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HPCG/CG-8

NOV 03 2008

MEMORANDUM CIRCULAR)

NUMBER 08-08 )

ROUTING SYSTEM AT VERDE ISLAND PASSAGE  
AND THE BATANGAS SEALANE

I. AUTHORITY:

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

II. REFERENCES:

- a. Philippine Coast Pilot, 6<sup>th</sup> Edition, 1995
- b. Regulation V 8 of the SOLAS Convention 1974/1978 as amended
- c. COLREGS Convention 72 as amended
- d. IMO Ships' Routing System
- e. HPCG MC 04-03 dated 09 July 03, Routing System at Verde Island Passage
- f. PPA – Port District of Southern Luzon Proposed Sealane at Batangas Harbor dated 23 June 06

III. PURPOSE:

This Memorandum Circular prescribes the rules and regulations to be followed by vessels navigating the area along Verde Island passage, Batangas Bay and designated inshore traffic zones.

IV. SCOPE:

These rules and regulations apply to all vessels transiting through the North and South passages of Verde Island, the north and south lanes of the Batangas sealane and designated inshore traffic zones.

V. DEFINITION OF TERMS:

- a. **Area to be avoided** - an area within defined limits in which either navigation is particularly hazardous and which should be avoided by all ships.
- b. **Established direction of traffic flow** - a traffic pattern indicating the directional movement of traffic as established within a traffic separation scheme.
- c. **Inshore Traffic Zone** - area between the landward boundary of a traffic separation scheme and the adjacent coast.

- d. **Precautionary Area** - an area within defined limits where ships must navigate with particular caution.
- 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. **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.
- g. **Separation Zone** - a zone separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions.
- h. **Traffic Lane** - an area within defined limits in which one-way traffic is established.
- i. **Traffic Separation Scheme (TSS)** - a routing measure aimed at the separation of opposing traffic by appropriate means and by the establishment of traffic lanes.

**VI. CONCEPT:**

- a. The Vessel Traffic Monitoring System, through its Control Center at the Port of Batangas, shall monitor and manage the movements of vessels in the established TSS.
- b. Imaginary lines consisting of a separation zone, traffic lanes and inshore traffic zones are established along the channel as described in Section VII.
- c. The Rules of the Road shall apply in all respects along with the prescribed rules and regulations herein. Notwithstanding Section VIII, the *General Prudential Rule* of the COLREGS shall take precedence over the prescribed rules and regulations herein.
- d. The Routing System at Verde Island Passage is reflected in NAMRIA Chart Number 4214 (Verde Island Passage).

**VII. AREA DESIGNATION:**

**a. Description of Verde Island Passage TSS**

- 1) A separation zone is bounded by lines connecting the following geographical positions:
  - a) Point ( **A** ) Lat 13° 34.8' N Long 120° 54.3' E
  - b) Point ( **B** ) Lat 13° 34.4' N Long 120° 54.3' E
  - c) Point ( **C** ) Lat 13° 34.4' N Long 121° 02.3' E
  - d) Point ( **D** ) Lat 13° 34.8' N Long 121° 02.45' E
- 2) A separation zone is bounded by lines connecting the following geographical positions:
  - a) Point ( **E** ) Lat 13° 32.9' N Long 121° 05.9' E
  - b) Point ( **F** ) Lat 13° 33.2' N Long 121° 05.85' E
  - c) Point ( **G** ) Lat 13° 33' N Long 121° 13.6' E
  - d) Point ( **H** ) Lat 13° 30.65' N Long 121° 16.5' E
  - e) Point ( **I** ) Lat 13° 30.45' N Long 121° 16.3' E
  - f) Point ( **J** ) Lat 13° 32.8' N Long 121° 13.5' E
- 3) A traffic lane for northbound traffic is established between the separation zones described in paragraphs VII (a1) and VII (a2) and a line connecting the following geographical positions

- a) Point ( *K* ) Lat 13° 36.8' N Long 121° 54.3' E
- b) Point ( *L* ) Lat 13° 36.8' N Long 121° 05.3' E
- c) Point ( *M* ) Lat 13° 35.3' N Long 121° 15.5' E
- d) Point ( *N* ) Lat 13° 32.5' N Long 121° 18.6' E

4) A traffic lane for southbound traffic is established between the separation zones described in paragraphs VII (a1) and VII (a2) and a line connecting the following geographical positions:

- a) Point ( *O* ) Lat 13° 32.7' N Long 121° 54.3' E
- b) Point ( *P* ) Lat 13° 32.6' N Long 121° 00.1' E
- c) Point ( *Q* ) Lat 13° 28.9' N Long 121° 03.1' E
- d) Point ( *R* ) Lat 13° 30.6' N Long 121° 12.1' E
- e) Point ( *S* ) Lat 13° 28.6' N Long 121° 14.3' E

**d. Batangas Sealane**

1) A sealane within Batangas Bay is hereby established. The sealane are dedicated navigational channels intended for the control of traffic of all watercraft and ships plying the North and South lanes of the bay bounded between the separation line or zone which are connected by geographical positions through longitude and latitude.

