26' 13" N	Long	120° 37' 01" E
Point (C) Lat	14° 25' 36" N	Long	120° 37' 05" E
Point (D) Lat	14° 23' 48" N	Long	120° 32' 32" E
Point (E) Lat	14° 23' 14" N	Long	120° 32' 45" E
Point (F) Lat	14° 24' 58" N	Long	120° 37' 08" E

5 5 Pilot's Boarding Station

South Harbor	-	Lat	14° 33' 15" N	Long	120° 56' 01" E
MICT	-	Lat	14° 36' 15" N	Long	120° 53' 50" E
North Harbor	-	Harbor's Entrance Buoy near Breakwater			
Harbor Centre	-	Lat	14° 36' 13" N	Long	120° 53' 10" E
Lamao Anchorage	-	Lat	14° 29' 25" N	Long	120° 38' 05" E
Mariveles Anchorage	-	Lat	14° 29' 25" N	Long	120° 38' 05" E
Mariveles Harbor Anchorage	-	Lat	14° 24' 55" N	Long	120° 30' 35" E

5 6 Quarantine Anchorage Area

A quarantine anchorage in the Manila Harbor is located at about 5 kilometers (2.70 nautical miles) southwest of the Custom house mast, the boundaries of which are as follows. An imaginary horizontal line along latitude parallel 14° 33' 54" N and longitude 120° 56' 35" E (point of commencement) due West (270°T) until it meets the meridian when Sangley Point LT bears due South (180°T) and along this line until it intersects the line bearing 075° to the seaward and of the South breakwater of the Yacht Basin and along this line until it meets the line when the point of commencement bears North (000°T)

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
Q01	14° 33' 47" N	120° 56' 26" E
Q02	14° 33' 30" N	120° 56' 09" E
Q03	14° 33' 47" N	120° 56' 10" E

Q09	14° 33' 30" N	120° 55' 35" E
Q10	14° 33' 47" N	120° 55' 35" E
Q11	14° 33' 47" N	120° 55' 18" E
Q12	14° 33' 30" N	120° 55' 18" E
Q13	14° 33' 14" N	120° 55' 18" E
Q14	14° 32' 57" N	120° 55' 18" E
Q15	14° 32' 40" N	120° 55' 18" E

5 7 Forbidden Anchorage

From a point approximately at latitude 14°33'37" N, longitude 120°59'10" E, the junction of the breakwater forming the S side of the Yacht Basin with the shore of Manila Bay, thence along the breakwater to its end, from its end 255° to 3 65 miles N of San Nicolas Shoal Light, thence 68° to latitude 14° 28' 13" N, longitude 120° 51' 05" E, thence 60°30' to 0 6 mile N of Sangley Point Light thence 66° to the shore of Manila

5 8 Explosive Anchorage Area

It is located at about 7 kilometers (3 78 nautical miles) W of the Customhouse Mast It is a circular area with a diameter of 2 kilometers (1 08 nautical miles) and the center has a global position, as follows latitude 14° 35' 12 " N, longitude 120° 54' 10" E It can accommodate 9 vessels at a time with each berth at least 650 meters away from the adjacent berth with the controlling depths of 13 71 to 15 5 meters (45 to 51 feet) at Mean Lower Low Water (MLLW)

5 9 Anchorage Areas

5 9 1 South Harbor Anchorage Area "A"

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
A01	14° 34' 16" N	120° 57' 38" E
A02	14° 34' 24" N	120° 57' 48" E
A03	14° 34' 32" N	120° 58' 03" E
A04	14° 34' 27" N	120° 58' 16" E
A05	14° 34' 18" N	120° 58' 04" E
A06	14° 34' 10" N	120° 57' 51" E
A07	14° 33' 58" N	120° 57' 52" E
A08	14° 34' 06" N	120° 58' 04" E
A09	14° 34' 14" N	120° 58' 16" E
A10	14° 34' 21" N	120° 58' 27" E
A11	14° 34' 09" N	120° 58' 29" E
A12	14° 34' 01" N	120° 58' 19" E
A13	14° 33' 53" N	120° 58' 00" E

