

**GUIDELINES FOR TRAFFIC ORGANIZATION  
OF INBOUND AND OUTBOUND VESSELS  
IN PORT OF KANDA**

**Revised June 2020**

**FUKUOKA PREFECTURAL GOVERNMENT  
KANDA PORT AND HARBOR OFFICE**



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# 1. Operational Concept of Traffic Organization

## 1.1 Object

These Guidelines aim to improve efficient use of port facilities and safety of vessel traffic in Kanda Port.

## 1.2 Enforcement of these Guidelines

Fukuoka Prefectural Government (Kanda Port and Harbor Office) enforces these Guidelines. Actual operation is conducted by TST Corp. which is already consigned with the service to support safe navigation in Kanda Port.

## 1.3 Organization to conduct these Guidelines

(1) Name : VTIS Center in Kanda Port (hereinafter called "VTIS Center")

◎Contacts

- TEL : +081-93-383-0106
- FAX : +081-93-383-0116
- E-mail : kvtisc@toyoshingo.co.jp

(2) Address : 25-1 Minato-machi, Kanda-machi, Miyako-gun, Fukuoka Prefecture

(3) Operation time : All the year round, 24/7

## 1.4 Basic Policy

To improve efficient use of port facilities and safety of vessel traffic, Basic Rules for Traffic Organization is established

(1) Basic Rules follow two concepts:

Kanda Port entry and departure criteria; and Safety Measures for large Pure Car Carriers, including PCC's with LOA more than the width of South Fairway (Hereinafter "Criteria for entry and departure").

(2) In accordance with above Basic Rules and related laws and regulations (\*), VTIS Center organizes the traffic when conflict between vessels occurs in areas subject to control (hereinafter called "areas to control").

(3) Vessels subject to control (hereinafter called "vessels to control") and interested parties are to follow this Basic Rules with good cooperation between each other.

(4) When a vessel changes schedule and has conflict with other vessels already scheduled, she has to adjust to avoid conflict.

(5) These Basic Rules for Traffic Organization are accordingly checked by interested parties and if necessary, revised to improve performance.

\* Related laws and regulations : Port and Harbor Act, Act on Port Regulations, Act on preventing Collisions at Sea

## 2. Procedures for Traffic Organization

### 2.1 Information used for Traffic Organization

Vessels to be controlled and interested parties are to provide information on ships' movement, port facilities, harbor construction and arrangement of related support (\*) to VTIS Center.

VTIS Center collates this information and manages it for use of Traffic Organization.

\* related support : Pilots, Tugboats, Line Handlers

#### ◎ Contacts

- TEL : +081-93-383-0106
- FAX : +081-93-383-0116
- E-mail : [kvtisc@toyoshingo.co.jp](mailto:kvtisc@toyoshingo.co.jp)

### 2.2 Information from interested parties

(1) Operation Schedule in Kanda Port and information reported one day in advance

1) Interested parties provide information, as in the table below, to VTIS Center.

※ When notice day falls on a holiday, and office is closed, information up to next opening day is to be given.

Interested Parties	Items to be provided	When to provide
Kanda Port and Harbor Office	<ul style="list-style-type: none"> <li>• List of Public wharves permitted to use</li> <li>• Berth assignment accepted by weekly Friday meeting.</li> <li>• Other necessary information to use port facilities</li> </ul>	Principally by noon 1 day before
Agents	<ul style="list-style-type: none"> <li>• Vessel's name, Call sign, G/T, LOA, Berth, Side alongside, ETA/ETD</li> <li>• Cargo (Category, load/discharge, Quantity)</li> <li>• Related support arrangement</li> <li>• Bunkers</li> <li>• Estimated ARR/DEP draft</li> <li>• Crew list</li> </ul>	Principally by noon 1 day before
Pilots	<ul style="list-style-type: none"> <li>• What vessel name to board</li> <li>• Boarding time</li> <li>• Berth name for entry or departure</li> <li>• Pilot boarding point for entry</li> </ul>	By 1630 hr. 1 day before
Tugboat company	• What vessel name to attend; time and name of Tugboat	
Line Handler	• Vessel name and time to attend	
Any construction parties	<ul style="list-style-type: none"> <li>• Work areas</li> <li>• Time to begin and finish; suspension activities</li> <li>• Information on construction work boats</li> </ul>	By 1630 hr. 1 day before
Bunker supplier	• Vessel name to supply and time alongside	
Coast Guard Office	<ul style="list-style-type: none"> <li>• Recommendations</li> <li>• Information for safe navigation</li> </ul>	

2) Reporting changed schedule

When any changes occur in the information shown above 1), agents and other interested parties advise the changed schedule to the following and also report to VTIS Center.

