

# **GUIDELINES FOR TRAFFIC ORGANIZATION IN MIZUSHIMA PORT**

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Mizushima Port Authority



**Okayama Prefectural Government**

**Mizushima Port and Harbor Office  
Ports and Harbors Division, Development of Public Works**

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① From Pacific Grain Center (PGC) to Tamashima district

A. When a huge vessel departs to shift, via the Inner Harbor Passage, and enters the Turning Basin.

B. When a huge vessel turns in the basin and crosses Inner Harbor Passage.

② From Seto Futo Pier to Tamashima district

A. When a huge vessel departs to shift, via the Mizushima East Fairway and enters the Turning Basin.

B. When a huge vessel turns in the basin and crosses Inner Harbor Passage.

(2) Entering and departing when a huge vessel shifts from Tamashima district to Mizushima district.

① From Tamashima district to Pacific Grain Center (PGC)

A. Before a huge vessel crosses Inner Harbor Passage after she departs to shift.

B. When a huge vessel crosses Inner Harbor Passage, enters the Turning Basin and turns.

C. When a huge vessel enters Inner Harbor Passage after turning in the basin.

② From Tamashima district to Seto Futo Pier

A. Before a huge vessel crosses Inner Harbor Passage after she departs to shift.

B. When a huge vessel crosses Inner Harbor Passage, enters the basin for shifting, and turns.

C. When a huge vessel enters Mizushima East Fairway after turning in the basin.

## 1. Preface.

Mizushima Port is the entrance of Mizushima waterfront industrial areas with which our Prefectural economy is supported.

The approximate quantity of freight handled annually is 84 million tons (2015 Ports and Harbors Statistical Yearbook).

Mizushima is an international hub port which is proud to hold the position of first place for quantity of freight handled in Chugoku / Shikoku area and 9th. place in Japan.

The number of ships entering and leaving the port, involving the movement of freight cargo transportation, is approximately 33,000 ships (Japan Coast Guard 2015 statistics) which is first in Japan.

The Food Industrial Complex of a Cereal related enterprise in Tamashima Harbor island begins operations from Fiscal year 2017 and because of this huge ships of deeper draught will navigate the narrow route to Tamashima area. This will greatly change the current state of the navigation environment in the harbor.

To enhance the safe navigation and efficiency of ship movements, Mizushima Port has established the Mizushima Port VTIS center which will organize traffic, based on the Guidelines for Traffic Organization in the Port, when huge vessels arrive.

Ships entering and departing Mizushima Port are requested to obey the Port Regulation Law and its related laws and regulations, and are always to obtain the latest Guidelines for Traffic Organization in Mizushima Port and keep it on the Bridge.

## 2. Listening and Reporting on VHF

Ships equipped with VHF, listen on channel 16, and answer any calls.

VHF channel 16 is used only for calling and answering.

Actual communications are then made on selected working channel/s.

Call Sign	Calling/answering	For communication	Note
Mizushima Port Radio	Channel 16	Channels 7,11,12,18	Harbor Communication provided by Mizushima Port VTIS Center (Port Authority)

## 3. Basic Policy of Traffic Organization

- (1) It is assumed and expected that the persons concerned when using the navigable water areas of Port of Mizushima conform to the navigation safety of shipping, to the efficient use of the water areas and, in recognition of environmental protection, do mutually cooperate with one another.
- (2) In case of the implementation of Traffic organization of shipping all vessels are, by the Rules set in these Guidelines for the Mizushima Port Authority VTIS Center, in cooperation with Mizushima Coast Guard ( Bisan Seto Vessel Service Center, henceforth Bisan MARTIS ), requested to readily follow.

- (3) When a ship's schedule is changed, her agent is to make adjustment to avoid any competition with other vessels whose navigation plans are already made.
- (4) Traffic organization for ships entering and departing Tamashima district through Mizushima Traffic Route and Mizushima Inner Harbor Passage (Inner Harbor Passage) are expected, in principle, to link up with existing route control regulations.
- (5) The Rules set in the Mizushima Guideline do not transcend those of the Marine Traffic Safety Law or of the Port Regulation Law; nor of the International Regulations for Preventing Collisions at Sea (COLREGs).
- (6) For anything not included in this present Guideline, Mizushima Coast Guard and the Port Authority will discuss and consider and put into effect as required.

## 4. Procedures of Traffic Organization

### 4-1 Preliminary report of a navigating schedule and its handling.

#### (1) Shipping Agencies

Shipping agencies report a ship's port entry and departing schedule to Mizushima VTIS center in accordance with the principle of noon on the previous day. (Report either by E-mail or Fax)

#### (2) Mizushima Port VTIS Center

① Based on the port entry and departing schedule reported by the shipping agents, the next day's ship movements plan is made, and information entered on the website so that it is available to all stakeholders.

➡ <http://www.mizushima.port-schedule.jp/>

② Before the "ship movement plan" is finalized, we learn about unsafe encountering situations that could occur in the area to be controlled.

Where any conflict is possible, port entering and departing time is adjusted with the shipping agency beforehand to prevent that possibility.

③ After adjustments are made, information to the website is updated and can be shared.

## 4 - 2 Reporting any changes

### (1) Shipping Agencies

Any change to a ship's previously reported schedule must be reported to Mizushima VTIS without delay. ( Report by E-mail, fax or Telephone. )

### (2) Mizushima VTIS Center

① On receiving a ship agent's report on change of navigation plan, make the best arrangement so that the change will not influence other vessels already planned.

② When finding out that a ship's navigation differs to the reported schedule given by the shipping agency, VTIS center contacts the agents to coordinate the plan, as in Clause #1 above.

\* To ensure the final movement plan is effective, Mizushima Port VTIS Center makes all efforts to monitor the status of ships in real time in addition to using the agents' change report/s.

③ Results of adjustments are made and information to the website is updated and can be shared.

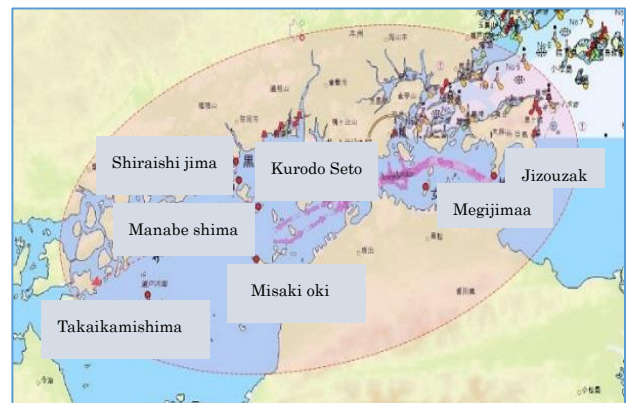
## 4-3 Reporting vessel status

A ship entering and departing Mizushima Harbor is to report to Mizushima VTIS Center by VHF radio (use ship's telephone or mobile phone, if not equipped with VHF).

Reporting point and item from the ship; information to the ship from VTIS Center as below:

( For piloted vessels, and those with operational AIS, some parts are not required.)

- Call sign: Mizushima Port Radio
- VHF Radio: Ch.16 (calling /answering)  
Ch.7,11,12,18 (communication)
- Telephone : 086 – 526 – 0301  
(+81 – 86 – 526 – 0301)
- E-mail address : [mizushimab@toyoshingo.co.jp](mailto:mizushimab@toyoshingo.co.jp)



Division		Reporting Point	Report Items from Vessel	Information Items to Vessel
E N T R Y	Preliminary report	1) No Pilot ship 2 hours before entry Each reporting point: (Direction coming from) • Bisan Seto Higashi area : Jizouzaki • Kurushima area: Takaikamishima • Hiuchinada area: Misaki oki • Fukuyama area : Shiraishijima Kurotsuchiseto, Manabeshima oki Takamatsu area : Megijima Westside	1. Entering route 2. ETA MN Line via Inner Harbor Passage.  ETA Fairway (not using Inner Harbor Passage) Example Using: Takahashigawa Fairway Tamashima East Fairway Tamashima West Fairway  3. ETA anchorage (anchoring ship) 4. Draft (Fwd. & Aft)	• Berth availability • Anchorage availability • Direct berthing or not • Pilot information • Tug boat information • Traffic control signal status • Weather, e.g. Visibility, Wind direction and force
		2) Pilot ship with (P.O.B.) • 2 hours before Inner Harbor Passage		
	Port Entry Notice	1) Direct entering ship • On passing harbor limits ( * No-pilot Foreign ship and no AIS equipped ship only)	• Position report	• Berthing Information • Direction signal flags • Traffic Control Signal status • Traffic information
		2) Ship anchoring outside harbor At time of arrival outside harbor ( * No-pilot Foreign ship & no AIS equipped ship only)	• Anchor position and time	• Entering port schedule • Pilot information • Tug boat information
	Movement Report	• At commence weigh anchor	• Time of commence weigh anchor	• Berth status
		• After weigh anchor	• Time of anchor aweigh	• Control signal status • Traffic information
	Berthing Report	No-pilot ship • At berthing	• Berthing time	• Request 30 minutes notice to leave berth
D E P A	Preliminary report	• 30 minutes before leaving berth	• ETD • Departing route	• Control signal status • Traffic information
		• Single-up	• Single-up report • Draft (Fwd./Aft)	• Departure clearance information

R T U R E				(* Leave on the basis of information from Mizushima Port VTIS Center) ▪ Traffic information
	Leaving Report	Just leaving	▪ Time of last line	▪ Traffic information
	Others	As appropriate		▪ Construction information •

## 5. Vessels subject to control

All vessels, except motor launches, entering and departing Port of Mizushima.