5 9 2 South Harbor Anchorage Area “B”

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
B01	14° 33' 59" N	120° 57' 22" E
B02	14° 33' 49" N	120° 57' 30" E
B03	14° 33' 45" N	120° 57' 17" E
B04	14° 33' 31" N	120° 57' 12" E
B05	14° 33' 35" N	120° 57' 26" E
B06	14° 33' 38" N	120° 57' 40" E
B07	14° 33' 28" N	120° 57' 48" E
B08	14° 33' 25" N	120° 57' 34" E
B09	14° 33' 21" N	120° 57' 21" E
B10	14° 33' 18" N	120° 57' 07" E
B11	14° 33' 03" N	120° 57' 02" E
B12	14° 33' 07" N	120° 57' 16" E
B13	14° 33' 11" N	120° 57' 29" E
B14	14° 33' 14" N	120° 57' 43" E
B15	14° 33' 18" N	120° 57' 56" E

5 9 3 South Harbor Anchorage Area “C”

<u>BERTH</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
C01	14° 34' 22" N	120° 57' 03" E
C02	14° 34' 22" N	120° 56' 46" E
C03	14° 34' 32" N	120° 56' 55" E
C04	14° 34' 42" N	120° 56' 46" E
C05	14° 34' 32" N	120° 56' 38" E
C06	14° 34' 22" N	120° 56' 29" E
C07	14° 34' 22" N	120° 56' 12" E
C08	14° 34' 32" N	120° 56' 21" E
C09	14° 34' 42" N	120° 56' 29" E
C10	14° 34' 53" N	120° 56' 38" E
C11	14° 34' 53" N	120° 56' 21" E
C12	14° 34' 42" N	120° 56' 12" E
C13	14° 34' 32" N	120° 56' 04" E
C14	14° 34' 22" N	120° 55' 56" E
C15	14° 34' 32" N	120° 55' 47" E
C16	14° 34' 42" N	120° 55' 55" E
C17	14° 34' 53" N	120° 56' 04" E
C18	14° 34' 53" N	120° 55' 47" E
C19	14° 34' 42" N	120° 55' 38" E
C20	14° 34' 53" N	120° 55' 30" E

5 9 4 Anchorage Berths for Lightening Deep-draft Vessels call no. at

Anchorage C	14° 36' 52" N	120° 53' 13" E
Anchorage D	14° 36' 52" N	120° 53' 33" E

5 9 5 MICT Inner Anchorages

	<u>LATITUDE</u>	<u>LONGITUDE</u>
Anchorage 1	14° 36' 22" N	120° 56' 31" E
Anchorage 2	14° 36' 21" N	120° 56' 44" E
Anchorage 3	14° 36' 21" N	120° 56' 19" E

5 9 6 MICT basin barge mooring buoys

	<u>LATITUDE</u>	<u>LONGITUDE</u>
Buoy 1	14° 36' 40" N	120° 56' 26" E
Buoy 2	14° 36' 49" N	120° 56' 32" E

5 9 7 MICT Quarantine Anchorage Area

	<u>LATITUDE</u>	<u>LONGITUDE</u>
	14° 36' 15" N	120° 52' 42" E

5 9 8 MICT OBW Anchorage Berth for Lightening Deep-Draft Vessels

	<u>LATITUDE</u>	<u>LONGITUDE</u>
	14° 35' 53" N	120° 54' 35" E

6 TRAFFIC SEPARATION SCHEME

6 1 All vessels navigating within Manila Bay, including its approaches, shall observe the rules of International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and other regulations, local and international, with respect to collision prevention

6 2 All vessels shall comply with the Traffic Separation Scheme, as follows

6 2 1 Vessels engaged in foreign trade entering Manila Bay shall take the southern lane of the North Channel per TSS, thence to the Quarantine Anchorage Area or to the Pilots' Boarding Station. When leaving Manila Bay, the vessels shall take the northern lane of the North Channel

