



Department of Transportation
(PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS)
National Headquarters Philippine Coast Guard
139 25th Street, Port Area,
Manila



DATE

NHQ-PCG/HMSSC/CG-8

**MEMORANDUM-CIRCULAR
NUMBER.**

**NORTH AND SOUTH CEBU - MACTAN CHANNEL TRAFFIC
SEPARATION SCHEME**

I. AUTHORITY:

- A. Republic Act No. 9993 (Philippine Coast Guard Law of 2009); and
- B. Rule 3 (e) 1.b of the Implementing Rules and Regulation of R.A. No. 9993.

II. REFERENCES:

- A. Philippine Coast Pilot, 7th Edition, Volume 1, 2019;
- B. International Convention for the Safety of Life at Sea (SOLAS), 1974;
- C. Convention on the International Regulation for Preventing Collision at Sea 1972, as Amended;
- D. IMO Ship's Routing System; and
- E. IALA Maritime Buoyage System.
- F. HPCG/CG8 Memorandum Circular No. 01-18 "Harbor Speed Limit in Cebu – Mactan Channel" dated 05 August 2018
- G. NHQ-PCG/MSSC Memorandum Circular No. 01-19 "Guidelines for Movement of Vessels in Cebu-Mactan Channel" dated 04 April 2019

III. **PURPOSE:**

This Memorandum Circular establishes the North and South Cebu – Mactan Channel Traffic Separation Scheme 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 Cebu – Mactan Channel through the North and South Cebu – Mactan Channel Traffic Separation Scheme.

V. **DEFINITION OF TERMS:**

- A. **Constrained by her Draft** – a power-driven vessel which, because of her draft in relation to the available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following.
- B. **Day Shapes** – are signals displayed by vessels during the day in all types of weather to denote the certain activities the vessel is engaged with;
- C. **Deep Draft Vessels** – vessels with draft restrictions of more than 8.5 meters up to 10 meters.
- D. **Established Direction of Traffic Flow** – a traffic pattern indicating the directional movement of traffic as established with the traffic separation scheme.
- E. **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.
- F. **Lights** – referred to as navigational lights, displayed by the vessel or ship from sunset to sunrise regardless of weather conditions and during restricted visibility.
- G. **Precautionary Area** – an area within defined limits where ships must navigate with particular caution.
- H. **Restricted in her Ability to Maneuver** - means a vessel which, from the nature of her work, is restricted in her ability to maneuver as required by these Rules and is, therefore, unable to keep out of the way of another vessel. The term “vessels restricted in their ability to maneuver” shall include but not be limited to:
 - (i). a vessel engaged in laying, servicing, or picking up a navigation mark, submarine cable, or pipeline;

- (ii). a vessel engaged in dredging, surveying or underwater operations;
 - (iii). a vessel engaged in a towing operation that severely restricts the towing vessel and her tow in their ability to deviate from their course.
- I. **Traffic Lane** – a lane to be followed for the movement of a vessel or ship traveling from one (1) destination to another as indicated in the TSS.
- J. **Traffic Separation Line** – this is a line drawn in the midway of the imaginary lanes on the vessel TSS area.
- K. **Traffic Separation Scheme (TSS)** – a routing measure aimed at separating opposing streams of traffic by appropriate means and by establishing traffic lanes as adopted by IMO per Rule 10 of COLREGS.
- L. **Vessel or Ship** – this includes every description of propelled watercraft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.

VI. **PROCEDURES:**

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 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 (VTMS Center Cebu);

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 conditions, that may impair its navigation, reduce its capabilities or affect the safety of other vessels;
10. When navigating through North and South Entrance of Cebu – Mactan Channel TSS, all vessels shall avoid overtaking especially when either entering or leaving the bridges in the Cebu – Mactan Channel;
11. Foreign vessels are prohibited from passing through the Northern entrance due to the bridges connecting Mandaue City and Mactan Island. However, a domestic vessel of 23 meters in height and length of 91.4 meters may pass with utmost care.
12. The Mandaue-Mactan Bridge and Marcelo Fernan Bridge crossing the Cebu Strait at the Northern entrance have clearances of about 23.2 meters (76 ft) at high water and about 24.4 meters (80 ft) at low water.
13. All vessels navigating through South Entrance of Cebu – Mactan Channel shall use the South Entrance of Cebu – Mactan Channel Traffic Separation Scheme to avoid shallow areas at its vicinity; and
14. All vessels docking and undocking at ports located at North Entrance of Cebu – Mactan Channel Traffic Separation Scheme shall at all times take safety precautionary measures to avoid marine incidents likewise, inform VTMS Cebu prior docking/undocking so as to inform other vessels in the vicinity.

