

Guidelines of traffic organization in navigable water areas in West Passage of Port of Tokyo

Port Management Office
Bureau of Port and Harbor
Tokyo Metropolitan Government
(Tokyo Port Radio)

1. Concept of traffic organization in navigable water areas

1-1 Object

This guideline aims to improve the efficient use of navigable water areas connected to Tokyo West Passage and safety of vessel traffic.

1-2 Common matters

(1) When vessel schedule changes, contact the following organizations:

Tokyo Wan Vessel Traffic Service Center	- 1 day before Arrival/Departure
Tokyo Port Radio (※1)	- Arrival/Departure day

(2) Tokyo Port Radio cooperates with interested parties and conducts real-time traffic organization in accordance with actual conditions and port circumstances.

(※1) Operation of Tokyo Port Radio is consigned to TST Corp.

1-3 Vessels subject to be organized

Controlled vessels and vessels subject to control are organized.

(1) Controlled vessels

LOA 300 meters or more (Oil carriers: 5,000 G/T or more.)

(2) Vessels subject to control

LOA 100 meters or more

When necessary, small vessels of LOA/100m or less, will also be controlled.

2. Report of operation schedule concerned with traffic organization

2-1 Pre-report of operation schedule

(1) Agents

By noon of the day before controlled vessels will enter Tokyo West Passage, agents are to report to Tokyo Wan Vessel Traffic Service Center.

(2) Tokyo Wan Vessel Traffic Service Center (henceforth Tokyo MARTIS) :

- ① Receives inbound and outbound schedule report from agents
- ② Posts Information of Inbound and Outbound Schedule on website
(<http://www.kaiho.mlit.go.jp/03kanku/tokyo/kansei/index.html>)
- ③ Updates Information of Inbound and Outbound Schedule in real-time
- ④ Sends control plan of the next day to Tokyo Port Radio

2-2 Change of operation schedule

Handling of change-reports after Tokyo MARTIS receives pre-reports about inbounds and outbounds in Tokyo West Passage.

(1) Agents

Referring to Information of Inbound and Outbound Schedule on Tokyo MARTIS' website:

- ① report any new change of schedule to Tokyo MARTIS one day before Arrival/Departure (henceforth Arr/Dep)
- ② report change of schedule to Tokyo Port Radio on the Arr/Dep day

(2) Tokyo MARTIS

- ① accepts agents' previous day change of schedule
- ② accepts change of schedule on Arr/Dep day from Tokyo Port Radio
- ③ updates fixed time of (①,②) from the Information of Inbound and Outbound Schedule on their Website after any changes
(<http://www.kaiho.mlit.go.jp/03kanku/tokyo/kansei/index.html>)

(3) Tokyo Port Radio

- ① accepts change of schedule from agents or vessels (※2) on Arr/Dep day
- ② using above changes ①, coordinates with interested parties as below:
 - 1) Tokyo MARTIS
 - 2) Pilot (Tokyo Bay Licensed PILOTS' Association)
 - 3) Tug boats (Tokyo Tug Center)
 - 4) Linesmen (Tokyo Ship Service)
- ③ reports amended time to Tokyo MARTIS after coordination (※3)

(※2) Tokyo Port Radio gets real-time vessel movements, in addition to change-reports from agents, and then coordinates the schedule using that vessel information. Further, Tokyo Port Radio coordinates the schedule in advance, not only from changes found by direct contact with vessels but also from differences to the previous day's schedule found by new information from AIS and similar sources.

(※3) In cases of conflict of inbound and outbound vessels, Tokyo Port Radio will propose a no-conflict time to the agent and, with acceptance of Tokyo MARTIS, will change the schedule.

Amended time is confirmed by a document which is sent by FAX to above interested parties.

3. Details of traffic organization

Tokyo Port Radio works with interested parties and conducts real-time, flexible traffic organization according to traffic condition and port circumstances. As tools of that, VHF radio telephone, AIS, Radar and ITV are utilized.

3-1 Basic Rules

- (1) When a vessel's change of schedule causes a conflict with another vessel, she loses her priority.
- (2) When a departure vessel could be in conflict with a transiting vessel passing near her berth, the departure vessel should remain alongside until clear to move.
- (3) In the case of conflict between inbound and outbound vessels, the outbound vessel has priority.
- (4) As a general rule, to avoid conflict between inbound vessels, the vessel proceeding deeper inside can enter first. Similarly between outbound vessels, the vessel closer to the Passage can depart first.
- (5) As a general rule, controlled vessels have to follow time-slot criteria.
- (6) Organization between 2 vessels is as below.
 - ① Pilot on board both vessels: Ship to ship mutual agreement decides organization.
 - ② Pilot on board one vessel: Contact between pilot and other ship's Captain with Tokyo Port Radio assisting communications.
 - ③ No-pilot vessels: Tokyo Port Radio will organize the vessels according to the rules.

3-2 Providing information on traffic organization in navigable water areas

To correctly conduct Basic Rules of 3-1, information will be provided to vessels at times as below.

