

Confirmed Matters regarding Negishi Bay Navigational Coordination (Guidelines)

Negishi Bay Navigation Safety Review Committee has confirmed the rules for navigational coordination for the purpose of ensuring the safety of all vessels navigating Negishi Bay as follows.

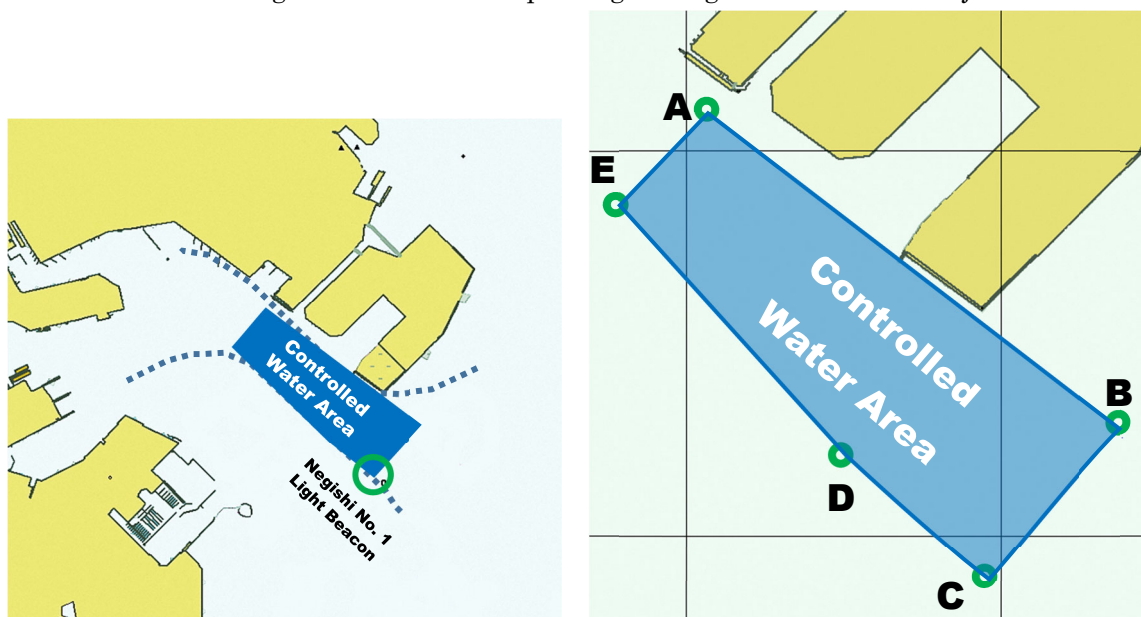
1 Navigational Coordination

These Confirmed Matters regarding navigational coordination are controlled by the City of Yokohama. Actual operations are conducted by TST Corporation (hereinafter referred to as "TST") which is consigned by the City of Yokohama. In addition, they are conducted with cooperation from Tokyo Wan Vessel Traffic Service Center as necessary.

2 Navigable water area and Vessels subject to control

- (1) Definition of navigable water area subject to control (hereinafter referred to as "Controlled Water Area").

Controlled Water Area is bounded by a line joining the following positions "A" to "E" in the figure below. Vessels passing through this area are subject to control.



【Diagram of Controlled Water Area】

- | | | | |
|---|----------|-----------|---------------------------------------|
| A | 35-24.1N | 139-40.1E | approximate location |
| B | 35-23.3N | 139-41.4E | approximate location |
| C | 35-22.9N | 139-40.9E | (Yokohama Negishi No. 1 Light Beacon) |
| D | 35-23.2N | 139-40.5E | (Yokohama Negishi No. 3 Light Beacon) |
| E | 35-23.9N | 139-39.8E | (Yokohama Negishi No. 5 Light Beacon) |

(2) **Definition of terms**

- ① Large-Sized Vessel : Vessel of 10,000GT or more
- ② Medium-Sized Vessel : Vessel of 750GT or more and under 10,000GT
- ③ Small-Sized Vessel : Vessel of under 750GT (excluding Miscellaneous Vessels)
- ④ Miscellaneous Vessels : Steam launches, barges, boats and other vessels (under 20GT) operated solely by oars and paddles.

(3) **Vessels subject to control**

- ① Vessels using South-Honmoku Wharf
 - All vessels excluding Miscellaneous Vessels
- ② Vessels using the berth owned and operated by private corporations in Negishi Bay (hereinafter referred to as "Private Berth")
 - Large-Sized Vessel
 - ※ Vessels other than those listed above (hereinafter referred to as "Reference Vessels") will also be included as necessary for the purpose of preventive safety.

