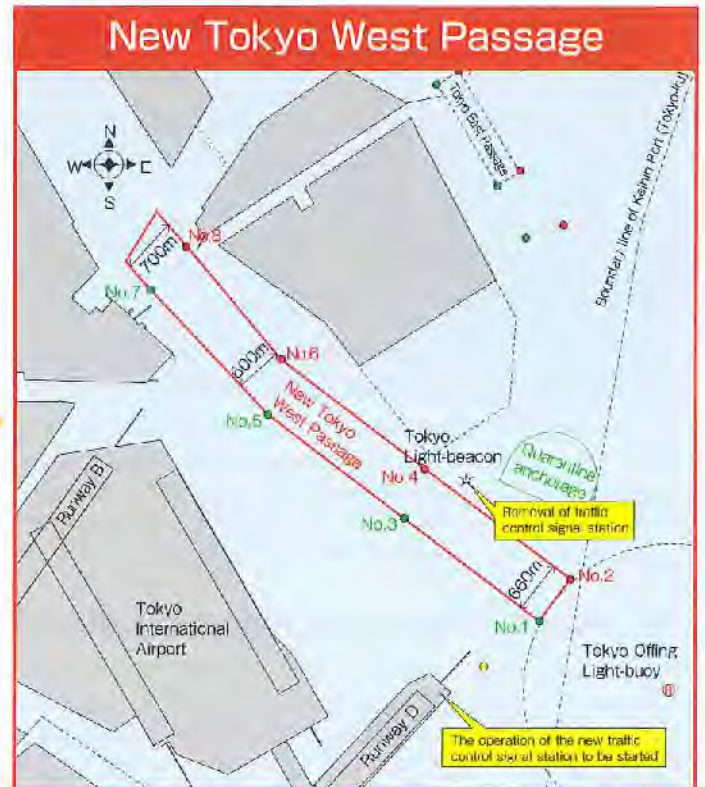
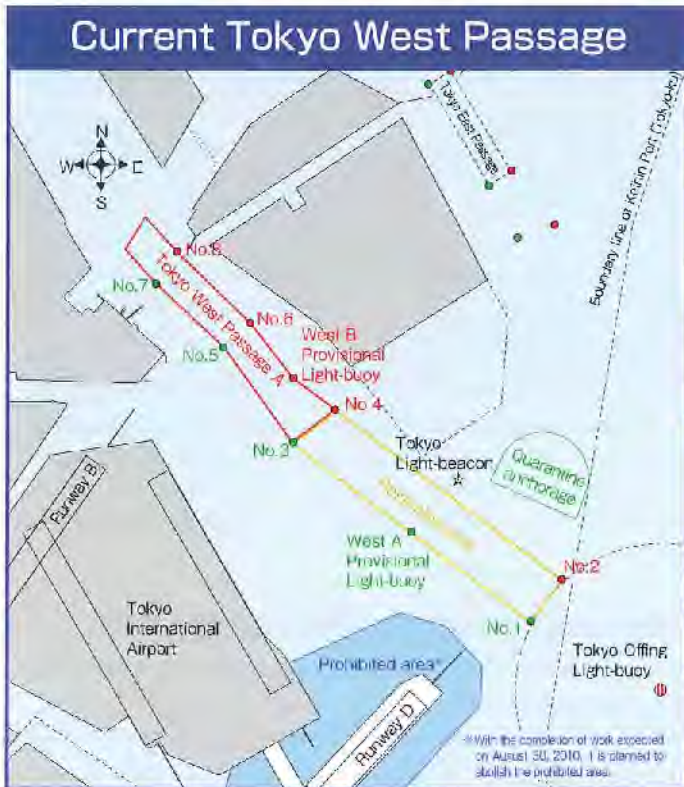


# Introduction of a new traffic control system (Tokyo West Passage/Tokyo East Passage)

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<sup>\*1</sup> and vessels subject to control<sup>\*2</sup> 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**

