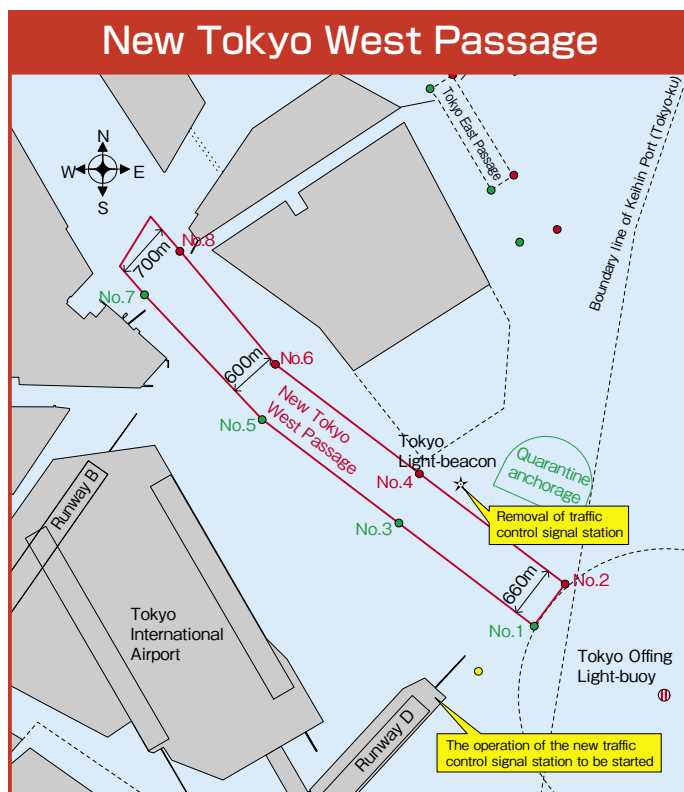
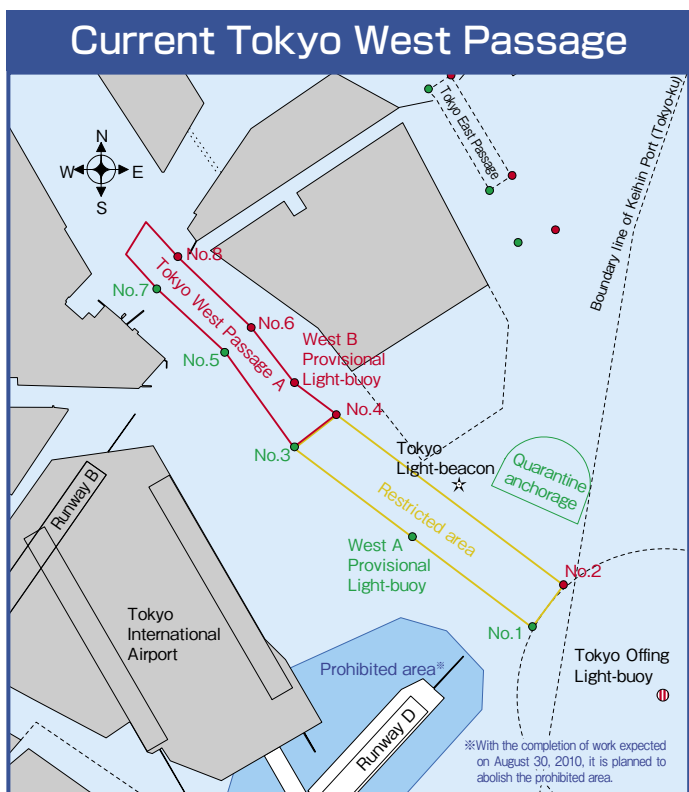


Introduction of a new traffic control system (Tokyo West Passage/Tokyo East Passage)

With the aim of achieving effective port traffic control based on the use of the AIS (automatic identification system), the port traffic control system currently in place in the Tokyo West Passage and Tokyo East Passage (both in Keihin Port) will be changed on and after October 1, 2010.

I. With the restricted area to be abolished, the Tokyo West Passage will change in shape (refer to the following figures). Just for confirmation purposes, there will be no change in shape in relation to the Tokyo East Passage.



II. Controlled vessels^{※1} and vessels subject to control^{※2} will be determined with reference to **ship length (overall)** rather than **gross tonnage** as is currently used. (Refer to the following table.)

