

# The Guidelines for Traffic Organization of Shimizu Port

February 2018

Shimizu Port Authority Committee  
(for Cargo Ships and Cruise Vessels)

## Main Guidelines

### Contents

1. Concept of Traffic Organization	• • • • •	1
1.1 Objectives		
1.2 Basic rules		
1.3 Vessels affected by Traffic Organization		
1.4 Definitions of vessels		
2. Gathering and disclosing information vital for Traffic Organization	• • • •	2
2.1 Integrating information related to Traffic Organization		
2.2 VHF monitoring and reporting by vessels	• • • • •	4
3. Traffic Organization conducted by VTIS Center	• • • • •	6
3.1 Basic rules applied when vessels entering/departing		
3.1.1 To All vessels		
3.1.2 When large vessels, and/or vessels with dangerous goods (including LNG tankers and product tankers) compete with each other or when they compete with any other vessels	• • • • •	7
3.2 Detailed examples of Traffic Organization	• • • • •      Refer to Annex	
4. Traffic Organization applied to anchoring vessels	• • • • •	7
5. Notes regarding entering and/or departing	• • • • •	9
6. Others	• • • • •	9

# Guidelines for Traffic Organization of Shimizu Port

Enacted on February 15<sup>th</sup>, 2018

Shimizu Port Authority Committee (for Cargo Ships and Cruise Vessels)

## 1. Concept of Traffic Organization

### 1.1. Objectives

Thanks to its topography along Suruga Bay, Shimizu Port has been flourishing as a logistic hub and the significance of its role has been raised in recent years.

Shimizu Port has been updating and renovating its infrastructure, including the establishment of the Shin Okitsu Container Terminal being equipped with high standard facilities in order to support diverse transportation needed by the manufacturing industry of Shizuoka Prefecture. Additionally, the port has become a regional logistic hub much enhanced by improved infrastructure such as Shin Tomei Express Way and Chubu-Odan Express Way.

After the official recognition of Mt. Fuji as a UNESCO World Heritage Site, more and more tourists from abroad are visiting Shizuoka by cruise ships, and the importance of the port as a tourist destination has been increasing. Since 2017, it has been categorized one of the International Cruise Ship Hub Ports by the Japanese government.

Shimizu Port handles all kinds of vessel, such as containers, passenger ships, wet-and-dry cargo vessels, reefers and ROROs, to name but a few. These vessels regularly call here as a part of their standard route.

With factors such as the construction of Shin Okitsu Wharf No.2 for container vessels, liner service of ROROs at Sodeshi No.1 Wharf and growing number of visiting cruise ships, Shimizu Port has changed the way it operates.

With the ever-changing evolution in mind, the Committee has created these Guidelines to enhance the navigational safety and efficiency and to establish common knowledge among stakeholders regarding Traffic Organization conducted by Shimizu Port VTIS Center.

※ Shimizu Port VTIS Center was established by Shizuoka Prefecture in the best interest of navigational safety and efficiency. It also takes care of communication and port remunerations.

### 1.2. Basic rules

- (1) Vessels using Shimizu Port are to cooperate to maintain port directives, such as navigational safety and environmental conservation.
- (2) Port Rules in the Guidelines do NOT have priority over maritime laws,

including Port and Harbor Act, Act on Port Regulations and COLREGS.

- (3) The operation of Traffic Organization is handled by Shimizu Port VTIS Center based on port rules as shown in the Guidelines.
- (4) Vessels using Shimizu Port are to maintain close communication with Shimizu Port VTIS Center regarding their entering, departing or shifting.
- (5) If vessels compete with other vessels because of schedule changes, the vessels with the changes are to yield.
- (6) Anything not covered by these Guidelines should be brought to the attention of the Committee for consideration.

### **1.3 Vessels affected by Traffic Organization**

All vessels using Shimizu Port, except for domestic fishing boats and miscellaneous vessels, are to follow Traffic Organization. However, as required, miscellaneous vessels also have to adhere to Traffic Organization.

### **1.4 Definitions of Vessels**

Definitions of vessels in these Guidelines are as below:

- ① Large Vessels: Vessels of 10,000 g.t. or more, such as container vessels, passenger vessels and cargo vessels. This item ① also applies to vessels with restricted maneuverability, such as tugs and tows.
- ② Vessels carrying dangerous goods: LNG tankers, product tankers, and similar.
- ③ Ferry: Daily ferry on fixed schedule.
- ④ RORO vessels: Fixed schedule RORO vessel.

Note: ① and ② above can be referred as Large Vessels.

## **2. Gathering and disclosing information vital for Traffic Organization**

### **2.1 Integrating information related to Traffic Organization**

At the instigation of Traffic Organization, it is vital to establish smooth communications between port authority, agents, pilots, tugs, line handlers, and any other stakeholders.

Thus, Shizuoka Prefecture, acting as the port authority, conducts information-sharing in order to achieve navigational safety and convenience by having instituted Shimizu Port VTIS Center, which integrates information based on vessel movement, port navigation, vessel arrangement, etc.

As mentioned on previous page, stakeholders of Shimizu Port are to provide following information to Shimizu Port VTIS Center, and by 1600 of the previous day.

※Shimizu Port VTIS Center: Tel:(+81)-54-369-6251 /Fax(+81)-54-369-6259

E-Mail : shimizuc@toyoshingo.co.jp

(1) For Traffic Organization purposes, arrival and departure information to be advised (to Shimizu Port VTIS Center) one day before., by following:

① Port Authority

- Schedules of vessels using public berths

(Because the deadline for berth request from users is 1600 on previous day, port authority is to provide berthing information to VTIS Center by 1715.)

② Agents

- Information regarding their vessels' schedules (vessel name, call sign, gross tonnage, length overall, berth, berthing side, ETA, ETD, etc); and arrangement for pilot, tugs and lines.

③ Pilot

- Pilot schedule

④ Tug boat office

- Tug schedule for vessels

⑤ Line handlers

- Working schedule for vessels including late calls.

⑥ Others (For example, construction companies)

- Construction schedules (if they have work next day or not, schedule of construction barges, and descriptions of planned work)
- Information regarding their construction barges' schedule

(2) Information-sharing for schedule and arrangement change to information previously provided.

① Schedule changes made after 1600 previous day.

- Agents are to inform VTIS Center any schedule changes after consulting the port authority, pilots, tugs and line handlers.
- VTIS Center is to confirm the schedule changes will not cause traffic congestion.

② Schedule changes made on same day as vessel entrance or departure.

- Agents are to report to VTIS Center immediately any schedule changes made on entry or departure day.

- VTIS Center is to suggest the most appropriate schedule to agents after confirming traffic situation and making adjustments with:

- 1) Pilot
- 2) Tugs
- 3) Line Handlers

※Refer to “Road Map of Shimizu Port Work” in Annex

### (3) Making and disclosing Vessel Movement Schedule in Shimizu Port

(To be planned)

- VTIS Center is to create and continuously update “Vessel Schedule in Shimizu Port” database based on vessel schedule and changes gathered from stakeholders.
- Such confidential “Vessel Movement Schedule in Shimizu Port” database will only be accessed by stakeholders holding given ID and password.