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 nearly 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 vessels, 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 traffic zone, or to avoid immediate danger, notwithstanding the provision of subparagraphs 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 in the designated anchorage area;
8. Avoid the TSS by as wide a margin as is practicable.

C. A vessel or ship navigating inside the precautionary area shall:

1. Observe the prescribed harbor speed limit;
2. Not anchor inside the precautionary area;
3. Not overtake other vessels unless in case of emergencies; and
4. Maintain a safe distance from other vessels navigating inside the precautionary area;

D. A vessel or ship navigating through the deep draft route:

1. Deep draft vessels are only allowed to enter and exit at the Southern Entrance of the Cebu – Mactan Channel.
2. Shall not enter the Channel and shall wait for the Harbor Pilot on the designation Pilot Boarding Area of Southern Entrance of the Cebu – Mactan Channel;
3. All vessels using the deep draft route shall hoist the appropriate day shapes during daytime and show appropriate lights during night time showing constrained by her draft.
4. Shall report to VTMS Cebu via VHF Channel 16 when the deep draft vessel shall commence her navigation inside the deep draft route;
5. Air draft restriction of deep draft vessels passing under CCLEX bridge shall not exceed 51 meters;
6. For inbound deep draft vessel to engage services of at least one (1) tugboat (minimum of 2,000 HP) as escort prior to entering CCLEX Bridge near Cautit Area up to Pier 5;

7. For outbound deep draft vessel to extend services of at least one tugboat (minimum of 2,000 HP) as escort from Pier 5 until passing CCLEX Bridge;
8. During docking and undocking maneuver of deep draft vessels:
 - a. For Gross Tonnage of 25,000 and below: a minimum of two (2) tugboats with at least 3,000 HP each is required; and
 - b. For Gross Tonnage above 25,000: a minimum of three (3) tugboats with at least 3,000 HP each is required.
9. Time restriction for docking and undocking for Deep Draft Vessels 0500H-0600 and 1900H-2000H.

VII. RULES OF PASSAGE/RECOMMENDATION TO MASTERS:

- A. The course for vessels entering South Entrance of Cebu-Mactan Channel Traffic Separation Scheme (SCCTSS) from seaward is 004°T.
- B. The course for vessels leaving Cebu Harbor (Precautionary Area) through the SCCTSS is 252°T.
- C. The course for vessels entering North Entrance of Cebu – Mactan Channel Traffic Separation Scheme from seaward is 243°T.
- D. The course for vessels leaving Cebu Harbor (Precautionary Area) through North Entrance of Cebu – Mactan Channel Traffic Separation Scheme is 067°T.

VIII. BOUNDARIES:

A. Southern Entrance:

1. A traffic lane for outbound traffic is established between the separation line and a line connecting the following geographical positions (WGS-84 Datum):

Point 1 Lat 10° 14' 06.80" N Long 123° 53' 02.25" E
 Point 2 Lat 10° 16' 43.08" N Long 123° 53' 21.47" E
 Point 3 Lat 10° 17' 13.77" N Long 123° 53' 53.62" E
 Point 4 Lat 10° 17' 20.10" N Long 123° 54' 12.90" E

2. A separation line is established by connecting the following geographical positions (WGS-84 Datum):

Point 5 Lat 10° 14' 06.91" N Long 123° 53' 12.90" E
 Point 6 Lat 10° 16' 36.47" N Long 123° 53' 27.27" E
 Point 7 Lat 10° 17' 11.28" N Long 123° 53' 55.14" E
 Point 8 Lat 10° 17' 18.00" N Long 123° 54' 13.86" E

3. A traffic lane for inbound traffic is established between the separation line and a line connecting the following geographical positions (WGS-84 Datum):

