



**PUNONG HIMPILAN TANOD BAYBAYIN NG PILIPINAS**  
(Headquarters Philippine Coast Guard)  
139 25<sup>th</sup> Street, Port Area  
1018 Manila

06 June 2017

HPCG/MSSC

MEMORANDUM-CIRCULAR  
NUMBER. ....05-17)

**SARANGANI BAY AND BALUT ISLAND TRAFFIC SEPARATION SCHEME (SBBITSS)**

**I. AUTHORITY:**

- A. Republic Act 9993 (The Philippine Coast Guard Law of 2009)
- B. Implementing Rules and Regulations Republic Act 9993

**II. REFERENCES:**

- A. Philippine Coast Pilot, 6th Edition, 1995
- B. International Convention for the Safety of Life at Sea
- C. Convention on the International Regulation for Preventing Collision at Sea
- D. IMO Ship's Routing System
- E. International Association of Marine Aids to Navigation Lighthouse Authority (IALA)
- F. NAMRIA Chart Nr. 4608

**III. PURPOSE:**

This Memorandum Circular establishes the Sarangani Bay and its Approaches Traffic Separation Scheme (SBSTSS) 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 STSS.

**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 the midway of the imaginary lines on vessel TSS area.

## **C. Traffic Line**

A lane to be followed for the movement of vessel or ship travelling from one (1) destination to another as indicated in the TSS.

## **D. 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.

## **E. Established direction of traffic flow**

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

## **F. 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.

## **G. Sailing Vessel or sailboat**

Any vessel under sails provided that the propelling machinery is not being used.

# **VI. BOUNDARIES:**

## **A. Sarangani Bay TSS:**

1. A Traffic Separation Zone with a width of 1 Nautical miles is established by connecting the following geographical positions:

Point (1) Lat 06° 03' 05.00" N	Long 125° 11' 25.00" E
Point (2) Lat 05° 51' 45.00" N	Long 125° 07' 06.00" E
Point (3) Lat 05° 51' 23.00" N	Long 125° 08' 02.00" E
Point (4) Lat 06° 02' 23.00" N	Long 125° 12' 21.00" E

2. A Separation line for Inbound Traffic with a width of 1 Nautical miles is established the line of separation zone and a line connecting the following geographical positions:

Point (A) Lat 05° 51' 01.00" N	Long 125° 09' 02.00" E
Point (B) Lat 06° 02' 20.00" N	Long 125° 13' 17.00" E

3. A Separation line for Outbound Traffic with a width of 1 Nautical miles is established the line of separation zone and a line connecting the following geographical positions:

Point (A) Lat 06° 03' 27" N	Long 125° 08' 30.00" E
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Point (B) Lat 05° 52' 07" N

Long 125° 06' 10.00" E

4. A precautionary area at the Northern part of Sarangani Bay is defined by a line the following geographical positions:

Point (1) Lat 06° 04' 23.00" N

Long 125° 10' 51.00" E

Point (2) Lat 06° 03' 15.00" N

Long 125° 13' 40.00" E

Point (3) Lat 06° 02' 20.00" N

Long 125° 13' 18.00" E

Point (4) Lat 06° 03' 27.00" N

Long 125° 10' 29.00" E

5. A precautionary area at the Southern part of Sarangani Bay is defined by a line the following geographical positions:

Point (1) Lat 05° 50' 04.00" N

Long 125° 08' 45.00" E

Point (2) Lat 05° 51' 10.00" N

Long 125° 05' 48.00" E

Point (3) Lat 05° 52' 07.00" N

Long 125° 06' 10.00" E

Point (4) Lat 05° 51' 01.00" N

Long 125° 09' 02.00" E

#### **B. Balut Island TSS:**

1. A traffic Separation Line with a width of 1.5 Nautical mile is established by connecting the following geographical positions:

Point (A) Lat 05° 35' 03.75" N

Long 125° 29' 28.00" E

Point (B) Lat 05° 30' 04.00" N

Long 125° 18' 50.00" E

2. A Separation Lane for inbound traffic with a width of 1.5 Nautical mile is established between the line of separation zone and a line connecting the following geographical positions:

Point (A) Lat 05° 33' 45.00" N

Long 125° 30' 02.00" E

Point (B) Lat 05° 28' 45.00" N

Long 125° 19' 28.00" E

3. A Separation Lane for outbound traffic with a width of 1.5 Nautical mile is established between the line separation zone and a line connecting the following geographical positions:

Point (A) Lat 5° 27' 32.00" N

Long 125° 20' 10.00" E

Point (B) Lat 5° 32' 29.00" N

Long 125° 30' 45.00" 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.

**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. 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 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:**

- A. The recommended course for vessels entering SBBITSS from seaward is 050°T.

