

Revised Rules for Maritime Traffic Safety in Nagoya Port

<Effective as of July 1, 2011>



Nagoya Port Vessel Traffic Service Center

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Japan Coast Guard
Our mission is to protect and guard the seas around Japan!

I Revised rules on traffic management procedures in Nagoya Port

In accordance with the revised rules of the Regulations for Enforcement of the Act on Port Regulations, revised criteria for the traffic management procedures in Nagoya Port will be enforced from July 1, 2011.

As the revised criteria, the procedures on a **total length(TL)** is applied to specified vessels, which are called “Vessels to comply with traffic management procedures” (or “Controlled vessels” and “Vessels subject to complying with traffic management procedures” (or “Vessels subject to control”, in lieu of the current procedures on a **gross tonnage(GT)**).

The revised criteria are applied to the following 3 passage in Nagoya Port.

East Passage

Current criteria;

“Controlled vessels” are subject to vessels of 40,000 GT and upwards or oil takers of 5,000 GT and upwards, and

“Vessels subject to control” are subject to vessels of 500 GT and upwards.



New criteria;

“Controlled vessels” are subject to vessels of 270 meters or more in TL or oil takers of 5,000 GT and upwards, and

“Vessels subject to control” are vessels, excepting vessels under 500 GT, of 50 meters or more in TL

West Passage

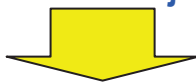
and

North Passage

Current criteria;

“Controlled vessels” are subject to vessels of 20,000 GT and upwards or oil tankers of 5,000 GT and upwards, and

“Vessels subject to control” are subject to vessels of 500 GT and upwards.



New criteria;

“Controlled vessels” are subject to vessels of 175 meters or more in TL or oil takers of 5,000 GT and upwards, and

“Vessels subject to control” are subject to vessels, excepting vessels under 500 GT, of 50 meters or more in TL.

○Vessels, excepting vessels under 500 GT, of 50 meters or more in TL shall navigate in accordance with traffic signal lights when entering or departing Nagoya Port.

○ “Controlled vessels” entering or departing each waterway shall report the following information, which are assigned by the domestic Act of Port Regulation as the Article 36-3 Paragraph 2, until noon of the previous day of the day which you intend to enter or to get underway to the Captain of Nagoya Port.

1. Vessal Name,
2. GT and TL
3. Estimate time sailing passage you intend to,
4. Communication means between the Center and your vessel
5. Mooring facility of the Port, in which your vessel is moored or intends to moor,

Remarks: For item No. 3 of this paragraph, the estimate time for entering is assumed the time arriving at near the entrance of each passage, and also the estimate time for departure is assumed the time to getting underway.

II Mandatory requirement on continuous listening watch on VHF in Nagoya Port

In accordance with the revised rules of the Regulations for Enforcement of the Act on Port Regulations, specified vessels shall maintain continuous listening watch on VHF-FM(Ch16) in designated area of Nagoya Port named as “Area to be requested continuous listening watch for receiving available marine information from the Center”, herein after referred to as “The Area”, in order to assist safety navigation by the Center from July 1, 2011.

Specified vessels

Vessels over 500 GT navigating the Area

The Area

Sea area including 3 traffic routes in Nagoya Port (See the attached area map of page 3)

Information to be provided

- Information on traffic rules,
- Information on occurrence of marine accident,
- Information on potential dangerous sea area,
- Information on vessels restricted in their ability to maneuver,
- Information on the movement of other specified vessels approaching to own vessel, and
- Additional information necessary for navigation.

Information and recommendation from the Center may be provided in Japanese language and/or English language via VHF-FM telephone. In some cases, however, it may be provided via onboard maritime telephone.

The Center may recommend you to avoid critical situations if necessary. Vessels recommend by the Center may be requested to make a report on the actions you have taken based upon the rules.