6 2 2 Vessels engaged in domestic trade shall take the southern lane of the North Channel

pass through the North Channel provided that the VTMSCC is informed

- 6 3 No vessel, including vessels engaged in fishing, shall drop anchor at any lane of the TSS and the shipping lane to/from the Port District of Manila except during emergency situation and that the VTMSCC shall have been informed
- 6 4 A vessel joining or leaving a traffic lane shall steer a course to converge or diverge from the direction of traffic flow in the traffic lane in a small angle as possible
- 6 5 A vessel crossing a traffic lane shall, to the extent possible, maintain a course that is perpendicular to the direction of the flow of traffic in the traffic lane
- 6 6 When two (2) vessels are at risk of collision, the vessel that is not navigating in the traffic separation lane shall give way to the vessel navigating in the traffic lane

7 REPORTING PROCEDURE

7 1 Corregidor Approach and Passage to/from Manila Bay

7 1 1 Vessels approaching Corregidor Island from all points of the north, west and south directions, intending to enter Manila and the Port of Mariveles shall, when 20 nautical miles off Corregidor Island, report to the VTMS Control Center on Channel 19 or 16, contents of the report shall be

- Vessel's name and call sign or IMO Identification Number
- Vessel's position
- Last port of call
- Vessel's course and speed
- Vessel's destination
- General description of dangerous cargoes on board, if any
- Vessel's type
- Vessel's Draft
- No of crew and passengers

7 1 2 Prior to entering or joining and/or leaving the Traffic Separation Scheme, contents of the report shall be

- Vessel's name
- Time
- Vessel's position and speed

- Estimated time of arrival

7 2 2 Upon arrival at the Quarantine Anchorage Area/Pilots' Boarding Station, contents of the report shall be

- Vessel's name
- Arrival Draft
- Air draft
- Arrival time/anchored time
- Anchored position

7 3 Inraport Movement of Vessels

7 3 1 Movement from the Quarantine Anchorage Area/Pilots' Boarding Station to pier/anchorage berth, contents of the report shall be

- Vessel's name
- Position
- Time
- Name of Harbor Pilot on board
- Assigned berth

7 3 2 After berthing, mooring or anchoring at the assigned berth, contents of the report shall be

- Name of vessel
- Docking time (first line made fast/anchored time)

7 3 3 Whenever there is a shift of berth as authorized by the Authority, the vessel, before departing from her present position and after docking, mooring or anchoring at her new berth, shall report to the VTMSCC the following

- Vessel's name
- Time undocked (last line cast or anchor up) from previous position/berth
- Time docked (first line made fast/anchored time) to her new berth/position
- Name of the Harbor Pilot on board

7 3 4 No vessel shall move to another berth without the authority from the VTMSCC

7 4 Departing from Port

Vessels shall make a report to the VTMSCC on the following situations for departure

7 4 2 When leaving the Pilots' Boarding Station, contents of the report shall be

- Vessel's name
- Time
- Location

7 4 3 When inside and outside the traffic separation scheme, contents of the report shall be

- Vessel's name
- Time
- Position
- Speed

7 5 Cruising or Navigating Only Within Manila Bay

7 5 1 Vessels cruising or navigating only within Manila Bay shall make a report to the VTMSCC on the following situation and positions

- When departing the port
- Thirty (30) minutes after departure and
- Upon anchoring or mooring at the next port of call

7 5 2 Contents of each report shall include the vessel's name and time

7 6 Emergency Situations

7 6 1 A vessel in the VTMS Covered Areas shall report to the VTMSCC as soon as possible

- Any emergency or unusual event such as fire, collision, grounding, pollution, suspicion of piracy and other similar incidents
- Any condition on the vessel that may impair its navigation, reduce its capabilities or affect the safety of other vessels due to defective propulsion, defective steering, inoperative navigation running lights, unusual handling, impaired maneuverability, inoperative whistle or horn, navigation equipment and other similar conditions
- Any towing vessel when unable to control or can control only with difficulty
- Any other unusual condition which restricts or prohibits total compliance with the requirements of the VTMS
- Poor visibility

7 6 3 Any vessel may deviate from any provisions of this Order to the extent necessary to avoid endangering persons, property or the environment When an emergency arises and it becomes necessary to deviate from any provisions of this Order for reasons of safety, the vessel shall report or cause to be reported the deviation to the VTMSCC as soon as possible