3-2-1 Between 3 hours and 30 minutes before entry

When confirming entry time to vessels 3 hours before entry to Tokyo West Passage, information as below will be provided.

- (1) Controlled vessels
 - ① When entry time follows time-slot criteria of control plan made on previous day and Basic Rules, information that direct entry is permitted will be provided.
 - ② When there is difference with control plan or Basic Rules, organization will be done in procedure of 2-2(3), and then amended information will be provided to the vessel.

(2) Vessels subject to control

- ① Confirmation of Basic Rules for the possibility of meeting with controlled vessels.
- ② When a vessel does not meet controlled vessels, and follows Basic Rules, information that direct entry is permitted will be provided.
- ③ When a vessel does meet controlled vessels, or fails to follow Basic Rules, organization will be done in procedure of 2-2(3), and amended information will be provided to the vessel.

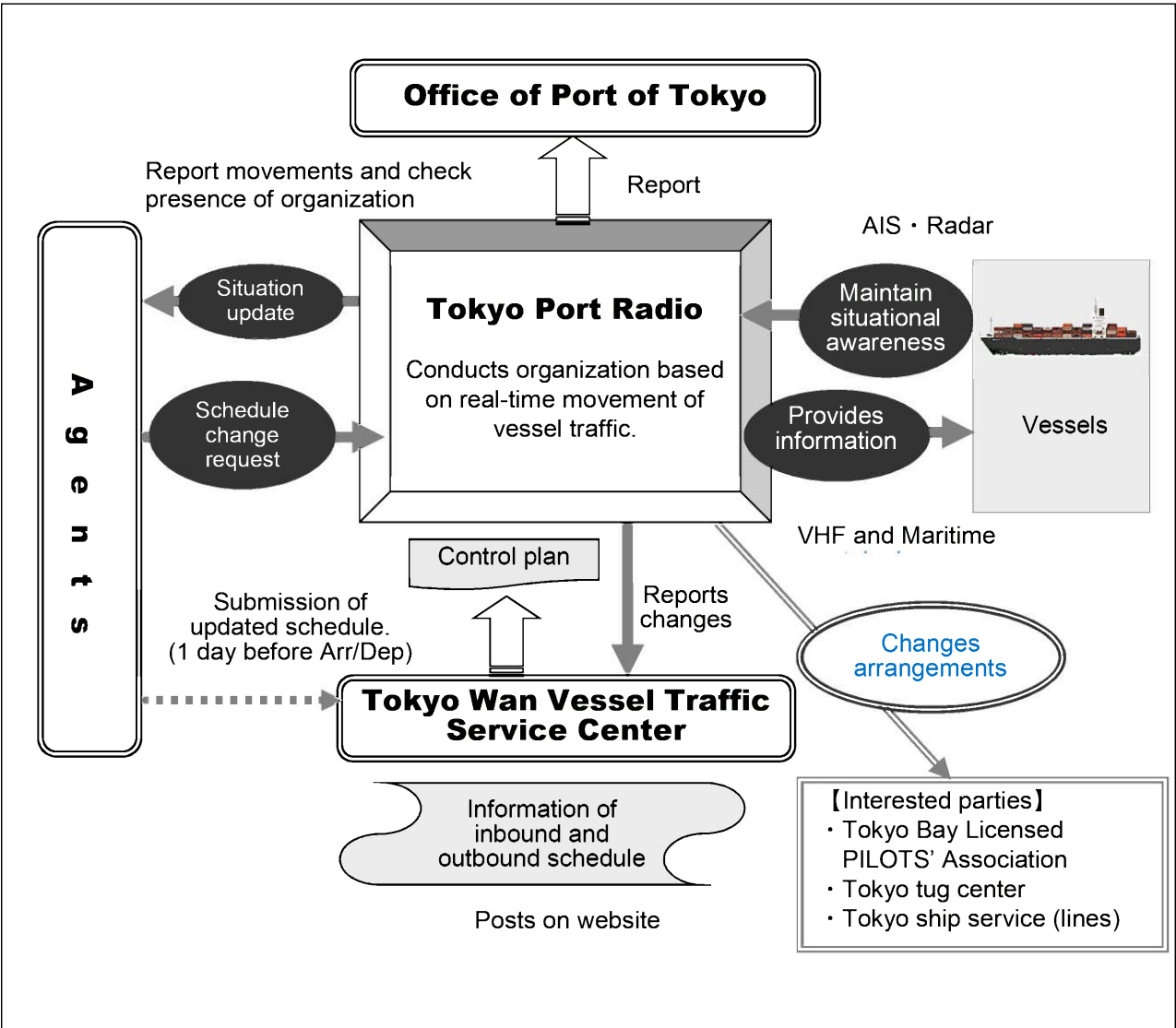
3-2-2 After making 30-minute Arr/Dep reports.

- (1) When a vessel reports to Tokyo Port Radio 30 minutes before entry to Tokyo West Passage or on departure her berth, these reports are relayed to Tokyo MARTIS.
- (2) Tokyo Port Radio keeps close cooperation with Tokyo MARTIS and provides information using real-time traffic movement of other vessels.