## 6. Areas subject to control.

The following Fairways, junctions and water areas are subject to control

- ( 1 ) Mizushima Tamashima Fairway and Inner Harbor passage junction
- ( 2 ) Mizushima Tamashima Fairway and Takahashigawa Fairway junction
- ( 3 ) Mizushima Tamashima Fairway and Tamashima East Fairway junction
- ( 4 ) Mizushima Tamashima Fairway
- ( 5 ) Takahashigawa Fairway
- ( 6 ) From Takahashigawa Fairway to entire water area of JFE-Y berths
- ( 7 ) Tamashima East Fairway
- ( 8 ) From Tamashima East Fairway to each berth's entire water area of Chuden Tamashima
- ( 9 ) Tamashima West Fairway
- (10) From Tamashima West Fairway to each Tamashima berth's entire water area of Public berth No.1

## 7. Definition

### ( 1 ) Definition of Fairway/Route/Passage

- ① Mizushima Traffic Route : Defined by Maritime Traffic Safety Law
- ② Inner Harbor Passage : Act of Port Regulations
- ③ Mizushima East Fairway : Port and Harbor Act
- ④ Mizushima Tamashima Fairway : "
- ⑤ Takahashigawa Fairway : "
- ⑥ Tamashima East Fairway : "
- ⑦ Tamashima West Fairway : "

### ( 2 ) Definition of Fairway junction

- ① Junction (A) : Mizushima Tamashima Fairway and Inner Harbor Passage Junction
- ② Junction (B) : Mizushima Tamashima Fairway and Takahashigawa Fairway Junction
- ③ Junction (C) : Mizushima Tamashima Fairway and Tamashima East Junction



( 3 ) Definition of Area & related berths

- ① Area (I) : J F E – Y, W 1 ~ 2, U, T 1 ~ T 3
- ② Area (II) : Chuden Tamashima, Tamashima Gaibou, HI-5~7
- ③ Area (III): Tamashima Public No.1~4, HI-4

( 4 ) Definition of Vessels

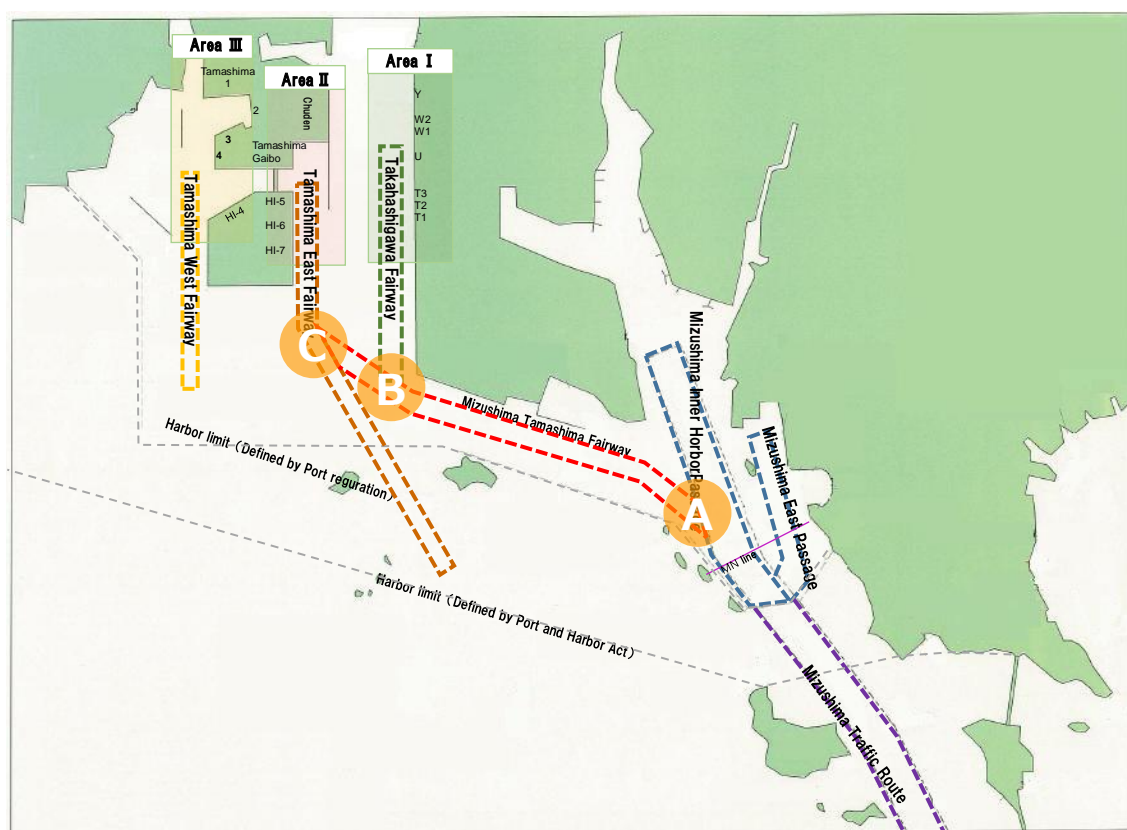
- ① Huge vessel : LOA 200 meters and over
- ② Motor Launches: Motor Boats, barges, rowing boats and similar of under 20 G/T

## 8. Basic Rules of Traffic Organization

- (1) Avoid accidents, or incidents, that may lead to a collision between two huge ships, between huge ships and any non-huge ships; and non-huge ships in the area are to be controlled when they are entering and departing the Tamashima District.
- (2) Avoid any meeting situation at junctions A, B and C.
- (3) Avoid any meeting situation inside a Fairway and Water Area, as defined in Section 6: Areas subject to Control, ( 4 ) ~ ( 10 ).

【Map of Mizushima Port and contents of prevention of meeting situations.】

- ① Mizushima-Tamashima Fairway and Tamashima East Fairway  
⇒ Prevent any meeting between a huge vessel and all other vessels (motor launches excluded).
- ② Tamashima West Fairway, Tamashima East Fairway, Takahashigawa Fairway and Junction B ~C  
⇒ Prevent two foreign ships of LOA/100m or more meeting.  
⇒ Prevent foreign ships of LOA/100m or more meeting domestic ships of LOA/100m or more.
- ③ Above all, take necessary precautions for safety.



## 9 Detailed rules of Traffic Organization

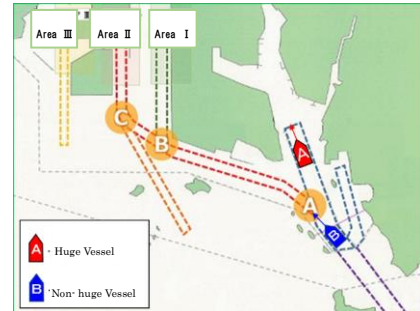
9 -1 The rules for ships entering and leaving Tamashima district via Mizushima Traffic route, Inner Harbor Passage and Mizushima Tamashima Fairway.

(1) Period of control for huge vessels entering the Mizushima district.

- Avoid meeting situations at Junction (A).

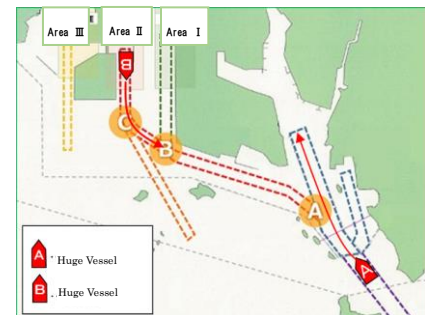
A. Ships entering Tamashima district.

Can enter using Mizushima Traffic Route and Inner Harbor Passage following the Maritime Traffic Safety Law, Act on Port Regulations, International COLREGs



B. Ships departing Tamashima district

① When a departure ship is a huge vessel :  
She can only leave her berth after any huge inbound vessel has entered inner harbor passage.  
Also, she should confirm the status of the traffic control signal.

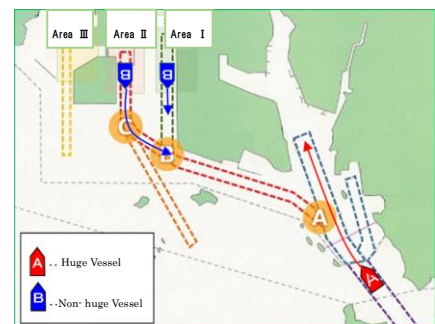


② When a departure ship is not huge and is:

a. From area ( I ) and ( II )

She can depart after any inbound vessel has entered Inner Harbor Passage.