7 7 Lightening of Cargoes

7 7 1 If warranted, deep-draft vessels shall lighten their cargoes at the designated anchorage berths before proceeding to the port terminal

7 7 2 Deep-draft vessels intending to lighten their cargoes shall report to the VTMSCC of its intention two (2) nautical miles from the anchorage berths for lightening deep-draft vessels The report shall contain the following

- Vessel's name
- 'UNDERWAY TO ANCHORAGE TO LIGHTEN CARGOES'
- Time

7 7 3 Before leaving the berth for lightening of cargoes, vessels shall inform the VTMSCC

8 LANGUAGE

All reports shall be made either in Pilipino or English language

9 TIME

Time to be used shall be the local mean time

10 CONTACT NAME AND CHANNEL OF VTMSCC AND MANILA HARBOR PILOTS' CHANNELS

Contact name VTMS MANILA

VTMSCC Channel 16 and 19

Manila Harbor Pilots' Channels

South Harbor - 16 and 13

MICT - 16 and 80 A

Harbour Centre - 16 and 12

11 OTHER REQUIREMENTS

All vessels shall

- 11 4 Contact VTMSCC to obtain information, seek assistance or report emergencies, and
- 11 5 Observe measures or advice given by the VTMSCC

12 PASSING THROUGH

Vessels passing through the VTMS Covered Area at the approach of Corregidor Island but will not enter the Manila Bay nor make official arrival at the ports located within the Manila Bay shall also be required to report to VTMSCC, contents of the report shall be

- Vessel's name
- Vessel's call sign
- Destination

13 RADIO WATCH

All vessels navigating, anchoring, berthing, or operating in the VTMS covered areas shall, at all times, keep radio watch on channel 16 and shall respond promptly when their attention is called

14 PROHIBITED TO ANCHOR

No vessel shall turn circle and cast anchor in fairways or in any other non-anchoring areas unless in case of emergency

15 SPEED LIMIT

All vessels entering/departing and cruising Manila Bay and its approach shall observe the safe speed. When vessels are navigating, anchoring or berthing within the harbor limits, the speed limit shall not exceed five (5) knots

16 FORBIDDEN ANCHORAGE

No vessel shall, at any time, drop anchor at the Forbidden Anchorage

17 NAVIGATION OF VESSELS

Strict adherence to Section 7 of PCG Memorandum Circular No. 03-03 entitled "Routing System at Corregidor Island Passages (North and South Channels)" is hereby enjoined for vessels navigating through Corregidor Island Passages

18 ROLE OF THE VTMSCC

The VTMSCC shall

- Safeguard the security and safety of vessels, facilities, individuals and

19 ENVIRONMENTAL PROTECTION

All vessels are required to protect the marine environment and shall dispose of the vessel's generated wastes at the reception facilities ashore as provided for in PPA Administrative Order No 02-2003 entitled "Implementing Guidelines on MARPOL 73/78 Requirement for Shore Reception Facilities"