- Kanda Port and Harbor Office
- Related support

3) Traffic Organization and Operation Schedule in Kanda Port

- VTIS Center makes Operation Schedule in Kanda Port for the next day using information above 1) and 2), (hereinafter called "Operation Schedule")
- If while making the Operation Schedule any conflict is found in the areas under control, VTIS Center coordinates with interested parties, referring to the Basic Rule (as defined below, 3.5).
- VTIS Center posts the updated Operation Schedule on the Website daily at 1700 hours to share with interested parties.

→ URL : <http://www.kanda.port-schedule.jp/>

(2) Coordination and information on the day of ARR/DEP

1) Reporting changed schedule

Interested parties below report to VTIS Center without delay when there are changes in the information reported in advance.

① Agents

- Time of vessel's Operation Schedule
- Time of arranged related support

② Construction parties

- Outline of the work with times to begin/suspend/finish.

③ Other interested parties

- Items related to the coordinated schedule

2) Coordination after receiving changed schedule report

After receiving changed schedule report VTIS Center coordinates ARR/DEP time by the procedures below and advises no-conflict time to agents. Further, it updates the Operation Schedule in real-time.

① Coordination to avoid meeting of vessels in areas subject to control

② Confirmation of re-arrangement for related support.

## 2.3 Information from vessels

### (1) Communication equipment used with vessels

#### 1) International VHF Radio Telephone

Call Sign : Kanda Port Radio

Frequencies : For calling/answering : Ch. 16

: For working : Ch. 07, 20, 64, (12, 14)

#### 2) Mobile Phone : TEL: +081-93-383-0106

FAX: +081-93-383-0116

※Vessels navigating within a 3nm radius of Kanda Port Lt.Buoy No.1\* are to keep listening on Channel 16 and 07 in order to share what VTIS Center communicates to other vessels.

### (2) Information exchange with vessels

- Vessels utilizing Kanda Port report their movement, following the table below, to VTIS Center.
- VTIS Center accordingly provides information about Traffic Organization.



**Table 1 Information to be provided on each occasion**

Division	Reporting Point	Reports from vessel	Information Items to vessel	
ENTRY	Preliminary arrival report	<ul style="list-style-type: none"> <li>▪ 3 hours before POB Station</li> <li>▪ 1 hour before entering Fairway</li> <li>▪ 1 hour before anchoring</li> </ul>	<ul style="list-style-type: none"> <li>▪ Last Port</li> <li>▪ Pilot Station ETA</li> <li>▪ Fairway ETA</li> <li>▪ Port entry route plan</li> <li>▪ Anchorage ETA</li> <li>▪ Arrival Draft</li> <li>▪ Using ECDIS or not (Draft 10m or more)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Berthing information</li> <li>▪ Arrangement of Related Support</li> <li>▪ Navigational Information (*)</li> <li>▪ Construction Information</li> </ul>
		Changes since previous report	<ul style="list-style-type: none"> <li>▪ More accurate ETA</li> </ul>	<ul style="list-style-type: none"> <li>▪ Berthing information</li> <li>▪ Arrangement of Related Support</li> <li>▪ Navigational Information</li> </ul>
	Anchor report	<ul style="list-style-type: none"> <li>▪ Anchored</li> </ul>	<ul style="list-style-type: none"> <li>▪ Anchored time</li> <li>▪ Anchored position</li> <li>▪ Weigh anchor time</li> <li>▪ Berthing route plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ Berthing information</li> <li>▪ Arrangement of Related Support</li> </ul>
	Anchor aweigh report	<ul style="list-style-type: none"> <li>▪ Commence weigh anchor</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fairway ETA</li> <li>▪ Berthing route plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ Berthing information</li> <li>▪ Arrangement of Related Support</li> <li>▪ Navigational Information</li> </ul>
	Berthing report	<ul style="list-style-type: none"> <li>▪ Alongside</li> </ul>	<ul style="list-style-type: none"> <li>▪ Berthing time</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requests Preliminary departure report</li> </ul>
DEPARTURE	Preliminary departure report	<ul style="list-style-type: none"> <li>▪ 30 minutes before departure</li> </ul>	<ul style="list-style-type: none"> <li>▪ ETD</li> <li>▪ Breakwater ETA</li> <li>▪ Leaving route plan</li> <li>▪ Departure draft</li> <li>▪ Next Port</li> </ul>	<ul style="list-style-type: none"> <li>▪ Navigational Information</li> </ul>
		<ul style="list-style-type: none"> <li>▪ Singled-up</li> </ul>	<ul style="list-style-type: none"> <li>▪ Singled-up report</li> <li>▪ Fairway ETA</li> </ul>	<ul style="list-style-type: none"> <li>▪ Navigational Information</li> </ul>
SHIFTING	Preliminary shifting report (berth to berth)	<ul style="list-style-type: none"> <li>▪ 30 minutes before departure</li> </ul>	<ul style="list-style-type: none"> <li>▪ ETD</li> <li>▪ Shifting route plan</li> </ul>	<ul style="list-style-type: none"> <li>▪ Berthing information</li> <li>▪ Navigational Information</li> </ul>
		<ul style="list-style-type: none"> <li>▪ Singled-up</li> </ul>	<ul style="list-style-type: none"> <li>▪ Singled-up report</li> </ul>	<ul style="list-style-type: none"> <li>▪ Navigational Information</li> </ul>
	Berthing report	<ul style="list-style-type: none"> <li>▪ Alongside</li> </ul>	<ul style="list-style-type: none"> <li>▪ Berthing time</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requests Preliminary departure report</li> </ul>

