



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

22 MAY 15

Date

HPCG/MSSC

MEMORANDUM CIRCULAR

NUMBER.....02-15

**PUERTO PRINCESA TRAFFIC SEPARATION SCHEME (PPTSS)**

**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 V/10)
- C. Convention on the International Regulation for Preventing Collision at Sea, 1972 (COLREGS 72)
- D. IMO MSC Circular Nr. 1060 "Ship's Routing System"
- E. IMO Assembly Res. 574 (14)
- F. International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA VTMS Manual Edition 5, 2012)
- G. NAMRIA Chart Nr. 4333

**III. PURPOSE:**

This Memorandum Circular establishes the Puerto Princesa Traffic Separation Scheme (PPTSS) 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 PPTSS.

**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**

A zone separating traffic lane in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ship proceeding in the same.

**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 (ITZ)**

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**

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.

**VI. BOUNDARIES:**

A. A Traffic Separation Zone with a width of 60 meters is established by connecting the following geographical positions:

Point (1) Lat 09°43' 17" N	Long 118° 43' 55" E
Point (4) Lat 09° 42' 27" N	Long 118° 46' 00" E
Point (1) Lat 09°42' 25" N	Long 118° 46' 00" E
Point (1) Lat 09°43' 15" N	Long 118° 43' 55" E

- B. A traffic lane for inbound traffic with a width of 366 meters is established between the separation zone and a line connecting the following geographical positions:

Point (A) Lat 09° 42' 40" N	Long 118° 46' 00" E
Point (B) Lat 09° 43' 30" N	Long 118° 43' 55" E

- C. A traffic lane for outbound traffic with a width of 362 meters is established between the separation zone and a line connecting the following geographical positions:

Point (A) Lat 09° 43' 02" N	Long 118° 43' 55" E
Point (B) Lat 09° 42' 12" N	Long 118° 46' 00" E

**D. Routing Measures Other than TSS:**

**1. Precautionary Area**

The precautionary area is defined by a line connecting the following geographical positions:

Point (A) Lat 09° 44' 00" N	Long 118° 43' 36" E
Point (B) Lat 09° 43' 30" N	Long 118° 43' 55" E
Point (C) Lat 09° 42' 02" N	Long 118° 43' 55" E
Point (D) Lat 09°43' 50" N	Long 118° 43' 12" E

**2. Anchorage Area**

- a. For Foreign Vessels bounded by following points of (3,463 square meters):

Point (A) Lat 09° 43' 34" N	Long 118° 43' 16" E
Point (B) Lat 09° 43' 06" N	Long 118° 43' 42" E
Point (C) Lat 09° 43' 52" N	Long 118° 43' 30" E
Point (D) Lat 09° 43' 16" N	Long 118° 43' 05" E

- b. For Domestic Vessels bounded by following points (3,182 square meters):

Point (A) Lat 09° 44' 18" N	Long 118° 43' 12" E
Point (B) Lat 09° 43' 50" N	Long 118° 43' 12" E
Point (C) Lat 09° 43' 50" N	Long 118° 42' 48" E
Point (D) Lat 09° 44' 18" N	Long 118° 42' 48" E

**3. Area with Obstructions Restricting the Free Movement for Traffic Streams**

a. Submerged Wreck:

Lat 09° 45 01.2" N Long 118° 43' 32.6" E

b. Gideon Shoal Buoy (F1 Green, 5,s):

Lat 09°44'25.9"N Long 118° 43' 07.9" E

c. Shell Depot Mooring Buoys:

Lat 09° 43' 53" N	Long 118° 43' 41.9" E
Lat 09° 43" 51.5" N	Long 118° 43' 46.7" E
Lat 09° 43' 53.9" N	Long 118° 43' 48" E
Lat 09° 43' 56" N	Long 118° 43' 44.2" E

Vessels bound for Shell Depot Mooring Buoys can use the outbound lane Inshore Traffic Zone and cross the TSS at prescribed angle.