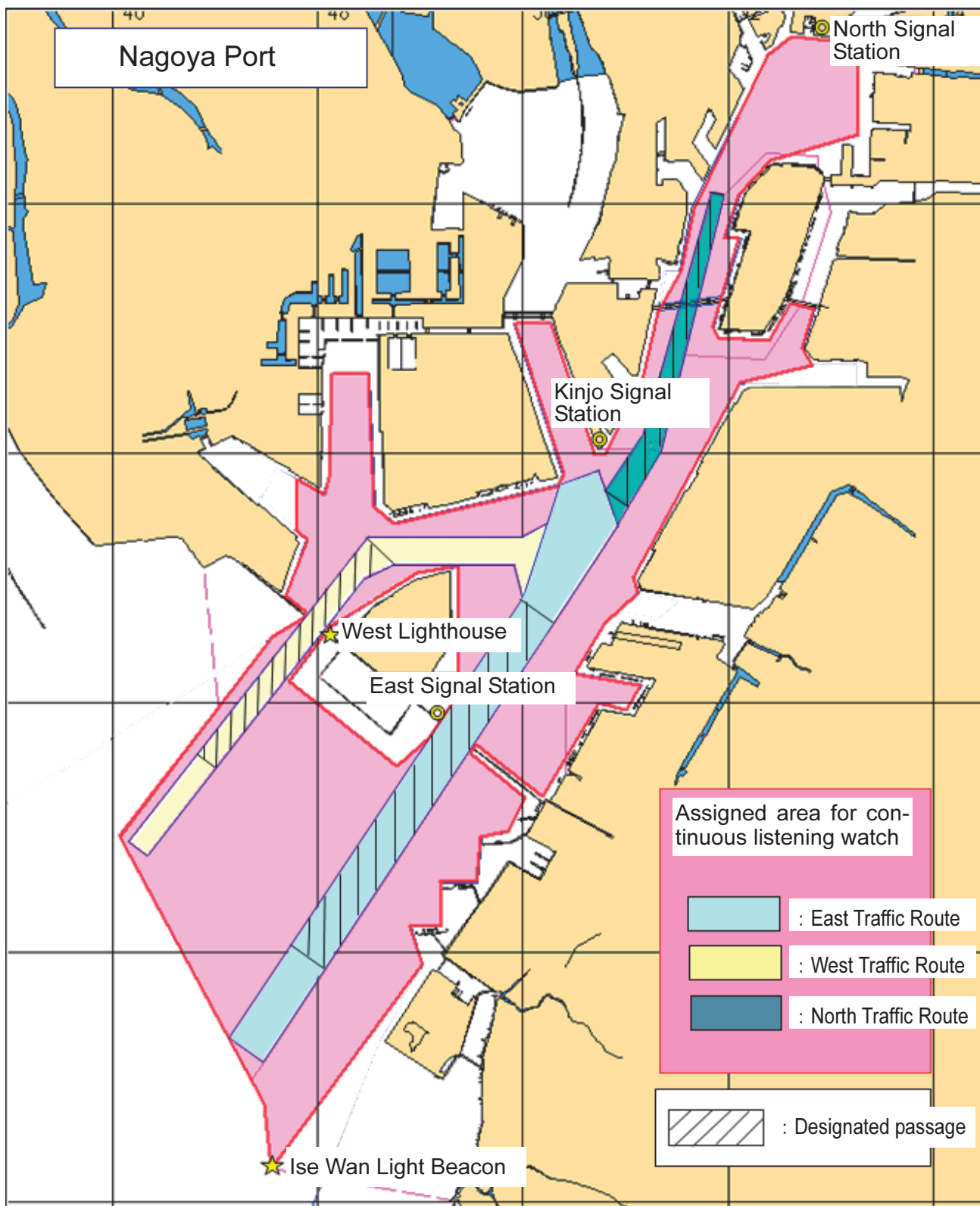
Information and/or recommendation provided by VTS are to assist decision making of vessel's master of his or her responsibility to control vessel movement. Care should be taken that VTS operations do not encroach upon the master's responsibility for safe navigation, or disturb the traditional relationship between master and pilot.