## 2.2 VHF monitoring and reporting by vessels

### (1) VHF monitoring

Vessels entering and/or departing Shimizu Port are to keep watch on VHF CH16 and to answer any call from Shimizu Port Radio.

◎ VHF channels for contacting Shimizu Port Radio

Calling : Ch.16

Working channels : Ch. 20, 12, 14 (mainly Ch. 20)

### (2) Reporting

Vessels underway in Shimizu Port are to provide VTIS Center vital information regarding their movement by contacting Shimizu Port Radio.

When they cannot contact Shimizu Port Radio for any reason, they can report their movement to VTIS Center by any means such as ship phone or cell phone. VTIS Center is to provide following information:

### 【Time and contents of ship movement reports】

Type of report		Reporting point	Report items from the vessel	Information and confirmation from VTIS to the vessel
Inbound	Report before entering port	• 2 hours before ETA breakwaters or anchorage	• ETA breakwaters or Pilot Station or anchorage; and arrival draft and other details	• Berthing information • Pilot/Tug information • Anchorage information • Construction works • Weather and others
		• 1 hour before ETA breakwaters or pilot station	• Updated ETA breakwaters or pilot station	• Berthing information • Pilot information • Traffic Information
		• 30 minutes before ETA breakwaters or pilot station	• Updated ETA breakwaters, pilot station or anchorage	• Berthing Information • Tug information • Traffic Information
	Report when anchoring	• After dropping anchor 【※】	• Anchoring time and position • Estimated time of anchor aweigh	• Berthing information • Pilot boarding and Tug information
	Report when weighing anchor	• When starting to weigh anchor	• Estimated time of anchor aweigh	• Berthing information • Tug information • Traffic information
	Report when berthing	• When alongside 【※】	• Time of first line	• Require (30minutes) notice of departure
Outbound	Report before departing	• 30 minutes before ETD	• ETD • Departure draft and others	• Traffic information and others
	Report when departing	• When singled up	• Reporting singled up	• Traffic information • When to depart
Shifting	Report before shifting between berths	• 30 minutes before departing current berth	• ETD of current berth	• Traffic information
	Report when shifting starts	• When singled up	• Reporting singled up	• Traffic information • When to depart current berth
	Report after shifting	• When alongside 【※】	• Time of first line	• Require notice of departure.

※Fields with 【※】 can be exempted only for domestic vessels.

### **3. Traffic Organization handled by VTIS Center**

If necessary, VTIS Center is to operate Traffic Organization based on these Guidelines in order to maintain port directives and to secure vessel safety.

Devices for providing information regarding Traffic Organization are described as follows:

- ① Shimizu Port Radio
- ② Ship phone or cell phone

#### **3.1 Basic rules applied when vessels entering or departing**

##### **3.1.1 To all vessels**

##### **(1) When inbounds/outbounds compete**

- ① When inbounds compete with each other near the passage entrance:
  - Vessel bound further inside has priority.
- ② When outbounds from same wharf and/or same basin depart at same time:
  - Vessel closer to the passage has priority.
- ③ When an inbound and an outbound compete to/from same berth, same wharf, and/or same basin at same time:
  - Until outbound heading for breakwaters after finishing her turn, inbound is to wait outside the passage.

\* If vessels or their agents reach agreement on traffic order, adjustment can be made based on that agreement.

##### **(2) When a vessel in the passage and other vessels compete:**

- When outbounds compete with a vessel in the passage, the vessel in the passage has priority. (Article 14, Act on Port Regulation)

##### **(3) Navigation of non-large vessels in the passage.**

- As a general rule, they are to avoid meeting in the area between the Miho Breakwater light and the Outer Harbor Breakwater red light. However, if safety of these vessels is secured through agreement between the vessels, this rule can be amended.
- When navigating inside harbor, vessels are to navigate with speed not to cause danger to other vessels. (Article 16, Act on Port Regulation).



**3.1.2 When large vessels, and/or vessels with dangerous goods, including LNG tankers, product tankers and other kinds, compete with each other and/or when they compete with any other vessels**

- In principal, all vessels are to cooperate to avoid meeting in the passage. This rule can be amended if safety is secured by agreement between vessels.
- Vessels at anchor are to cooperate not to enter areas vital for berthing or departing of vessels specified in preceding paragraph.

**3.2 Detailed examples of Traffic Organization**

Refer to Annex

**4. Traffic Organization applied to anchoring vessels**

As anchoring information, based on set methods, will be provided by Shimizu Port VTIS Center, anchoring vessels are to cooperate not to obstruct other vessels' harbor navigation, including berthing and departing.

For anchoring, observe following rules.

- ① Communication with Shimizu Port VTIS Center is to be maintained.
- ② Anchored vessels are to be able to shift at any time and at short notice.