3 **Where to submit such information necessary for navigational coordination and for publication of information**

(1) **Where to submit and how to submit**

- ① Where to submit : TST
- ② How to submit :
 - Vessel Operation Movement Notification (hereinafter referred to as "Vessel Movement Notification") ⇒ by EDI or by FAX
 - Information on Reference Vessels ⇒ by E-mail or by FAX
 - FAX : +81-45-502-0263
 - E-mail : yokohama@toyoshingo.co.jp
- ③ Time to submit: From 08:45 until 17:00 on working days:
See 3(2) regarding the submission deadline.

(2) **Notification of information to TST**

The ship agents and terminals notify the necessary information for navigational coordination by 10:30 hrs. of the day before movement of the vessels shown in (A) and (B) below in the form of Vessel Movement Notifications.

(A) Vessels subject to control using South-Honmoku Wharf

- ① Matters to be written in each column of the Vessel Movement Notification

(B) Vessels subject to control using Private Berths

- ① Large-Sized Vessel
 - Matters to be written in each column of the Vessel Movement Notification

- ② Reference Vessels requesting pilot, tugboats and/or linesmen and Reference vessels engaged in international voyaging.
 - Matters to be written in each column of the Vessel Movement Notification
 - ③ Reference Vessels other than ② above
 - Matters related to the navigation schedule according to the contents of the Vessel Movement Notification
- ※ In the Vessel Movement Notification mentioned in (1) and (2) above, inbound vessels specify the time to enter the Controlled Water Area (time to pass Yokohama Negishi No. 1 light beacon) in addition to time to enter outer harbor. And Outbound vessels specify their departure time.
- ※ Adjustments of inbound vessels are based on the Controlled Water Area entering time. The Controlled Water Area entering time is set at minimum 15-minute intervals. For vessels underway from any anchorage, except from Negishi Bay, YL5 or Nakanose, it is set at 30 minutes after leaving the anchorage. (For piloted vessels from Nakanose, it is set at 30 minutes after leaving Nakanose.)

(3) Submitting changed information

Any Vessel Movement Notification changes to be reported immediately.

- ① Any changes shall be dealt with at least 1 hour before the vessel enters or leaves the port.
- ② When a change is determined by TST, the applicant shall submit a "Notification of Change" to TST by FAX or EDI to confirm the contents on both sides.

(4) Confirmation after submission of Vessel Movement Notification

Receipt of provided information and applied matters of Vessel Movement Notification is confirmed by ship's agents (information provider) by telephone.

- ① When Vessel Movement Notification is sent by FAX, it is promptly confirmed by TST after receiving it.
- ② Determinations of applied matters of Vessel Movement Notification are confirmed by TST after 1500 hrs. on the day it is submitted.

(5) Publication of Information on vessels' operation schedule

TST publishes information on vessels' operation schedule, when received, in real time on the Web for the purpose of sharing with related parties.

- ※ The publication on the Web is strictly managed using ID/Password.

4 Navigational Coordination

(1) Basic policy

- ① We establish basic rules for navigational coordination for the purpose of safe navigation in the Controlled Water Area and efficient use of port facilities.
- ② When TST determines the conflicts between vessels in the Controlled Water Area, navigation is adjusted by the basic rules. Vessels subject to control and related parties such as agents shall actively comply with requests from TST.
- ③ When changes or delays in the operation schedule cause conflict with other vessels already scheduled, the vessel who changed the schedule shall give way.
- ④ Tides are taken into consideration when making necessary prudent adjustments.

(2) Navigational Coordination for Controlled Water Area

(A) Adjustments on the previous day

- ① TST receives the final Vessel Movement Notification from agents and adjusts any conflict of vessels using the Controlled Water Area based on the "Interval Time for Navigational Adjustment" (hereinafter referred to as "Interval Time"). At that time TST creates an Operation Schedule Table for vessels using the Controlled Water Area based on the Interval Time and vessel allocation table (which table is used only on South-Honmoku Wharf:) and publishes it on the web in real time.
- ② When the application is delayed by the agent and adjustments have already been made, priority to move is given to the original first adjusted vessels, and vessels that applied later are then adjusted.
- ③ When any changes or additions to the schedule occur during or after the creation of the Operation Schedule Table, priority is given to the vessels already in place and vessels making the changes or additions are then adjusted.

