

**Confirmed Matters regarding South-Honmoku Wharf Navigational Coordination  
(Guidelines)**

**1 Information provided in advance to TST Corporation (hereinafter referred to as "TST")**

It is based on clause No.3 of "Confirmed Matters regarding Negishi Bay Navigational Coordination" (hereinafter referred to as "Confirmed Matters").

In addition, ship agents shall provide berth allocation plan (hereinafter referred to as "Allocation Plan") (including domestic vessel's) to TST.

- ※ In the Allocation Plan the berthing dates, berth positions, and relationships between the first and second to use shall be given.
- ※ The Allocation Plan shall be submitted to TST by 1600 hrs. one day before berthing.
- ※ When any changes or additions to submitted Allocation Plan occur, the latest Allocation Plan shall be submitted to TST.

**2 Arrangements of tugboats and lines boats**

Captains who do not employ a pilot on board are to arrange tugboats and lines boats themselves.

Especially in cases where the vessel may be pushed by strong winds and could make contact with port facilities or obstruct the navigation of other vessels, the captain should confirm the latest weather information and request a tugboat, under the advice of an agent or a terminal operator as required.

**3 Navigational Coordination**

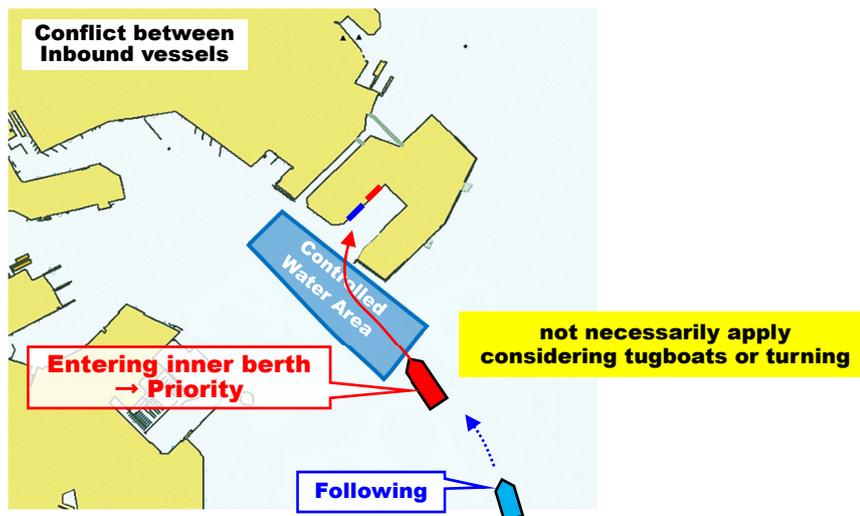
It is based on clause No.4 of Confirmed Matters.

#### 4 Coordination of vessels using South-Honmoku Wharf (Basic policy)

In principle, adjustments are made to avoid meeting within South-Honmoku Wharf basin. However, this does not apply when these vessels have an agreement to meet each other. This agreement must be known to TST before these vessels meet.

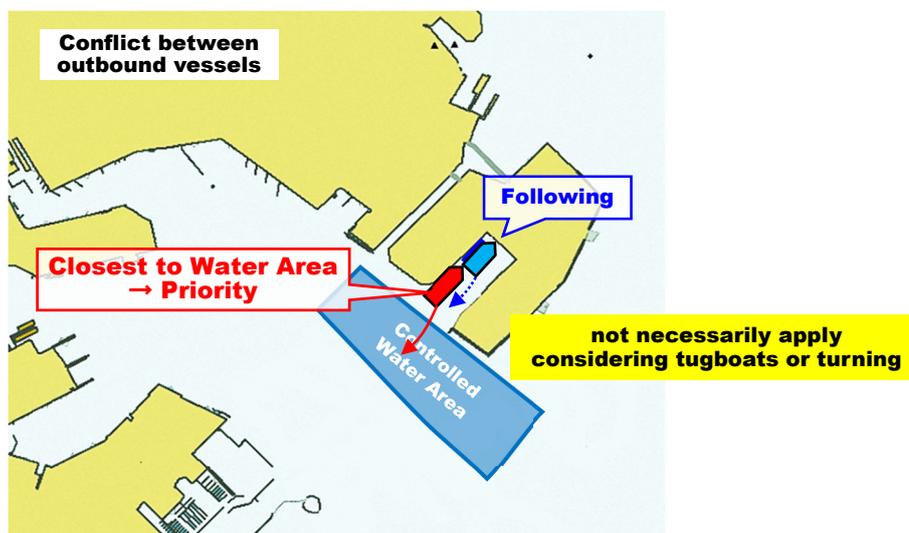
##### ① Conflict between inbound vessels

- In principle, a vessel entering an inner berth has priority. However, this does not necessarily apply considering factors such as with or without tugboats; or turning to be head-out or both.



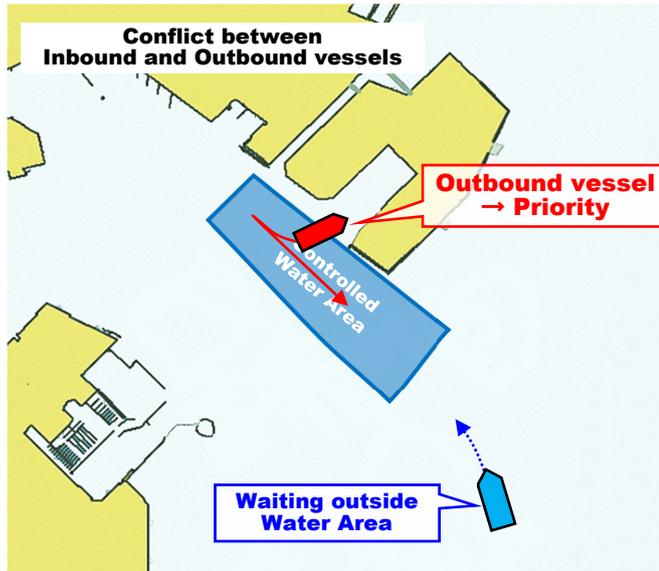
##### ② Conflict between outbound vessels

- In principle, a vessel closest to Controlled Water Area has priority to depart. And a vessel from an inner berth shall follow her. However, this does not necessarily apply when considering factors such as with or without tugboats; or turning to depart or both.



③ **Conflict between inbound and outbound vessels**

- In principle, an outbound vessel has priority. An inbound vessel shall enter after an outbound vessel leaves the Controlled Water Area. However domestic vessels under 10,000GT are allowed to meet in the Controlled Water Area on the condition that they do not meet within South-Honmoku Wharf basin.



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



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.