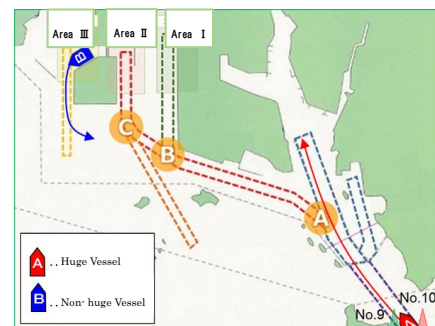
(However, a vessel of LOA/70m or more follows ① above.)



b. From area ( III )

She can depart after any huge inbound vessel has passed buoys 9 and 10 of Mizushima Traffic Route.

(However, this does not apply to a departure ship that does not use Junction (A).

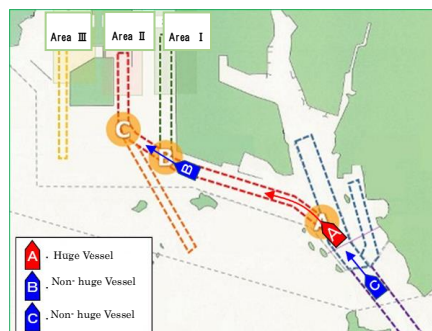


(2) Period of control for huge vessels entering the Tamashima district.

- Avoiding a meeting situation inside Fairways and Passages.
- Overtaking and parallel navigation prohibited.
- Avoid meeting situations at Junctions (A), (B), (C).

A. Ships entering Tamashima district:

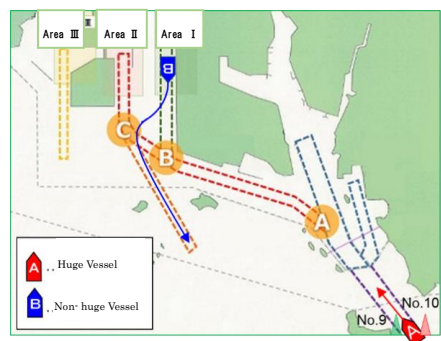
Can enter following the Maritime Traffic Safety Law,  
Act on Port Regulations, International COLREGs



B. Ships departing Tamashima district:

① From Area ( I )

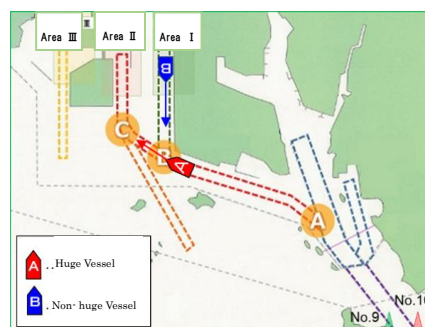
- a. Any vessel that is not draft-restricted can leave via Tamashima East Fairway, so long as a huge inbound Vessel has not passed Buoys 9 and 10 of Mizushima Traffic route.



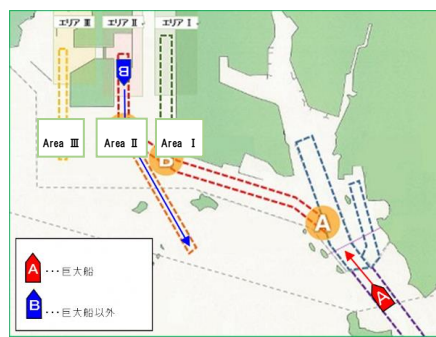
< Note > Depth of water between Takahashigawa and Tamashima East Fairway about 6m.

- b. Once a huge inbound has passed buoys 9 and 10.

Ships can depart after any huge inbound vessel has Passed Junction (B)



② From Area ( II )



a. Before a huge inbound vessel enters Inner Harbor Passage.

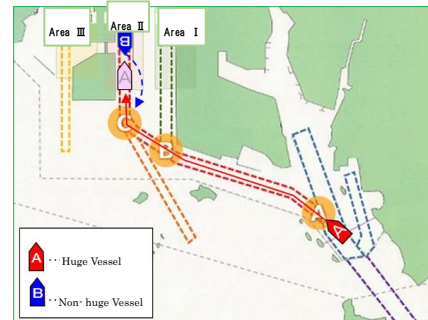
Any ship can depart via Tamashima East Fairway.

b. After a huge inbound vessel enters Inner Harbor Passage

b-1 When departure ship's berth is further in than huge vessel's :

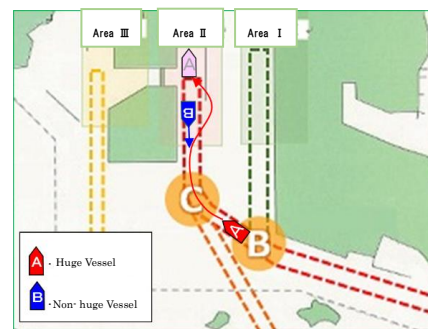
That ship can only leave after huge vessel is made fast alongside her berth.

Huge Vessel  
Non- huge Vessel



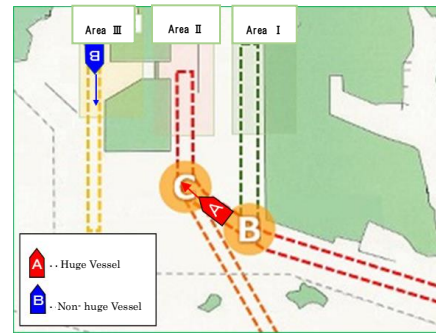
b-2 When huge vessel's berth is further in than departure ship's :

That ship can leave when huge vessel is past and clear.

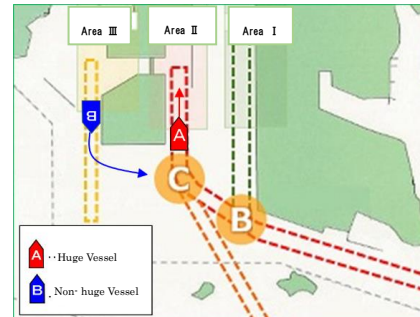


③ From Area (III)

Ships can depart after a huge vessel has passed Junction (B)



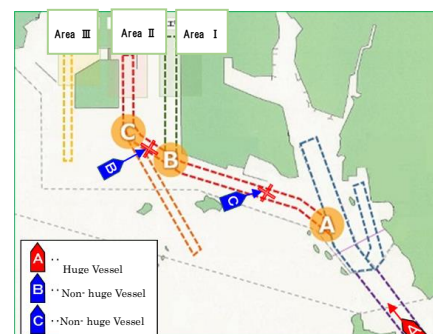
Ships can enter Junction (C) after a huge vessel has passed Junction (C)



C. Ships shifting from anchorage to Mizushima district

Once a huge inbound vessel enters Mizushima Traffic Route:

Any vessel cannot enter Mizushima Tamashima Fairway.



(3) Period of control for huge vessels departing the Mizushima district.

※ Details of the basic rules are under discussion



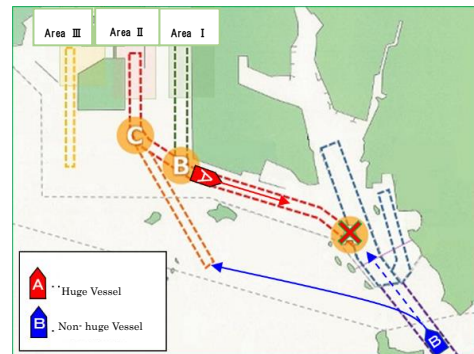
(4) Period of control for huge vessels departing the Tamashima district

- ☐ • Avoiding a meeting situation inside Fairways and Passages.
  - ☐ • Overtaking and parallel navigation prohibited.
  - ☐ • Avoid meeting situations at Junctions (A),( B), (C).
  - ☐ • When ships are to depart from same berth in same area, in principle, the basic rule is that southernmost vessel leaves first.
- (However, circumstances such as Pilot on board, vessel maneuverability, anchor use, tug use etc. can alter this basic rule.)

A. Ships entering Tamashima district

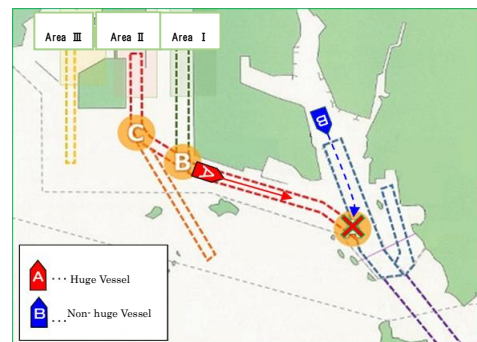
- ① Entering vessels of LOA under 70m via Inner Harbor Passage and using Mizushima Tamashima Fairway.