(B) Adjustments on the arrival or departure day

① Adjustments due to changes in operation schedules

- When TST receives a notification of changes in operation schedule from an agent, TST will adjust based on the Interval Time, giving priority to other vessels that are already scheduled.
- ※ After adjustments are made, the Operation Schedule Table is updated in real time.

② Adjustments due to changes found by monitored vessels' movements.

- TST continues real time monitoring vessels' movements. When TST finds that vessels subject to control are likely to meet each other in the Controlled Water Area, adjustments are made to avoid this. However, this does not apply when both vessels have an agreement to meet each other which agreement is known to TST.
- Information regarding this operation adjustment will be given to the vessels by Yokohama Port Radio (hereinafter referred to as "Port Radio").
- Vessels using the Controlled Water Area shall inform Port Radio of their vessel information as shown in Appendix-1.

5 Details of Navigational Coordination by wharf

(1) Adjustments between vessels using South-Honmoku Wharf and Private Berths.

① Conflict between inbound vessels

- Vessels using Private Berths have priority to enter the Controlled Water Area.

② Conflict between outbound vessels

Ⓞ Adjustments to avoid meeting in Controlled Water Area

- When a Large-Sized Vessel departing from a Private Berth is about to enter the Controlled Water Area, in principle, vessels larger than a medium-size departing from South-Honmoku Wharf will wait.



Fig.1

- When a vessel larger than medium-size departing from South-Honmoku Wharf can reach the Controlled Water Area before a vessel from Private Berth, in principle, the vessel from South-Honmoku Wharf has priority.

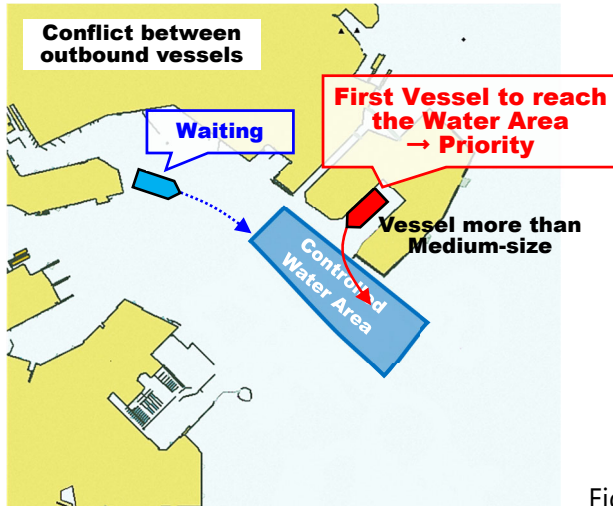


Fig.2

- When a vessel larger than medium-size departing from South-Honmoku Wharf is turning in the Controlled Water Area, in principle, vessels departing from Private Berth shall not enter the Controlled Water Area until it is clear.

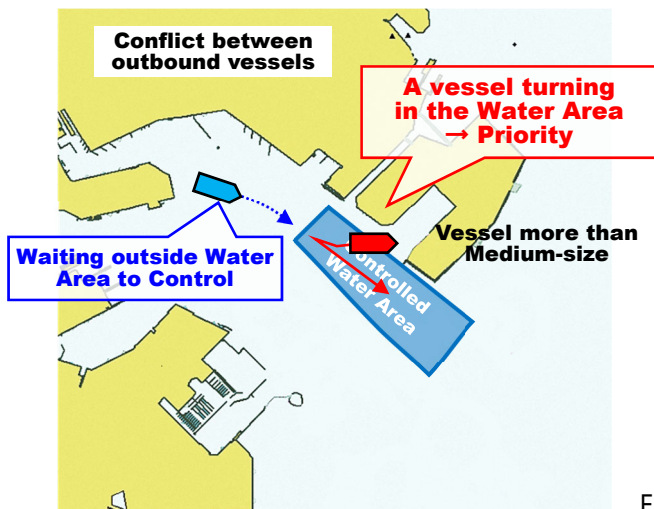


Fig.3

③ Conflict between inbound and outbound vessels

⊙ Adjustments to avoid meeting of Large-Sized and Medium-Sized Vessels in the Controlled Water Area

- When a vessel larger than medium-size departs from South-Honmoku Wharf and is turning in the Controlled Water Area, in principle, the Large-Sized Vessel using the Private Berth shall not enter the Controlled Water Area until it is clear.