\* Navigational Information : Traffic, Weather and Sea state; , other useful items.

※When vessel not using Pilot and Tugboat that related information can be omitted.

### 3. Details of Traffic Organization

#### 3.1 Situations to be organized

When conditions described below are met, the schedule is coordinated to avoid:

- ① Vessels' with UKC less than 10% of draft (without considering tidal effect) entry and departure
- ② Large vessels meeting in any Fairway
- ③ Meeting in the junction of Main Fairway and Secondary Fairway (A)
- ④ Meeting in the junction of Main Fairway and South Fairway (B)
- ⑤ Conflict at the entrance of any Fairway
- ⑥ Conflict at any waterway connected to the Fairway
- ⑦ Meeting with Pure Car Carrier of LOA more than 190m in South Fairway (300m width).

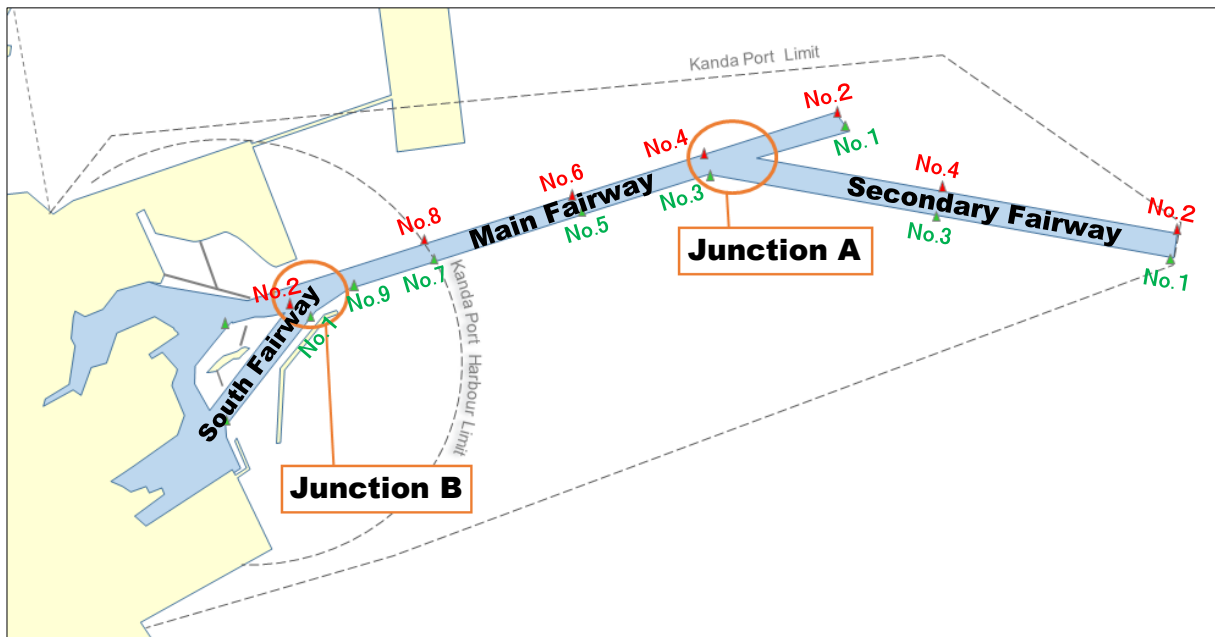
#### 3.2 Definition

##### (1) Vessels

- ① Deep Draft Vessel :  
Large vessel with UKC less than 10% of the draft with no tide effect
- ② Vessel of LOA over 190m :  
Pure Car Carrier of LOA more than 190m using South Fairway (300m width)
- ③ Liner Vessel :  
Large Vessel entering and departing regularly
- ④ Large Vessel :  
Vessel G/T 3,000 or more
- ⑤ Small Vessel :  
Vessel under 3,000 G/T, excepting a fishing boat, a motorized service launch and similar small boats

## (2) Fairways and Junctions (See Fig.1)

- Fairway : General term for Main Fairway, Secondary Fairway, South Fairway:
- Junction A : Junction of Main Fairway and Secondary Fairway:
- Junction B : Junction of Main Fairway and South Fairway:



### 3.3 Vessels subject to control

- ① Deep Draft Vessel