2) The specific sealane starts from the harbor limit at the south joining between Matocco point and Malahibong Manok covering a length of five miles and ends at the north side at about three miles SSW off Sta. Clara port. The sealane has a width of two (2) nautical miles with a separation line inside the lane of 0.3 miles or 600 meters. Entry lane for the north bound is one (1) mile off Matoco point with one (1) nautical mile width westward. Exit point is one (1) mile east off Malahibong Manok with one (1) mile width eastward.

3) At each side of the sealane is one (1) nautical mile clearance on both sides (east and west) which serves as entrance and exit for the Inshore Traffic Zones. These are the areas of Batangas Harbor not covered by the sealane.

4) A traffic for North and South bound is established on both sides of the separation line/zone described in coordinates below connected by straight lines between points (Refer to Chart in Annex A)

- a) Point ( *A* ) Lat 13° 42.6' N Long 121° 00.1' E
- b) Point ( *B* ) Lat 13° 41.4 N Long 121° 00.0' E
- c) Point ( *C* ) Lat 13° 37.7' N Long 121° 00.0' E
- d) Point ( *D* ) Lat 13° 37.7' N Long 120° 59.7' E
- e) Point ( *E* ) Lat 13° 41.5 N Long 120° 59.7' E
- f) Point ( *F* ) Lat 13° 42.7 N Long 120° 59.8' E
- g) Point ( *G* ) Lat 13° 42.8' N Long 120° 58.8' E
- h) Point ( *H* ) Lat 13° 41.7 N Long 120° 58.7' E
- i) Point ( *I* ) Lat 13° 37.7 N Long 120° 58.7' E
- j) Point ( *J* ) Lat 13° 37.7' N Long 121° 01.0' E
- k) Point ( *K* ) Lat 13° 41.3 N Long 121° 01.0' E
- l) Point ( *L* ) Lat 13° 42.5' N Long 121° 01.1' E

5) The Northbound sealane comprises points (A), (B), (C), (J), (K) and (L) while southbound sealane comprises points (D), (E), (F), (G), (H) and (I).

**c. Areas to be Avoided**

- 1) An area to be avoided is established at the vicinity of Verde Island bounded by a line connecting the following geographical positions:
  - a) Point ( *T* ) Lat 13° 31' N Long 121° 04' E
  - b) Point ( *U* ) Lat 13° 31.35' N Long 121° 06.75' E
  - c) Point ( *V* ) Lat 13° 33' N Long 121° 05.8' E
  - d) Point ( *W* ) Lat 13° 34.6' N Long 121° 05.8' E
  - e) Point ( *X* ) Lat 13° 34.8' N Long 121° 02.6' E
  - f) Point ( *Y* ) Lat 13° 33.6' N Long 121° 02.1'E
- 2) To protect the marine sanctuaries in the Maricaban waters, passage through Maricaban Strait shall be strictly limited only for vessels of 20 meters or less in length and not engaged in the carriage of oil products and other hazardous substances. Said passage shall also be mainly for the purpose of passing through from/to Batangas Bay to/from Balayan Bay. No fishing/ fishing related activity is allowed within Maricaban Strait.

**d. Precautionary Areas**

- 1) Precautionary areas are established when transiting the traffic lane close to Verde Island and when changing courses to steer.
- 2) The area at the north end of the sealane is called precautionary area centered on Lat 13° 44.25' N Long 121° 00.70' E west of the Port of Batangas (Baseport) where all vessels shall observed extra precautionary measures in maneuvering due to expected traffic congestion.

**e. Inshore Traffic Zones**

- 1) The area between the northbound traffic lane and the Batangas coast until Maricaban Island.
- 2) The area between the southbound traffic lane and the Mindoro coastline.

**f. Designated Reference Points For Ship Reporting**

- 1) Verde Island TSS North passage
  - a) Malabrigo Point Lat 13° 36.0' N Long 121° 15.6' E
  - b) Verde East Lat 13° 34.8' N Long 121° 02.6' E
  - c) Arenas Point Lat 13° 37.2' N Long 121° 04.6' E
  - d) Verde North Lat 13° 34.8' N Long 121° 02.6' E
  - e) Matucco Point Lat 13° 38.4' N Long 121° 01.9' E
  - f) Malahibo Lat 13° 37.6' N Long 120° 57.8' E
  - g) Papaya Point Lat 13° 37.2' N Long 120° 54.0' E
- 2) Verde Island TSS South passage
  - a) Calapan Point Lat 13° 26.2' N Long 121° 11.7' E
  - b) Baco Chico Lat 13° 29.4' N Long 121° 10.6' E
  - c) Verde South Lat 13° 31.35' N Long 121° 06.75' E
  - d) Verde West Lat 13° 31.0' N Long 121° 04.0' E