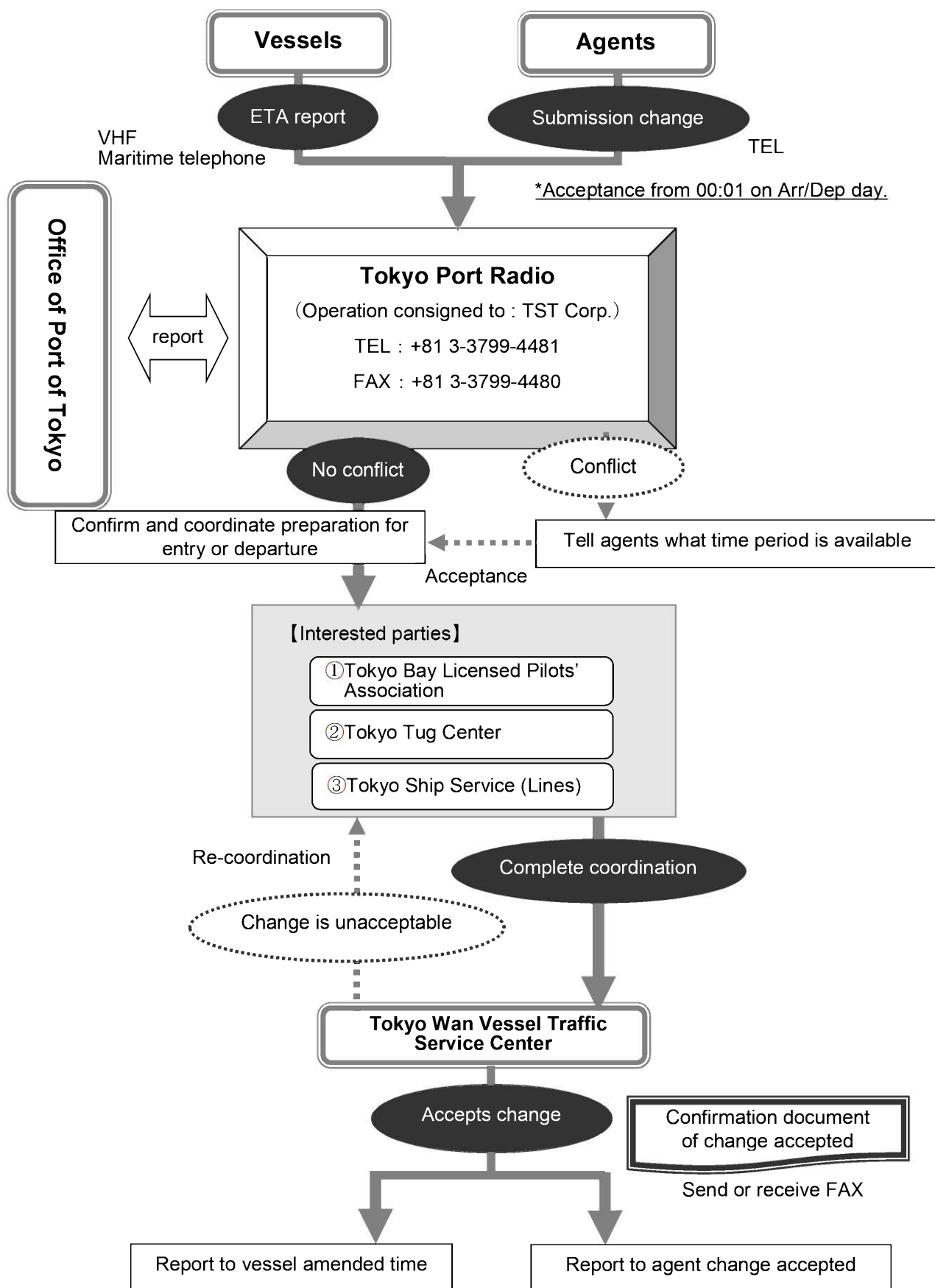
4. Others

- (1) When procedures and contents of organization of this guideline cannot be applied, Tokyo Port Radio, Tokyo MARTIS, and interested parties cooperate to handle the situation.
- (2) This guideline has been in force since October 1, 2010.

《 Conceptual Diagram 》



《Procedure for Arrangement Change at Tokyo West Passage》

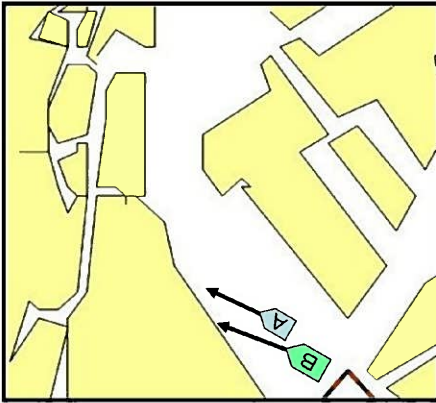


《Traffic Organization Rules (Vessel Traffic Information from Tokyo Port Radio)》

(Rule 1) Same time adjacent berths Arr/Dep

Same time adjacent berth Arr/Dep

【Fig.】



【Interested parties】

(1 day before Arr/Dep)

Shipping Company, Local Agent
(Terminals Oi, Aomi, Shinagawa, Chubo),
Tokyo MARTIS, Port Authority (Port
Radio)

(On Arr/Dep Day)

Shipping Company, Local Agent
(Terminals Oi, Aomi, Shinagawa, Chubo),
Tokyo MARTIS, Port Authority (Port
Radio), Pilot and Vessel

【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

【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.