- ② Vessel of LOA over 190m
- ③ When large vessel meets another large vessel. ⇒ One or both will be controlled
- ④ When large vessel meets small vessel. ⇒ Small one will be controlled
- ⑤ When small vessel meets small vessel. ⇒ If necessary, one or both will be controlled

### 3.4 Navigable water areas subject to control

- All Fairways and Junctions
- Waterways connected to Fairways

### 3.5 Basic Rules of Traffic Organization

These Basic Rules are principally considered the Criteria for safe entry and departure with information from real-time vessels' monitoring.

#### 3.5.1 Coordination by Draft

VTIS Center conducts following coordination using actual draft given by vessels.

(1) Deep Draft Vessels

- Provides tidal data (\*) on ARR/DEP day and advises time duration for UKC to be kept at 10% of the draft

\* Tide table issued by the 7th Regional Coast Guard Headquarters

- Coordination is done in accordance with the rules defined in 3.5.2 and 3.5.3 below, referring to the duration the UKC stays at 10% or more of the draft

(2) Vessel of LOA over 190m

- Coordination is done in accordance with the rules defined in 3.5.2 and 3.5.3 below.

(3) Large Vessels

- Coordination is done in accordance with the rules defined in 3.5.2 and 3.5.3 below.

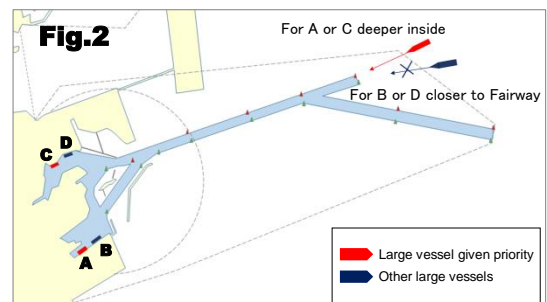
### 3.5.2 Coordination at Fairway entrance

VTIS Center conducts following coordination using real-time information from vessels and monitoring their movements (AIS, Radar, Surveillance Cameras, Binoculars).

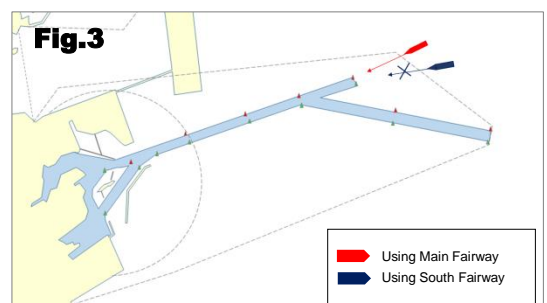
(1) In case of conflict between inbound vessels

1) Ordinary cases...