Point 09 Lat 10° 14' 07.74" N Long 123° 53' 24.12" E
Point 10 Lat 10° 16' 13.00" N Long 123° 53' 33.00" E
Point 11 Lat 10° 17' 08.97" N Long 123° 53' 57.29" E
Point 12 Lat 10° 17' 15.72" N Long 123° 54' 14.70" E

B. Precautionary Area (Cebu Harbor):

A precautionary area is established by connecting the following geographical positions (WGS-84 Datum):

Point A Lat 10° 17' 06.35" N Long 123° 54' 24.82" E
Point B Lat 10° 17' 24.43" N Long 123° 54' 14.85" E
Point C Lat 10° 17' 26.04" N Long 123° 54' 28.75" E
Point D Lat 10° 17' 57.84" N Long 123° 54' 44.99" E
Point E Lat 10° 19' 14.78" N Long 123° 56' 28.02" E
Point F Lat 10° 19' 04.32" N Long 123° 56' 53.14" E
Point G Lat 10° 19' 11.86" N Long 123° 57' 14.21" E
Point H Lat 10° 19' 04.77" N Long 123° 57' 17.26" E

C. Northern Entrance:

1. A traffic lane for outbound traffic is established between the separation line and a line connecting the following geographical positions (WGS-84 Datum):

Point 1 Lat 10° 19' 07.02" N Long 123° 57' 16.56" E
Point 2 Lat 10° 19' 13.50" N Long 123° 57' 31.74" E
Point 3 Lat 10° 20' 13.92" N Long 123° 59' 07.86" E
Point 4 Lat 10° 20' 58.00" N Long 124° 00' 39.00" E

2. A separation line is established by connecting the following geographical positions (WGS-84 Datum):

Point 5 Lat 10° 19' 09.00" N Long 123° 57' 16.02" E
Point 6 Lat 10° 19' 15.00" N Long 123° 57' 30.60" E
Point 7 Lat 10° 20' 16.38" N Long 123° 59' 06.06" E
Point 8 Lat 10° 21' 02.00" N Long 124° 00' 38.00" E

3. A traffic lane for inbound traffic is established between the separation line and a line connecting the following geographical positions (WGS-84 Datum):

Point 09 Lat 10° 19' 10.32" N Long 123° 57' 15.12" E
Point 10 Lat 10° 19' 16.50" N Long 123° 57' 29.64" E

Point 11 Lat 10° 20' 18.66" N Long 123° 59' 04.32" E
Point 12 Lat 10° 21' 05.00" N Long 124° 00' 37.00" E

D. Route for Deep Draft Vessel:

A route for deep draft vessel with a width of 100 meters shall be connected with the following geographical positions (WGS-84 Datum):

Point 01 Lat 10° 14' 06.91" N Long 123° 53' 12.90" E
Point 02 Lat 10° 16' 36.47" N Long 123° 53' 27.27" E
Point 03 Lat 10° 17' 11.28" N Long 123° 53' 55.14" E
Point 04 Lat 10° 17' 18.00" N Long 123° 54' 13.86" E
Point 05 Lat 10° 17' 16.04" N Long 123° 54' 28.84" E
Point 06 Lat 10° 17' 31.38" N Long 123° 54' 54.00" E
Point 07 Lat 10° 17' 44.85" N Long 123° 54' 56.54" E
Point 08 Lat 10° 18' 18.06" N Long 123° 55' 20.14" E

Point 01 Lat 10° 14' 06.91" N Long 123° 53' 12.90" E
Point 02 Lat 10° 16' 36.47" N Long 123° 53' 27.27" E
Point 03 Lat 10° 17' 11.28" N Long 123° 53' 55.14" E
Point 04 Lat 10° 17' 18.00" N Long 123° 54' 13.86" E
Point 05 Lat 10° 17' 17.56" N Long 123° 54' 26.68" E
Point 06 Lat 10° 17' 30.40" N Long 123° 53' 54.74" E
Point 07 Lat 10° 17' 49.61" N Long 123° 54' 57.87" E
Point 08 Lat 10° 17' 58.31" N Long 123° 55' 05.16" E
Point 09 Lat 10° 18' 10.33" N Long 123° 55' 10.22" E
Point 10 Lat 10° 18' 18.06" N Long 123° 55' 20.14" E

IX. PENAL CLAUSE:

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

First Offense	Php 100,000.00
Second Offense	Php 200,000.00
Third Offense	Php 300,000.00

B. All reported violations shall be adjudicated by the Coast Guard District Central Visayas in accordance with existing rules and regulations.