※1 Controlled vessel: A vessel which is greater than a specified size and may enter a specified passage only when the entry (I) or departure (O) signal is on.

※2 Vessel subject to control: A vessel which is greater than a specified size and whose entry into a specified passage is regulated (unless otherwise permitted by the Captain of the Port)—when the oppositely-bound transit of a controlled vessel is scheduled—in order to avoid their encounter inside the same passage.

Name of passage	Category of vessel	Current criteria	New criteria
Tokyo West Passage	Controlled vessel	25,000 GT or over (For oil carriers, 1,000 GT or over)	300 m or over in length overall (For oil carriers, 5,000 GT or over)
	Vessel subject to control	500 GT or over	100 m or over in length overall
Tokyo East Passage	Controlled vessel	5,000 GT or over (For oil carriers, 1,000 GT or over)	150 m or over in length overall (For oil carriers, 1,000 GT or over)
	Vessel subject to control	500 GT or over	50 m or over in length overall (excluding those less than 500 GT)

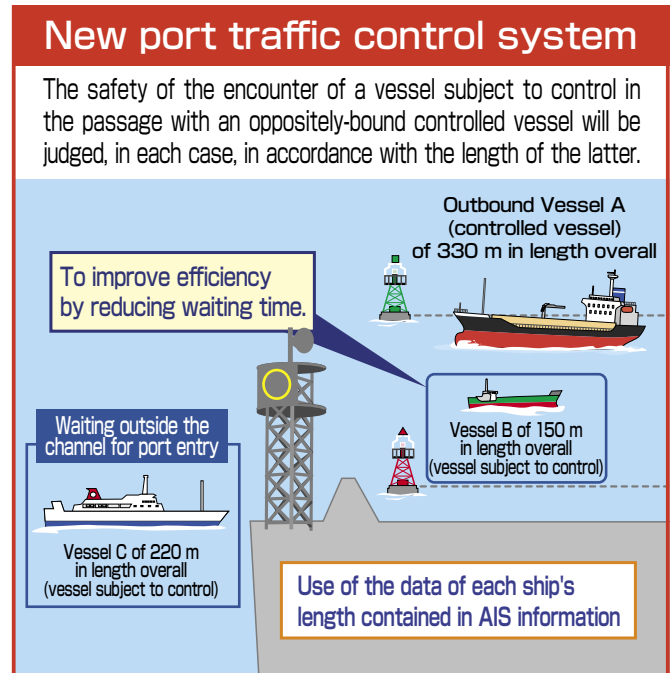
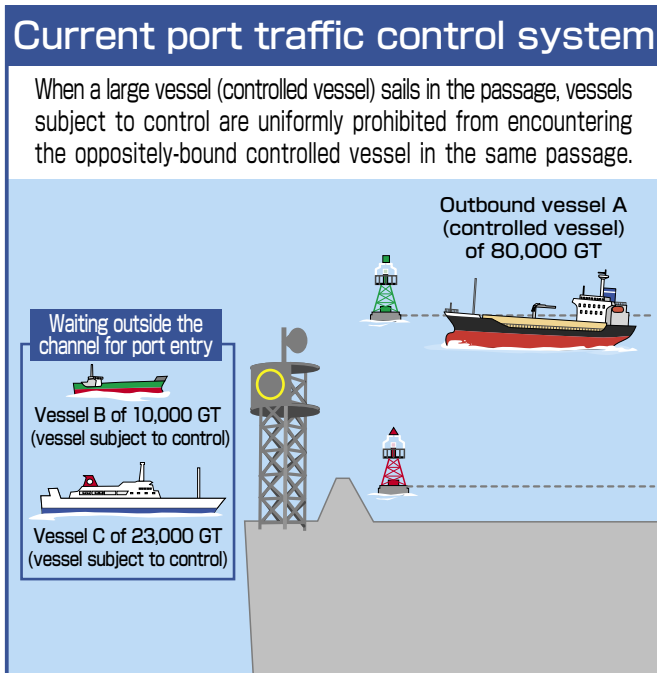
(Continued overleaf)

For further information, contact

Port Traffic Control Office, Tokyo Coast Guard Office by telephone at **03-5500-0769**

III. After the completion of dredging work in the Tokyo West Passage, vessels subject to control, when inbound, may enter the same passage even if the departure signal (O) is on or, when outbound, may enter the same passage even if the entry signal (I) is on, if they are granted permission by the Captain of the Port, depending on the length of the controlled vessel, under certain conditions. (Refer to the following figures)

※ In the Tokyo East Passage, vessels subject to control will be uniformly restricted, as before, from encountering oppositely-bound controlled vessels.