20 VESSEL TRAFFIC SERVICE FEE

20.1 For vessels with the following ranges of GRT, the following VTS Fees will be charged

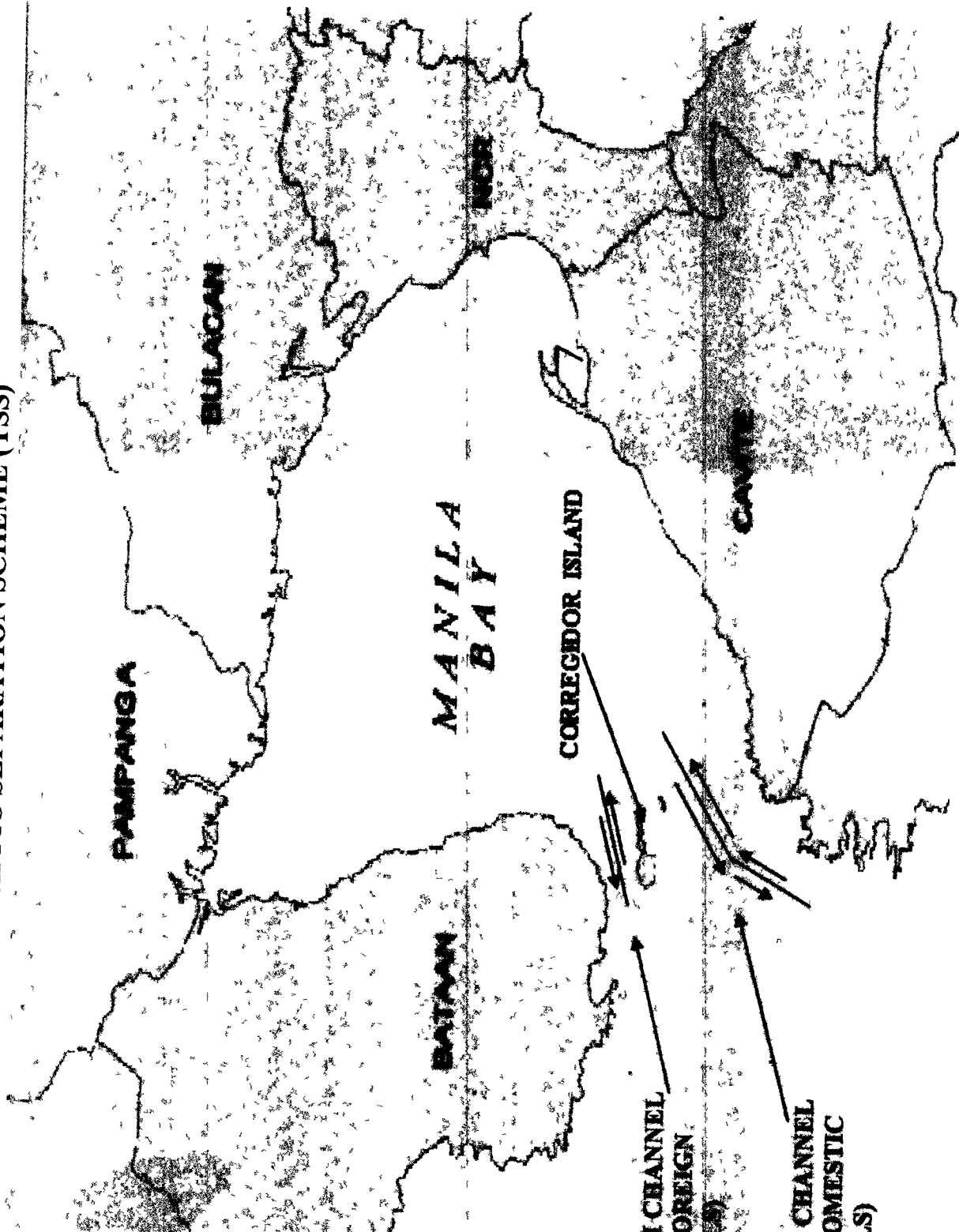
Ranges of Vessels' GRT	Rate Per Vessel Per Call
Up to 1,000	Php 250 00
1,001 to 10,000 GRT	500 00
Over 10,000 GRT	1,000 00

20.2 For ferries, bay and river vessels, and tugs

- The following shall not be charged VTS fee
 - **Bay and river vessels** plying only within the Pasig River, and
 - **Barges** towed by tugs in the bay and river trade up to Mariveles
- The following shall be charged VTS fee
 - Php125 00 per vessel will be charged to **tugs** towing barges once leaving the mouth of Pasig River and navigating within the Manila Bay area including alongside the vessels in the anchorages (South Harbor, MICT and Harbour Center),
 - Php250 00 per vessel will be charged to **tugs** pushing/pulling vessels or towing barges navigating to Mariveles and back to bay and river as well as South Harbor,
 - Php250 00 per vessel will be charged to **ferries** plying Manila, Corregidor Island and Bataan
- Billing will be on a monthly basis and payments will be at the PPA Terminal Management Office of Pasig or at the PMO where the tug/vessel is calling or operating