C. Other violations not mentioned in this Memorandum Circular shall be adjudicated using other related Memorandum Circular regarding to Cebu-Mactan Channel.

X. SEPARABILITY CLAUSE:

Should any provision of this Memorandum Circular or any part thereof be declared invalid, the other provisions, insofar as they are separable from the invalid ones, shall remain in full force and effect.

XI. REPEALING CLAUSE:

This Memorandum Circular repeals HPCG/CG-8/ Memorandum Circular No. 05-03 "Routing System at Cebu-Mactan Channel Southern Approach" dated 12 August 2003" and other publications inconsistent to the provision stated herein.

XII. 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.

ADMIRAL RONNIE GIL L GAVAN PCG
COMMANDANT, PHILIPPINE COAST GUARD

Approved by:

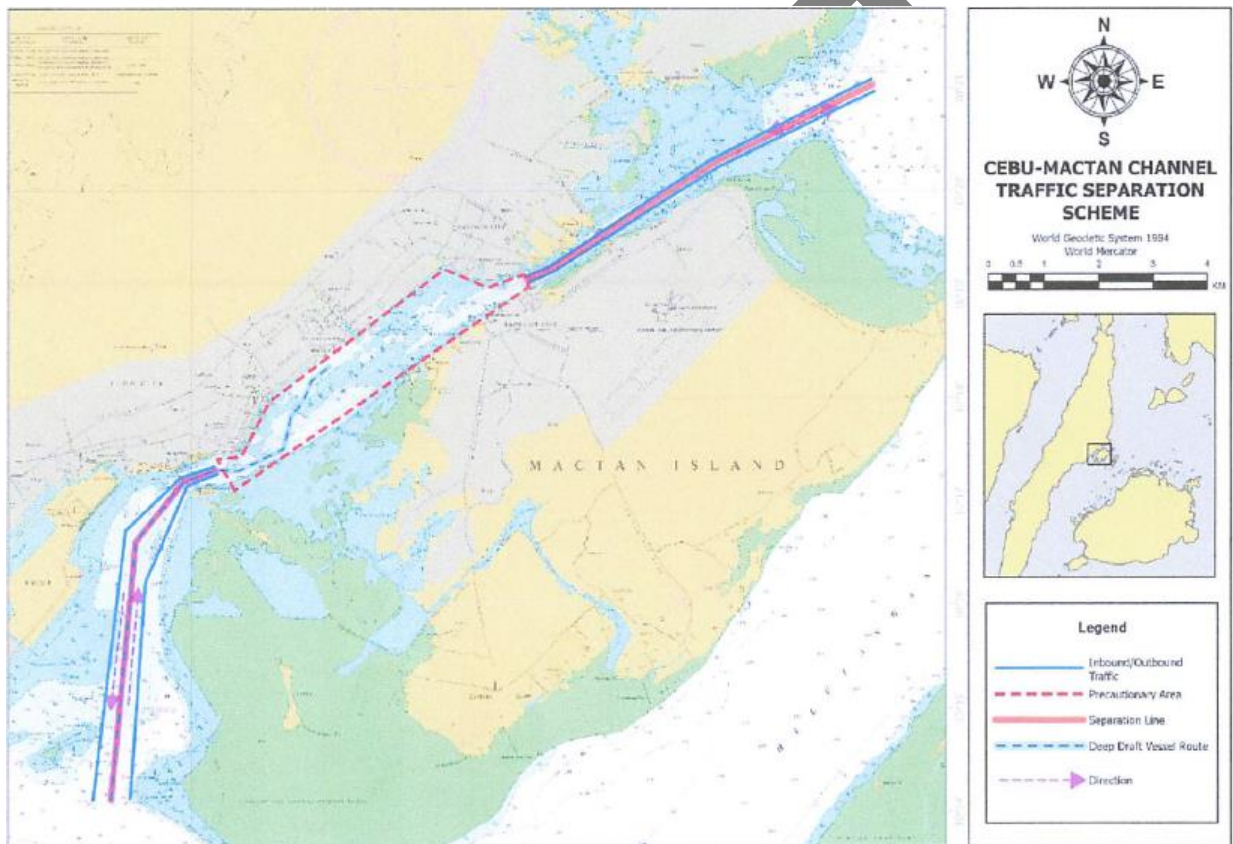
JAIME J BAUTISTA
Secretary, DOTr

Annexes:

- Annex I – Cebu – Mactan Channel Traffic Separation Scheme
- Annex II – Cebu – Mactan Channel Traffic Separation Scheme Southern Entrance and Route for Deep Draft Vessel
- Annex III – Cebu – Mactan Channel Traffic Separation Scheme Precautionary Area
- Annex IV – Cebu – Mactan Channel Traffic Separation Scheme Northern Entrance

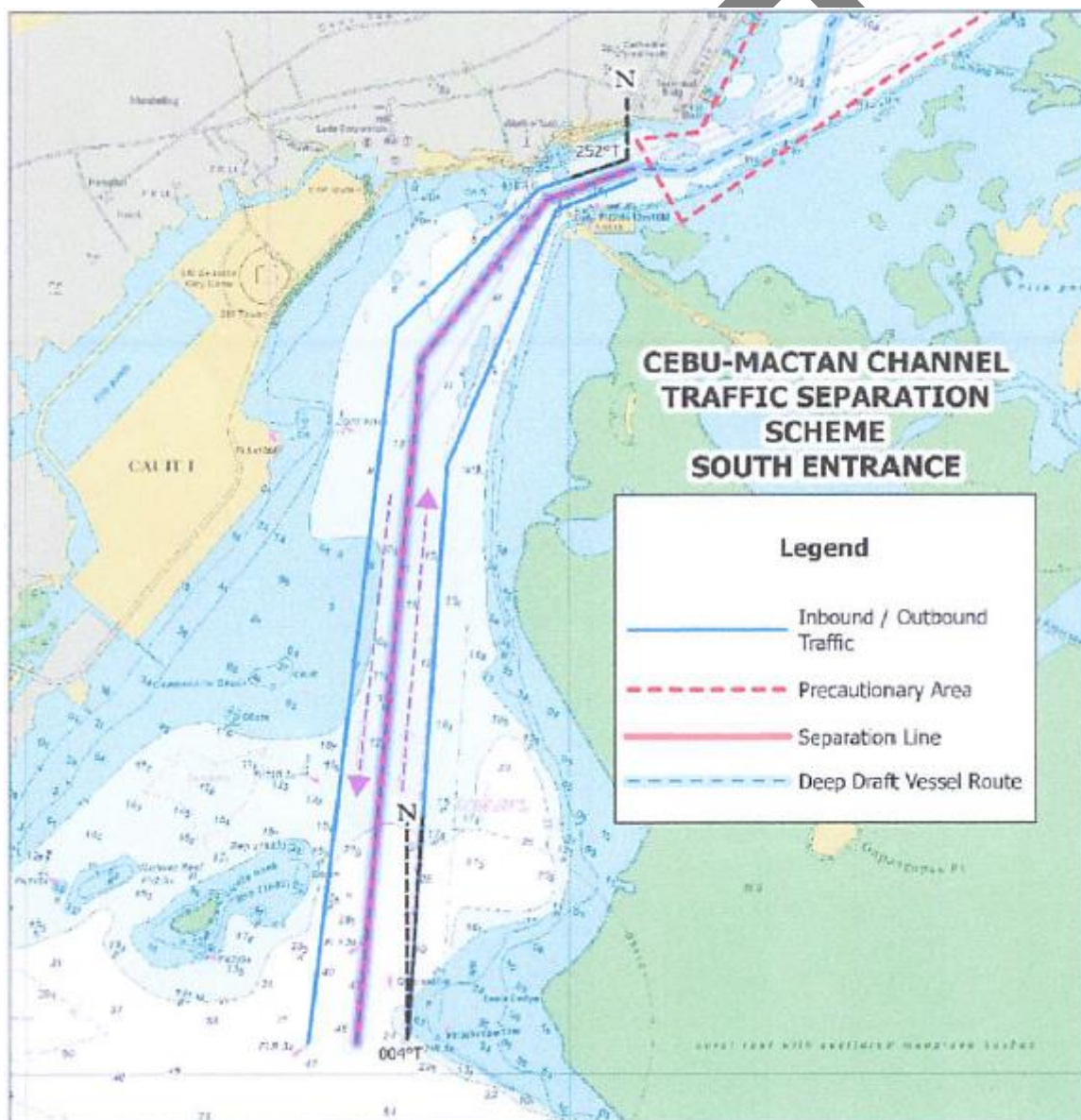
ANNEX I

Cebu – Mactan Channel Traffic Separation Scheme Southern Entrance and Deep Draft Vessel Route