**4. The Pilot Boarding Area**

The pilot boarding location for in-bound and out-bound vessel is defined by the following geographical positions:

a. For In-bound Vessels

Lat 09° 43' 34" N Long 118° 43'16" E

b. For Out-bound Vessels

Lat 09° 44' 18"N Long 118° 43'12" 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 navigational 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 a safe speed while navigating along TSS.

**B. A vessel or ship navigating outside the TSS:**

1. Shall, 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 traffic flow as practicable;
2. Shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the direction of traffic flow;
3. Shall, not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and engaged in fishing may use the inshore traffic zone;
4. May use an 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;
5. Shall, not join or leave a lane and to normally enter a separation zone or cross a separation line except in cases of emergency to avoid immediate danger;
6. Shall, so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations;
7. Shall, not use a TSS or shall avoid it by as wide a margin as practicable.

**VIII. RECOMMENDATION TO MASTERS:**

- A. The recommended course for vessels entering PPTSS from fairway is 292°T.
- B. The recommended course for vessels leaving Puerto Princesa City (Precautionary Area) through the PPTSS is 112°T.

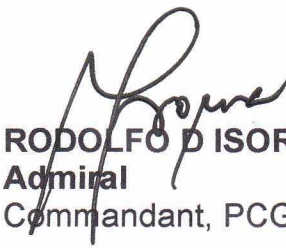
**IX. PENALTY CLAUSE:**

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

First Offense:	P 100,000.00
Second Offense:	P 200,000.00
Third Offense:	P 300,000.00

**X. EFFECTIVE**

This Memorandum Circular shall take effect fifteen (15) days after publication in a newspaper of general circulation and/or in the Official Gazette.

  
**RODOLFO D ISORENA**  
Admiral PCG  
Commandant, PCG

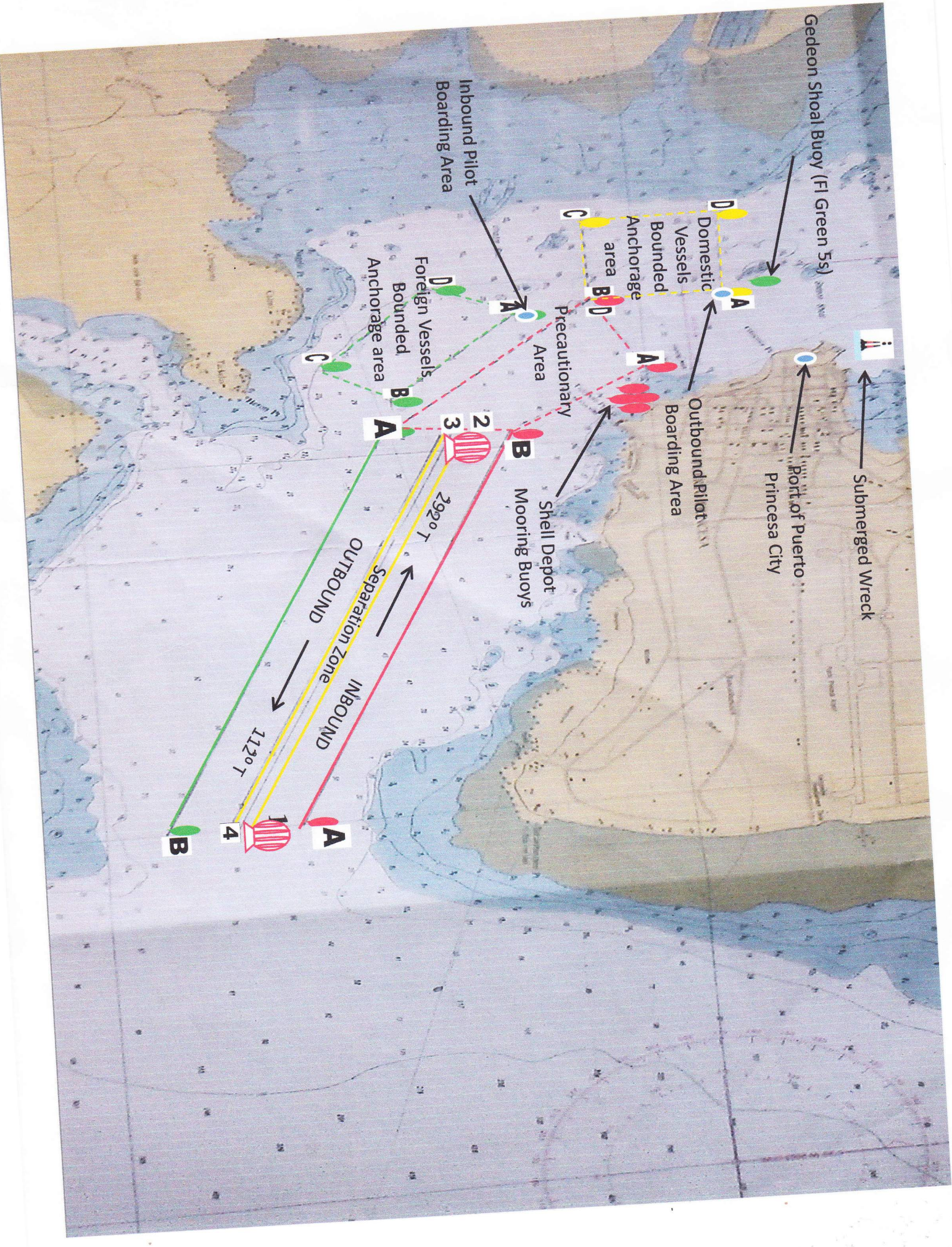
Approved by:

  
**JOSEPH EMILIO AGUINALDO ABAYA**  
Secretary, DOTC



DOTC-OSEC OUTGOING 15-00914

**Annex: A – Traffic Separation Scheme Chart**



Gedeon Shoal Buoy (Fl Green 5s)

Submerged Wreck

Port of Puerto Princesa City

Outbound Pilot Boarding Area

Domestic Vessels Bounded Anchorage area

Precautionary Area

Shell Depot Mooring Buoys

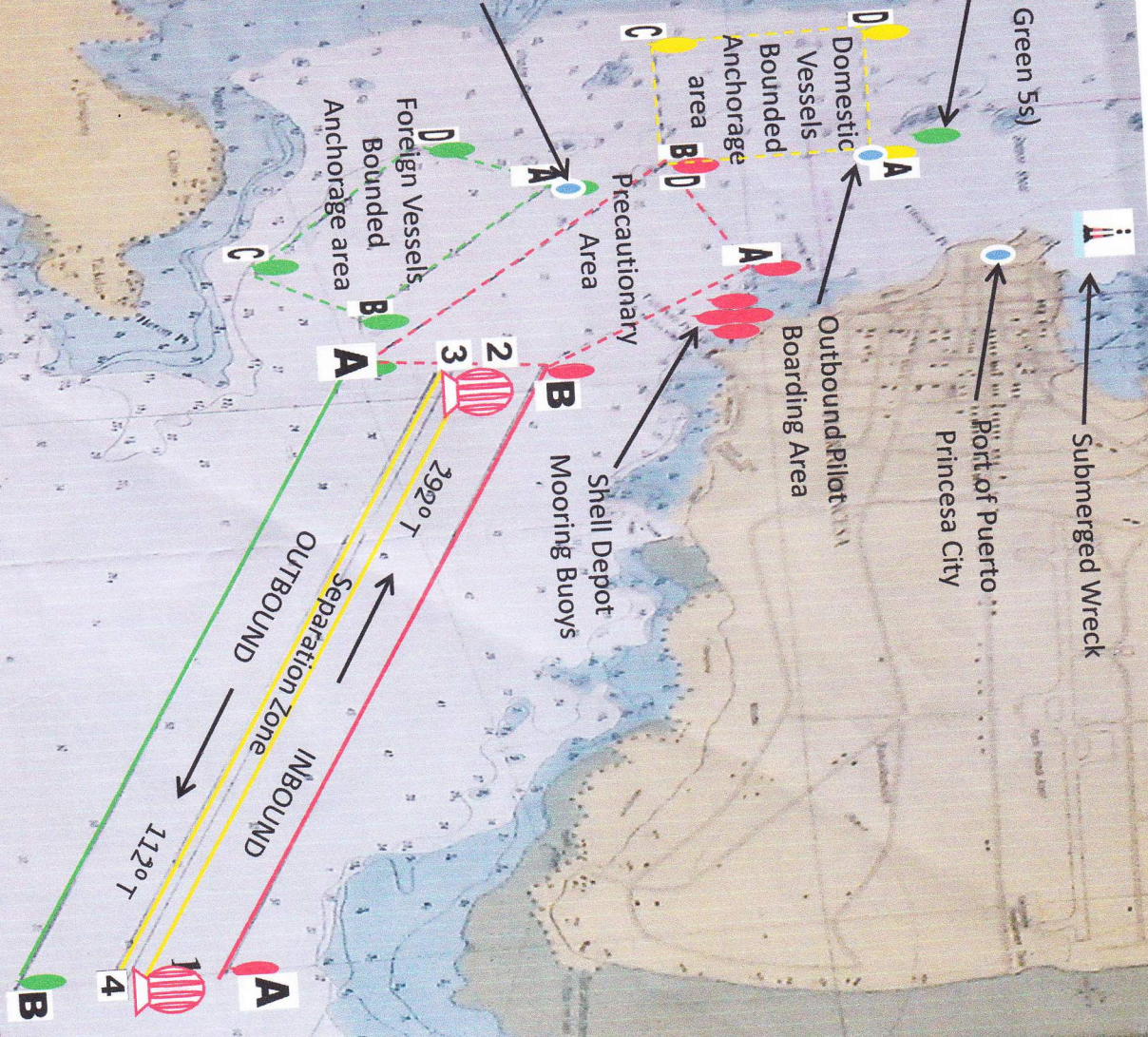
Inbound Pilot Boarding Area

Foreign Vessels Bounded Anchorage area

OUTBOUND  
Separation Zone  
INBOUND

1120T

2920T



**PUERTO PRINCESA TSS SURVEY REPORT**

SEPARATION ZONE	LATITUDE	LONGTITUDE	SOUNDINGS (in meters)
Fairway Buoy	Lat 09°42'22.40"N	Long 118°26'10.52"E	62.2
POINT 1	Lat 09°43'17"N	Long 118°43'55"E	62.4
POINT 2	Lat 09°42'27"N	Long 118°46'00"E	39.1
POINT 3	Lat 09°42'25"N	Long 118°46'00"E	55.3
POINT 4	Lat 09°43'15"N	Long 118°43'55"E	43.3

INBOUND SEPARATION LANE	LATITUDE	LONGTITUDE	SOUNDINGS (in meters)
POINT A	Lat 09°42'40"N	Long 118°46'00"E	40.8
POINT B	Lat 09°43'30"N	Long 118°43'55"E	61.9
		Traffic Lane A/B	41.4/41.8

OUTBOUND SEPARATION LANE	LATITUDE	LONGTITUDE	SOUNDINGS (in meters)
POINT A	Lat 09°43'02"N	Long 118°43'55"E	34.4
POINT B	Lat 09°42'12"N	Long 118°46'00"E	54
		Traffic Lane A/B	36.4/49.1

ANCHORAGE (FOREIGN)	LATITUDE	LONGTITUDE	SOUNDINGS (in meters)
POINT A	Lat 09°43'34"N	Long 118°43'16"E	14.1
POINT B	Lat 09°43'06"N	Long 118°43'42"E	31.8
POINT C	Lat 09°42'52"N	Long 118°43'30"E	18.4
POINT D	Lat 09°43'16"N	Long 118°43'05"E	17.7