① Berthing at the same time

- a. General Rule - to avoid two inbound vessels entering Tokyo West Passage at same time, provide information regarding the entry order so the vessel proceeding deeper inside can enter first and next vessel keeps 1-2 minutes' navigating distance clear.
- b. It may not depend on the General Rule, especially in cases considering the distance between the vessels, which side alongside and the use of tugboats.

② Departing at the same time

- a. General Rule - Provide information so that the vessel closer to the Passage departs first.
- b. Exception to the General Rule occurs when outbound vessels are alongside head-out and both vessels can depart safely.
- c. It does not have to depend on the General Rule when we take into consideration the use of tugboats, the anchor and the weather conditions. (Good cooperation with lines essential.)

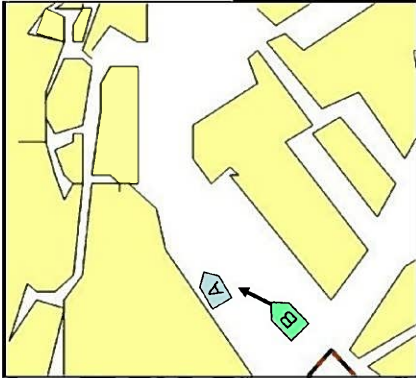
③ Departing and berthing at the same time

- a. When the outbound vessel has let go her lines, inbound vessel is not permitted to pass in front of her berth until the outbound vessel is clear.
- b. When the inbound vessel is past Tokyo West Passage buoys No.7-8, the outbound vessel remains alongside until the inbound vessel is past and clear.
- c. When the inbound vessel is approaching the berth, the outbound vessel remains alongside until inbound is made fast. (Good cooperation with lines essential.)

(Rule 2) Conflict between vessel alongside berth and vessel scheduled to use the same berth

Conflict between vessel alongside the berth (vessel A) and vessel scheduled to use the same berth (vessel B)

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【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.

【Role】

(On Arr/Dep Day)

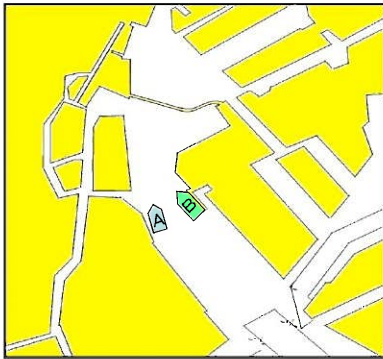
- For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- ① Port Radio advises inbound vessel B to enter the passage after vessel A has departed and cleared her berth.

(Rule 3) Departing and turning at the same time from the berths located on opposite sides (Oi, Aomi and Tokyo International Cruise Terminal).

Departing and turning at the same time from the berths located on opposite sides (Oi, Aomi and Tokyo International Cruise Terminal).

【Fig.】



【Interested parties】

(1 day before Arr/Dep)

Shipping Company, Local Agent (Oi, Aomi), Tokyo MARTIS, Port Authority (Port Radio)

(On Arr/Dep Day)

Shipping Company, Local Agent (Oi, Aomi), Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【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

【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

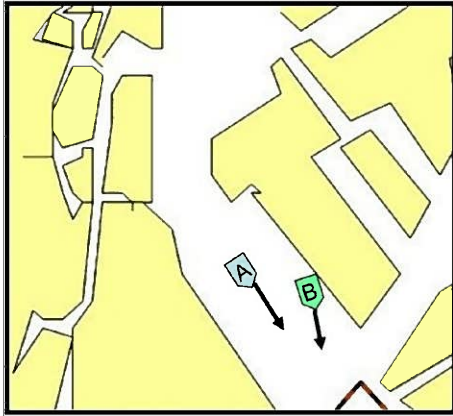
- ① General Rule - Provide information so that vessels do not turn at the same time. Vessel ready to turn has the priority.
- ② Provide information to vessels departing nearly same time, in order not to block the waterway.
- ③ To avoid outbounds entering Tokyo West Passage at the same time, Port Radio evaluates the traffic situation based on vessel position and readiness and decides traffic order.
- ④ Provide traffic information about North/South bound vessels to both vessels.
- ⑤ Provide traffic information about outbound vessels from Oi, Aomi and Tokyo International Cruise Terminal to Northbound and Southbound vessels.

If necessary, priority can be given to vessels of good maneuverability and no requirement to turn.

(Rule 4) Conflict between two outbound vessels where one is deeper inside than the other.

Conflict between two outbound vessels where one (A) is deeper inside than the other (B).