Specified vessels navigating in the Area where vessel traffic services are provided shall maintain the safe navigation by continuous listening watch of information provided by the Center.

Please note that adequate information sometimes can not be obtained due to limited functions of radar providing vessel type or size, distance between the vessel and the radar equipment at the Center, sea surface conditions, false images on PPI, and visual ability of the monitoring TV(ITV). In addition, due to unreliable information and/or data on direction and speed of the vessel, information service and recommendation by the Center may be impossible in the case that information or data on vessels being anchoring or just heaved up anchor and/or on vessels being approached to a berth or just after leaving a berth.



Assigned area map for continuous listening watch on VHF-FM in Nagoya Port



III Navigational management procedures

Vessels, excluding vessels of less than 500 GT, of 50 meters or more in TL shall navigate in accordance with traffic signal lights based on the rules for traffic organization when entering or departing passage assigned in Nagoya Port.

To ensure safety of navigation in Nagoya Port navigational management procedures on traffic organization for specified vessels are enforced at 4 traffic signal stations locating in the High Tide Breakwater East Traffic Signal Station, the High Tide Breakwater West Traffic Signal Station, the Kinjyo Traffic Signal Station and the Nagoya North Traffic Signal Station respectively.

1 Definition of terms

(1) "Vessels to comply with traffic management procedures" (or "Controlled vessels"):

Vessels to navigate the East Passage, the West Passage or the North Passage in accordance with the following standards;

In the East Passage vessels, including oil tankers of 5,000 GT and upwards, of 270 meters or more in TL, and

In the West Passage and the North Passage vessels, including oil tankers of 5,00 GT and upwards, of 175 meters or more but less than 270 meters in TL

(2) "Vessels subject to complying with traffic management procedures" (or "Vessels subject to control"):

Vessels, excluding vessels less than 500 GT, of 50 meters or more, when navigating the East Passage, the West Passage and the North Passage.

(3) "Traffic Routes":

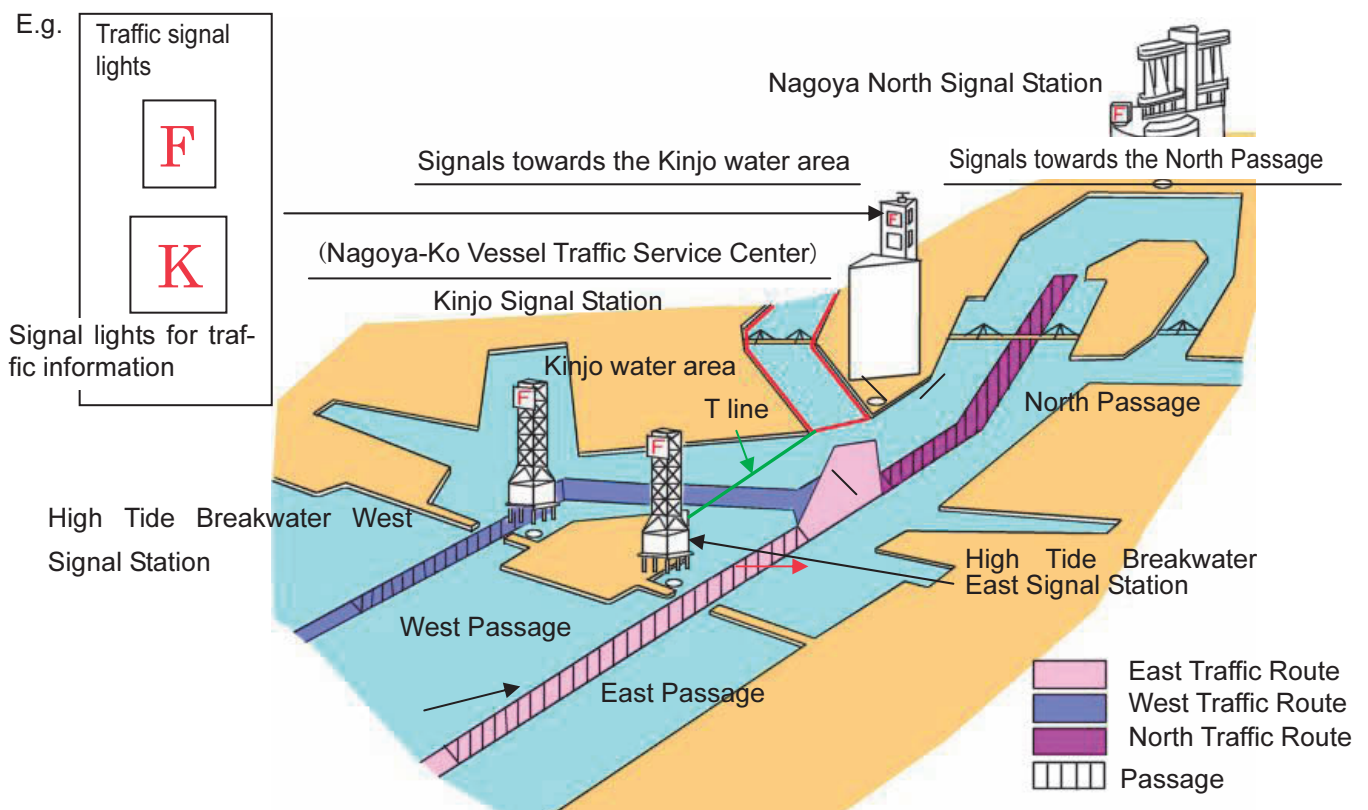
Routes that vessels entering or departing Nagoya Port shall navigate.