Ships cannot enter that area until huge outbound vessel leaves the Mizushima Tamashima Fairway.  
However, entering Tamashima East Fairway is permitted.



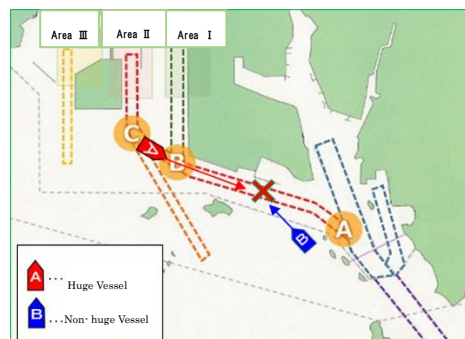
- ② Ships shifting from Mizushima District to Tamashima District via Mizushima Tamashima Fairway.

Ships cannot enter Inner Harbor Passage until the Huge outbound vessel leaves Mizushima Tamashima Fairway.



- ③ Vessels joining Mizushima Tamashima Fairway from the side.

Such vessel cannot join that fairway until the huge outbound vessel is past and clear.



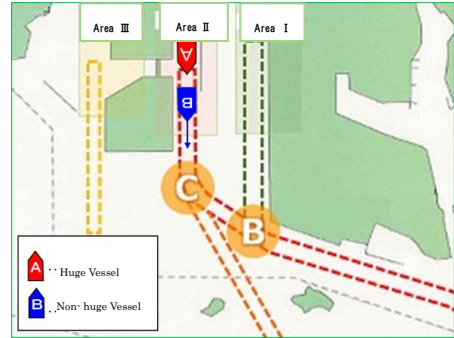
## B. Ships departing Tamashima district

① When a vessel departs from the same area, same time, as a huge outbound vessel.

a. When the huge outbound vessel's berth is further inside :

In principle, the basic rule is that southernmost vessel leaves first.

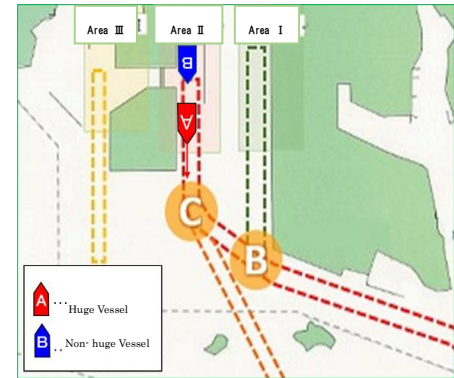
(However, circumstances such as Pilot on board, vessel maneuverability, anchor use, tug use etc. can alter this basic rule.)



b. When the huge outbound vessel's berth is less inside :

In principle, the basic rule is that southernmost vessel leaves first.

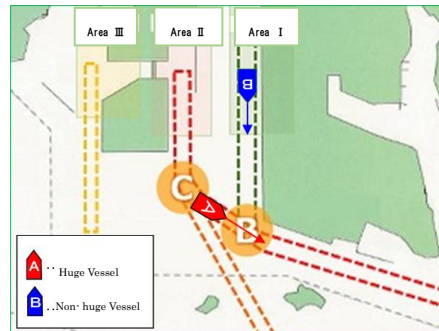
(However, circumstances such as Pilot on board, vessel maneuverability, anchor use, tug use etc. can alter this basic rule.)



② When a huge outbound vessel departs from area (II)

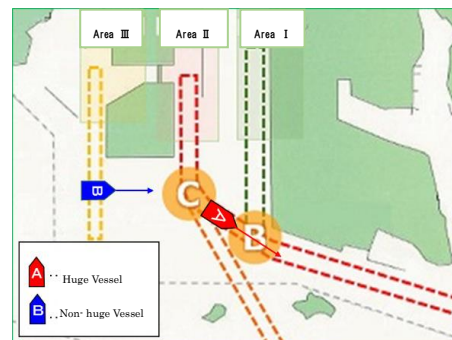
a. Departure ships from Area (I)

Any departing ship can depart after huge outbound vessel has passed Junction (C) and follow her.



b. Departure ship from area (III).

That ship can depart at a time where she will not meet huge ship at Junction (C) but will follow her.





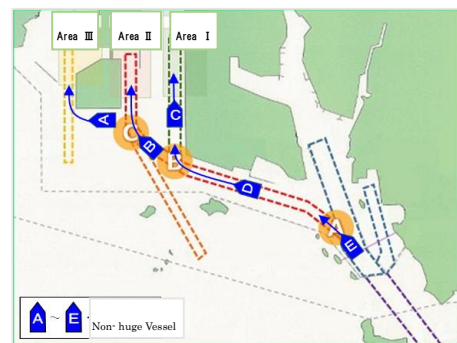
(5) Entering and departing at a time without traffic control in Mizushima  
Traffic Route and the Inner Harbor Passage

In principle, a vessel subject to control is a Foreign ship and a Domestic ship of LOA/100m or more. However, when circumstances dictate, all vessels can be controlled with the exception of Motor Launches.

- Ships navigating inside Mizushima Tamashima Fairway should avoid meeting any others at Junctions (A), (B) and (C)
- Avoid meeting situations between Junctions (A) and (B).
- Overtaking and parallel navigation prohibited

A. When entering ships for Tamashima district are competing at Mizushima Tamashima Fairway entrance area.

The vessel with berth furthest inside has priority to enter Mizushima Tamashima Fairway.

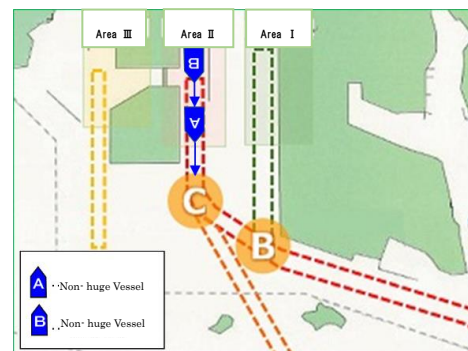


(However, if this hinders the flow of traffic and circumstances such as Pilot on board, vessel maneuverability, anchor use, tug use etc. are in place, then they can alter this basic rule.)

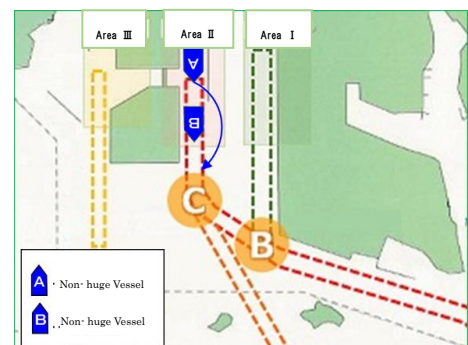
B. When ships departing from Tamashima are in the same area and/or berth vicinity.

Southernmost vessel leaves first.

(However, circumstances such as Pilot on board, vessel maneuverability, anchor use, tug use etc. are in place, then they can alter this basic rule.)



When a ship further inside leaves first, the other ship is to stay alongside until the outbound one is past and clear.

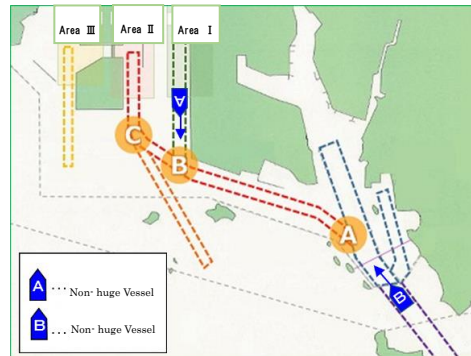


### C. Entering and departing ships competing in same area.

#### ① From area ( I )

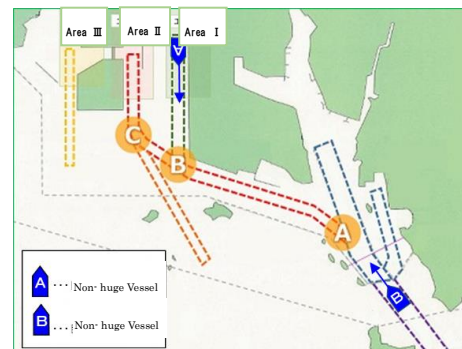
##### a. When the departing ship has already departed :

Avoiding a meeting situation at Junction ( B )

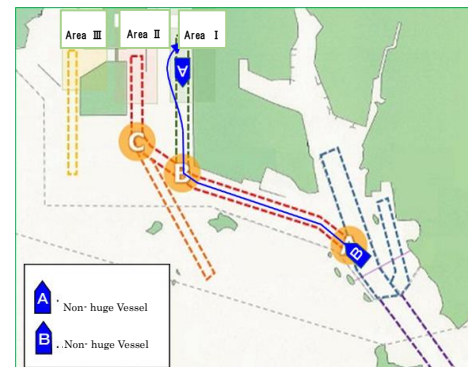


##### b. Before departing ship leaves

Departing ship can only leave her berth before a competing inbound vessel has entered Inner harbor passage.