20.3 Vessels with or rendering multiple calls on any day shall be charged

TRAFFIC SEPARATION SCHEME (TSS)



Department of Transportation and Communications
PUNONGHIMPILAN TANOD BAYAN NG PILIPINAS
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HPCG/CG-8

09 July 2003

MEMORANDUM CIRCULAR)

NUMBER 03 - 03)

**ROUTING SYSTEM AT CORREGIDOR ISLAND PASSAGES
(North and South Channels)**

1 AUTHORITY

R A 5173, as amended by P D 601

2 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

3 PURPOSE

This Memorandum Circular prescribes the rules and regulations to be followed by vessels navigating through Corregidor Island Passages to improve the safety of navigation, efficiency of traffic and protection of marine environment

5 SCOPE

These rules and regulations apply to all vessels and are optional for fishing vessels, sailing vessels/yachts, motorized bancas, ships of war and Philippine government-owned vessels

5 DEFINITION OF TERMS

a Routing System

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

b Traffic Separation Scheme

A routing measure aimed at the separation of opposing traffic by appropriate means and by the establishment of traffic lanes

c Separation Zone or Line

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

d Traffic Lane

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

e 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

f Precautionary Area

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

g Area to be avoided

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

h Inshore Traffic Zone

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

i Established direction of traffic flow

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

j North Channel

Passage between Corregidor Island and Bataan used by vessels leaving or entering Manila Bay

k South Channel

Passage between Caballo Island and El Fraile used by vessels entering or leaving Manila Bay

6 CONCEPT

a The Routing System shall be reflected on the NAMRIA Chart Numbers 4255 (Manila Bay and Approaches, Old Luzon Datum, Clark 1866 Spheroid, 1985 Revised 2nd Edition of 1975) and 4211 (Approaches to Manila Bay, Luzon Datum, 1981 Revised 1st Edition of 1960)

b Imaginary lines consisting of a separation zone and lines, traffic lanes and inshore traffic zones shall be established along the North and South Channels as described in paragraph 7.1

c The Rules of the Road shall apply in all respects, along with the prescribed rules and regulations herein

d Notwithstanding paragraph 6.3, the *General Prudential Rule* of the Rules of the Road shall take precedence over the prescribed rules and regulations herein

7 RULES OF PASSAGE

a Description of the Traffic Separation Scheme

i North Channel

a) A separation line is positioned by connecting the following geographical positions

Point (C) Lat 14° 25' 41" N Long 120° 37' 00" E

Point (D) Lat 14° 23' 53" N Long 120° 32' 27" E

b) A traffic lane for outbound traffic 0.6 nautical mile wide, using North Channel is established between the separation line and a other line connecting the following geographical positions

Point (**A**) Lat 14° 24' 75" N Long 120° 32' 14" E

Point (**B**) Lat 14° 26' 18" N Long 120° 36' 56" E

c) A traffic lane for inbound traffic, 0.6 nautical mile, using the North Channel is established between the separation line and a other line connecting the following geographical positions

Point (**E**) Lat 14° 03' 19" N Long 120° 32' 40" E

Point (**F**) Lat 14° 05' 03" N Long 120° 37' 03" E

South Channel

a) A separation zone, 0.25 nautical miles wide, is bounded by a line connecting the following geographical positions

Point (**A**) Lat 14° 26' 16" N Long 120° 42' 40" E

Point (**B**) Lat 14° 26' 16" N Long 120° 43' 01" E

Point (**C**) Lat 14° 15' 31" N Long 120° 33' 45" E

Point (**D**) Lat 14° 11' 13" N Long 120° 32' 09" E

Point (**E**) Lat 14° 11' 18" N Long 120° 31' 54" E

Point (**F**) Lat 14° 15' 38" N Long 120° 33' 32" E

b) A traffic lane for southbound traffic, 0.7 nautical mile wide, is established between the separation zone described in paragraph 2(a) and a line connecting the following geographical positions

Point (**I**) Lat 14° 26' 16" N Long 120° 41' 44" E

Point (**H**) Lat 14° 16' 00" N Long 120° 32' 54" E

Point (**G**) Lat 14° 11' 33" N Long 120° 31' 14" E

c) A traffic lane for northbound traffic, 0.7 nautical mile wide, is established between the separation zone described in paragraph 2(a) and a line connecting the following geographical positions

