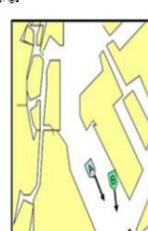
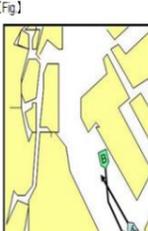


(Traffic Organization Rules (Vessel Traffic Information from Tokyo Port Radio))

<p>(Rule 1) Same time adjacent berths Arr/Dep</p> <p>Same time adjacent berth Arr/Dep</p>  <p>[Traffic Organization] (1 day before Arr/Dep) • Vessels proceeding deeper inside enter the Passage first • Vessels closer to the Passage depart first • In the case of conflict between inbound and outbound vessels, the outbound vessel has priority. (On Arr/Dep Day) • When a vessel changes schedule, adjust to avoid conflict • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (1 day before Arr/Dep) Tokyo MARTIS gathers vessel information as reported from each agent and posts it on the website. After sighting the website, traffic organization can be discussed and adjusted. Update the traffic organization information to Tokyo MARTIS (On Arr/Dep Day) Share coordinated information with interested parties.</p> <p>[Interested parties] (1 day before Arr/Dep) Shipping Company, Local Agent (Terminals OI, Aomi, Shinagawa, Chobo), Tokyo MARTIS, Port Authority (Port Radio)</p> <p>(On Arr/Dep Day) Shipping Company, Local Agent (Terminals OI, Aomi, Shinagawa, Chobo), Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p>	<p>(Rule 2) Conflict between vessel alongside berth and vessel scheduled to use the same berth</p> <p>Conflict between vessel alongside the berth (vessel A) and vessel scheduled to use the same berth (vessel B)</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Bridge-to-bridge agreement • Port Radio (on occasion, Tokyo MARTIS) advises inbound vessel B to stay outside and clear of the Passage. • Port Radio provides information to both vessels.</p> <p>[Role] (On Arr/Dep Day) • For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p>	<p>(Rule 3) Departing and turning at the same time from the berths located on opposite sides (OI, Aomi and Tokyo International Cruise Terminal).</p> <p>Departing and turning at the same time from the berths located on opposite sides (OI, Aomi and Tokyo International Cruise Terminal).</p>  <p>[Traffic Organization] (1 day before Arr/Dep) • Organize traffic not to depart and turn at the same time • When inbound and outbound vessels have conflict, outbound vessel has priority. (On Arr/Dep Day) • When a vessel changes schedule, adjust to avoid conflict • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (1 day before Arr/Dep) Tokyo MARTIS gathers vessel information reported from each agent and posts it on the website. Referring to the website, Traffic organization can then be adjusted and shared among interested parties with its agreed result being advised to Tokyo MARTIS (On Arr/Dep Day) Share information with interested parties and adjust as necessary</p> <p>[Interested parties] (1 day before Arr/Dep) Shipping Company, Local Agent (OI, Aomi), Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p>	<p>(Rule 4) Conflict between two outbound vessels where one is deeper inside than the other.</p> <p>Conflict between two outbound vessels where one (A) is deeper inside than the other (B).</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>(1) Outbound vessels (A) and (B) underway towards Tokyo West Passage: Port Radio will use knowledge of vessels' speed and position to decide priority to avoid same time passage entry and advise (B) that (A) has priority.</p> <p>(2) Provide (A) with information on (B). ((B) will follow you.)</p>
<p>(Rule 5) Conflict between inbound vessel and outbound vessel at berth closer to Passage.</p> <p>Conflict between inbound vessel (A) and outbound vessel (B) at berth closer to Passage.</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p>	<p>(Rule 6) Conflict between Outbound from deeper inside and Inbound for a wharf close to the Passage.</p> <p>Conflict between Outbound (A) from deeper inside and Inbound (B) for a wharf close to the Passage.</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>(1) Provide information to vessel B that vessel A has priority</p> <p>(2) Inform vessel B of vessel A's destination, speed and relevant other matters.</p> <p>(3) When it is calculated that Inbound A and outbound B will meet, Port Radio gives information for a safe and efficient passing port to port with A on the Aomi side and B on the OI side.</p> <p>(4) When starboard to starboard passing is requested, vessels agree Bridge-to-Bridge.</p>	<p>(Rule 7) Conflict between outbound vessel from Chubu North Fairway and outbound vessel from deeper inside the harbor.</p> <p>Conflict between outbound vessel (A) from Chubu North Fairway and outbound vessel (B) from deeper inside the harbor.