**IX. PENALTY CLAUSE:**

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



- A. First Offense: P100,000.00
- B. Second Offense: P200,000.00
- C. Third Offense: P300,000.00

**X. SEPARABILITY CLAUSE:**

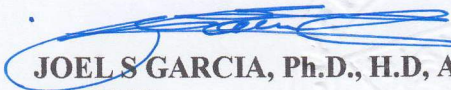
Any section or provision of this Memorandum Circular held or declared unconditional or invalid by a competent court, shall not affect the other sections or provisions hereof and shall continue to be enforced as if the sections or provisions so annulled or voided had never been incorporated herein.

**XI. REPEALING CLAUSE**

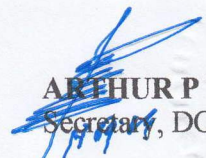
This Memorandum Circular rescinds HPCG/MSSC MC No. 01-15 dated 22 May 2015 and all other publication contrary to the provision stated herein.

**XII. EFFECTIVITY:**

This Memorandum Circular shall take effect fifteen (15) days after publication in the official gazette or in different newspapers of general circulation.

  
**JOEL S GARCIA, Ph.D., H.D, Al-Haj**  
**COMMO** **PCG**  
Officer-In-Charge, PCG

Approved by:

  
**ARTHUR P TUGADE**  
Secretary, DOTr



DOTr-OSEC OUTGOING 17-00543

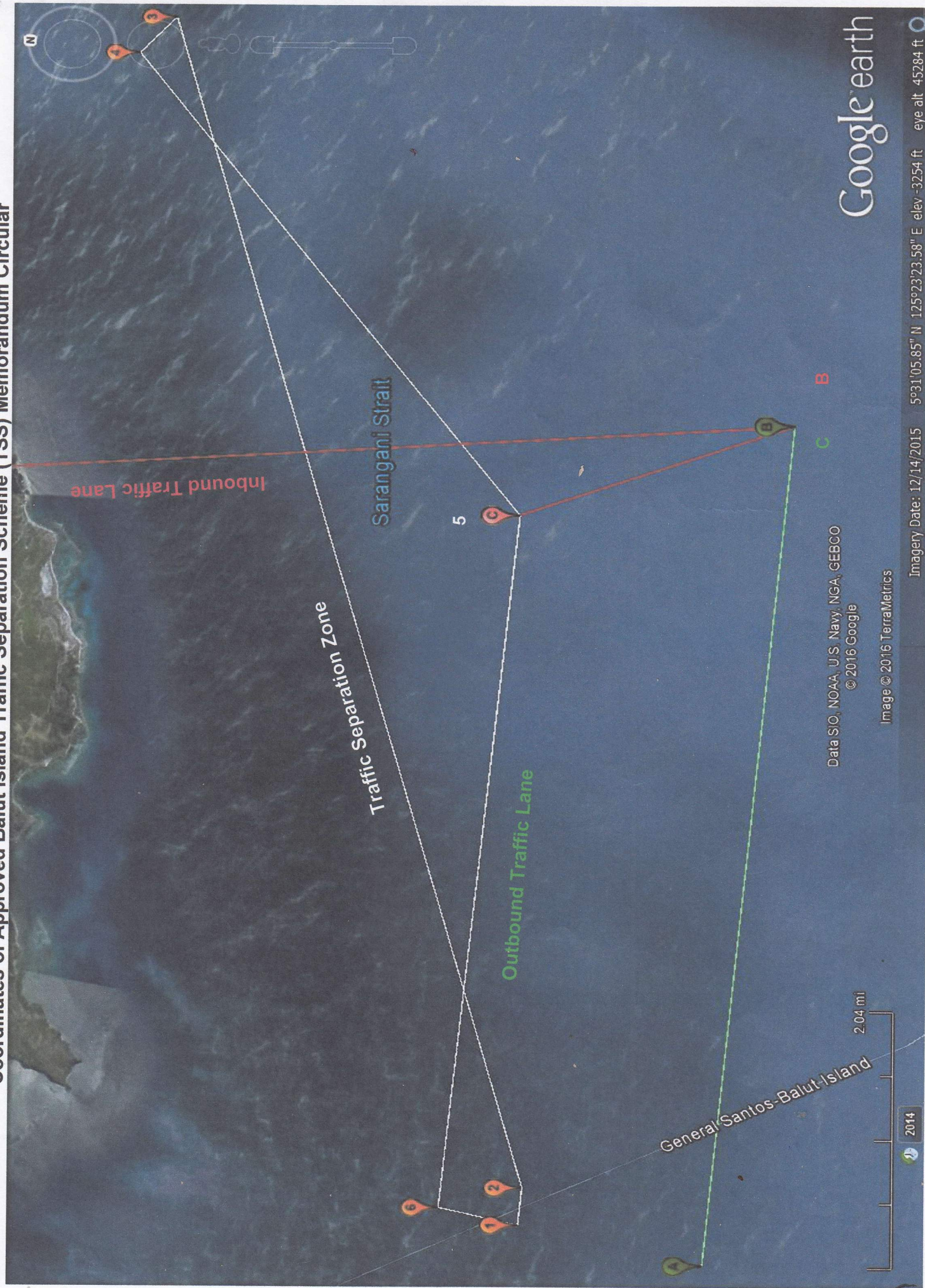
**Annex:**

A – Traffic Separation Scheme Chart

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# Coordinates of Approved Balut Island Traffic Separation Scheme (TSS) Memorandum Circular