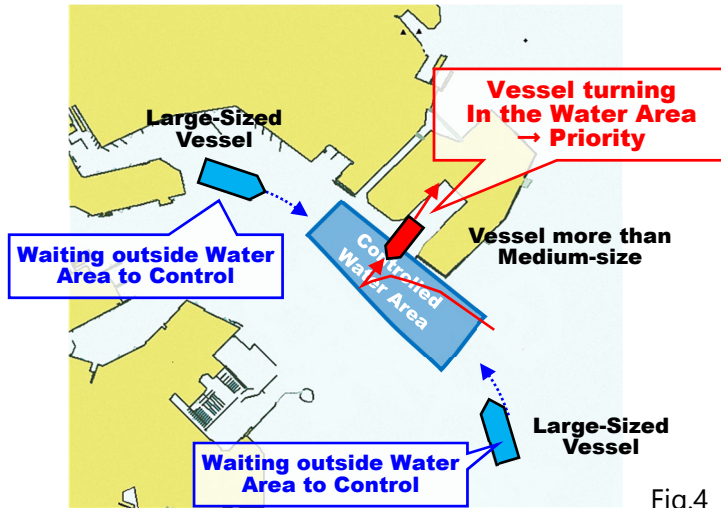


Fig.4

- When Large-Sized Vessel departing from Private Berth is about to enter the Controlled Water Area, in principle, vessels larger than medium-size entering South-Honmoku Wharf shall not enter the Controlled Water Area until it is clear.

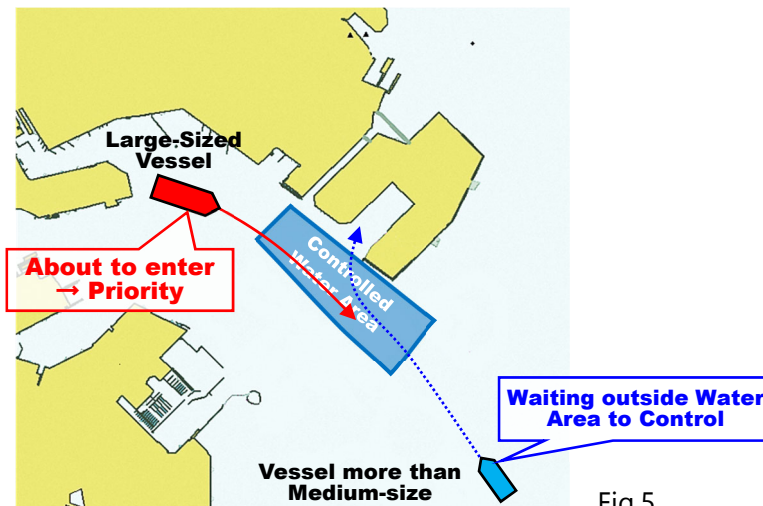


Fig.5

- When a Large-Sized Vessel bound for Private Berth is about to enter the Controlled Water Area, in principle, vessels larger than medium-size departing from South-Honmoku Wharf shall not enter the Controlled Water Area.

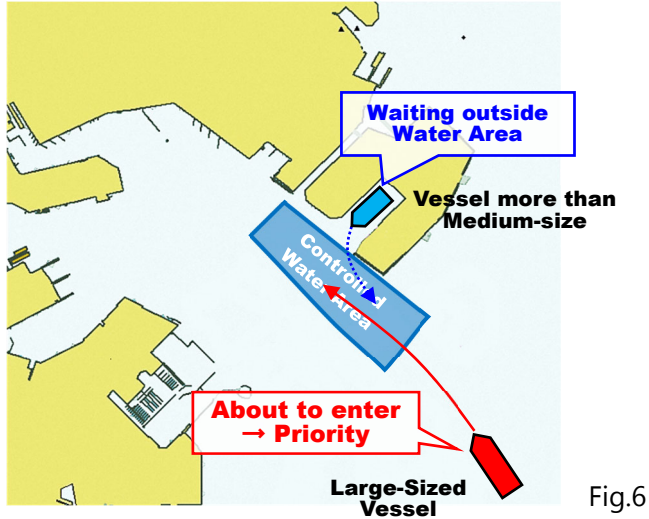


Fig.6

- When a vessel larger than medium-size departing from South-Honmoku Wharf is about to enter the Controlled Water Area, in principle, Large-Sized Vessel bound for Private Berth shall not enter the Controlled Water Area.