**4.1 Rules applied when anchoring in Section 3**

(1) Anchoring in Section 3

① Types of vessel anchoring in Section 3

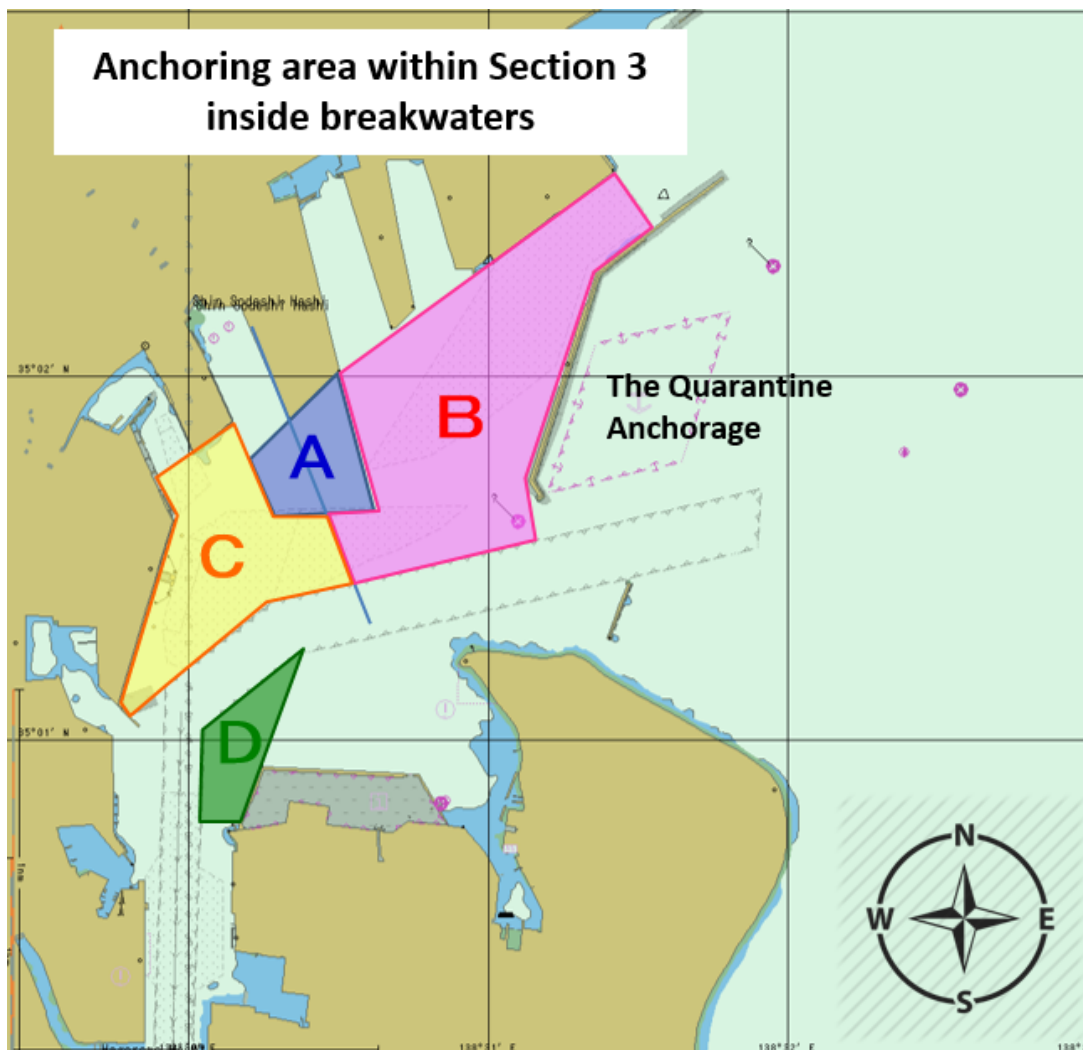
- 1) Anchorage outside Outer Harbor Breakwater: Any vessel permitted
- 2) Inside Outer Harbor Breakwater (now called "Section 3 inside harbor"): In principle, only vessels of less than 3,000 g.t. permitted

② Anchoring rules for areas in Section 3 inside harbor.

When anchoring in Section 3 inside harbor, vessels are to anchor in safe areas based on following anchoring rules.

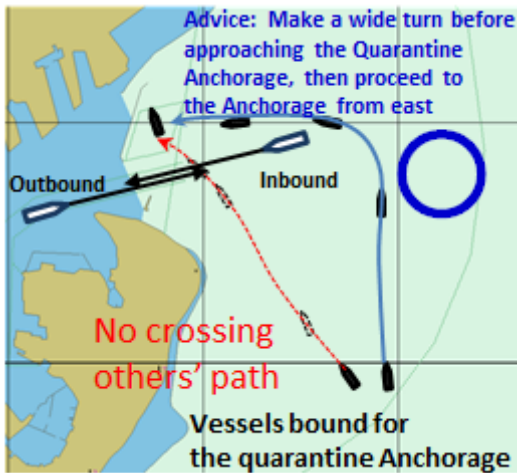
©Anchoring rules for each area

Areas	Conditions for anchoring ships
A	Generally, vessels are not requested to shift.
B	Anchoring in this area is restricted to sheltering from typhoons. Even if used as typhoon refuge, when a large vessel is entering or departing, they may be requested to shift.
C	Only for vessels that can be shifted away with more than one hour
D	notice before a large vessel enters or departs in this area.



## (2) Anchoring in or near Quarantine Anchorage

### ◎ How to approach Quarantine Anchorage or its vicinity



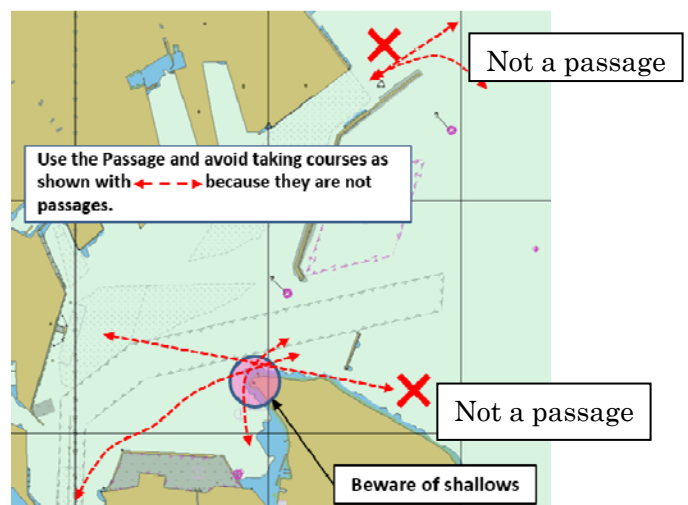
- Before anchoring in Quarantine Anchorage or its vicinity, vessels are to give wide berth to the Passage entrance and approach from the east.
- If vessels have to cross the Passage while approaching the Anchorage, they are to follow instructions from the VTIS Center (Shimizu Port Radio).

## 5. Notes regarding entering/departing

- ① Maritime law and Shimizu Port rules to be followed.
  - Vessels using Shimizu Port are to follow maritime law, including Port Regulations and the COLREGs, as well as Shimizu Port rules as shown in Traffic Organization.
  - \* Vital rules in Japan's Port Regulations: Rules regarding the Passages and navigation, Articles 12 to 19 inclusive.
- ② Requesting pilot service
  - To improve navigational safety and efficiency, it is recommended that large vessels employ a pilot.
- ③ Vessels are to check weather conditions inside harbor in advance and are to request a tug, if needed, with as much notice as possible.
- ④ There is no Passage between Outer Harbor Breakwater and Shin Okitsu Wharf, and entering/departing through this area is not permitted.
- ⑤ NB. Vessels bound for Miho Dock or its vicinity, beware of shallows off Masaki and navigate with caution.

## 6. Others

Rule as shown in these Guidelines are effective from April 1<sup>st</sup>, 2018.



# Annex

## Contents

### ○Detailed Examples of the Traffic Organization in Shimizu Port

1. Basics of the Traffic Organization in Shimizu Port	1
1.1 Boundaries concerning the Traffic Organization and their definitions	1
2. Detailed Examples of the Traffic Organization	2
2.1 Rules applied for all vessels	2
2.2 Rules applied when large vessels entering/departing	3
2.2.1 When OUTBOUNDS from Shin Okitsu Wharf and Sodeshi No. 1 Wharf compete with each other	3
2.2.2 When a large vessel is entering/departing Shin Okitsu Wharf	4
2.2.3 When a large LNG tanker is entering/departing the JXTG No.1 Berth	7
2.2.4 When a large vessel is entering/departing the J-OIL MILLS, Hinode Wharf, Nippon Light Metal Quay, and Fujimi Wharf	9