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【Traffic Organization】

(On Arr/Dep Day)

- Bridge-to-bridge agreement
- When vessels meet even after being organised, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels

【Rule】

(On Arr/Dep Day)

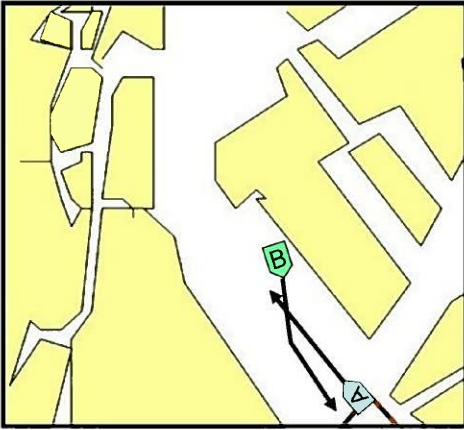
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- 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.
- ② Provide (A) with information on (B). ((B) will follow you.)

(Rule 5) Conflict between inbound vessel (A) and outbound vessel (B) at berth closer to Passage.

Conflict between inbound vessel (A) and outbound vessel (B) at berth closer to Passage.

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo
MARTIS, Port Authority (Port Radio),
Pilot and Vessel

【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

【Role】

(On Arr/Dep Day)

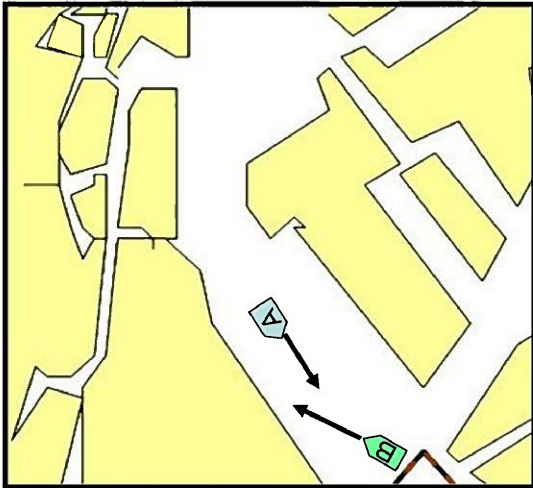
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- ① Provide information to vessel B that vessel A has priority
- ② Inform vessel B of vessel A's destination, speed and relevant other matters.
- 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.
- ④ When starboard to starboard passing is requested, vessels agree Bridge-to-Bridge.

(Rule 6) Conflict between Outbound from deeper inside and Inbound for a wharf close to the Passage.

Conflict between Outbound (A) from deeper inside and Inbound (B) for a wharf close to the Passage.

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【Traffic Organization】

(On Arr/Dep Day)

- Bridge-to-bridge agreement
- When vessels meet even after being organised, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels

【Role】

(On Arr/Dep Day)

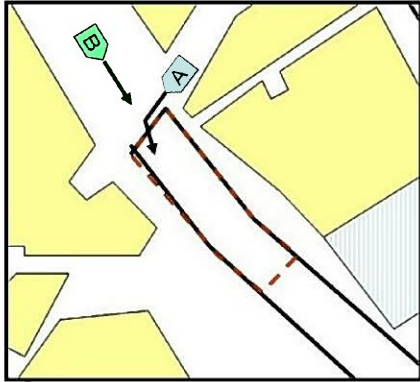
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- 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).
- ② Inform vessel (A) of inbound vessel (B)'s berth and meeting information as above ①.
- ③ When it is calculated that they will meet, Port Radio gives information for their passing port to port.
- ④ When starboard to starboard passing is requested, vessels agree Bridge-to-Bridge.

(Rule 7) Conflict between outbound vessel from Chubu North Fairway and outbound vessel from deeper inside the harbor.

Conflict between outbound vessel (A) from Chubu North Fairway and outbound vessel (B) from deeper inside the harbor.

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo
MARTIS, Port Authority (Port Radio), Pilot
and Vessel

【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 organised, Port Radio (on occasion, Tokyo MARTIS) will provide information to both vessels

【Role】

(On Arr/Dep Day)

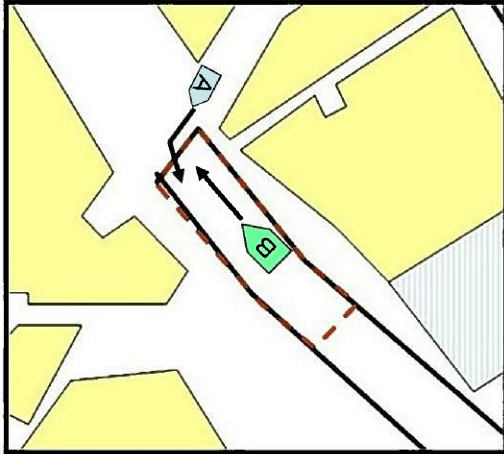
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- ① Port Radio provides information to outbound vessel (A) coming from Chubu North Fairway that outbound vessel (B), from deeper inside harbor, has priority and will enter the Passage first.
- ② When (A) has not departed and (B) is approaching the Passage, Port Radio advises (A) to remain alongside, even if singled-up, until there is no possibility of meeting (B). (Good cooperation with linesmen essential.)
- ③ Provide (B) with information about (A).