In the current port traffic control system, when a large vessel greater than a certain size (controlled vessel) sails in the passage, her meeting with an oppositely-bound vessel subject to control in it, has been uniformly restricted. However, in the new system, the Captain of the Port will judge, in each case, the size of oppositely-bound vessels subject to control which may encounter the controlled vessel in the passage, in accordance with the size of the controlled vessel.

By this arrangement, vessels subject to control which have been forced to wait according to the control signal may be permitted to sail through the passage, under certain conditions, thereby to reduce their waiting time caused by the control signal.

IV. Procedures to receive applications for permission for entry into passage

① You can check the schedule of inbound and outbound transits of controlled vessels by using the Maritime Information and Communication System, operated by the Tokyo Coast Guard Office.

URL : <http://www6.kaiho.mlit.go.jp/tokyo/>

② If a vessel subject to control wants to enter the passage and expects an encounter with an oppositely-bound controlled vessel inside the same passage, the vessel subject to control is required to make an application to the Traffic control Office, Tokyo Coast Guard Office, during the hour prior to her entry into the passage, either directly or via her agent, by one of the following means:

- ◆ Telephone: 03-5500-0769 ◆ Facsimile: 03-5500-0595 ◆ Electronic application: Sea-NACCS
- ◆ VHF radio telephone: Channel 16 or 12; call name, 'Yokohama-HARBOR COAST GUARD RADIO'

③ When he has received an application, the Captain of the Port will decide whether it is safe for the applicant vessel to meet the controlled vessel in the passage or not.

He will communicate his decision as an **AIS message**.

The applicant vessel is requested to check the **AIS message** and, only after receiving permission, enter the passage.

V. The applicant vessel may receive messages by VHF radio telephone, as necessary, and, hence, is requested to keep a listening watch on the VHF, as well as checking the AIS message.

VI. The meeting of a controlled vessel with an oppositely-bound vessel subject to control in the Tokyo West Passage is allowed under the following conditions:

- a. AIS information can be properly confirmed by the port traffic control office;
 - b. The length of the applicant vessel subject to control (l in meter) meets the following formula:

$$l \leq 1200 - 3 \times L$$
(L: length overall in meter of the controlled vessel)
 - c. They are expected to encounter each other during a period from 0830 to 1500 hours;
 - d. As to weather, the wind speed is less than 15 m/sec and the visibility is 1 nautical mile or over;
 - e. The controlled vessel planned for the transit is not an oil carrier;
 - f. The controlled vessel will meet the applicant vessel subject to control, one-to-one.
- ※ If he considers dangerous, the Captain of the Port may not give permission to an applicant vessel subject to control even when the above conditions are met.

Introduction of a new port traffic control system

With the aim of achieving effective port traffic control based on the use of the AIS (automatic identification system), the **port traffic control system will be changed** in the **Yokohama Passage (Keihin Port)**, the **Chiba Passage and the Ichihara Passage (both in Chiba Port)**, and the **Kashima Waterway (Kashima Port)** on and **after July 1, 2010**.