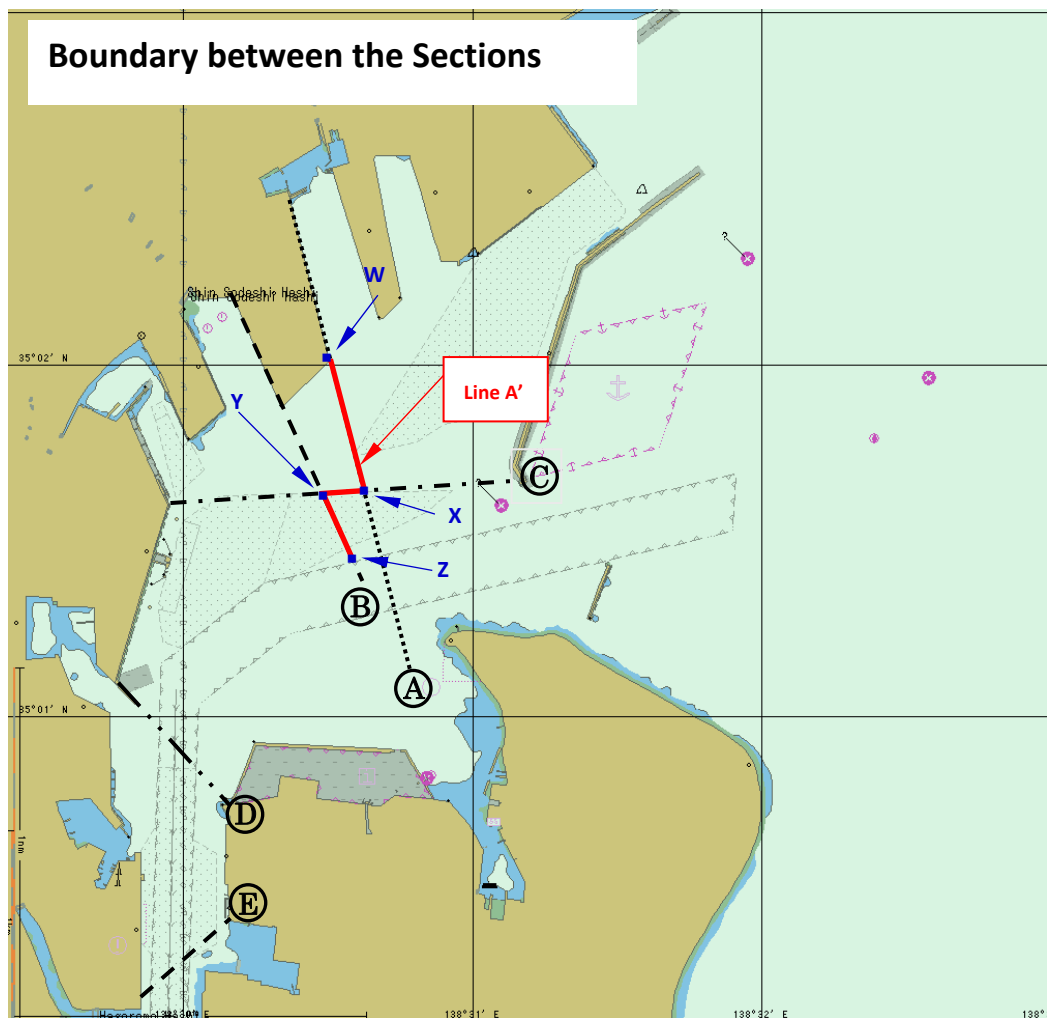
### ○ Reference

3. Road Map of Shimizu Port Work	1 1
4. Shimizu Port Section (Section1, 2, 3)	1 2
5. Members of Shimizu Port Authority Committee (for Cargo Ships and Cruise Vessels)	1 3

## 1 . Basics of the Traffic Organization in Shimizu Port

### 1.1 Boundaries concerning the Traffic Organization and their definitions

#### (1) Boundary between the Sections concerning the Shimizu Port Rule



LineⒶ : Extended line of the Eastern side of Sodeshi No.1 Wharf.

LineⒷ : Extended line of the western side of Sodeshi No.1 Wharf.

LineⒸ : Line 270 °from the Red Lighthouse to JXTG Wharf.

LineⒹ : Boundary between Section 2 and Section 3.

LineⒺ : Line connecting the southern point of Hinode Wharf and the southern point of Chubu Electric Power Quay.

Line A' : Line connecting W,X,Y, Z.

W: (35°02.05N, 138°30.50E)

X: (35°01.67N, 138°30.60E)

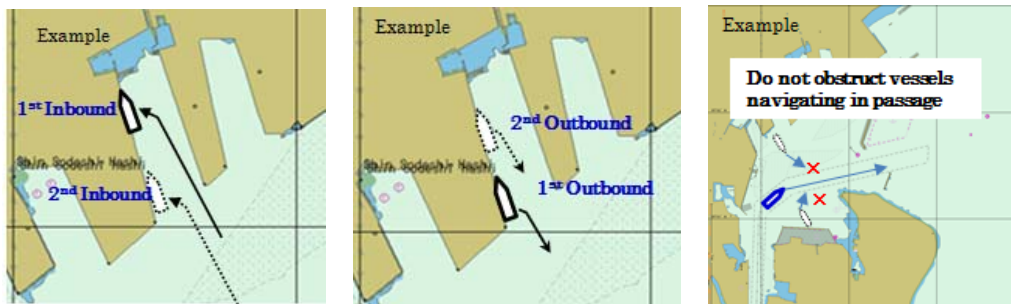
Y: (35°01.67N, 138°30.47E)

Z: (35°01.44N, 138°30.58E)

## 2. Detailed Examples of the Traffic Organization

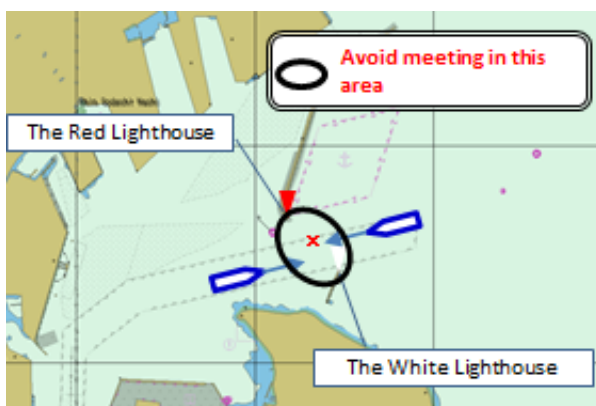
### 2.1 Rules applied for all vessels

#### (1) When inbounds or outbounds compete



- ① When INBOUNDS near the passage entrance compete with each other:
  - Vessels berthing further inside have priority.
- ② When OUTBOUNDS compete with each other:
  - When more than one vessel departs from same basin or same berth at same time, the vessel closer to the passage has priority.
  - Vessels in the passage have priority over those outside the passage.
- ③ When INBOUNDS and OUTBOUNDS compete with each other
  - Vessels in the passage have priority. The order may change if competing vessels agree with bridge-to-bridge communication or through Shimizu Port Radio.
  - If Shimizu Port Radio assists communication between two vessels, Port Radio is to make sure that both vessels agree with each other and that each response is immediately relayed to the other.