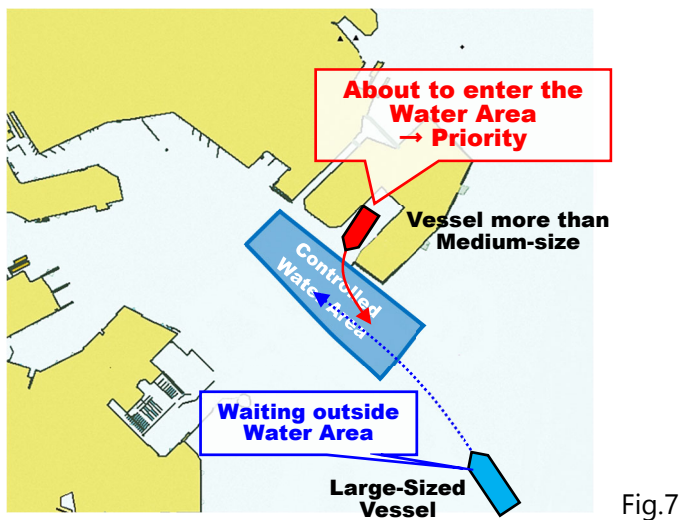
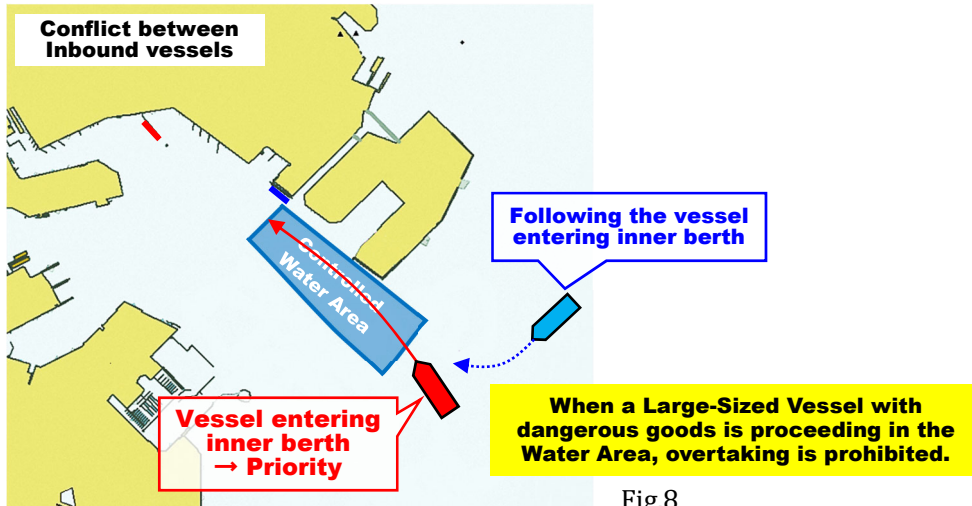


Fig.7

(2) Adjustments between vessels using Private Berth

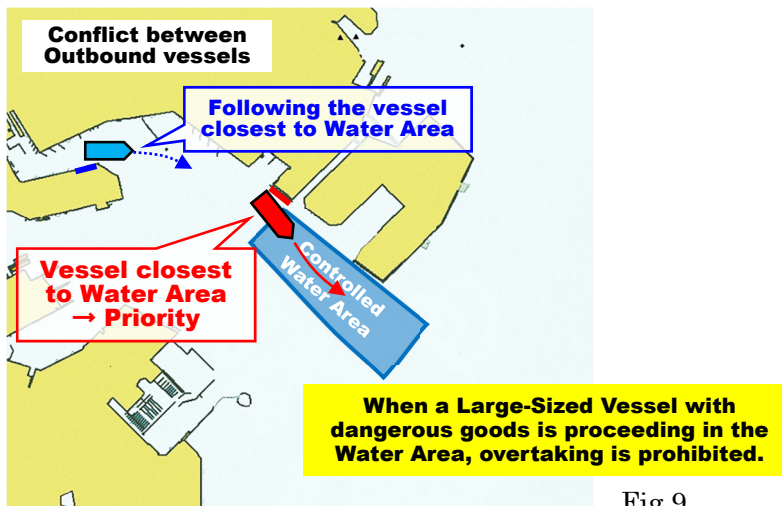
① Conflict between inbound vessels

- A vessel entering inner berth in Negishi Bay has priority to enter the Controlled Water Area.
- When a Large-Sized Vessel carrying dangerous goods (VLCC, LNG) is proceeding in the Controlled Water Area, no overtaking is permitted.