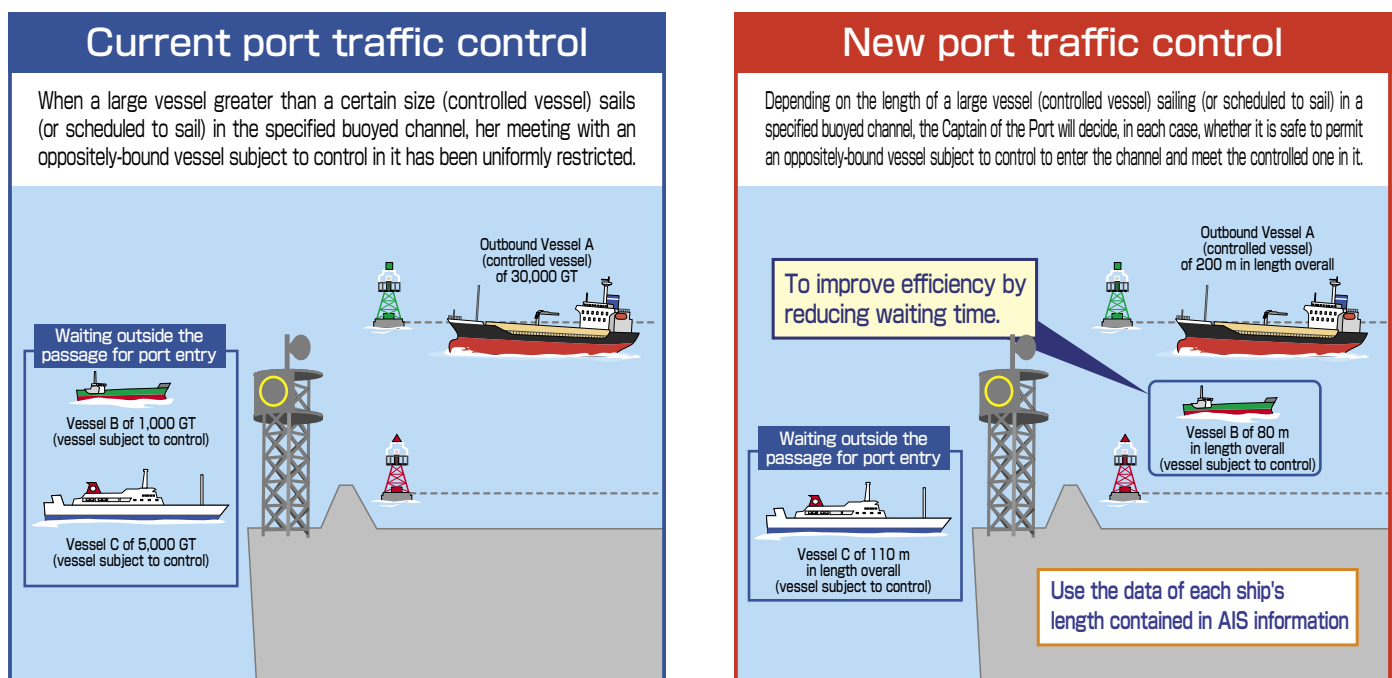
I. Controlled^{*1} vessels and vessels subject to control^{*2} will be defined with reference to **ship length (overall)** rather than **gross tonnage** as is currently used.

※ 1 Controlled vessel: A vessel which is greater than a specified size and may sail through passages only according to entry (I) or departure signal (O).

※ 2 Vessel subject to control: A vessel which is greater than a specified size and whose entry into a specified buoyed channel is regulated (unless otherwise permitted by the Captain of the Port) – when the oppositely-bound transit of a controlled vessel is planned – in order to avoid their encounter inside the channel.

II. **Depending on her length (overall), a vessel subject to control may be permitted, by the Captain of the Port, under certain conditions, to enter the port even when the departure signal (O) is on, or to depart from the port even when the entry signal (I) is on.** (See the following figure.)

Figs. Traffic Control of meeting vessels depending on their size



In the port control system in place up to now, when a large vessel greater than a certain size (controlled vessel) sails in a passage (waterway), her meeting with an oppositely-bound vessel subject to control in it, has been uniformly restricted. In the new system, depending on the length (overall) of the controlled vessel sailing in the passage (waterway), the Captain of the Port decides, in each case, the size of a vessel (subject to control) which may meet her in it.

By this change, vessels (subject to control) which have been forced to wait, by the traffic control signals, outside the relevant passage (waterway) may be allowed to sail in it, under certain conditions, which will help reduce waiting time resulting from the control signals.

III. The Captain of the Port will give a vessel permission to enter the relevant passage (waterway), by issuing an **AIS message** to that effect. In addition, he may also communicate it to the vessel by using the VHF radio telephone, as necessary. We request that you **keep a listening watch on the VHF, in addition to the check of AIS messages**.

Issued by

Navigation Safety Division, Maritime Traffic Department, 3rd Regional Coast Guard Headquarters Telephone: **045-211-1118 (Pilot number)**

Restriction criteria and operational method of Traffic Control in Yokohama Passage

Change in criteria of controlled vessels and vessels subject to control

- ① The criterion of a controlled vessel will be changed from '**15,000 GT or over**' to '**160 m or over in length overall**' (for oil carriers, the criterion '1,000 GT or over' will remain unchanged).