(Rule 8) Conflict between outbound vessel from Chubu North Fairway and inbound vessel for deeper inside the harbor.

Conflict between outbound vessel (A) from Chubu North Fairway and inbound vessel (B) for deeper inside the harbor.

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【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.

【Role】

(On Arr/Dep Day)

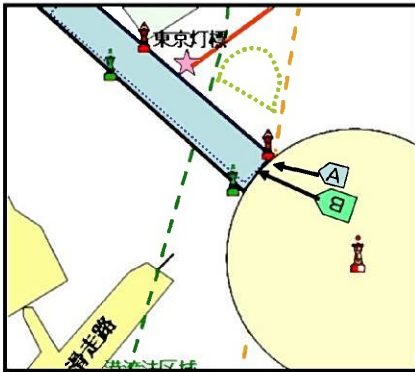
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- 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.).
- 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.)

(Rule 9) Conflict between inbound and outbound vessels at south entrance of Tokyo West Passage.

Conflict between inbound and outbound vessels at south entrance of Tokyo West Passage.

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【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

【Role】

(On Arr/Dep Day)

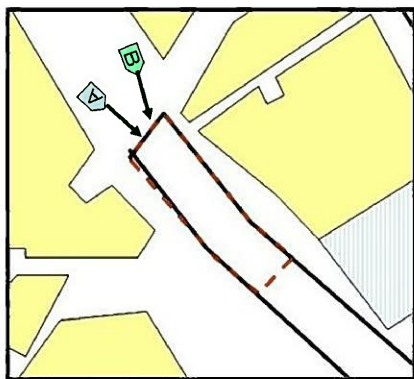
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- 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.
- 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.
- ③ When there is no safe distance between vessels the entry order will not be changed if it creates a dangerous situation.
- ④ Any outbound destination and other useful information shall be given to inbound.

(Rule 10) Conflict between inbound and outbound vessels at North entrance of Tokyo West Passage.

Conflict between inbound and outbound vessels at North entrance of Tokyo West Passage.

【Fig.】



【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【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.

【Role】

(On Arr/Dep Day)

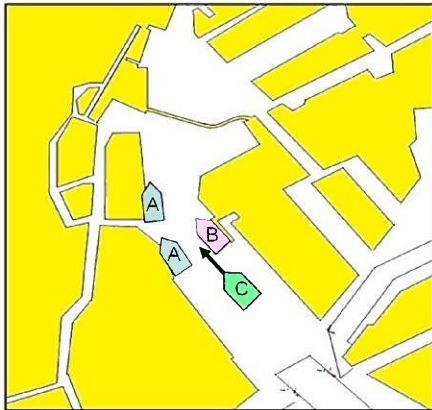
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- 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.
- ② Similar to (Rule 4), information is provided that vessel already underway and heading straight out towards Passage has priority.

(Rule 11) Conflict between outbound vessel from Oi wharf No.1or 2; from Shinagawa wharf; or from Tokyo International Cruise Terminal and inbound vessels in transit off these berths

Conflict between outbound (A) from Oi wharf No.1or 2 or from Shinagawa wharf; or (B) from Tokyo International Cruise Terminal and inbound vessel (C) in transit off these berths

【Fig.】



※ Above Rule for inbound vessel also applies to southbounds from deeper in harbor.

【Interested parties】

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【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

【Role】

(On Arr/Dep Day)

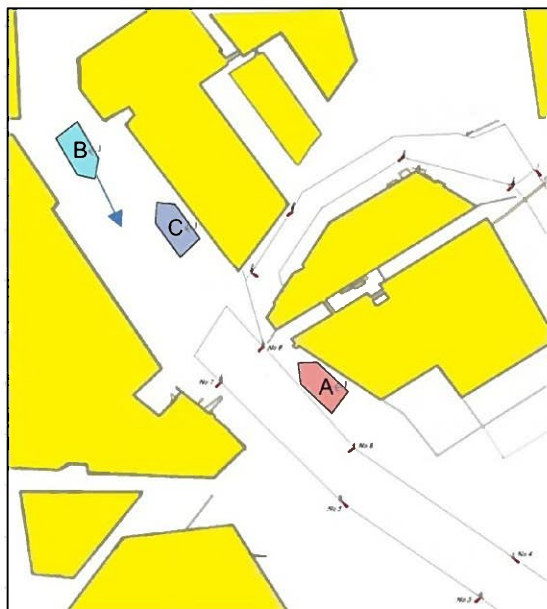
For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

- ① General Rule - outbound vessels (A) and (B) are not permitted to depart until inbound vessel (C) is past and clear their berths. (Taking Vessel C's speed into consideration, Port Radio advises approximate waiting time. Good cooperation with linesmen essential.)
- ② When either outbound (A) or (B) has let go lines, Port Radio will advise inbound (C) she is not permitted to pass the berth until the outbound vessel is turned and underway.