#### (2) Area where meeting is to be avoided

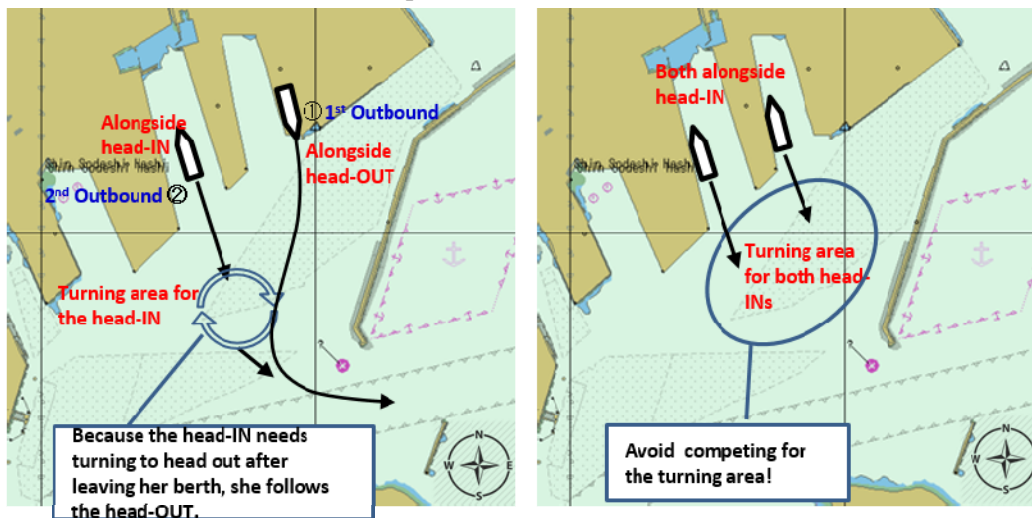


All vessels using Shimizu Port are to avoid meeting in the area between the Red Lighthouse and the White Lighthouse (inside the oval in the diagram on the left.)

## 2.2 Rules applied when large vessels entering/departing.

### 2.2.1 When OUTBOUNDS from Shin Okitsu Wharf and Sodeshi

No. 1 Wharf compete with each other:



(1) When the vessel alongside head-IN competes with vessel head-OUT:

① Information to be provided to outbounds.

- As a general rule, the head-OUT has priority over the head-IN.

\* Please note that certain factors, such as pilot on board, vessel maneuverability, tug use, berthing side, and anchor use, may affect this basic rule.

② Information to be provided to inbounds.

• Until outbound has left her berth, completed her turn and has cleared the breakwaters, inbounds are to wait outside the passage.

- Waiting vessels are to keep wide berth to the passage; or wait north of the passage.

(2) When vessels alongside head-IN compete with each other.

① Information to be provided to outbounds.

- As a general rule, the vessel ready to sail has priority.
- The second outbound is not permitted to leave until the first outbound finishes her turning and is heading out.

\*Please note that certain factors, such as pilot on board, vessel maneuverability, tug use, berthing side, anchor use etc., may affect this basic rule.

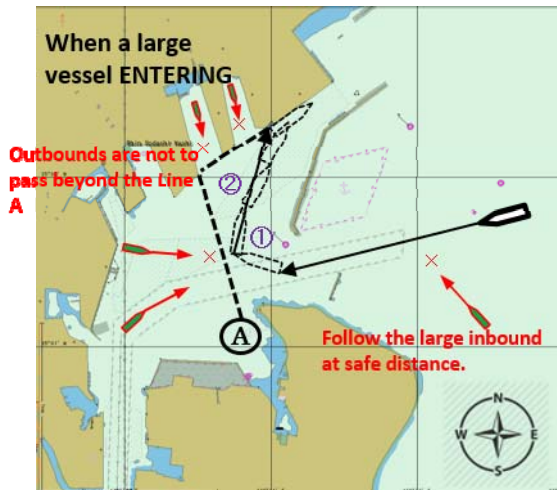
② Information to be provided to inbounds

- Same as 2.2.1 (1) ②.

### 2.2.2 When a large vessel is entering/departing Shin Okitsu Wharf

◎ Because a large vessel needs turning inside breakwaters when entering/departing, other vessels are to cooperate not to obstruct the large vessel's navigation.

(1) When a large vessel is entering or navigating in the passage



#### ○ Remark

- (1) ① 1) The basin between Okitsu No.1 and Okitsu No.2 Wharf is shown as ② in the diagram on the left.
- (1) ① 2) Large inbound vessels leave the passage around area ①.  
Note-To be out of the passage, the entire ship must be out and clear.

#### ① Information to be provided to outbounds.

- 1) Vessels departing from Section 3, Shin Okitsu Wharf, Okitsu No.1 and No.2, and Sodeshi No.1 Wharves, berths 1 through 9 are to remain alongside until any large inbound passes and clears the basin between Okitsu No.1 and Okitsu No.2.
  - Outbounds from Shin Okitsu Wharf can only depart after any large inbound is alongside.
- 2) Vessels departing from Section 3 that are not mentioned in Paragraph ① 1) are to remain west of Line A until any large inbound is out of the passage.
- 3) Vessels departing from Section 1 and 2 are to remain west of Line A.
- 4) The fixed schedule ferry departures from Section 2:  
In principal, rule ① 3) also applies to the fixed schedule departing ferry.  
However, if a large inbound enters the passage at the same time as the ferry's scheduled departure, adjustment will be made.

Note- Rules 1), 2) and 3) above may not apply if pilots are employed on vessels.

#### ② Information to be provided to inbounds

- 1) Regarding vessels entering Section 3, Shin Okitsu Wharf, Okitsu No.1 and No.2, and Sodeshi No. 1 Wharves, berths 1 to 9:  
In principle, large inbounds have priority over lesser-sized inbound vessels.

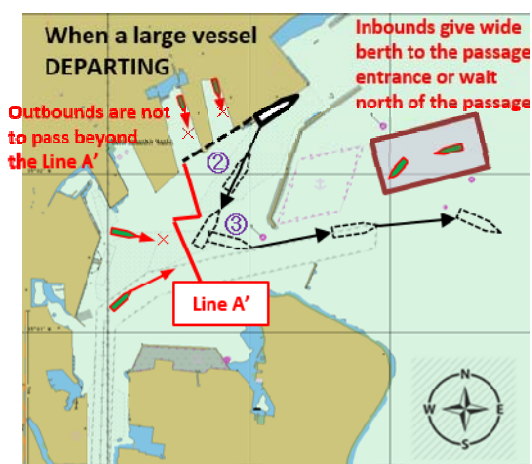


- Inbounds berthing head-IN are permitted to enter port directly on arrival only if they are able to pass the breakwaters 10 or more minutes earlier than any large inbound.
- Inbounds berthing head-OUT are permitted to enter port directly on arrival only if they are able to pass the breakwaters at least 30 minutes earlier than any large inbound.
- \* All inbounds are to follow instructions given by Shimizu Port Radio even if they are able to pass the breakwaters before a large inbound.
- \* Inbounds able to pass the breakwaters 10 to 30 minutes earlier than a large inbound may be asked to follow the large inbound if it is calculated that they would obstruct the large inbound's entrance inside the breakwater.