- ② The criterion of a vessel subject to control will be changed from '**500 GT or over**' to '**50 m or over in length overall**'. However, vessels less than 500 GT will always be excluded from such vessels even if they are 50 m or over in length overall.

Procedures to receive applications for exemption from restriction

- ① You can check the schedule of inbound and outbound transits of controlled vessels by using the Maritime Information and Communication System (MICS), operated by the Yokohama Coast Guard Office.
URL : <http://www6.kaiho.mlit.go.jp/yokohama/>
- ② If a vessel subject to control wants to enter the relevant passage and expects to meet an oppositely-bound controlled vessel in the same passage, the vessel subject to control is required to make an application to the Yokohama Port Traffic Control Office, during the hour prior to her entry into the passage, either directly or via her agent, by one of the following means:
◆ Telephone: 045-621-5957 ◆ Facsimile:045-623-5045 ◆ Electronic application: Sea-NACCS
◆ VHF radio telephone: Channel 16 or 12; call name, 'Yokohama Hoan'
- ③ When he has received an application, the Captain of the Port will decide whether it is safe for the applicant vessel to meet the controlled vessel in the relevant passage or not. He will communicate his decision as an **AIS message**.
The applicant vessel is requested to check the **AIS message** and, only after receiving permission, enter the passage.

Conditions to allow vessels to encounter each other in the passage, depending on their size

The meeting of a controlled vessel with an oppositely-bound vessel subject to control inside the passage is allowed under the following conditions:

- a. AIS information can be properly confirmed by the port traffic control office;
 - b. The length of the applicant vessel subject to control (ℓ in meter) meets the following formula: $\ell \leq 640 - 3 \times L$ (L: length overall in meter of the vessel subject to control)
 - c. They are expected to encounter each other during a period from 1000 to 1400 hours;
 - d. As to weather, the wind speed is less than 15 m/sec and the visibility is 1 nautical mile or over;
 - e. The controlled vessel planned for the transit is not an oil carrier;
 - f. One of the vessels involved is not from or to the Honmoku Wharf or Daikoku Wharf.
 - g. The controlled vessel will meet the applicant vessel subject to control, one-to-one.
- ※ If he considers dangerous, the Captain of the Port may not give permission to an applicant vessel subject to control even when the above conditions are met.

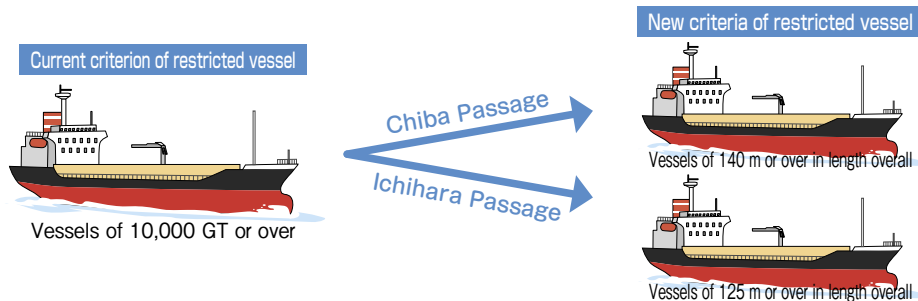
**For an inquiry,
contact**

**Yokohama Port Traffic Control Office, Yokohama Coast
Guard Office by telephone at [045-621-5957](tel:045-621-5957)**

Restriction criteria and operational method of Traffic Control in Chiba and Ichihara Passages

Change in criteria of controlled vessels and vessels subject to control

- ① The criterion of a controlled vessel will be changed from '10,000 GT or over' to '140 m or over in length overall' in Chiba passage and to '125 m or over in length overall' in Ichihara Passage (for oil carriers, the criterion '1,000 GT or over' will remain unchanged).



- ② The criterion of a vessel subject to control will be changed from '500 GT or over' to '50 m or over in length overall'. However, vessels less than 500 GT will always be excluded from such vessels even if they are 50 m or over in length overall.