(4) "Passage":

Areas of traffic routes where vessels shall navigate in accordance with traffic signal lights titled "Types and meanings of traffic signal lights" in the following pages.

2 Location map of traffic signal lights and other information signal

(1) Traffic Routes and passage are shown in the illustration map below.



(2) In addition to the traffic signal lights, the signal lights providing traffic information are equipped at the tower of the Center. These signal boards of the signal lights providing traffic information are displayed by the squared frames lighted 24 hours a day together with traffic information signal in order not to miss-understanding with the traffic signal lights.

IV Types and meanings of traffic control signals

East Passage (High Tide Breakwater East Signal Station)

Passage and signal station	Signal type		Vessels to comply with traffic management procedures <small>Vessels with a total length of 270 m or more (or oil tankers of 5,000 GT or more)</small>	Vessels subject to complying with traffic management procedures <small>Vessels with a total length of 50 m or more but less than 270 m (excluding those with less than 500 GT)</small>	Vessels with a total length of less than 50 m or less than 500 GT	Remarks	
East Passage High Tide Breakwater East Signal Station	Entry signal	I Flashing	Entry OK		Entry and Departure OK		
			NO Departure	NO Departure <small>(However, vessels specified by the Port Captain may depart)</small>			
	Departure signal	O Flashing	Departure OK				
			NO Entry	NO Entry <small>(However, vessels specified by the Port Captain may enter)</small>			
	Free signal	F Flashing	NO Entry and Departure	Entry and Departure OK			
	Prohibition signal	X Continuously lit	NO Entry and Departure				Only vessels specified by the Port Captain may enter and depart.
	Advance notice signal	XI Alternate flashing	NO Entry and Departure <small>(However, vessels already in passage may enter and depart)</small>	NO Entry and Departure <small>(However vessels already in passage and those specified by the Port Captain may enter or depart)</small>	Entry and Departure OK	Signal will change into flashing "I" soon.	
		XO Alternate flashing				Signal will change into flashing "O" soon.	
		XF Alternate flashing				Signal will change into flashing "F" soon.	
		X Flashing	NO Entry and Departure <small>(However, vessels already in passage may enter and depart)</small>				Signal will change into continuously lit "X" soon