## 2) Vessels bound for other berths.

- Based on the principle, if such vessels compete with a large inbound at the passage entrance, vessels bound for berths further inside harbor have priority.
- \* Please note that this rule may be altered by certain factors, such as tug use, vessel maneuverability, weather conditions or if it is calculated that they would obstruct a large inbound's entrance.
- All vessels are to follow Port Regulations. Overtaking and parallel navigation in the passage is prohibited.

## (2) When large vessel departing



### ○ Remark

- The rule (2) ② 2) is applied when a large outbound reaches position off the basin between the Okitsu No.1 Wharf and No.2 Wharf.
- The completion of the large outbound's turning is determined when she enters the passage to head

## ① Information to be provided to inbounds

- 1) Vessels bound for Section 3, Shin Okitsu Wharf, Okitsu No.1 and No.2 Wharf, and Sodeshi No.1 Wharf, berths 1 to 9 :
  - These inbounds are to wait outside the passage until any large outbound is

past and clear of the breakwaters after her turning.

- Inbounds are to wait for large outbounds north of the passage or by giving wide berth to the passage.

\* This rule may be altered if a pilot is employed on each vessel.

2) Vessels bound for other berths:

- These inbounds are permitted to enter the passage if they can pass the turning area before a large outbound finishes her turning.
- If it is calculated that these inbounds cannot pass the turning area before large vessels finish turning, the rule ① 1) is applied.

3) When the scheduled ferry enters port:

- If the departure of a large outbound is to be the same time as the ferry's scheduled entrance, adjustments will be made.

② Information to be provided to outbounds.

1) Vessels from Section 3, Shin Okitsu Wharf, Okitsu No.1 and No.2 Wharves, Sodeshi No. 1 Wharf, berths 1 to 9:

- These outbounds are to remain alongside until any large outbound finishes her turning. However, this rule may be altered if a pilot is employed on each vessel.

2) Vessels departing from other berths in Section3 that are not mentioned in rule ② 1) :

- These outbounds are to remain west of Line A' until a large outbound starts proceeding towards the breakwaters after her turning. However, this rule may be altered if it is calculated that these outbounds can pass the large outbound before the large outbound's turning. In such case, these outbounds are to keep clear of the large outbound's turning area.

3) Vessels departing Section 1 and Section 2:

- These outbounds, except for the ferry, follow rule ② 2).

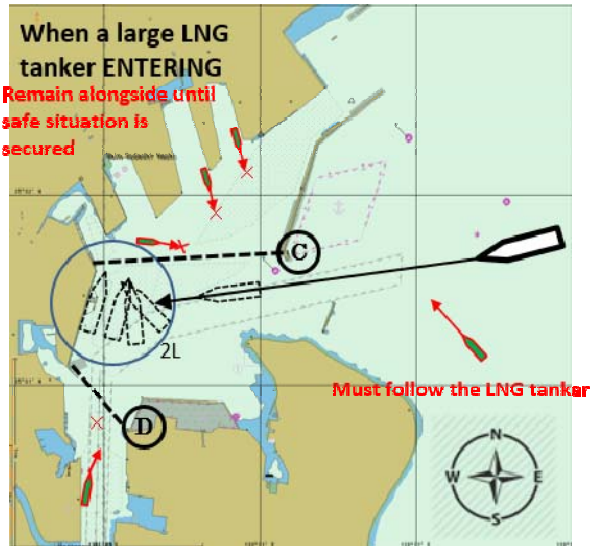
4) When the ferry departs Section 2 as scheduled:

- If it is calculated that a large outbound enters the passage after her turning at the same time as the ferry's departure, adjustments will be made.

### 2.2.3 When a large LNG tanker is entering /departing JXTG Sea Berth No.1

- ◎ When an LNG tanker is entering/departing, all other vessels entering/departing Shimizu Port are to wait until they are given permission from Shimizu Port Radio.

(1) When an LNG tanker is entering



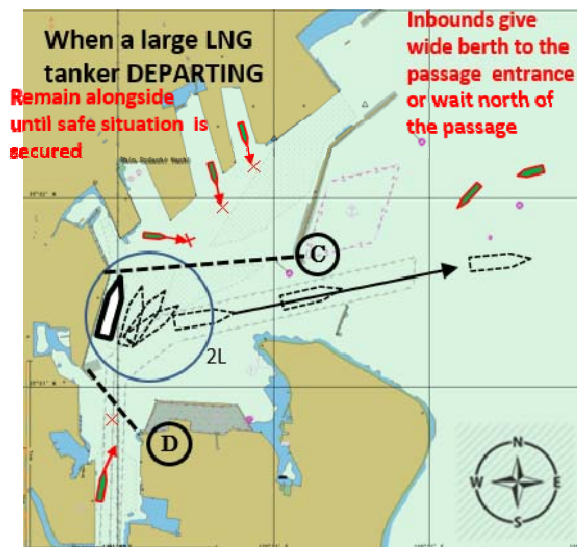
① Information to be provided to outbounds

- 1) Vessels departing JXTG berths, Sodeshi No.1 and No.2 Wharves, Shin Okitsu Wharf:
  - After an LNG tanker starts its entry, outbounds berthing north of the line ③ are to remain alongside until the LNG tanker passes and clears these outbounds.
- 2) Vessels departing from Section 1 and Section 2:
  - After an LNG tanker starts its entry, outbounds from these Sections are NOT to pass Line ④ until the LNG tanker is berthing after completing her turn.

② Information to be provided to inbounds

- 1) Vessels entering Section 3, Sodeshi No.1 Wharf, berths 1 to 8, Okitsu No.1 and No.2 Wharves, and Shin Okitsu Wharf:
  - If Shimizu Port Radio gives permission at least 15 minutes after the LNG tanker is past and clear the breakwaters, they can enter the passage.
- 2) Vessels entering Section 3 wharves not mentioned in rule 1), Section 1 and Section 2:
  - If Shimizu Port Radio gives permission at least 15 minutes after the LNG tanker is past and clear the breakwaters, they can enter the passage.