② Conflict between outbound vessels

- A vessel closest to the Controlled Water Area has priority.
- When a Large-Sized Vessel carrying dangerous goods (VLCC, LNG) is proceeding in the Controlled Water Area, no overtaking is permitted.



③ **Conflict between inbound and outbound vessels**

- In principle, priority is given to outbound Large-Sized Vessel. Inbound Large-Sized Vessel shall not enter the Controlled Water Area until the outbound Large-Sized Vessel leaves Controlled Water Area.

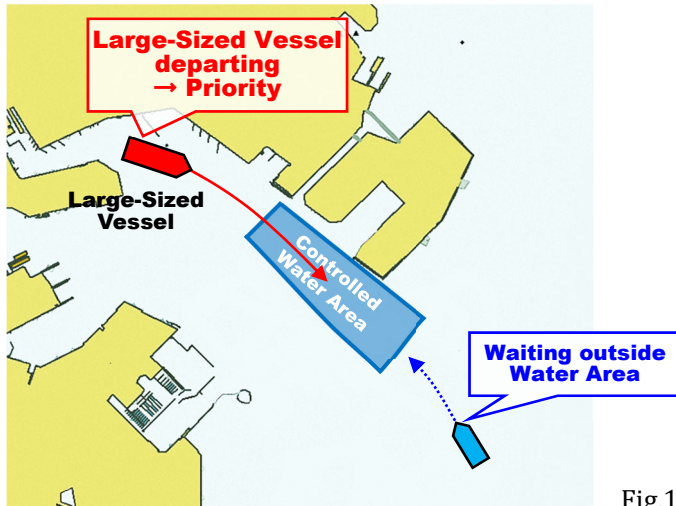


Fig.10

- When vessels use the adjacent berth, in principle, outbound vessel shall stay alongside until the inbound vessel reaches the front of her berth or gets ready for berthing.

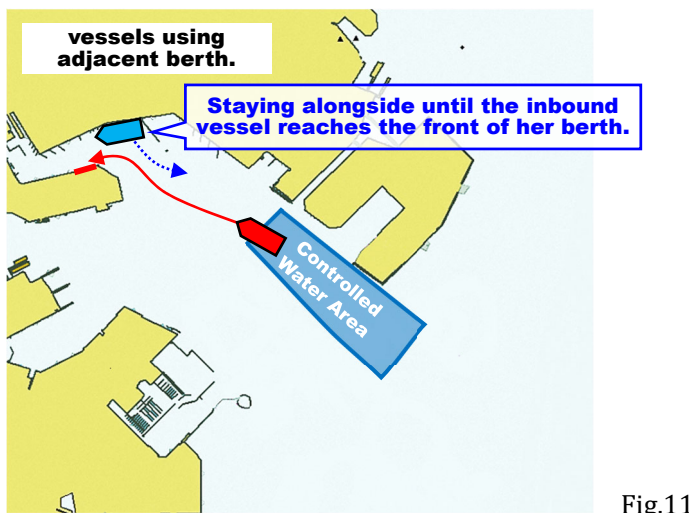


Fig.11

NB: All the diagrams above are made by TST using electronic navigational charts published by the Japan Coast Guard. Do not use them for navigation.

6 **Interval time for navigational coordination**

See Appendix 2.

7 **Members participating in the Safety Review Committee**

- KOKUSAI BULK TERMINAL CO.,LTD.
- ENEOS Corporation Negishi Refinery
- Japan Marine United Corporation Yokohama Shipyard Isogo Works
- J-Power Isogo Thermal Power Plant
- Tokyo Gas Negishi LNG Terminal
- TOYOTA MOTOR CORPORATION
- The Nisshin OilI O Group, Ltd. Yokohama Isogo Plant
- Shinko Transportation & Warehouse Co.,LTD.
- APM Terminals Japan K.K.
- Mitsubishi Logistics Corporation Yokohama Branch
- Nissin Corporation
- Japan Association of Foreign-trade Ship Agencies
- Association of Ship Agencies in Kanagawa

8 **Others**

The Safety Review Committee shall continue to exist, and when a situation is anticipated that would affect navigational safety in Negishi Bay, such as a significant increase in the number of large ships navigating, this Safety Review Committee will coordinate.