Procedures to receive applications for exemption from restriction

- ① You can check the schedule of inbound and outbound transits of controlled vessels by using the Maritime Information and Communication System (MICS), operated by the Chiba Coast Guard Office.
URL : <http://www6.kaiho.mlit.go.jp/chiba/>
- ② If a vessel subject to control wants to enter the relevant passage and expects to meet an oppositely-bound controlled vessel in the same passage, the vessel subject to control is required to make an application to the Chiba Port Traffic Control Office, during the hour prior to the planned entry into the passage of the vessel subject to control, either directly or via her agent, by one of the following means:
- ◆ Telephone: 043-242-0009
 - ◆ Facsimile: 043-242-0013
 - ◆ Electronic application: Sea-NACCS
 - ◆ VHF radio telephone: Channel 16 or 12; call name, 'Chiba-konai Hoan'
- ③ When he has received an application, the Captain of the Port will decide whether it is safe for the applicant vessel to meet the controlled vessel in the relevant passage or not. He will communicate his decision as an **AIS message**. The applicant vessel is requested to check the **AIS message** and, only after receiving permission, enter the passage.

Conditions to allow vessels to encounter each other in the passage, depending on their size

The meeting of a controlled vessel with an oppositely-bound vessel subject to control is allowed under the following conditions:

- a. AIS information can be properly confirmed in the port traffic control office;
- b. The length of the applicant vessel subject to control (ℓ in meter) meets the following formula:
For the Chiba Passage: $\ell \leq 560 - 3 \times L$ For the Ichihara Passage: $\ell \leq 500 - 3 \times L$ (L : length overall in meter of the vessel subject to control)
- c. They are expected to encounter each other during a period from 1030 to 1530 hours;
- d. As to weather, the wind speed is less than 15 m/sec and the visibility is 1,000 m or over;
- e. The controlled vessel planned for the transit is not an oil carrier;
- f. One of the vessels involved is not from or to the Shinko area in Chiba passage.
- g. The controlled vessel will meet the applicant vessel subject to control, one-to-one.

※ If he considers dangerous, the Captain of the Port may not give permission to an applicant vessel subject to control even when the above conditions are met.

For an inquiry,
contact

Port Traffic Control Office, Chiba Coast Guard Office by
telephone at **043-242-0009**

Restriction criteria and operational method of Traffic Control in Kashima Waterway

Change in criteria of controlled vessels and vessels subject to control

- ① The criterion of a controlled vessel will be **changed from '15,000 GT or over' to '190 m or over in length overall'** (for oil carriers, the criterion '1,000 GT or over' will remain unchanged).



- ② The criterion of a vessel subject to control will be changed from **'1,000 GT or over' to '70 m or over in length overall'**. However, vessels less than 1,000 GT will always be excluded from such vessels even if they are 70 m or over in length overall.

Procedures to receive applications for exemption from restriction

- ① You can check the schedule of inbound and outbound transits of controlled vessels by using the Maritime Information and Communication System, operated by the Ibaraki Coast Guard Office.

URL : <http://www6.kaiho.mlit.go.jp/ibaraki/kashima/safety.htm>

- ② If a vessel subject to control wants to enter the relevant waterway and expects to meet an oppositely-bound controlled vessel in the same waterway, the vessel subject to control is required to make an application, in advance, to the Port Traffic Control Office, Kashima Coast Guard Station, directly or via her agent, by one of the following means:
- ◆ Telephone: 0299-92-2602
 - ◆ Facsimile: 0299-92-2602
 - ◆ Electronic application: Sea-NACCS
 - ◆ VHF radio telephone: Channel 16 or 12; call name, 'Kashima-konai Hoan'

- ③ When he has received an application, the Captain of the Port will decide whether it is safe for the applicant vessel to meet the controlled vessel in the relevant waterway or not. He will communicate his decision as an **AIS message**. The applicant vessel is requested to check the **AIS message** and, only after receiving permission, enter the passage.

Conditions to allow vessels to encounter each other in the waterway, depending on their size

The meeting of a controlled vessel with an oppositely-bound vessel subject to control is allowed under the following conditions:

- a. AIS information can be properly confirmed by the port traffic control office;
 - b. The length of the applicant vessel subject to control (ℓ in meter) meets the following formula:
$$\ell \leq 760 - 3 \times L$$
(L: length overall in meter of the vessel subject to control)
 - c. The meeting is during a period from 1100 to 1500 hours;
 - d. As to weather, the wind speed is less than 12 m/sec and the visibility is 1 nautical mile or over;
 - e. The controlled vessel planned for the transit is not an oil carrier;
- ※ If he considers dangerous, the Captain of the Port may not give permission to an applicant vessel subject to control even when the above conditions are met.

**For an inquiry,
contact**

**Port Traffic Control Office, Kashima Coast Guard Station
by telephone at 0299-92-2602**