</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Outbound vessel (B) departing from deep inside the harbor has priority. • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>(1) In case outbound (A), heading directly for the Passage, meets inbound (B), (A) has priority and (B) gives way. (General Rule – the vessel proceeding directly has priority).</p> <p>(2) Inform vessel (A) of inbound vessel (B)'s berth and meeting information as above (1).</p> <p>(3) When it is calculated that they will meet, Port Radio gives information for their passing port to port.</p> <p>(4) When starboard to starboard passing is requested, vessels agree Bridge-to-Bridge.</p>	<p>(Rule 8) Conflict between outbound vessel from Chubu North Fairway and inbound vessel for deeper inside the harbor.</p> <p>Conflict between outbound vessel (A) from Chubu North Fairway and inbound vessel (B) for deeper inside the harbor.</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Inbound vessel (B) for deeper inside the harbor has priority. • Bridge-to-bridge agreement • To avoid meeting, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>(1) When outbound (A) reports ready to leave, Port Radio will advise her to remain alongside until inbound (B) passes buoys No.7-8 of Tokyo West Passage. (Good cooperation with linesmen essential).</p> <p>(2) When (A) has already departed, Port Radio advises her to remain outside the Passage until an inbound vessel clears. Then, knowing inbound's speed, advise (A) approximate waiting time. Further, tell (B) that (A) waits for her outside the Passage. (Sharp lookout and AIS monitoring required.)</p>
<p>(Rule 9) Conflict between inbound and outbound vessels at south entrance of Tokyo West Passage.</p> <p>Conflict between inbound and outbound vessels at south entrance of Tokyo West Passage.</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p>	<p>(Rule 10) Conflict between inbound and outbound vessels at North entrance of Tokyo West Passage.</p> <p>Conflict between inbound and outbound vessels at North entrance of Tokyo West Passage.</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Bridge-to-bridge agreement • When vessels meet even after being organized, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>(1) General Rule – to avoid two inbound vessels entering Tokyo West Passage at same time, provide timely entry order so the vessel proceeding deeper inside enters first and next vessel keeps 1-2 minutes' navigating distance clear.</p> <p>(2) Exception to above Rule (1) – This General Rule is changeable when inbound vessel for berth less deep in harbor intends to use tugs, easiest side alongside and weather is favorable.</p> <p>(3) When there is no safe distance between vessels the entry order will not be changed if it creates a dangerous situation.</p> <p>(4) Any outbound destination and other useful information shall be given to inbounds.</p>	<p>(Rule 11) Conflict between outbound vessel from OI wharf No.1 or 2; from Shinagawa wharf; or from Tokyo International Cruise Terminal and inbound vessel in transit off these berths</p> <p>Conflict between outbound (A) from OI wharf No.1 or 2 or from Shinagawa wharf; or (B) from Tokyo International Cruise Terminal and inbound vessel (C) in transit off these berths</p>  <p>[Traffic Organization] (On Arr/Dep Day) • Vessel (C) in transit off these berths has priority • Bridge-to-bridge agreement • When vessels meet, even after being organized, Port Radio (on occasion, Tokyo MARTIS) will advise priority, as written above, to both vessels</p> <p>[Role] (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>(1) Following the COLREGS and vessel speed, entry order will be provided so that vessels (A) and (B) avoid entering the passage at the same time.</p> <p>(2) Similar to (Rule 4), information is provided that vessel already underway and heading straight out towards Passage has priority.</p>	<p>(Rule 12) Conflict between outbound vessel from Central Breakwater-Outer Wharf (berth Y No.2) and outbound vessel from deeper inside the harbor</p> <p>Conflict between outbound vessel from Central Breakwater-Outer Wharf (berth Y No.2) and outbound vessel from deeper inside the harbor</p>  <p>[Traffic Organization] (1 day before Arr/Dep) • Adjust departure time according to time-slot criteria. (On Arr/Dep Day) • Controlled vessels are permitted to change ETA/ETD according to time-slot criteria. • Tokyo Port Radio will organize both outbounds from Y2 and from deeper inside harbor, in real time. (Specifications of Organization) ① Outbound vessel from Y2 Standard spec. is time required for leaving berth, turning and entering Passage (see attachment). ② Outbound vessel from deeper inside the harbor (including Chubu North Fairway) The standard spec. is time required from leaving berth to buoys No.5-6 of Tokyo West Passage (see attachment). (Role) (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (1 day before Arr/Dep) Shipping company, Local agent, Tokyo MARTIS</p> <p>(On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>[Reference] ② To avoid outbound vessels from Central Breakwater Outer Wharf (Y2) meeting others from deeper inside the harbor, including from Chubu North Fairway, departure order is organized based on approximate time vessels take to reach Tokyo West Passage buoys No.5-6. ③ In the case that an outbound vessel from Central Breakwater Outer wharf (Y2 berth) makes her singled-up report with exact time to reach Tokyo West Passage: 1) When southbound vessel B is coming from deeper inside harbor • Vessel B has priority when she is already south of Rainbow Bridge. • Vessel (A) has priority when (B) is North of Rainbow Bridge. 2) When outbound vessel C from deeper inside the harbor and vessel A have same departure time: • Vessel C, with or without pilot, has priority if she reports singled-up and gives her ETA Tokyo West Passage Buoys 5-6 earlier than vessel A's passage entry. • Vessel A, with or without pilot, has priority if she reports, when singled-up, her ETA Tokyo West Passage to be earlier than vessel C's ETA Passage Buoys No.5-6</p>
<p>(Rule 13) Conflict between outbound vessel (vessel subject to control) from Central Breakwater Outer wharf and inbound or outbound vessels</p> <p>Conflict between outbound vessel (vessel subject to control) from Central Breakwater Outer wharf and inbound or outbound vessels</p>  <p>[Traffic Organization] (1 day before Arr/Dep) • Adjust arrival/departure time according to time-slot criteria. (On Arr/Dep Day) • Change of ETA/ETD is accepted on condition ③ that real time traffic organization is made considering that vessel follows time-slot criteria of Tokyo West Passage. ③ When inbound/outbound vessels follow traffic flow signal of Tokyo West Passage, vessels using time-slot criteria have priority. Organize traffic between outbound vessel from Central Breakwater-Outer wharf and northbound/southbound vessels in real time. (Specifications of Organization) ① Outbound vessel from Central Breakwater Outer wharf Standard spec. is time required for leaving berth, turning and entering Tokyo West Passage (see attachment). ② Outbound vessel from deeper inside the harbor The standard spec. is time required from leaving berth to buoys No.5-6 of Tokyo West Passage (see attachment). ③ Inbound vessel for deeper inside the harbor The standard spec. is time required from Tokyo Traffic Buoy No.3 (TTB3) to buoys No.5-6 of Tokyo West Passage (see attachment). (Role) (On Arr/Dep Day) For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.</p> <p>[Interested parties] (1 day before Arr/Dep) Shipping Company, Local Agent, Tokyo MARTIS</p> <p>(On Arr/Dep Day) Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel</p> <p>[Reference] ② To avoid vessels meeting, traffic is organized by considering the time inbound/outbound vessels reach Tokyo West Passage buoys No. 5-6, and the time outbound vessel from Central Breakwater-Outer wharf enters the passage. When there are more inbounds following the first and traffic density is high, Tokyo West Passage time-slot criteria can be applied. (1) When departure report is received from vessel (A) at Central Breakwater-Outer Wharf : • Provide traffic information on northbound/southbound vessels (including those scheduled to depart shortly) expected to navigate the Tokyo West Passage at the same time that vessel (A) intends to enter it. (2) When vessel (A), departing (with or without a Pilot) from Central Breakwater-Outer Wharf reports singled-up and provides her more accurate ETA to enter Tokyo West Passage: 1) Organize traffic with inbound vessel (B): • When inbound vessel (B) has passed TTB3 she has priority to enter the Tokyo West Passage. When inbound vessels have not yet passed TTB3 vessel (A) has priority to enter the Tokyo West Passage. [When inbounds enter one after another] Organize traffic same as Rule 1) above. However, to enhance efficiency and in the best interests of traffic safety, see following adjustments. • Advise vessel (A) to stay alongside until vessel (B) and inbounds following her safely enter Tokyo West Passage under time-slot criteria of Passage for inbounds. After preventing vessels (A) and (C) meeting, as shown in (Rule 12), organize vessel (B)'s entry to Tokyo West Passage so that (A) enters the passage safely under time-slot criteria of Passage for outbounds. 2) Organize traffic with vessel (C): • See Rule 12.</p>			