Point (**J**) Lat 14° 26' 16" N Long 120° 43' 57" E

Point (**K**) Lat 14° 15' 09" N Long 120° 34' 23" E

b Inshore Traffic Zone

The area between the traffic separation scheme from the line connecting Points (J), (K) and (L) and landward to the coast of Batangas-Cavite bounded by the entry/exit imaginary lines is designated as an *inshore traffic zone*

c Recommended Track and References

1) North Channel

a) The recommended course for vessels navigating the inbound traffic lane is 063° while for outbound traffic is 243°

b) Inbound traffic lane shall start when the Point (Lat 14° 25' 5" N, Long 120° 31' 35" E) at East of Gorda Point bears 340° and terminates when East tangent of Bataan (Lamao Point) bears 355°

c) Vessels on inbound traffic should navigate its lane at a distance of 0.3 – 0.9 nautical miles from Corregidor Island

d) Outbound traffic lane shall start when East tangent of Bataan (Lamao Point) bears 355° and terminates when the Point referred to in paragraph 7(c1b) East of Gorda Point bears 340°

e) Vessels on outbound traffic should navigate within a lane between 0.4 - 1 nautical mile distance from Alasasin Point and 1.1-1.7 nautical miles from Real Point

2) South Channel

a) Southbound traffic lane shall start when LS San Nicolas bears 090° at 3 – 3.9 nautical miles distance with a recommended course of 220° and should continue to navigate within a lane between 1.3 – 2 nautical miles from El Fraile

b) Southbound traffic should proceed with caution when approaching the area off Northwest Limbones Island where it will steer to a recommended course of 200° when North tangent of Limbones Island bears 125° until its termination point, when Hamilo Point bears 111° and on a lane within 2.4 – 3.2 nautical miles Hamilo Point

c) Northbound traffic shall start on a recommended course of 020°, when Hamilo Point bears 111° on a lane from 1.5 – 2.2 nautical miles and should proceed with caution upon approaching Limbones Island, where a recommended change course is set at 040° when South tangent of Limbones Island bears 124°

d) Northbound traffic shall terminate when LS San Nicolas bears 090° and navigating within a lane 1.8 - 2.7 nautical miles from said LS

d 1) The established traffic separation scheme shall be mandatory for all vessels, unless otherwise provided herein, 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) A vessel shall not use the designated inshore traffic zone when she can safely use the appropriate traffic lane. The inshore traffic zone is for vessels optional to pass the traffic lanes

b) Notwithstanding subparagraph d (i), a vessel may use the inshore traffic zone when *en route* to or from a place situated within the inshore traffic zone, or to avoid immediate danger

5) 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

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

7) No vessel shall anchor in or 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, ship masters/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, shall be informed for the issuance of appropriate Notice to Mariners. And no operation shall be undertaken until after the issuance/ dissemination of the required notice

11) No fishing/fishing-related activity shall be allowed within the TSS

12) 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

8 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

9 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 NCR-CL, receiving the report/marine protest shall immediately forward it to HPCG (Attn CG-3/CGAC), which in turn shall forward it to HCGD NCR-CL and CG-8

10 DISPOSITIVE ACTION

a Coast Guard District NCR-CL (SBMI) shall investigate all incidents reported/forwarded therein and should recommend the following

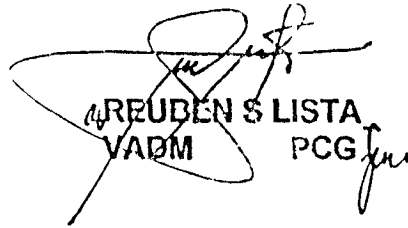
1) *First Offense* Suspension of Master/Patron's License for three (3) months,

2) *Second Offense* Suspension of Master/Patron's License for one (1) year, and

3) *Third Offense* Revocation of the Master/Patron's License

11 EFFECTIVITY

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


RUBEN S LISTA
VADM PCG *pcg*