All the above have been confirmed by members participating in this Safety Review Committee, Port & Harbor Bureau City of Yokohama, Yokohama Kawasaki International Port Corporation, Yokohama Coast Guard Office, Tokyo Wan Vessel Traffic Service Center, Tokyo Bay Licensed Pilot's Association and Tokyo Wan Association for Marine Safety.

[Appendix 1]

Type of report		When to report	Vessel report matters	Information and confirmation to the vessel
E n t r y	ETA Report	(1) Vessels without Pilot (3 hours before arriving)	<ul style="list-style-type: none"> Estimated Time of Arrival (ETA) at Yokohama Negishi No.1 light beacon ETA at Pilot Station (when pilot embarks in outer harbor) 	<ul style="list-style-type: none"> Berthing schedule and what side to Draft. Security level (if necessary) Pilot information Tug information Request for position report (if necessary) Weather information (wind direction and speed)
		(2) Vessels taking Bay Pilot (after Bay Pilot embarkation)		
		(3) Vessels from another port in Tokyo Bay (after leaving that port)		
	Passing report (when necessary)	Passing Uruga Suido Traffic Route Center buoy No.1	<ul style="list-style-type: none"> Time when the vessel cleared Uruga Suido buoy No.1 Yokohama Negishi No.1 light beacon ETA 	<ul style="list-style-type: none"> ETA Confirmation
	Arrival Report	(1) 30 minutes before arriving at Yokohama Negishi No.1 light beacon (Vessels with direct berthing): ✕ Before arriving at Yokohama Negishi No.1 light beacon (Vessels with pilot on board):	<ul style="list-style-type: none"> Time of arrival at Yokohama Negishi No.1 light beacon 	<ul style="list-style-type: none"> Berthing schedule Vessel traffic information Pilot and tug information (if necessary) Weather information (wind direction and speed)
		(2) When dropping anchor (before dropping anchor)	<ul style="list-style-type: none"> Anchoring position Anchoring time 	<ul style="list-style-type: none"> Berthing schedule and what side to Pilot and tug information (if necessary)
	Shifting Report	(1) Shortly before getting underway (heaving up anchor)	Heaving up anchor report	<ul style="list-style-type: none"> Confirm standby engine for shifting Vessel traffic information
		(2) Anchor aweigh and underway (after heaving up anchor)	Anchor aweigh report	<ul style="list-style-type: none"> Arrangement of line handling and line boat Vessel traffic information
	Berthing Report (vessel without pilot)	When berthing	<ul style="list-style-type: none"> Time of all made fast alongside berth 	<ul style="list-style-type: none"> 30 minutes notice to the departure

D e p a r t u r e	Pre-departure	(1) 30 minutes before departure (vessel without pilot)	Estimated time of departure	<ul style="list-style-type: none"> • Vessel traffic information • Linesmen and tug information • Any other information about the harbor • Draft • Request singled up report
	Report	(2) Singled up (vessel without pilot)	Singled up report	<ul style="list-style-type: none"> • Vessel traffic information • Draft (if necessary)
		(3) Standby for departure (vessel taking pilot)	Standby for departure report	
	Departure Report	When departing	Departure time report	Vessel traffic information
Other	As necessary		Construction information and Other relevant harbor information	

※Vessels not equipped with VHF radio shall report to "Yokohama Port Radio" using maritime radio telephone (mobile phone).

[Appendix 2]

Interval time (in minutes) for navigational coordination

Table 1

IN ⇒ IN	along side	Entering later												
		IHI	KOKUSAI	ENEOS under 90kGT	ENEOS over 90kGT	Tokyo Gas under 80kGT	Tokyo Gas over 80kGT	Nisshin Oillio	TOYOTA	Kanazawa Mokuzaei	S-Honmoku under 60kGT	S-Honmoku over 60kGT		
Entering first	IHI													
	KOKUSAI	IN			15	15	15	15	15		15	15	15	15
		OUT			30	30	30	30	30		15	15	15	15
	ENEOS under 90,000GT		15	15	15	15	15	15		15	15	15	15	
	ENEOS over 90,000GT		15	15		15	15	15		15	15	15	15	
	Tokyo Gas under 80,000GT		15	15	15			30		15	15	15	15	
	Tokyo Gas over 80,000GT		15	15	15			30		15	15	15	15	
	Nisshin Oillio		15	15	15	15	15			15	15	15	15	
	TOYOTA													
	Kanazawa Mokuzaei		15	15	15	15	15	15	15			15	15	15
		IN	15	15	15	15	15	15	15		15	15	15	15
		OUT	30	30	30	30	30	30	30		15	30	30	30
IN		15	15	15	15	15	15	15		15	15	15	15	
OUT	30	30	30	30	30	30	30		15	30	30	30		

