



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

10 June 2015
Date

HPCG/MSSC

MEMORANDUM CIRCULAR
NUMBER. 04 - 15

Southern Iloilo Strait Traffic Separation Scheme (SISTSS)

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 (SOLAS)
- C. Convention on the International Regulation for Preventing Collision at Sea (COLREGS)
- D. International Maritime Organization Ship's Routing System (IMO)
- E. International Association of Lighthouse Authority (IALA)
- F. National Mapping and Resource Information Authority (NAMRIA)

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)

A routing measure aimed at the separation of opposing streams of traffic by appropriate means and by establishment of traffic lanes as adopted by IMO per Rule 10 of COLREGS.

B. Traffic Separation Zone

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

C. Traffic Separation Line

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

D. 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.

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. Established Direction of Traffic Flow

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

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.

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 TSS (SISTSS)

A. A Traffic Separation zone with a width of 204 meters is established by connecting the following geographical positions:

Point (1) Lat 10° 35'00" N

Long 122° 29' 53" E

Point (2) Lat 10° 36'54" N

Long 122° 30' 59" E

Point (3) Lat 10° 37' 46" N	Long 122° 32' 03" E
Point (4) Lat 10° 38' 56" N	Long 122° 32' 06" E
Point (5) Lat 10° 40' 12" N	Long 122° 33' 17" E
Point (6) Lat 10° 43' 23" N	Long 122° 33' 49" E
Point (7) Lat 10° 40' 27" N	Long 122° 33' 47" E
Point (8) Lat 10° 40' 16" N	Long 122° 33' 12" E
Point (9) Lat 10° 39' 00" N	Long 122° 32' 03" E
Point (10) Lat 10° 37' 47" N	Long 122° 31' 57" E
Point (11) Lat 10° 36' 44" N	Long 122° 30' 53" E
Point (12) Lat 10° 35' 00" N	Long 122° 29' 45" E

B. A traffic lane for inbound traffic with a width of 617 meters (widest) is established between the separation line and a line connecting the following geographical positions:

Point (A) Lat 10° 35' 00" N	Long 122° 29' 53" E
Point (B) Lat 10° 36' 44" N	Long 122° 30' 59" E
Point (C) Lat 10° 37' 46" N	Long 122° 33' 03" E
Point (D) Lat 10° 38' 56" N	Long 122° 32' 06" E
Point (E) Lat 10° 40' 12" N	Long 122° 33' 17" E
Point (F) Lat 10° 40' 23" N	Long 122° 33' 49" E

C. A traffic lane for outbound traffic with a width of 677 meters (widest) is established between the separation line and a line connecting the following geographical positions:

Point (A) Lat 10° 40' 36" N	Long 122° 33' 39" E
Point (B) Lat 10° 40' 21" N	Long 122° 32' 48" E
Point (C) Lat 10° 39' 12" N	Long 122° 31' 46" E
Point (D) Lat 10° 37' 51" N	Long 122° 31' 43" E
Point (E) Lat 10° 36' 47" N	Long 122° 30' 30" E
Point (F) Lat 10° 35' 00" N	Long 122° 29' 18" E

D. Pilot Station with geographical position:

Lat 10° 38' 31.05" N Long 122° 33' 32.37" E

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 maneuverability, defective navigational equipment and other similar condition, may impair its navigation, reduce its capabilities or affect the safety of other vessel.
10. Observe the speed limit of not exceeding 5 knots while navigating along the TSS.

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. 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 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 of Iloilo Strait TSS (SISTSS)

- A. The recommended course for vessels entering SISTSS from seaward is 032°T.

- B. The recommended course for vessels leaving Southern Part of Iloilo Strait through the SISTSS is 238°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 a priority to pass the Caution Area.
- G. Pilot shall embark and disembark at the Pilot Station Area.

