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PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
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HPCG/CG-8

MEMORANDUM CIRCULAR
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ROUTEING SYSTEM AT CORREGIDOR ISLAND PASSAGES
(North and South Channels)

I. AUTHORITY:

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

II. 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' Routeing System

III. 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.

IV. 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.

V. DEFINITION OF TERMS:

a. Routeing System

Any system of one or more routes or routeing 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.

VI. 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.

VII. RULES OF PASSAGE:

a. Description of the Traffic Separation Scheme

1) 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 another line connecting the following geographical positions:

Point (**A**) Lat 14° 24' 27" 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 another line connecting the following geographical positions:

Point (**E**) Lat 14° 23' 19" N Long 120° 32' 40" E

Point (**F**) Lat 14° 25' 03" N Long 120° 37' 03" E

2) 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

Point (**L**) Lat 14° 10' 58" N Long 120° 32' 49" 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° 31.85'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, 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, shipmasters/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.

VIII. 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.

IX. 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.

X. 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

XI. EFFECTIVITY:

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

**REUBEN S LISTA
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