Table 2

IN ⇒ OUT	along side	Departing later												
		IHI	KOKUSAI	ENEOS under 90kGT	ENEOS over 90kGT	Tokyo Gas under 80kGT	Tokyo Gas over 80kGT	Nisshin Oillio	TOYOTA	Kanazawa Mokuzaei	S-Honmoku under 60kGT	S-Honmoku over 60kGT		
Entering first	IHI													
	KOKUSAI	IN			15	15	15	15	15		5	15	15	15
		OUT			30	30	30	30	30		15	15	15	15
	ENEOS under 90,000GT		20			15	15	15		5	15	15	15	
	ENEOS over 90,000GT		20			15	15	15		5	15	15	15	
	Tokyo Gas under 80,000GT		20	25	25			65		5	15	15	15	
	Tokyo Gas over 80,000GT		20	25	25			65		5	15	15	15	
	Nisshin Oillio		20	25	25	30	30			5	15	15	15	
	TOYOTA													
	Kanazawa Mokuzaei		5	5	5	5	5	5	5		5	5	5	5
		IN	5	5	5	5	5	5	5		5	35	35	35
		OUT	20	20	20	20	20	20	20		20	45	45	45
IN		5	5	5	5	5	5	5		5	40	40	40	
OUT	20	20	20	20	20	20	20		20	60	60	60		

Table 3

OUT ⇒ IN	along side	Entering later												
		IHI	KOKUSAI	ENEOS under 90kGT	ENEOS over 90kGT	Tokyo Gas under 80kGT	Tokyo Gas over 80kGT	Nisshin Oillio	TOYOTA	Kanazawa Mokuzaei	S-Honmoku under 60kGT	S-Honmoku over 60kGT		
Departing first	IHI													
	KOKUSAI	IN	45	45	45	45	45	45	45		45	45	45	45
		OUT	35	35	35	35	35	35	35		35	35	35	35
	ENEOS under 90,000GT		55	55	55	55	55	55		55	55	55	55	
	ENEOS over 90,000GT		70	70	70	70	70	70		70	70	70	70	
	Tokyo Gas under 80,000GT		55	55	55	55	55	55		55	55	55	55	
	Tokyo Gas over 80,000GT		70	70	70	70	70	70		70	70	70	70	
	Nisshin Oillio		55	55	55	55	55	55		55	55	55	55	
	TOYOTA													
	Kanazawa Mokuzaei		35	35	35	35	35	35	35		35	35	35	35
		IN	45	45	45	45	45	45	45		45	45	45	45
		OUT	35	35	35	35	35	35	35		35	35	35	35
IN		60	60	60	60	60	60	60		60	60	60	60	
OUT	45	45	45	45	45	45	45		45	45	45	45		

Table 4

OUT ⇒ OUT	along side	Departing later												
		IHI	KOKUSAI	ENEOS under 90kGT	ENEOS over 90kGT	Tokyo Gas under 80kGT	Tokyo Gas over 80kGT	Nisshin Oillio	TOYOTA	Kanazawa Mokuzaei	S-Honmoku under 60kGT	S-Honmoku over 60kGT		
Departing first	IHI													
	KOKUSAI	IN			5	5	5	5	5		20	30	30	30
		OUT			5	5	5	5	5		10	20	20	20
	ENEOS under 90,000GT		35			20	20	10		30	40	40	40	
	ENEOS over 90,000GT		35			20	20	10		35	50	50	50	
	Tokyo Gas under 80,000GT		35	25	25			10		30	40	40	40	
	Tokyo Gas over 80,000GT		45	40	40			10		45	60	60	60	
	Nisshin Oillio		35	35	35	35	35			30	40	40	40	
	TOYOTA													
	Kanazawa Mokuzaei		20	5	5	5	5	5	5			20	20	20
		IN	20	15	15	15	15	15	15		25	20	20	20
		OUT	10	5	5	5	5	5	5		15	10	10	10
IN		30	25	25	25	25	25	25		25	25	25	25	
OUT	20	15	15	15	15	15	15		15	15	15	15		

※ Inbound vessels are based on the time they enter the Controlled Water Area (Yokohama Negishi No.1 light beacon).