- e) Escarceo Point      Lat 13° 31.4' N Long 120° 59.2' E
  - f) Minolo Point        Lat 13° 30.7 N Long 120° 54.4' E
- 3) Batangas sealane and inshore traffic zone
- a) Batangas Entrance-                      Lat 13° 42.60' N Long 121° 00.10' E
  - b) Batangas Inshore East Area
  - c) Batangas Inshore West Area
  - d) Casador Point                              Lat 13° 41.0 N Long 121° 53.40' E
  - e) Gamao Point                                Lat 13° 39.40' N Long 120° 55.90' E

**VIII. GENERAL GUIDELINES**

- a. The established TSS shall be mandatory for all vessels of more than 20 meters in length that shall pass through Batangas Bay and the North or South Passage of Verde Island for use by day and by night in all weather condition.
- b. A vessel navigating a TSS shall:
  - 1) Proceed within the appropriate traffic lane in the general direction of traffic flow for that lane;
  - 2) Keep as near to the outer boundary of the traffic lane, which lies on her starboard side as safe and practicable; and
  - 3) As far as practicable, keep clear of the traffic separation zone.
- c. 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.
- 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.
- e. 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.
- f. Notwithstanding subparagraph e(1), 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.
- g. 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.
- h. A vessel navigating in areas near the terminations of the TSS shall do so with particular caution.
- i. No vessel shall anchor in or near the TSS, or in areas near its termination.
- j. A vessel not using the TSS shall avoid it by as wide a margin as practicable.
- k. Vessels that are not mandatory to navigate within the TSS shall not impede the passage of a power-driven vessels following the established traffic flow of a traffic lane.

- l. 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 traffic separation scheme 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 the Philippine Coast Guard, through its Districts/ Stations/ Detachments and the Maritime Safety Services Office, shall be informed for the issuance of appropriate Notice to Mariners. And no operation shall be undertaken until after its issuance and dissemination.
- m. No fishing/fishing-related and recreational activity shall be allowed within the TSS.
- n. When a master of a vessel observes another vessel not following the prescribed passage rules, he shall appropriately use "YG," meaning *you appear not to be complying with the traffic separation scheme*, as provided in the International Code of Signals.

## IX. PROCEDURES

### a. Verde Island passage

- 1) When entering and navigating inside the TSS, all vessels shall report to the VTMS Control Center with the following information.
  - a) Ship identification, type, gross tonnage;
  - b) Position either in relation to the reference points as enumerated in section VII e, chart plot in Longitude and Latitude or GPS reading; and
  - c) Whenever possible, the cruising speed and expected time of arrival at the next reference point.
- 2) For other procedures, refer to section VIII (General Guidelines).

### b. Batangas Sealane

- 1) While traversing inside the Batangas Sealane TSS, vessels shall proceed at safe speed (as described in Rule 6 of COLREGS).
- 2) Northbound and inbound vessels shall commence entry at Lat 13° 37.70' N or when Malajibong Manok light is abeam on her portside.
- 3) The Northbound TSS shall terminate upon entry of vessels to precautionary area in position Lat 13° 42.75' N and Long 121° 00.06' East.
- 4) Vessels outbound shall depart precautionary area and enter southbound TSS in position Lat 13° 42.85' N Long 120° 59.40' East.
- 5) South TSS shall terminate at Lat 13° 37.70' North or when Malajibong Manok is on her starboard beam.

### c. Inshore Traffic Zone

- 1) Vessels with 20 meters or less in length may be allowed to navigate inside the inshore traffic zone.
- 2) All fishing/ fishing related and recreational activity may be allowed in this area.

**X. 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.

**XI. 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 CGDSTL, receiving the report/marine protest shall immediately forward it to HPCG (Attn: CG-3/CGAC), which in turn shall forward it to HCGD STL and CG-8.

**XII. DISPOSITIVE ACTION:**

Coast Guard District STL (SBMI) shall investigate all reported incidents/ violations herein and shall recommend the following:

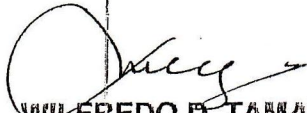
- a. *First Offense:* Suspension of Master/Patron's License for three (3) months;
- b. *Second Offense:* Suspension of Master/Patron's License for one (1) year; and
- c. *Third Offense:* Revocation of the Master/Patron's License

**XIII. REPEALING CLAUSE:**

The provisions of Memorandum Circular 04-03 and 06-93 inconsistent with this Circular are hereby amended/ modified accordingly.

**XIV. EFFECTIVITY:**

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

  
WILFREDO B. TAMAYO  
VADM PCG  
Commandant, PCG

Date of Publication: 16 December 2008, The Manila Times

# TRAFFIC SEPARATION SCHEME AT VERDE ISLAND PASSAGE AND THE BATANGAS SEALANE