East Passage (Kinjo Signal Station, Northwest facing signal board)

*Applies to vessels attempting to depart the Kinjo water area

Passage and signal station	Signal type		Vessels to comply with traffic management procedures Vessels with a total length of 270 m or more (or oil tankers of 5,000 GT or more)	Vessels subject to complying with traffic management procedures Vessels with a total length of 50 m or more but less than 270 m (excluding those with less than 500 GT)	Vessels with a total length of less than 50 m or less than 500 GT	Remarks
East Passage Kinjo Signal Station (Northwest facing signal board) [Applies to the Kinjo water area]	Entry signal	I Flashing	NO Departure	NO Departure (However, vessels specified by the Port Captain may depart)	Departure OK	
	Departure signal	O Flashing	Departure OK			
	Free signal	F Flashing	NO Departure	Departure OK		
	Special signal	OE Alternate flashing	Departure OK			Departure OK
		OW Alternate flashing	NO Departure	NO Departure (However, vessels specified by the Port Captain may depart)		
		E Flashing		Departure OK	*This signal informs Vessels subject to complying with traffic management procedures that are attempting to depart the <u>Kinjo water area</u> whether or not they may depart from either the East Passage or West Passage.	
		W Flashing		NO Departure (However, vessels specified by the Port Captain may depart)		
	Prohibition signal	X Continuously lit	NO Departure			Only vessels specified by the Port Captain may depart
	Advance notice signal	XI Alternate flashing	NO Departure	NO Departure (However, vessels specified by the Port Captain may depart)	Departure OK	Signal will change into flashing "I" soon.
		XO Alternate flashing				Signal will change into flashing "O" or alternate flashing of "OE" or "OW" soon.
		XF Alternate flashing				Signal will change into flashing "F" soon.
		XE Alternate flashing				Signal will change into flashing "E" soon.
		XW Alternate flashing				Signal will change into flashing "W" soon.
		X Flashing				NO Departure

*The Kinjo water area refers to the area north of the line extending from the southern tip of Kinjo-futo to the southeastern tip of Tobishima-futo. (See figure on page 4)

West Passage (High Tide Breakwater West Signal Station)

Passage and signal station	Signal type		Vessels to comply with traffic management procedures Vessels with a total length of 175 m or more (or oil tankers of 5,000 GT or more)	Vessels subject to complying with traffic management procedures Vessels with a total length of 50 m or more but less than 175 m (excluding those with less than 500 GT)	Vessels with a total length of less than 50 m or less than 500 GT	Remarks				
West Passage High Tide Breakwater West Signal Station	Entry signal	I Flashing	Entry OK		Entry and Departure OK					
			NO Departure							
	Departure signal	O Flashing	Departure OK							
			NO Entry							
	Free signal	F Flashing	NO Entry or Departure	Entry and Departure OK						
	Special signal	T Flashing	Entry OK only for vessel west of the T-line			Entry and Departure OK	NO Departure	The T-line refers to the line extending from the southeast tip of Tobishima-futo to the northeast tip of Port Island. (See the figure on page 4)		
			NO Departure							
	Prohibition signal	X Continuously lit	NO Entry or Departure				Only vessels specified by the Port Captain may enter or depart the port			
	Advance notice signal	XI Alternate flashing	NO Entry or Departure (However vessels already in passage may enter or depart.)				Entry and Departure OK		Signal will change into flashing "I" soon.	
		XO Alternate flashing							Signal will change into flashing "O" soon.	
XF Alternate flashing		Signal will change into flashing "F" soon.								
XT Alternate flashing		Signal will change into flashing "T" soon.								
X Flashing		NO Entry or Departure (However vessels already in passage may enter or depart.)							Signal will change into continuously lit "X" soon.	