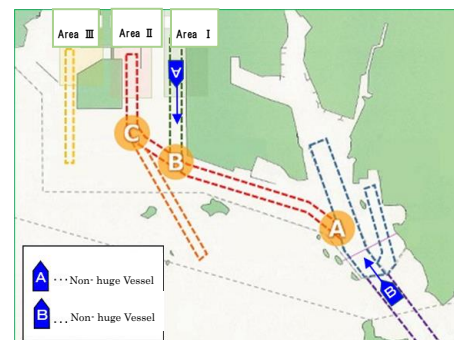


When an inbound vessel already in the Inner Harbor Passage is past and clear, or has made fast at her berth, then the outbound can leave.



##### c. Departing and entering ships have same berth.

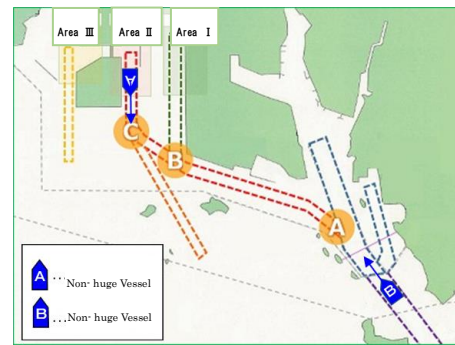
Inbound ship cannot enter Inner Harbor Passage until outbound has left the berth.



② From area ( II )

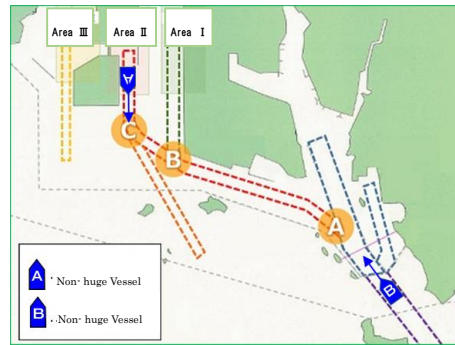
- a. When departure ship has already left her berth.

Avoid meeting situation between junction (B) and (C)

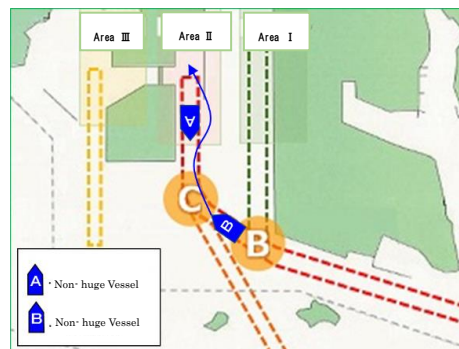


- b. Before departing ship leaves

Departing ship can only leave her berth before a competing inbound vessel has entered Inner harbor passage.

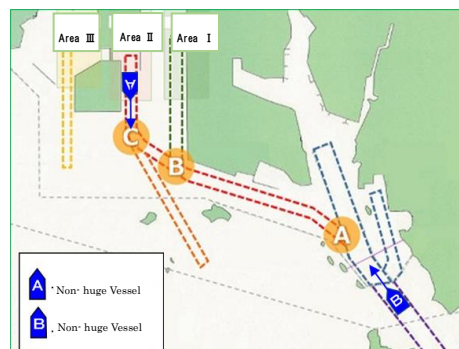


When an inbound vessel already in the Inner Harbor Passage is past and clear, or has made fast at her berth, then the outbound can leave.



- c. Departing and entering ships have same berth.

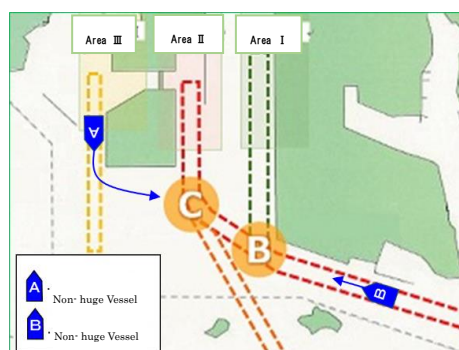
Inbound ship cannot enter Inner Harbor Passage until outbound has left the berth.



③ From area ( III )

- a. When departure ship has already left berth.

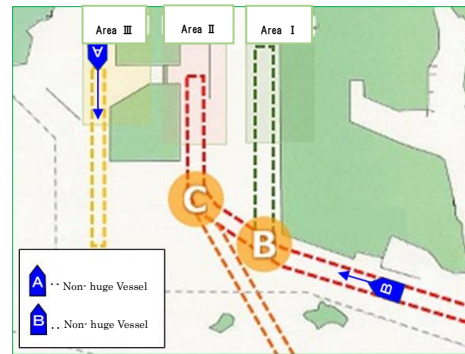
Inbound vessel to adjust navigation to avoid meeting situation between junction (B) and (C)



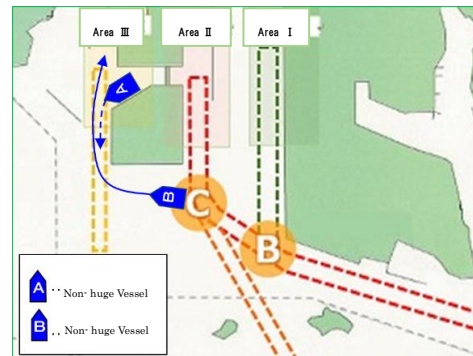
b. When departure ship leaves her berth.

The ship can only depart before inbound is past Junction (C).

However, a meeting situation at Tamashima West Fairway and between Junctions (B) and (C), should be avoided.



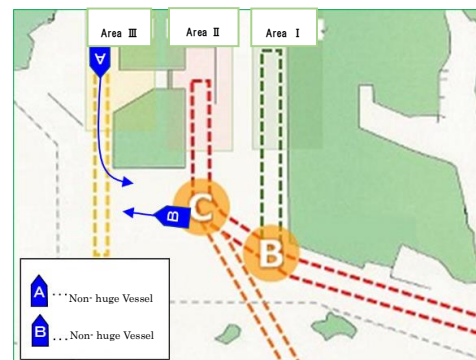
When inbound vessel is past Junction (C),  
Outbound vessel cannot leave her berth.



c. Entering and departing ships for same berth.

Before inbound is past Junction (C), a meeting between situation Junctions (B) and (C) should be avoided.

Even though inbound has passed Junction (C), she cannot enter Tamashima West Fairway until departure ship leaves that Fairway.





## 9-2 Ships entering and departing Tamashima district without using Mizushima Tamashima Fairway

In principle, a vessel subject to control is a Foreign ship and a Domestic ship of LOA/100m or more.

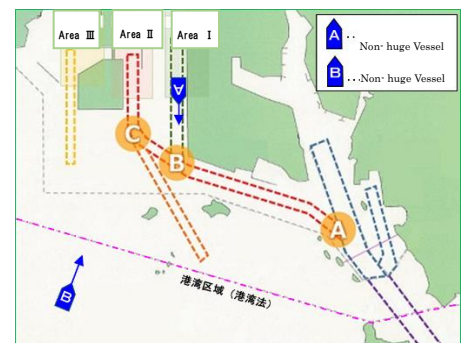
However, when circumstances dictate, all vessels can be controlled, with the exception of Motor Launches.

### (1) Entering and departing ships in Area ( I )

- Avoid meeting situations at Junctions B, C and Takahashigawa Fairway .
- Overtaking and parallel navigation prohibited inside Fairway

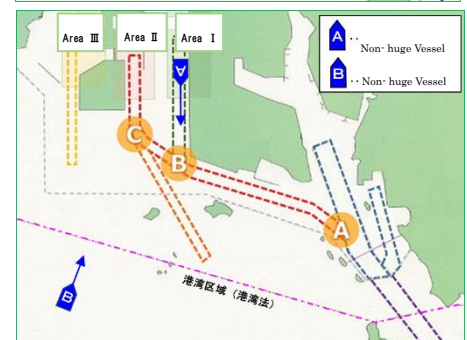
#### a When departure ship from Area ( I ) has already left berth.

Avoid a meeting situation at Junction (B), (C) and Takahashigawa Fairway

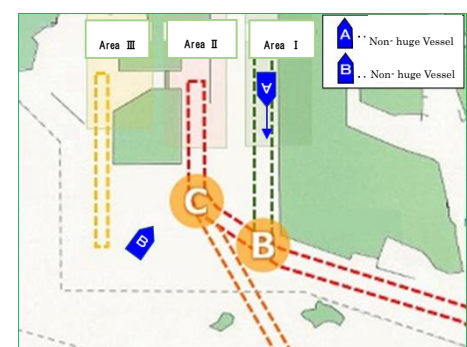


#### b Before a departure ship leaves her berth

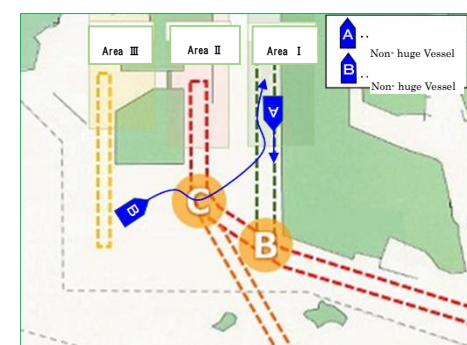
The ship can depart before inbound ship arrives at Harbor limits



The ship can depart before an anchor ship has anchor aweigh from Tamashima offing anchorage.