- ① Vessel with earlier estimated time of arrival to Fairway (hereinafter called "ETA") has priority.
- ② When ETA's nearly same
  - Vessel proceeding deeper inside has priority. (See Fig.2)

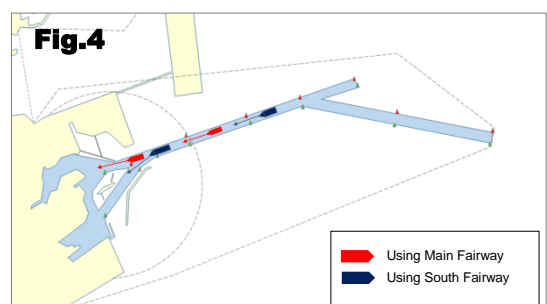


- ② When ETA's nearly same
  - Vessels using Main and South Fairway having conflict at entrance, vessel using Main Fairway has priority. (See Fig.3)



- When Vessels using Main and South Fairway enter one after another each vessel enters in turn. (See Fig.4)

e.g. Main > South > Main > South



2) Exceptional cases

- Priority is given to vessels taking Pilot, Tugboats or both
- When agents or vessels have mutually agreed and VTIS Center accepts it, priority will be given.

3) In above, when large vessels have conflict, this rule has priority over 1) and 2).

When entry order by ETA is not applied, priority is given as follows.

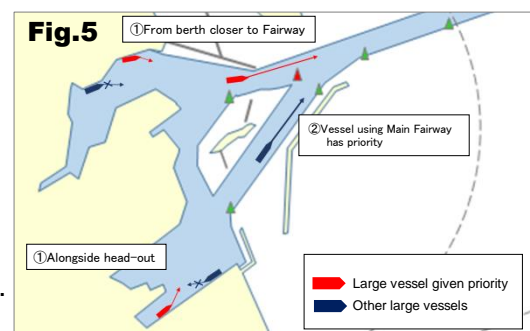
- ① Deep Draft Vessels
- ② Vessels of LOA over 190m
- ③ Large vessels using Secondary Fairway except ① and ② above
- ④ Large Vessels entering regularly
- ⑤ Large Vessels using Main Fairway

(2) In case of conflict between outbound vessels

1) Ordinary cases (See Fig.5)

① Nearly same time departure

- Priority is given to the vessel closer to the Fairway.
- Priority is given to vessels not needing to turn. (head-out)



② Same time departure using Main Fairway and South Fairway

- Priority is given to the vessel using Main Fairway.

2) Exceptional cases

- Priority is given to vessels taking Pilot, Tugboats or both.
- When agents or vessels have mutually agreed and VTIS Center accepts it, priority will be given.

3) In above, when large vessels have conflict, this rule has priority over 1) and 2).

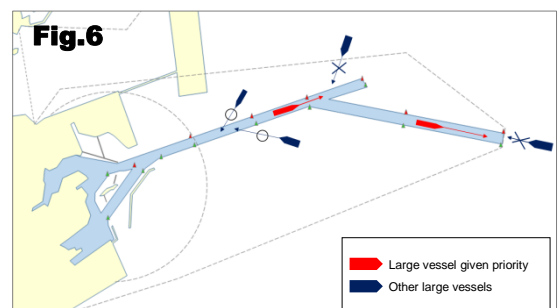
When departure order by ETD is not applied, priority is given as follows.

- ① Deep Draft Vessels
- ② Vessel of LOA over 190m
- ③ Large Vessels entering regularly
- ④ Large Vessels except ①, ② and ③ above

(3) In case of conflict between inbound and outbound vessels

1) Ordinary cases

- Outbound vessels have priority. (See Fig.6)



2) Exceptional cases

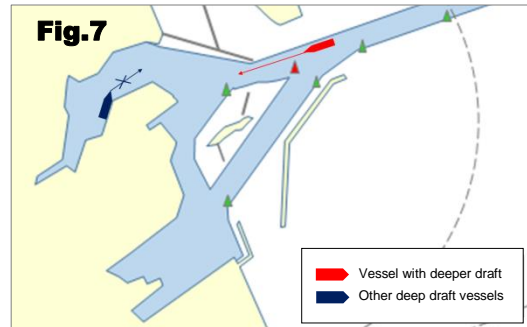
- Vessels taking Pilot and Tugboats have priority.
- When agents or vessels have mutually agreed and VTIS Center accepts it, priority will be given.