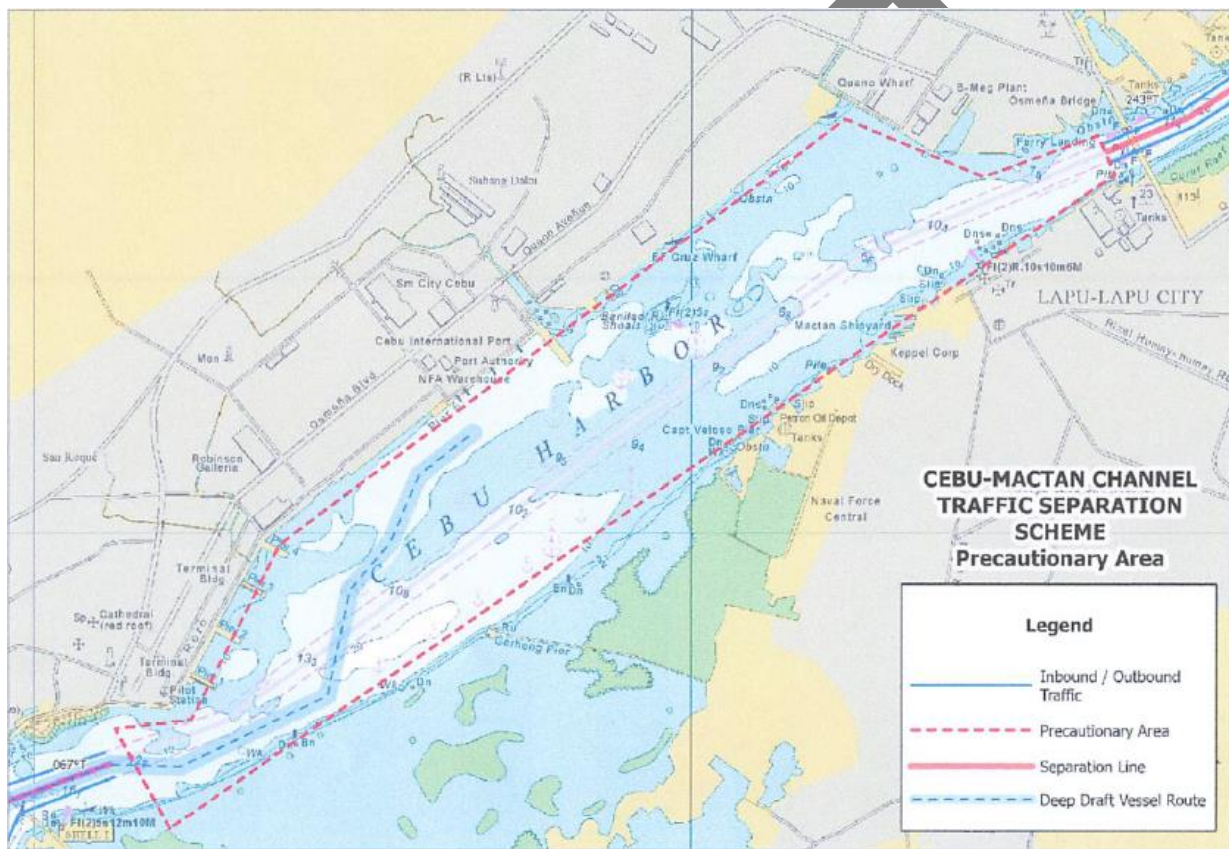
ANNEX II

Cebu – Mactan Channel Traffic Separation Scheme Precautionary Area



ANNEX III

Cebu – Mactan Channel Traffic Separation Scheme Precautionary Area



ANNEX IV

Cebu – Mactan Channel Traffic Separation Scheme Northern Entrance