(2) When a large LNG tanker departs

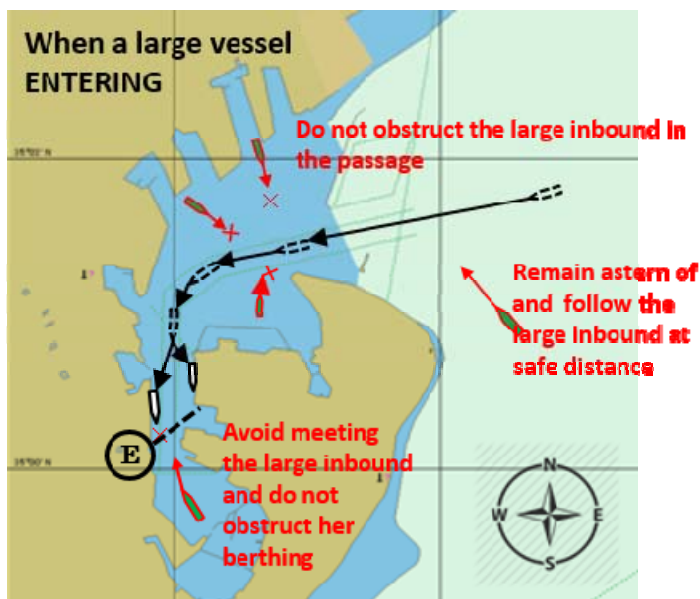


- ① Information to be provided to inbounds:
  - 1) All inbounds:
    - Inbounds are to wait outside the passage until the outbound LNG tanker is past and clear the passage.
    - Inbounds waiting for the outbound LNG tanker are to wait north of the passage and give a wide berth.
- ② Information to be provided to outbounds:
  - 1) Regarding vessels departing berths north of Line ③:
    - Outbounds are to remain outside the passage until the outbound LNG tanker is past and clear of them.
  - 2) Regarding vessels departing Section 1 and Section 2:
    - These outbounds are NOT to cross Line ④ until the outbound LNG tanker enters the passage.

**2.2.4 When any large vessel is entering/departing J-OIL Mills (Section 2), Hinode Wharf (Section 2), Nippon Light Metal Quay (Section 2), and Fujimi Wharf (Section 1):**

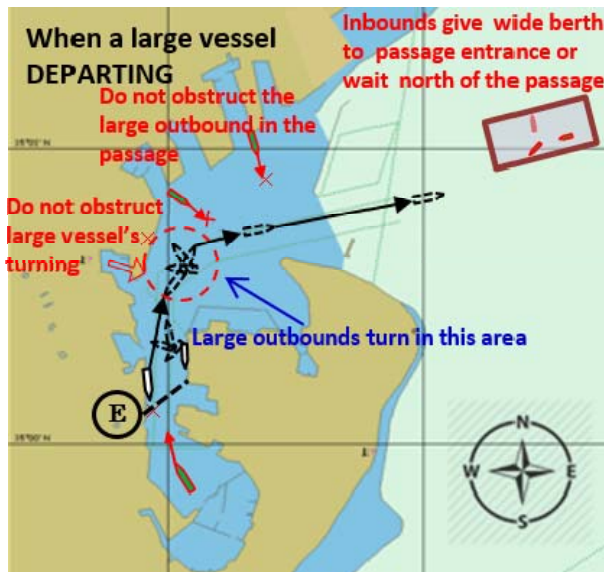
- ◎ When a large vessel is entering/departing, all other inbounds/outbounds are to cooperate NOT to obstruct the large vessel.

(1) When a large vessel is entering:



- ① Information to be provided to outbounds
  - To avoid meeting any large inbound, outbounds are NOT to enter the passage.
  - After the large inbound starts berthing, vessels departing Fujimi Wharf and Orido Wan are NOT to pass north of line ⑤ until the large inbound is alongside.
- ② Information to be provided to inbounds
  - Overtaking any large inbound and parallel navigation in the passage is prohibited.
  - Inbounds in the passage have priority over those outside the passage.

(2) When a large vessel is departing:



① Information to be provided to inbounds

- To avoid meeting any large outbound, inbounds are to wait outside the passage.

② Information to be provided to outbounds

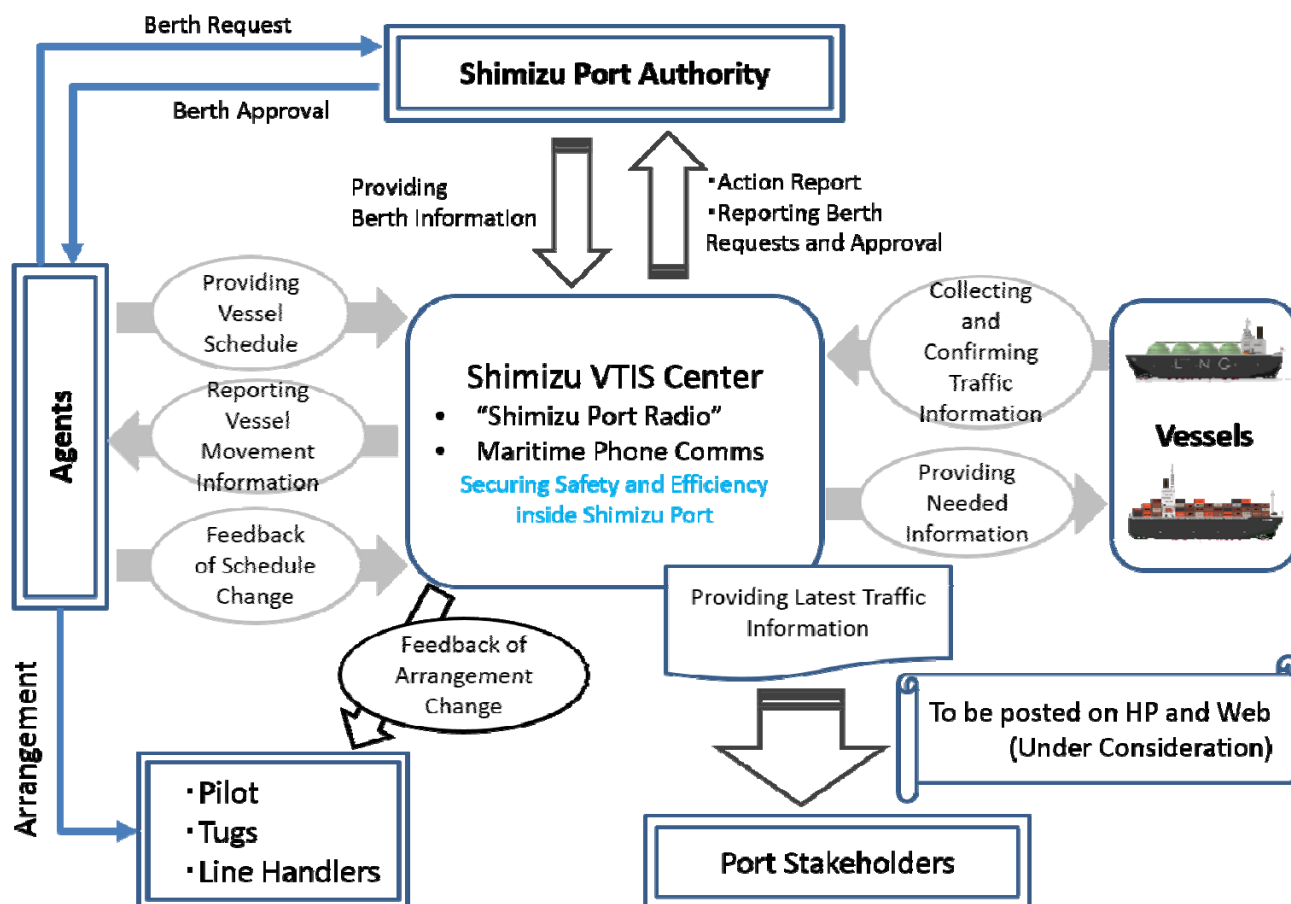
- Overtaking the large outbound and parallel navigation is prohibited.
- Outbounds in the passage have priority over those outside the passage.
- Outbounds from Fujimi Wharf, Orido Wan, Kanasashi Heavy Industries and Tsukama Quay are NOT to pass north of Line ⑤ until any large outbound from Hinode Wharf or Nippon Light Metal Quay enters the passage.