(Rule 12) Conflict between outbound vessel from Central Breakwater-Outer Wharf (berth Y No.2) and outbound vessel from deeper inside the harbor

Conflict between outbound vessel from Central Breakwater-Outer Wharf (berth Y No.2) and outbound vessel from deeper inside the harbor

【Fig.】



【Interested parties】

(1 day before Arr/Dep)

Shipping company, Local agent, Tokyo MARTIS

(On Arr/Dep Day)

Shipping Company, Local Agent, Tokyo MARTIS, Port Authority (Port Radio), Pilot and Vessel

【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.

【Reference】

- ◎ 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.

- 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.

To vessel A: Considering (B)'s time of departure and speed, advise (A) not to enter passage until vessel B is past and clear and then follow her at safe distance. If other vessels follow vessel B, advise (A) to follow the last vessel.

To vessel B: Advise vessel (B) that (A) follows her; if others follow (B) advise them that (A) follows last one.

- Vessel (A) has priority when (B) is North of Rainbow Bridge.

To vessel A: Informs (A) she is permitted to depart. Traffic information, outbound (B) will follow A.

[If necessary when others follow (B), give that information to (A)]

To vessel B: Advise (B) not to enter passage and to keep well clear until A has entered. (To other vessels following vessel B, give same information.)

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.

To vessel A: Considering C's time to reach buoys No.5-6 of Tokyo West Passage, advise (A) not to enter passage until (C) is past and clear; and to keep safe distance from her. [When other outbounds are following C, advise (A) to follow last vessel.]

To vessel C: Inform (C) that she is permitted to depart; and vessel A will follow C.

- 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

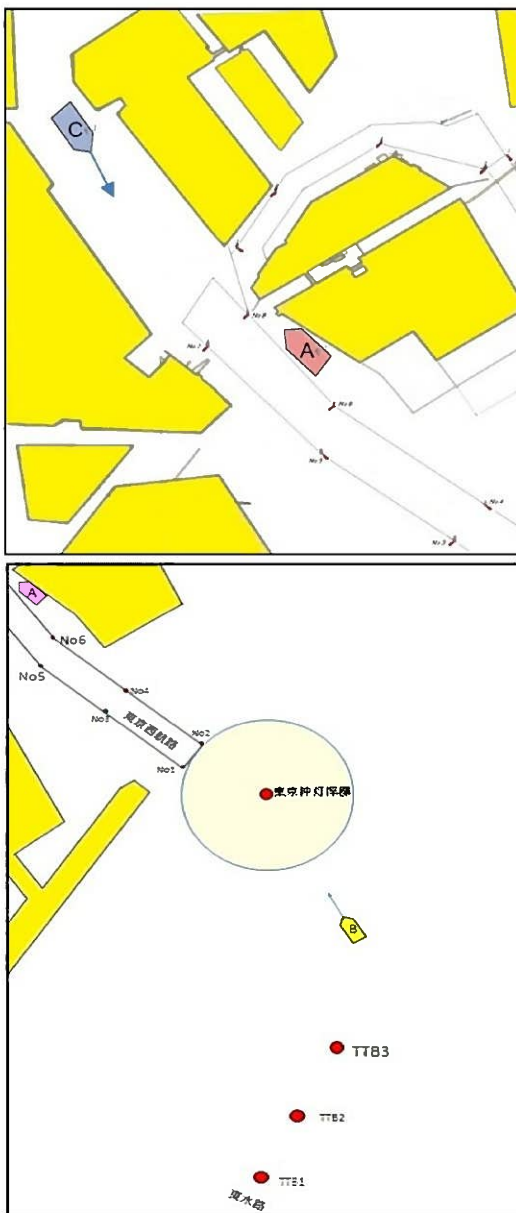
To vessel A: Inform that she is permitted to depart and vessel C will follow (A)

To vessel C: Advise (C) to enter passage after vessel A and keep safe distance.

(Rule 13) Conflict between outbound vessel (vessel subject to control) from Central Breakwater Outer wharf and inbound or outbound vessels

Conflict between outbound vessel (vessel subject to control) from Central Breakwater Outer wharf and inbound or outbound vessels

【Fig.】



【Interested parties】

(1 day before Arr/Dep.)

Shipping Company, Local Agent,
Tokyo MARTIS

(On Arr/Dep Day)

Shipping Company, Local Agent,
Tokyo MARTIS, Port Authority (Port
Radio), Pilot and Vessel

【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 ※ that real time traffic organization is made considering that vessel follows time-slot criteria of Tokyo West Passage.

※ When inbound/outbound vessels follow traffic free 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 attachments)

【Role】

(On Arr/Dep Day)

For any required adjustment, Port Radio arranges the order, informs interested parties and continually updates and shares relevant information.

【Reference】

- ③ 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.

To vessel A: Using inbound B's speed until she is past and clear of A, Port Radio tells A the approximate time she needs to wait until entering Tokyo West Passage. When Passage time-slot criteria operates, Vessel A to be advised not to hinder inbound vessels.