West Passage (Kinjo Signal Station, northwest facing signal board)

*Applies to vessels attempting to depart the Kinjo water area

Passage and signal station	Signal type		Vessels to comply with traffic management procedures <small>Vessels with a total length of 175 m or more (or oil tankers of 5,000 GT or more)</small>	Vessels subject to complying with traffic management procedures <small>Vessels with a total length of 50 m or more but less than 175 m (excluding those with less than 500 GT)</small>	Vessels with a total length of less than 50 m or less than 500 GT	Remarks		
West Passage Kinjo Signal Station (northwest facing signal board) [Applies to the Kinjo water area]	Entry signal	I Flashing	NO Departure		Departure OK			
	Departure signal	O Flashing	Departure OK					
	Free signal	F Flashing	NO Departure	Departure OK				
	Special signal	OE Alternate flashing	NO Departure			Departure OK	*This signal informs vessels attempting to depart the Kinjo water area whether or not they may depart from either the East Passage or West Passage.	
		OW Alternate flashing	Departure OK					
		E Flashing	NO Departure	NO Departure			*This signal informs vessels subject to control that are attempting to depart the Kinjo water area whether or not they may depart from either the East Passage or West Passage.	
		W Flashing		Departure OK				
	Prohibition signal	X Continuously lit	NO Departure				Only vessels specified by the Port Captain may depart	
	Advanced notice signal	XI Alternate flashing	NO Departure				Departure OK	Signal will change into flashing "I" soon.
		XO Alternate flashing						Signal will change into flashing "O" or alternate flashing of "OE" or "OW" soon.
		XF Alternate flashing						Signal will change into flashing "F" soon.
		XE Alternate flashing						Signal will change into flashing "E" soon.
		XW Alternate flashing						Signal will change into flashing "W" soon.
		X Flashing						NO Departure

*The Kinjo water area refers to the area north of the line extending from the southern tip of Kinjo-futo to the southeastern tip of Tobishima-futo. (See figure on page 4)

North Passage (Nagoya North Signal Station, Kinjo Signal Station, excluding the northwest facing signal board)

Passage and signal station	Signal type		Vessels to comply with traffic management procedures Vessels with a total length of 175 m or more (or oil tankers of 5,000 GT or more)	Vessels subject to complying with traffic management procedures Vessels with a total length of 50 m or more but less than 175 m (excluding those with less than 500 GT)	Vessels with a total length of less than 50 m or less than 500 GT	Remarks	
North Passage Nagoya North Signal Station (excluding the north facing signal board)	Entry signal	I Flashing	Entry OK		Entry and Departure OK		
			NO Departure				
	Departure signal	O Flashing	Departure OK				
			NO Entry				
	Free signal	F Flashing	NO Entry or Departure	Entry and Departure OK			
	Special signal	E Flashing	NO Entry or Departure	North Passage Entry and Departure OK Departure heading towards East Passage OK		Entry and Departure OK	This signal informs vessels subject to control that are attempting to depart the North Passage via the East Passage or West Passage whether or not they may depart from either the East Passage or West Passage.
				NO departure heading towards West Passage			
		W Flashing	NO Entry or Departure	North Passage Entry and Departure OK Departure heading towards West Passage OK			
				NO departure heading towards East Passage (However, vessels specified by the Port Captain may depart)			
	Prohibition signal	X Continuously lit	NO Entry or Departure				Only vessels specified by the Port Captain may enter or depart
	Advanced notice signal	XI Alternate flashing	NO Entry or Departure (However vessels already in passage may enter or depart.)			Entry and Departure OK	Signal will change into flashing "I" soon.
		XO Alternate flashing					Signal will change into flashing "O" soon.
		XF Alternate flashing					Signal will change into flashing "F" soon.
		XE Alternate flashing					Signal will change into flashing "E" soon.
		XW Alternate flashing	NO Entry or Departure (However vessels already in passage may enter or depart.)	NO Entry or Departure (However vessels already in passage may enter or depart.) (Vessels specified by the Port Captain may depart)	Signal will change into flashing "W" soon		
X Flashing		NO Entry or Departure (However vessels already in passage may enter or depart.)			Signal will change into continuously lit "X" soon.		



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