(3) When a large outbound is entering/departing berth or she is turning

- Other vessels are to cooperate not to obstruct the large vessel because the maneuverability of the large vessel is limited.

○Reference

### 3.Road Map of Shimizu Port Work

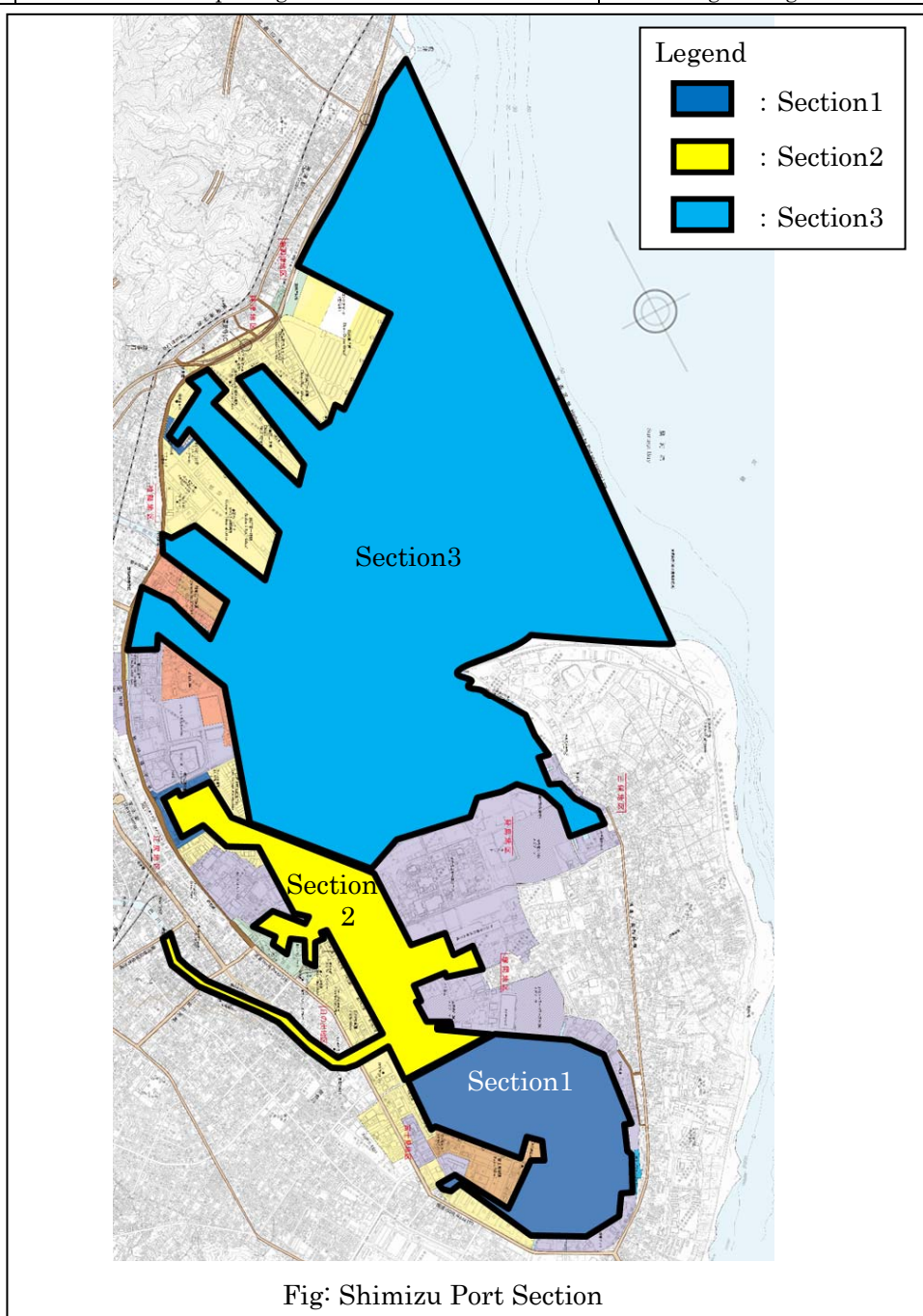




#### 4. Shimizu Port Section (Section1,2,3)

Ordinance for Enforcement of the Act on Port Regulations Appended table1

Area	Boundaries	Vessels to be anchored
Section1	The marine area enclosed by the line drawn from the tip of the right bank at the mouth of Nakata River at a 90-degree angle (hereinafter referred to as the "Line A") and the coast	Various vessels, and vessels loaded with dangerous goods anchored at mooring facilities. However, fishing boats and steam launches can be anchored only at near the coast
Section2	The marine area (excluding the passage) enclosed by the line connecting the northwestern edge of Kaijima and the tip of the north breakwater for Ejiri Basin for small craft, and Line A, and the coast as well as the downstream area of Chitose Bridge in Tomoe River	Various vessels, and vessels loaded with dangerous goods anchored at mooring facilities
Section3	Marine area in the port excluding Section1, Section2 and the passage	Various vessels and vessels loaded with dangerous goods





## 5. Members of Shimizu Port Authority Committee (for Cargo Ships and Cruise Vessels)

### < Members >

(Random order)

Shimizu Branch Customs
Nagoya Regional Immigration Bureau, Shizuoka Branch Office
Shimizu Branch office of Nagoya Quarantine Station
Shizuoka sub branch (Port of Shimizu) of the Animal quarantine service
Nagoya Plant Protection Station Shimizu Sub-Station, Ministry of Agriculture, Forestry and Fisheries
Shimizu Coast Guard Office
Shimizu Port Office, Chubu Regional Bureau, Ministry of Land, Infrastructure, Transport and Tourism
Shizuoka City
Shimizu Port Shipping Agent Association
Shizuoka Coastal Shipping Associations
Shimizu Harbor Transportation Association
Shimizu Port Warehouse Users' Association
Shimizu Port Service Co., Ltd.
Shimizu Federation of Pilots' Associations
Shimizu Futo Co., Ltd.
S-Pulse Dream Ferry Co., Ltd.
Kawasaki Kinkai Kisen Kaisha, Ltd. Shimizu Local Office
Shizuoka Prefecture (Ports and Harbors Bureau • Shimizu Port Authority)