To vessel B: Advise (B) that vessel (A) is singled-up and intends to enter the Passage when (B) is past and clear.

When inbound vessels have not yet passed TTB3 vessel (A) has priority to enter the Tokyo West Passage.

To vessel A: Tell A that permission to depart granted

To vessel B: Traffic information - outbound vessel A from Y-2 berth will shortly enter 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.

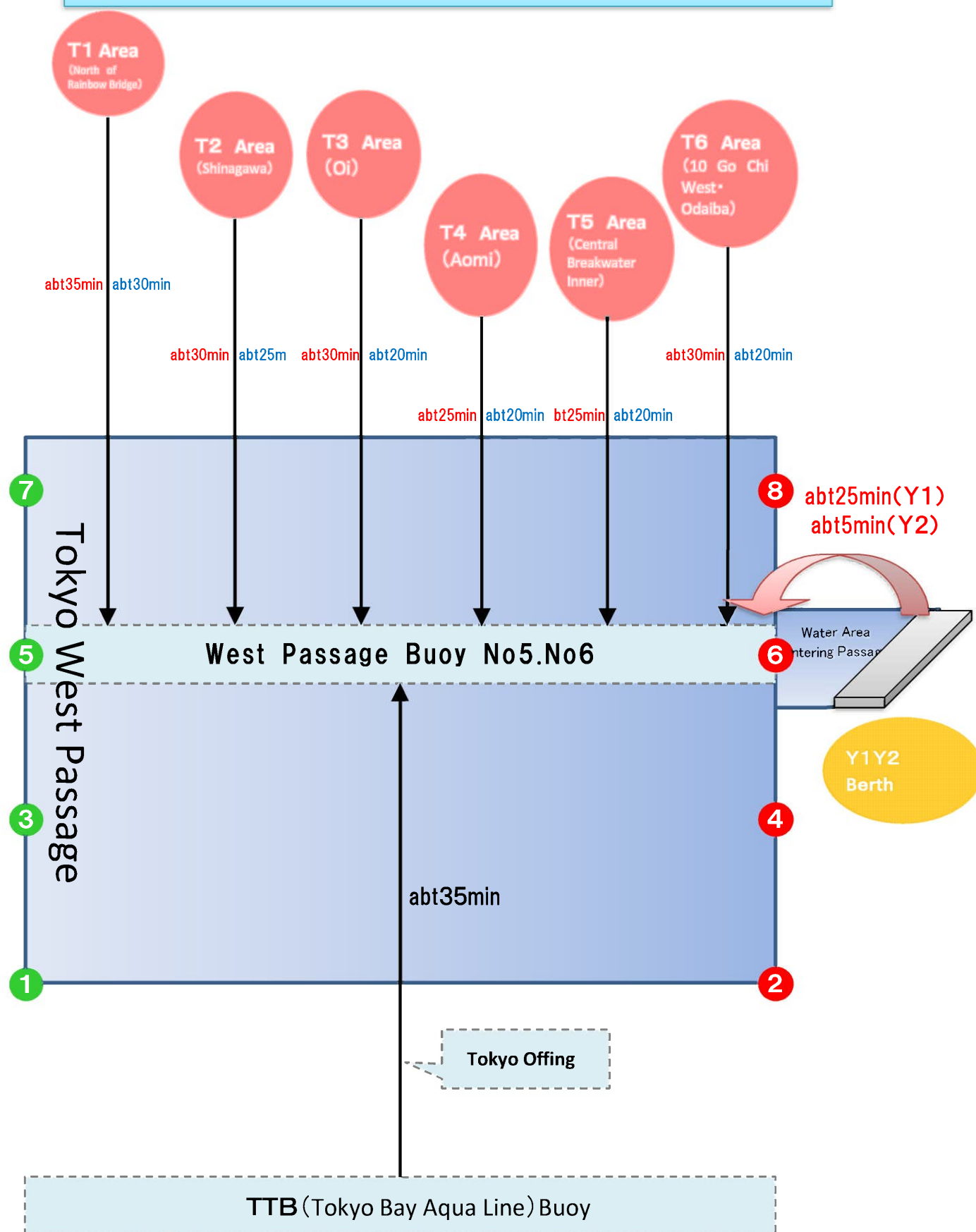
After preventing vessels (A) and (C) meeting, as shown in (Rule 12), organize vessel (B)'s entry to Tokyo West Passage so that (A) enters the passage safely under time-slot criteria of Passage for outbounds.

2) Organize traffic with vessel (C):

- See Rule 12.

The standard spec. is time required from leaving berth to buoys No.5-6 of Tokyo West

(Attachments)



※The time required in red is alongside head-in, and in blue is alongside head-out

※ Concept of time required (estimate) from each wharf area (Deputure) to west sea breakwater
(Berth using the West Passage)Average of actual data of TST Corporeation

(Berth using the East Passage)No. 10 Go Chi area west from questionnaire, Odaiba is estimated

※When entering a port at 11 knots

※See attachment for area location

(Attachments) Area Location Map