Data SIO, NOAA, U.S. Navy, NGA, GEBCO  
© 2016 Google  
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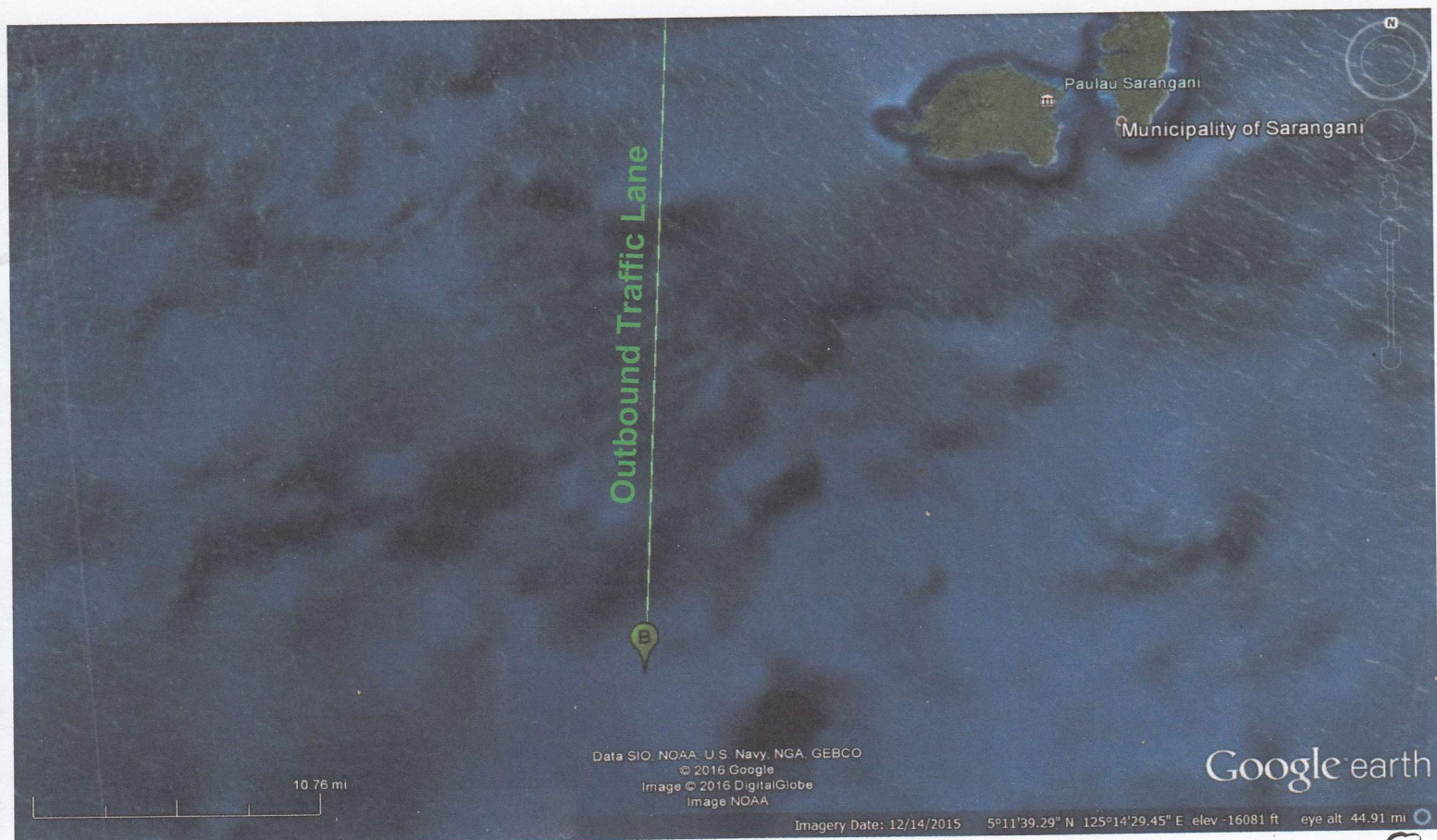
Google earth

Imagery Date: 12/14/2015 5°31'05.85" N 125°23'23.58" E elev -3254 ft eye alt -45284 ft

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Coordinates of Approved Sarangani Bay Traffic Separation Scheme (TSS) Memorandum Circular



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