When an inbound vessel already arrived at Harbor limits or anchor aweigh from Tamashima offing anchorage, the departure ship can only depart after the inbound ship is past and clear, or has made fast to her berth.

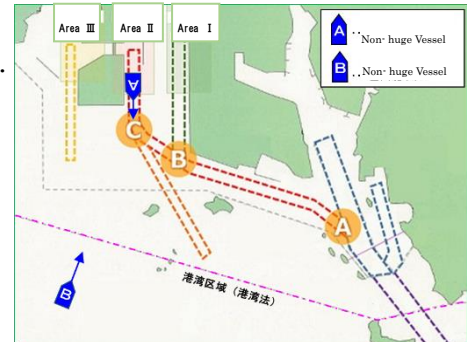


(2) Entering and departing ships in Area ( II )

- Avoid meeting situations at Junction C and Tamashima East Fairway .
- Overtaking and parallel navigation prohibited inside Fairway

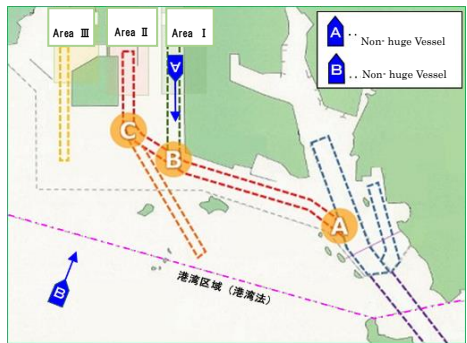
a When departure ship from Area ( II ) has already left berth.

Avoid a meeting situation at Junction (C)

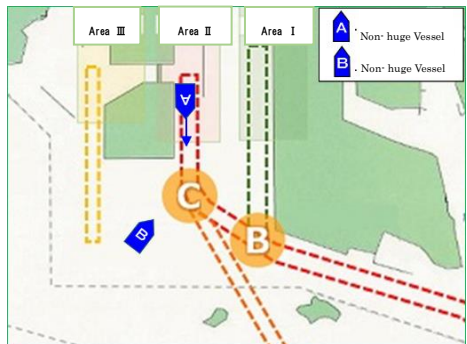


b Before a departure ship leaves her berth

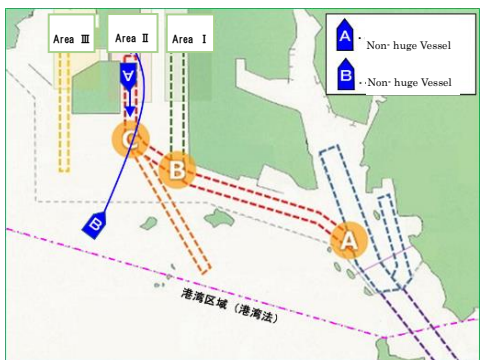
The ship can depart before inbound ship arrives at Harbor limits



The ship can depart before an anchored ship has aweigh from Tamashima offing anchorage



When an inbound vessel already arrived at Harbor Limits or anchor aweigh from Tamashima offing anchorage, the departure ship can only depart after the inbound ship is past and clear, or has made fast to her berth

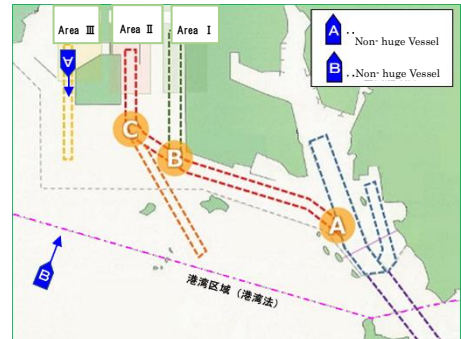


### 3) Entering and departing ships in Area ( III )

- Ships in Area (Ⅲ) should avoid meeting any others inside Tamashima West Fairway
- Overtaking and parallel navigation prohibited inside Fairway

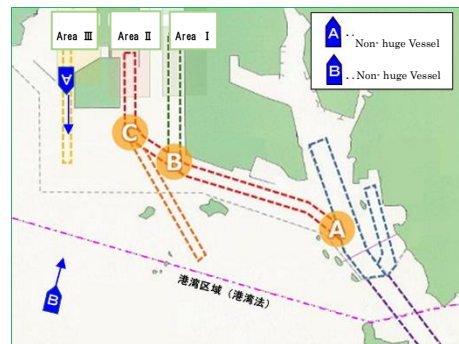
- a When departure ship from Area ( III ) has already left berth.

Avoid a meeting situation inside Tamashima West Fairway

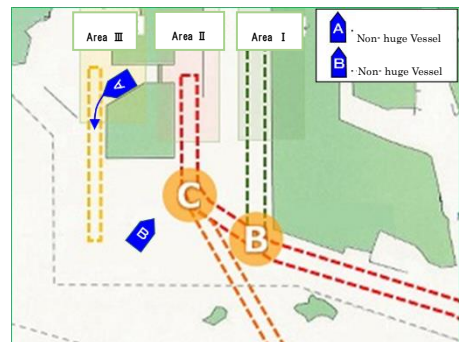


- b Before a departure ship leaves her berth

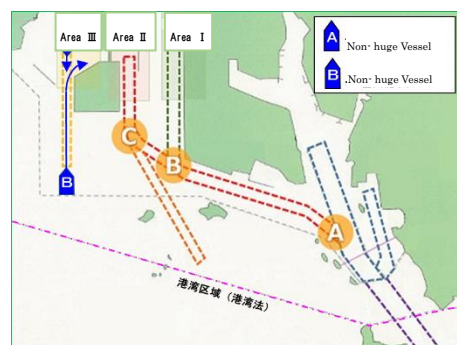
The ship can depart before inbound ship arrives at Harbor limits



The ship can depart before an anchor ship has aweigh from Tamashima offing anchorage



When an inbound vessel already arrived at Harbor limits or anchor aweigh from Tamashima offing anchorage, the departure ship can only depart after the inbound ship is past and clear, or has made fast to her berth



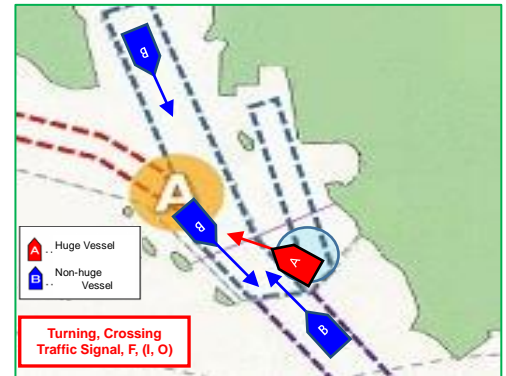
9-3 The rules for ships entering and departing Mizushima district and Tamashima district when huge vessels are shifting.

(1) Entering and departing when a huge vessel shifts from Mizushima district to Tamashima district.

① From Pacific Grain Center (PGC) to Tamashima district

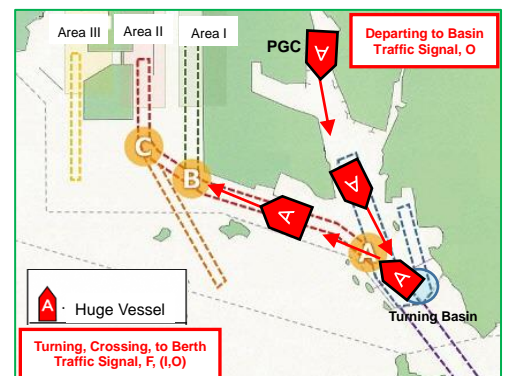
Huge vessels' navigation

- When a huge vessel departs her berth to shift to Turning Basin she has to follow Port Regulations' Traffic control signal, operated by Bisan MARTIS.
- After turning in the basin, when a huge vessel crosses the Inner Harbor Passage heading for Tamashima District, she has to navigate under the coordination of Mizushima VTIS Center.



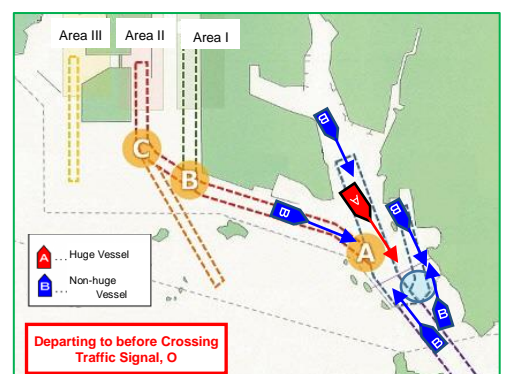
A. When a huge vessel departs to shift, via the Inner Harbor Passage, and enters the Turning Basin.