ANCHORAGE (DOMESTIC)	LATITUDE	LONGTITUDE	SOUNDINGS (in meters)
POINT A	Lat 09°44'18"N	Long 118°43'12"E	6.3
POINT B	Lat 09°43'50"N	Long 118°43'12"E	23.7
POINT C	Lat 09°43'50"N	Long 118°42'48"E	14.8
POINT D	Lat 09°44'18"N	Long 118°42'48"E	6.3

PRECAUTIONARY AREA	LATITUDE	LONGTITUDE	SOUNDINGS (in meters)
POINT A	Lat 09°44'00"N	Long 118°43'36"E	34.8
POINT B	Lat 09°43'30"N	Long 118°43'55"E	42.7
POINT C	Lat 09°43'02"N	Long 118°43'55"E	40.3
POINT D	Lat 09°43'50"N	Long 118°43'12"E	23.7

ROUTEING	LATITUDE	LONGTITUDE	SOUNDINGS (in meters)
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MEASURE			
SUBMERGED WRECK	Lat 09°45'01.2"N	Long 118°43'32.6"E	(W1)15.8/(W2)16
	Lat 09°44'25.9"N	Long 118°43'07.9"E	19.6
GEDEON SHOAL	Lat 09°43'53"N	Long 118°43'41.9"E	34 (M1)
SHELL DEPOT MOORING BUOYS	Lat 09°43'51.1"N	Long 118°43'46.7"E	19.9 (M2)
	Lat 09°43'53.9"N	Long 118°43'48"E	36.6 (M3)

Prepared by:

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 POIC, Admin Branch, VTMS

Validated by:

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 POIC, VTS Branch, VTMS



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

MEMORANDUM

For : Commandant, Philippine Coast Guard  
Thru : Chief of Coast Guard Staff  
Deputy Commandant, Philippine Coast Guard  
From : Deputy Chief of Coast Guard Staff, for Maritime Safety Service, CG-8  
Subject: Approval of Memorandum Circular re: Establishment of Puerto Princesa Traffic Separation Scheme (PPTSS)  
Date : 09 March 2015

1. Reference: Letter from Commander, Maritime Safety Service Command (C, MSSC) to CPCG (Attn: DC of CG Staff for Maritime Safety Services, CG8) dated 24 June 2014.

2. Above reference pertains to the recommendation letter of C, MSSC for the approval of final draft of Puerto Princesa Traffic Separation Scheme (PPTSS) Memorandum Circular. Said PPTSS will be situated at the port of Puerto Princesa, Palawan to aid the incoming and outgoing vessels and prevent accidents.

3. Also, the PCG conducted series of public hearings as indicated in the minutes of meeting (Encl a), an depth of different points along the sea lane of International Regulation for Preventing Collisions Association of Lighthouse Authority (IALA) has the said MC aligning into recognize international

4. In this respect, CG8 hereby submits the Traffic Separation Scheme (PPTSS) for the approval of the Commandant and the attached memo for SOTC for his approval.

15 APR 15  
CG 8,  
MSSC  
B.

(Encl a)

5. For approval and signature of the Commandant, PCG.

**FERDINAND T PANGANIBAN**  
CDR PCG

- (6) Enclosures:
1. Proposed Ship Routing System / Traffic Separation Scheme
  2. Public Consultation Minutes of Meeting
  3. Puerto Princesa TSS Survey Report
  4. Letter from Commander, Maritime Safety Service Command (C, MSSC) to CPCG
  5. Memo for the Honorable Secretary, DOTC
  6. Draft Memorandum Circular re Establishment of Puerto Princesa Traffic Separation Scheme (PPTSS)

28 APR 15  
DATE

**APPROVED / DISAPPROVED**

*[Signature]*  
COMMANDANT

TO: CG8 43.15  
 Kindly refer to  
 drafter and  
 see HWI of  
 DC, PCG.  
 Thanks.  
 Finalize the  
 draft. c/s

TO: CG, CG8 <sup>3MMR/15</sup>  
 Believe before we  
 have this approval by  
 CPCG ~~we~~ we have the  
 final corrected draft  
 already.  
 How do you represent  
 paras VII - B 3 and 4  
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 for CG

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