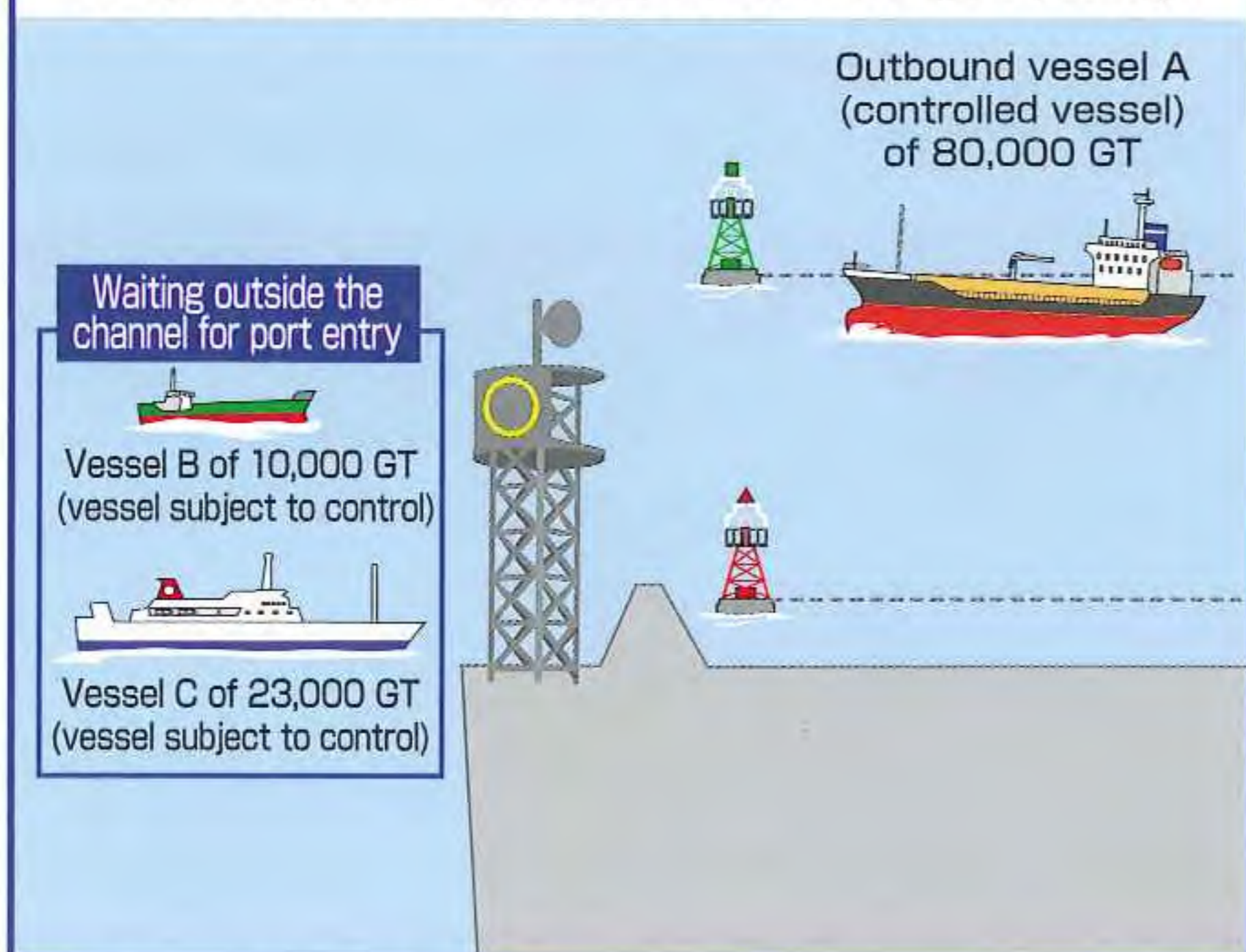
Tokyo Wan Vessel Traffic Service Center by telephone at 045-225-9151