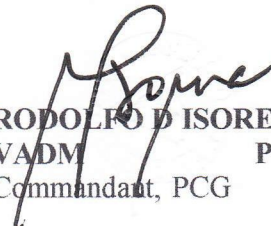
IX. PENALTY CLAUSE:

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

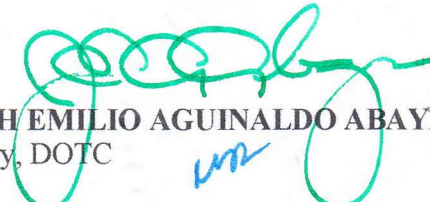
- A. First Offense: P 100,000.00
- B. Second Offense: P 200,000.00
- C. Third Offense: P 300,000.00

X. 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.


RODOLFO D ISORENA
VADM PCG
Commandant, PCG

Approved by:

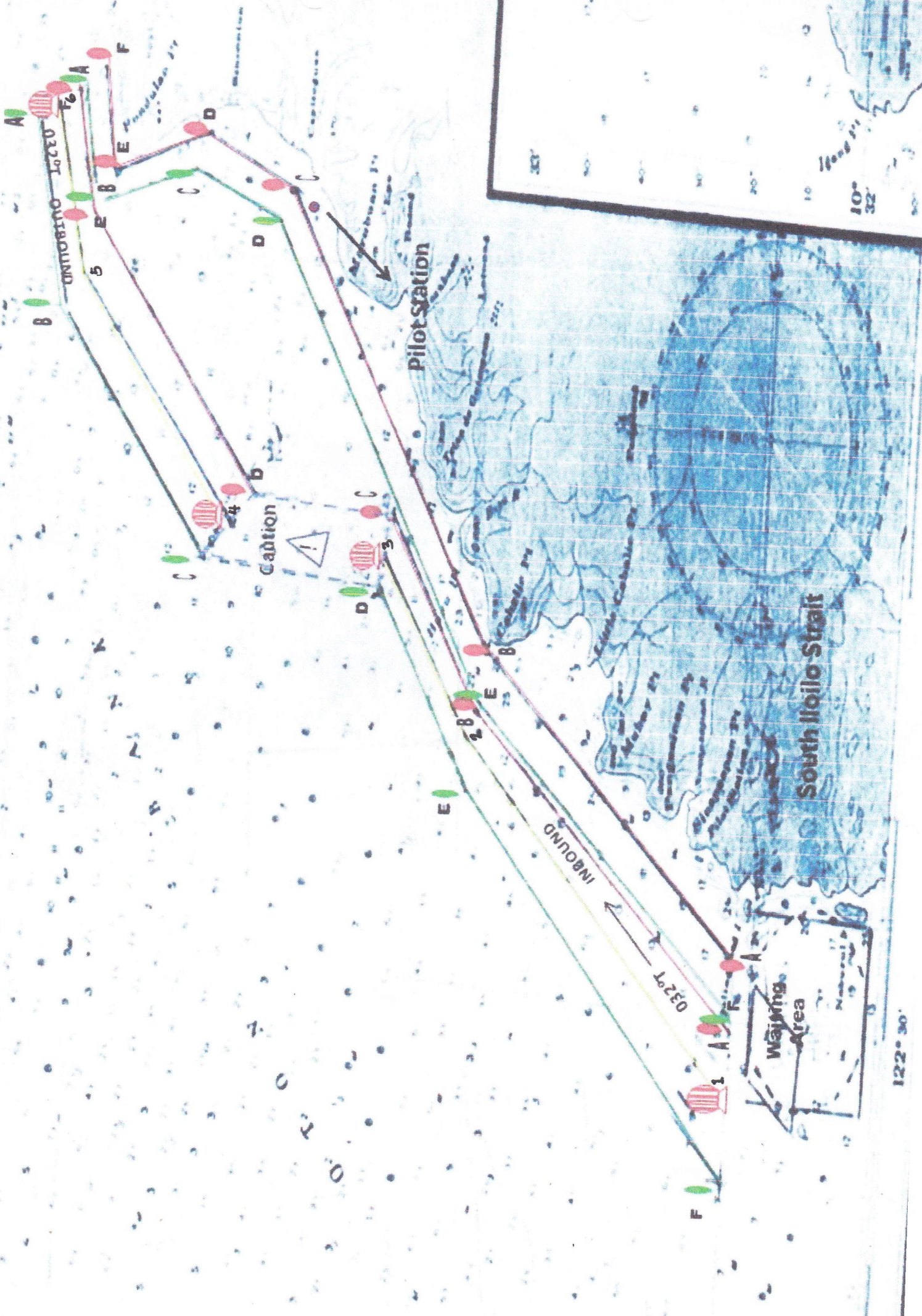

JOSEPH EMILIO AGUINALDO ABAYA
Secretary, DOTC

Annexes:

- A – Southern Iloilo Strait and Deep Water Route TSS
- B – Deep Water Route TSS



DOTC-OSEC OUTGOING 15-00824



ONTOBINO LOZEO

Pilot Station

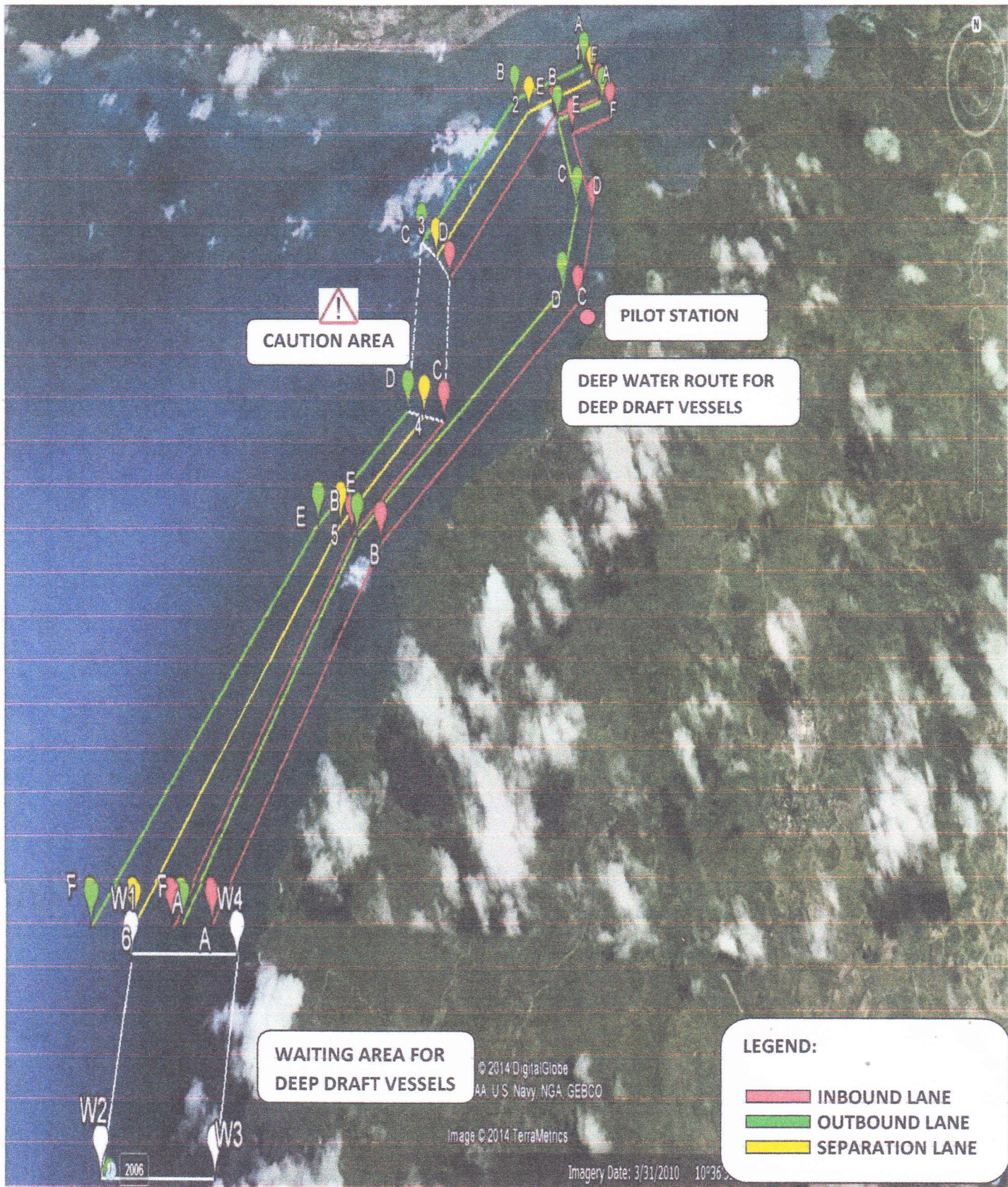
Canton

South Iloilo Strait

Waging Area

1:22,300





CAUTION AREA

PILOT STATION

DEEP WATER ROUTE FOR DEEP DRAFT VESSELS

WAITING AREA FOR DEEP DRAFT VESSELS

LEGEND:

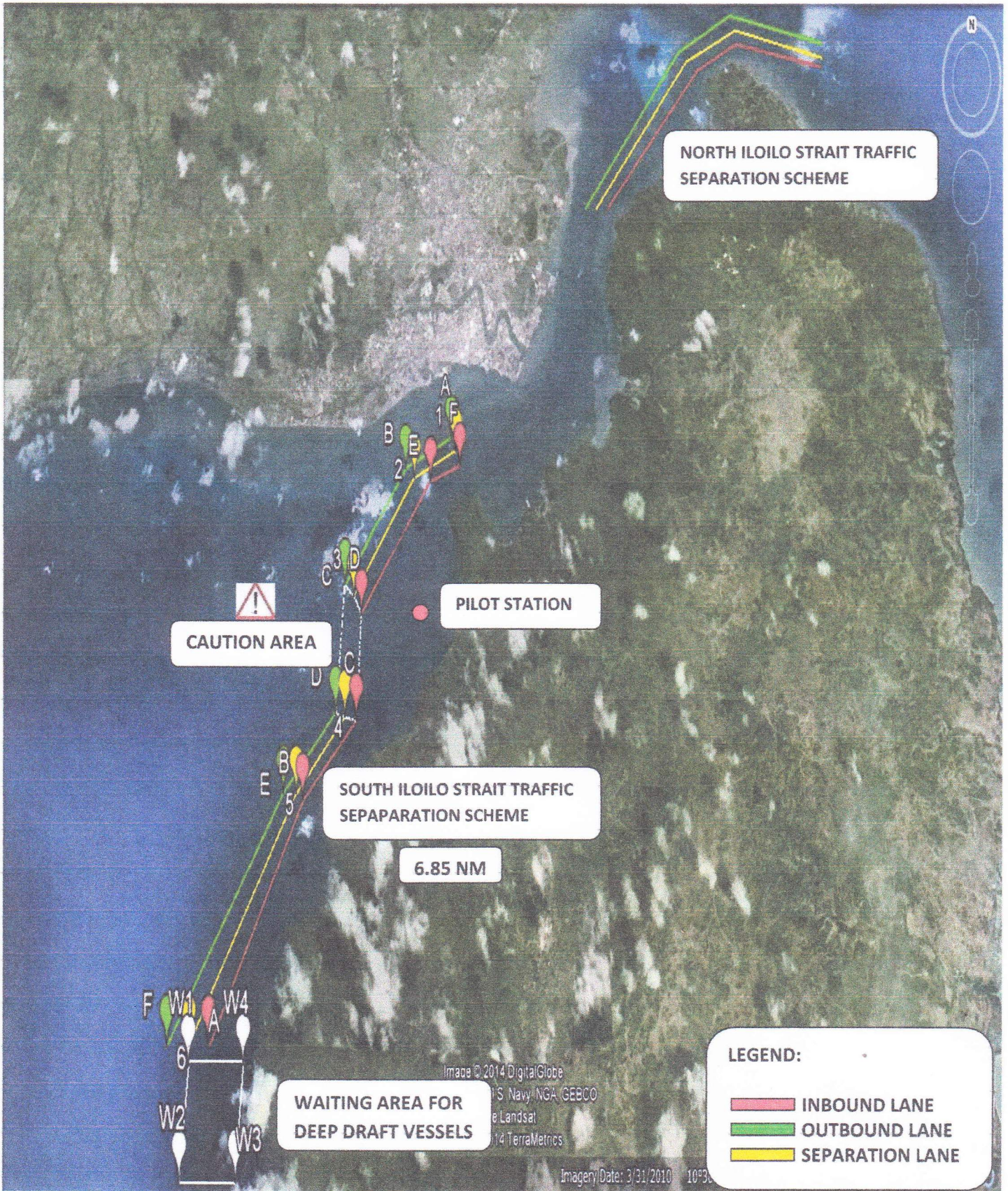
- INBOUND LANE
- OUTBOUND LANE
- SEPARATION LANE

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AA U.S. Navy NGA GEBCO

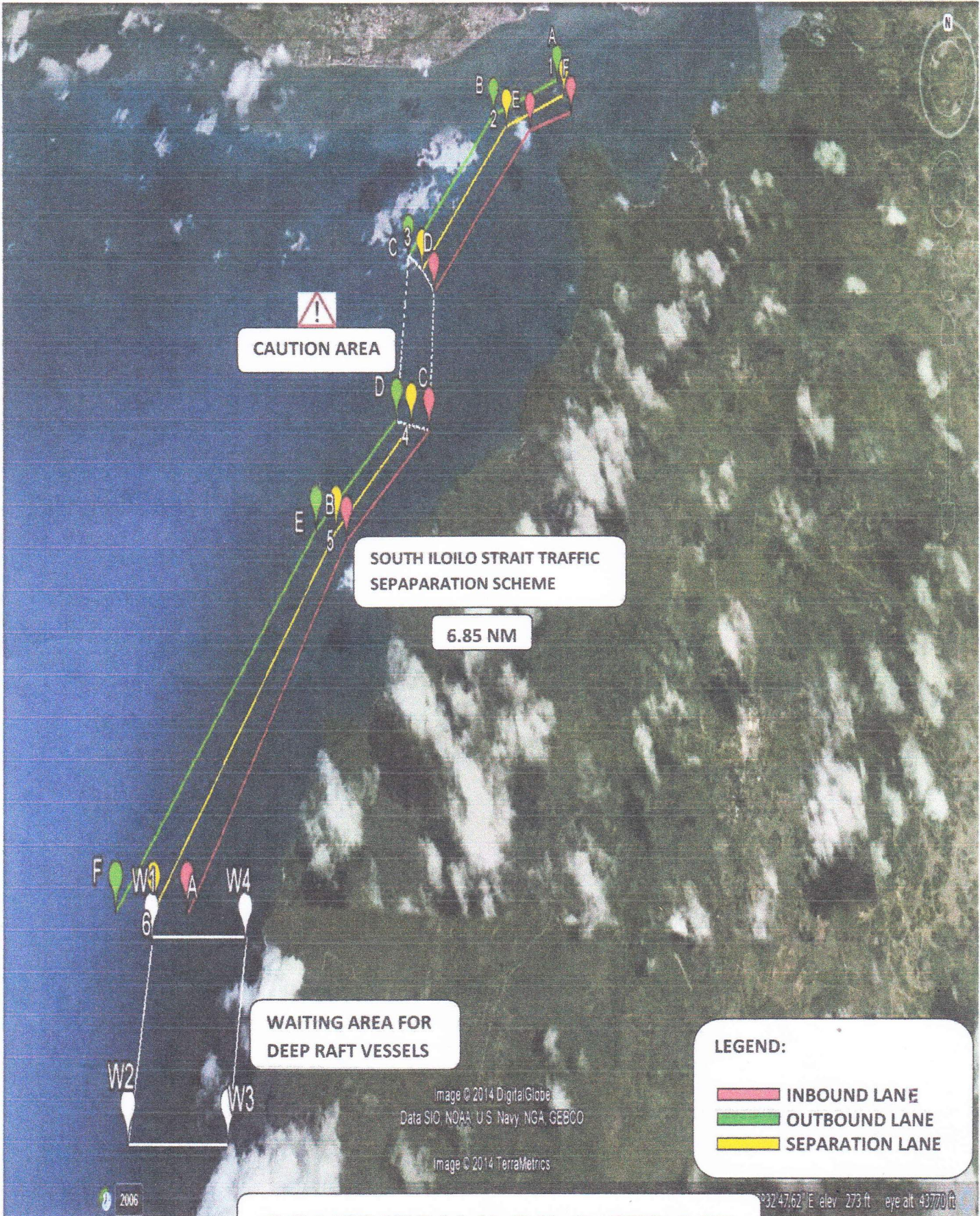
Image © 2014 TerraMetrics


Imagery Date: 3/31/2010 10°36'

SOUTHERN ILOILO STRAIT AND DEEP WATER ROUTE TSS



SOUTHERN ILOILO STRAIT AND DEEP WATER ROUTE TSS




CAUTION AREA

SOUTH ILOILO STRAIT TRAFFIC SEPARATION SCHEME

6.85 NM

WAITING AREA FOR DEEP RAFT VESSELS

LEGEND:




-  INBOUND LANE
-  OUTBOUND LANE
-  SEPARATION LANE

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32°47'62" E elev. 273 ft eye alt. 43770 ft

SOUTHERN ILOILO STRAIT