- a. Ships using Inner Harbor Passage navigate normally, under current Rules.



B. When a huge vessel turns in the basin and crosses Inner Harbor Passage.

- a. When a huge vessel crosses Inner Harbor Passage after turning then, based on the information given by the VTIS center, she has to adjust not to compete with other traffic.

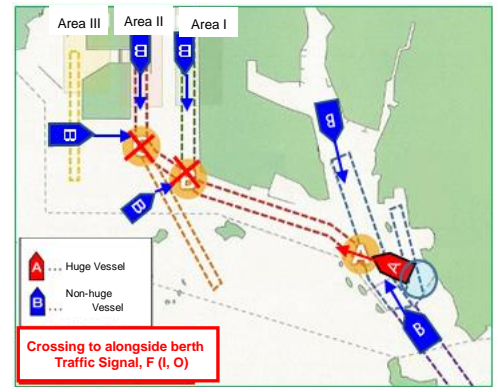




- b. Other ships entering and departing Tamashima district via Inner Harbor Passage.

1) Ships entering

- Permitted to enter following Bisan MARTIS traffic control signals.
- Follow coordination from VTIS Center not to compete with a huge vessel in Junction (A).



2) Ships departing

① From Area ( I )

- When a huge vessel has not completed turning.
  - Any vessel that is not draft-restricted can depart via Tamashima East Fairway.
- When a huge vessel crosses Inner Harbor Passage and proceeds via Mizushima Tamashima Fairway after turning.
  - can depart only after a huge vessel clears Junction (B).

② From Area (II)

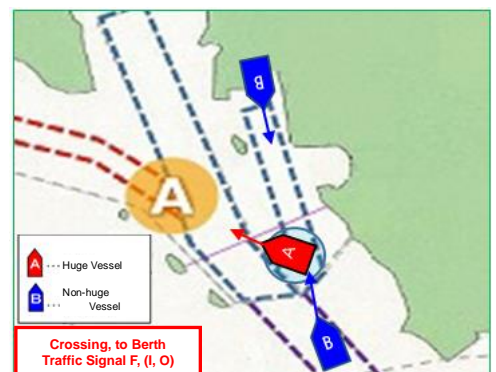
- Before a huge vessel completes turning.
  - Any vessel that is not draft-restricted can depart via Tamashima East Fairway.
- When a huge vessel crosses Inner Harbor Passage and proceeds via Mizushima Tamashima Fairway after turning.
  - When departure ship's berth is further inside than a huge vessel's :
    - That ship can only leave after a huge vessel has made fast to her berth.
  - When a huge vessel's berth is further inside than departure ship's :
    - That ship can leave after a huge vessel is past and clear.

③ From Area (III)

- Departing ship leaves her berth after a huge vessel clears Junction (B). She enters Junction (C) only after a huge vessel clears Junction (C).

c. Ships using Mizushima East Fairway

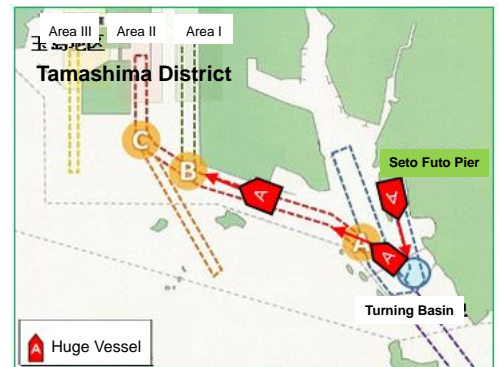
- In principle, permitted to pass astern of a huge vessel, based on coordination by VTIS center.



## ② From Seto Futo Pier to Tamashima district

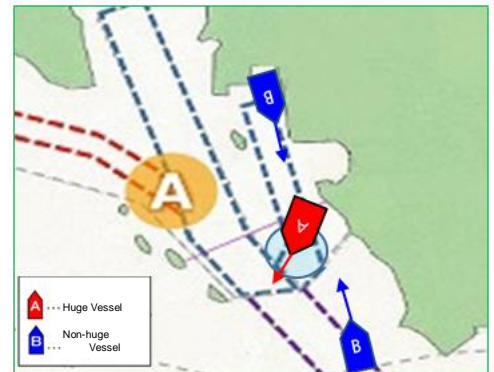
### Huge vessels' navigation

- After departing, entering the Turning Basin, turning in the basin, crossing Inner Harbor Passage and through to destination Tamashima district, she has to navigate under the coordination of Mizushima VTIS Center.



A. When a huge vessel departs to shift, via the Mizushima East Fairway and enters the Turning Basin.

- a. Ships using Mizushima East Fairway
  - navigate normally, under current Rules



B. When a huge vessel turns in the basin and crosses Inner Harbor Passage.

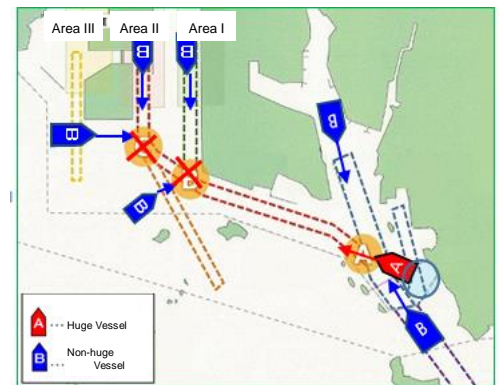
- a. When a huge vessel crosses Inner Harbor Passage after turning then, based on the information given by the VTIS center, she has to adjust not to compete with other traffic.



b. Ships entering and departing Tamashima district via Inner Harbor Passage

1) Ships entering

- Permitted to enter following Bisan MARTIS traffic control signals.
- Follow coordination from VTIS Center not to compete with a huge vessel in Junction (A).



2) Ships departing

① From Area ( I )

- Before a huge vessel completes turning
  - Any vessel that is not draft-restricted can depart via Tamashima East Fairway.
- When a huge vessel crosses Inner Harbor Passage and proceeds via Mizushima Tamashima Fairway after turning
  - Any vessel can depart only after a huge vessel clears Junction (B).

② From Area (II)

- Before a huge vessel completes turning
  - Any vessel that is not draft-restricted can depart via Tamashima East Fairway.
- When a huge vessel crosses Inner Harbor Passage and proceeds via Mizushima Tamashima Fairway after turning.

b-1 When departure ship's berth is further inside than a huge vessel's :

- That ship can only leave after a huge vessel has made fast to her berth.

b-2 When a huge vessel's berth is further inside than departure ship's :

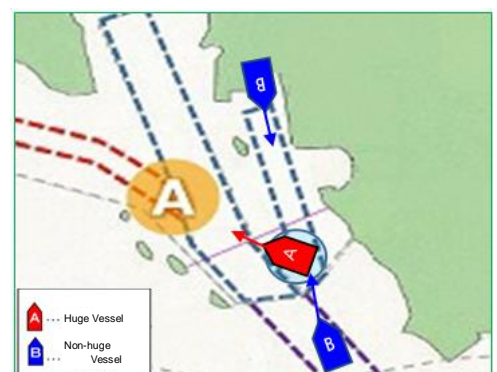
- That ship can leave after a huge vessel is past and clear.

③ From Area (III)

- Departing ship leaves her berth after a huge vessel clears Junction (B).  
And she can enter Junction (C) after a huge vessel clears Junction (C).

c. Ships using Mizushima East Fairway

- In principle, permitted to pass astern of a huge vessel, based on coordination by VTIS center.

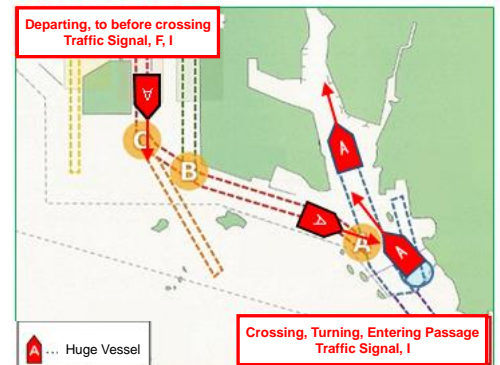


(2) Entering and departing when a huge vessel shifts from Tamashima district to Mizushima district.