**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.

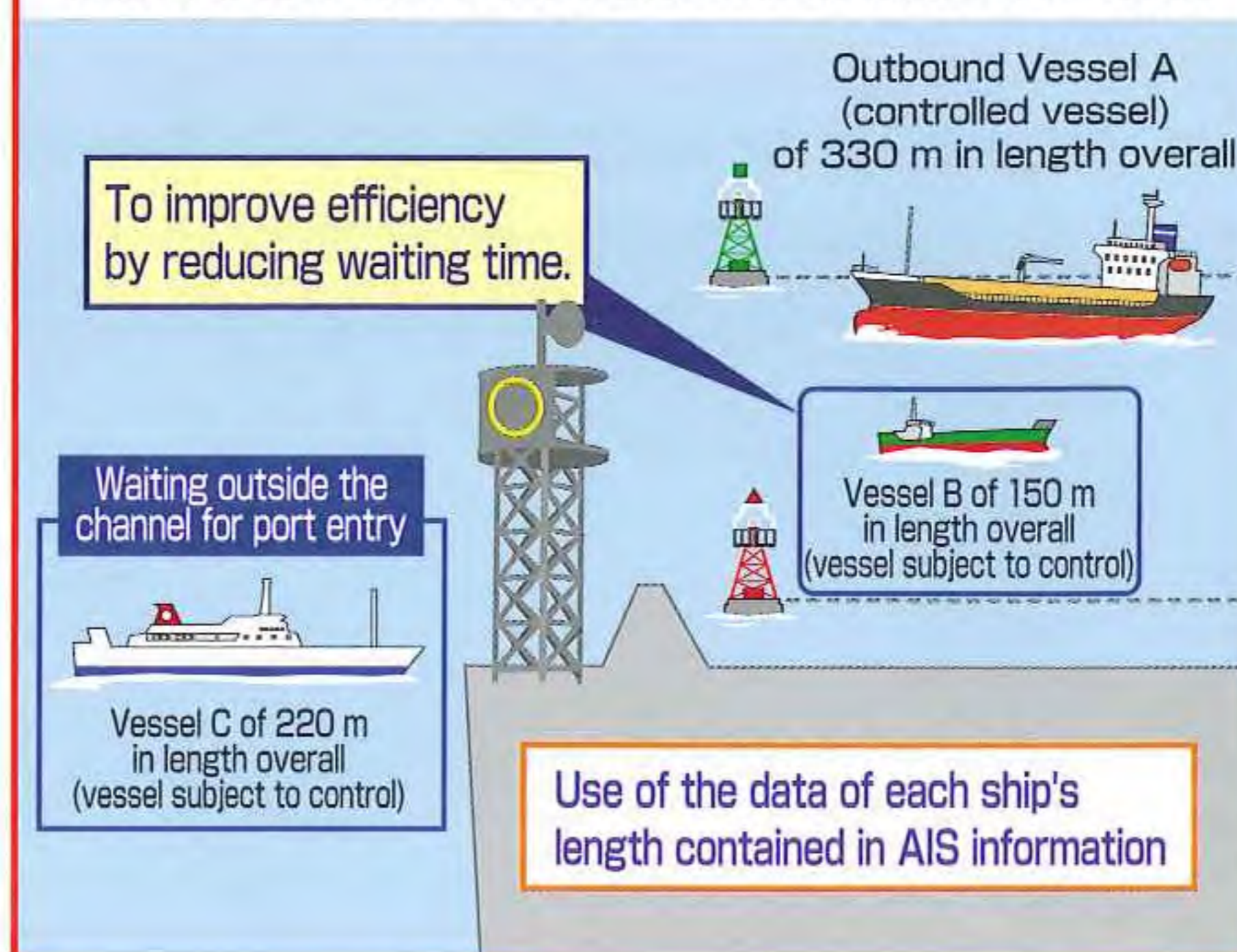
**Current port traffic control system**

When a large vessel (controlled vessel) sails in the passage, vessels subject to control are uniformly prohibited from encountering the oppositely-bound controlled vessel in the same passage.



**New port traffic control system**

The safety of the encounter of a vessel subject to control in the passage with an oppositely-bound controlled vessel will be judged, in each case, in accordance with the length of the latter.



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 the Tokyo Wan Vessel Traffic Service Center.

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

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: 045-225-9151      ◆ Facsimile: 045-225-9154      ◆ Electronic application: Sea-NACCS
- ◆ VHF radio telephone: Channel 16 or 12; call name, 'Yokohama-HARBOR COAST GUARD RADIO' ※

※ In Keihin Port, the same call name (common to Tokyo-ku, Yokohama-ku and Kawasaki-ku) is used.

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 Tokyo Wan Vessel Traffic Service Center;
- b. The length of the applicant vessel subject to control ( $\ell$  in meter) meets the following formula:  
 $\ell \leq 1200 - 3 \times L$  ( $L$ : 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.