① From Tamashima district to Pacific Grain Center (PGC)

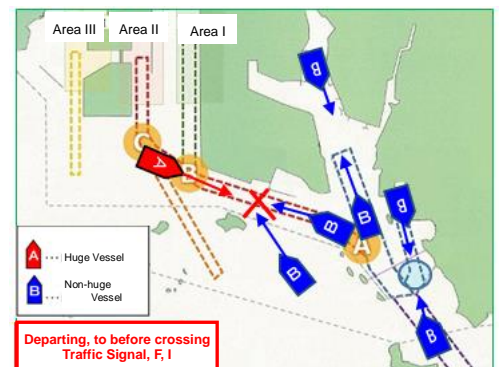
Huge vessels' navigation

- When a huge vessel departs her berth to shift to Turning Basin
  - she has to navigate under the coordination of Mizushima VTIS Center.
- After turning in the basin, when a huge vessel navigates the Inner Harbor Passage to her berth, she has to follow Port Regulations' Traffic control signal, operated by Bisan MARTIS.



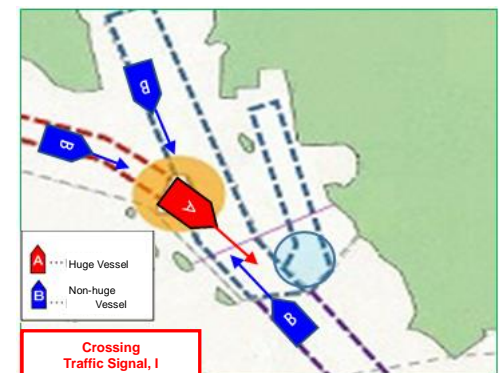
A. Before a huge vessel crosses Inner Harbor Passage after she departs to shift.

- a. Ships entering and departing Tamashima district via Inner Harbor Passage
  - See 9-1 (4) in Guidelines for Traffic Organization in Mizushima Port.



B. When a huge vessel crosses Inner Harbor Passage, enters the Turning Basin and turns.

- a. Huge vessels
  - When a huge vessel crosses Inner Harbor Passage after turning, she has to adjust not to compete with other traffic, based on the information given by the VTIS center.



- b. Ships entering and departing Tamashima district via Inner Harbor Passage
  - Permitted to enter and depart following Bisan MARTIS traffic control signals.
  - Follow coordination from VTIS Center not to compete with a huge vessel in Junction (A).



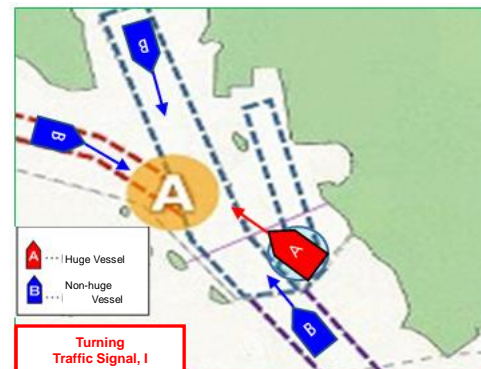
c. Ships using Mizushima East Fairway

- Follow coordination from VTIS Center not to compete with a huge vessel in Turning Basin.

C. When a huge vessel enters Inner Harbor Passage after turning in the basin.

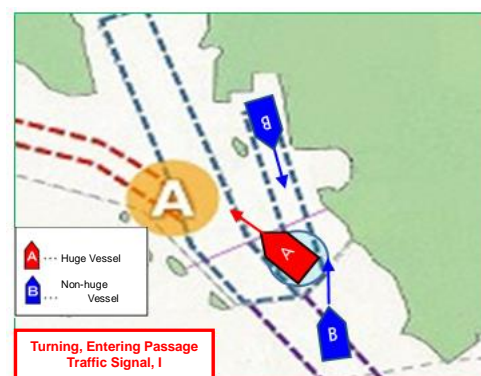
a. Huge vessels

- Permitted to enter Inner Harbor Passage following Bisan MARTIS traffic control signals.



a. Ships using Mizushima East Fairway

- In principle, permitted to pass astern of a huge vessel, based on coordination by VTIS center.

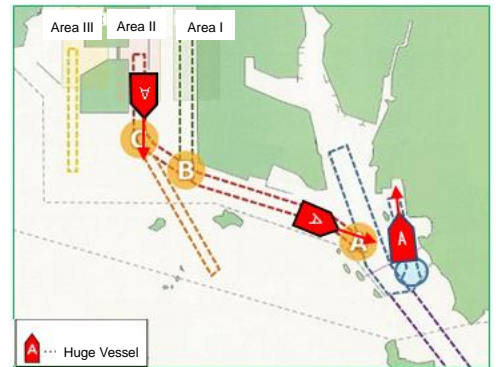




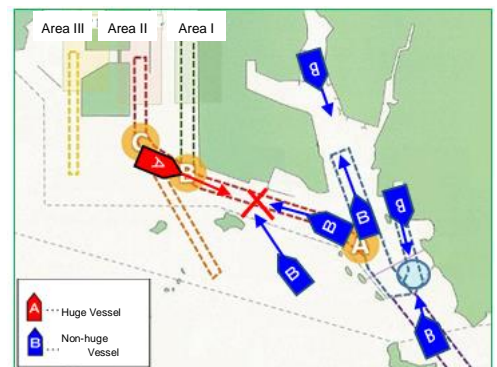
## ② From Tamashima district to Seto Futo Pier

### Huge vessels' Navigation

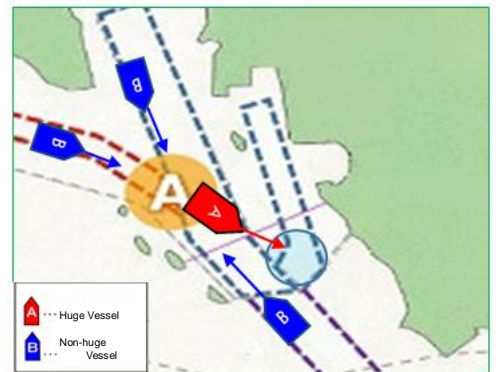
- When a huge vessel departs, crosses Inner Harbor Passage, enters the Turning Basin, turns and gets alongside her berth.
- she has to navigate under the coordination of Mizushima VTIS center.



- A. Before a huge vessel crosses Inner Harbor Passage after she departs to shift.
  - a. Ships entering and departing Tamashima district via Inner Harbor Passage
    - See 9-1 (4) in Guidelines for Traffic Organization in Mizushima Port .

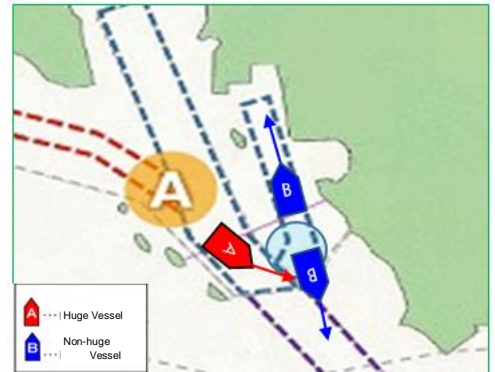


- B. When a huge vessel crosses Inner Harbor Passage, enters the basin and turns.
  - a. Huge vessels
    - When a huge vessel crosses Inner Harbor Passage after turning, she has to adjust not to compete with other traffic, based on the information given by the VTIS center.
  - b. Ships entering and departing Tamashima district via Inner Harbor Passage
    - Permitted to enter and depart following Bisan MARTIS traffic control signals.
    - Follow coordination from VTIS Center not to compete with a huge vessel in Junction (A).



c. Ships using Mizushima East Fairway

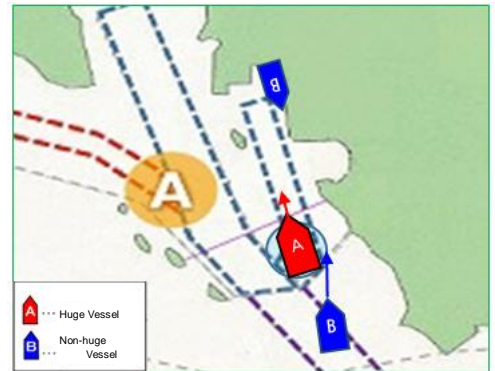
- Follow coordination from VTIS Center not to compete with a huge vessel in Turning Basin.



C. When a huge vessel enters Mizushima East Fairway after turning in the basin.

a. Huge vessels

- navigate normally, under current Rules.



## **This Guideline's Contact Information**

### **◆ Ports and Harbors Division, Development of Public Works, Okayama Prefectural Government**

〒 7 00-8570

2-4-6, Uchiyamashita, Kita-ku, Okayama city

☎ : +81-86-226-7485

### **◆ Mizushima Port and Harbor Office, Bicchu General Service Bureau, Okayama Prefectural Government**

〒 712—8056

1-12, Fukusaki-cho, Mizushima, Kurashiki city

☎ : +81-86-444-7141

### **◆ Mizushima Port VTIS Center, Mizushima Port and Harbor Office, Bicchu General Service Bureau, Okayama Prefectural Government**

〒 713—8103

6 F, Marine Tower, 8262-1, Azashinminato, Tamashima Otoshima, Kurashiki city

☎ : +81-86-526-0301