3) In above, when large vessels have conflict, this rule has priority over 1) and 2).

When order by ETA and ETD is not applied, priority is given as follows.

① Deep Draft Vessels (See Fig.7)

- When Deep Draft Vessels have conflict, priority is given to the vessel with deeper draft.
- When agents or vessels have mutually agreed and VTIS Center accepts it, priority will be given.



② Vessel of LOA over 190m

- When vessels of LOA over 190m have mutually agreed, priority will be given.

③ Large Vessels entering regularly

④ Large Vessels except ①,② and ③ above

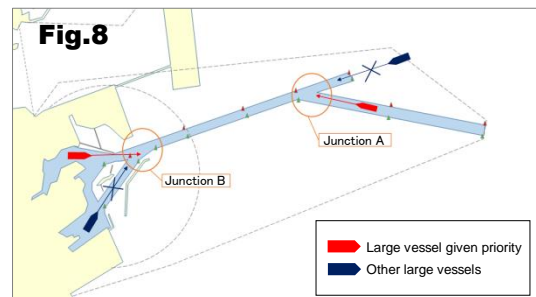
3. 5. 3 Coordination at Junctions (See Fig.8)

(1) To avoid meeting at Junction A

- When inbound vessels have conflict, priority is given to the vessel using Secondary Fairway.

(2) To avoid meeting at Junction B

- When outbound vessels have conflict, priority is given to the vessel using Main Fairway.

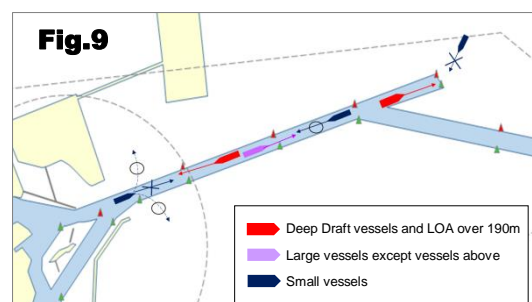


3. 5. 4 Cooperation requested of small vessels (See Fig.9)

(1) When Deep Draft vessels and those of LOA over 190m enter and depart.

- When Deep Draft vessels and those of LOA over 190m have conflict with small vessels, the latter give way.

(VTIS Center provides information about it to both vessels.)



(2) When large vessels except those of Deep Draft and of LOA over 190m enter and depart.

- Priority is given to large vessels. Opposing small vessels navigate as close as safe inside right side of Fairway.

### 3. 5. 5 Others (Navigational Rule applied to Act on Port Regulations)

#### (1) Navigation in Fairways

- Small vessels shall not overtake large vessels or navigate in parallel in the Fairway. (Article 14 Nos. 2 and 4.) However, if the large vessel agrees, these not applicable.
- Vessels navigate on the right side inside the Fairway. (Article 14, No.3)

#### (2) Navigation leaving and entering the Fairway.

- Vessels navigating in the Fairway have priority. (Article 14, No. 1)

## 4. Suspension of entry and departure; prohibition of staying or anchoring

### 4. 1 Suspension of entry and departure (Criteria for safe entry and departure)

#### (1) Vessels using the Main Fairway

- In principle, in case of average wind speed 12 m/sec or more, visibility 1,000m or less, entry and departure is suspended. However, it is not applied in the case of keeping away from marine accident or other compelling reasons.

#### (2) Vessel of LOA over 190m

- In principle, in case of average wind speed **more than 10 m/sec**, visibility **less than 1,000m**, entry and departure is suspended.

### 4.2 Prohibition of staying or anchoring in the Harbor and Fairways

(Criteria for safe entry and departure)

Vessels shall not stay or anchor in the Harbor and Fairways.

However, in exceptional circumstances such as Marine Accident, or other dire events, a vessel can stay or anchor in secure position of Harbor according to Captain's judgement.

In such a case the vessel shall make position report to VTIS Center and consider any advice by VTIS Center.

### 4.3 Request not to anchor around the Kitakyushu Airport in stormy weather

(7th Regional Coast Guard Headquarters)

See attached details

## 5. Revision history

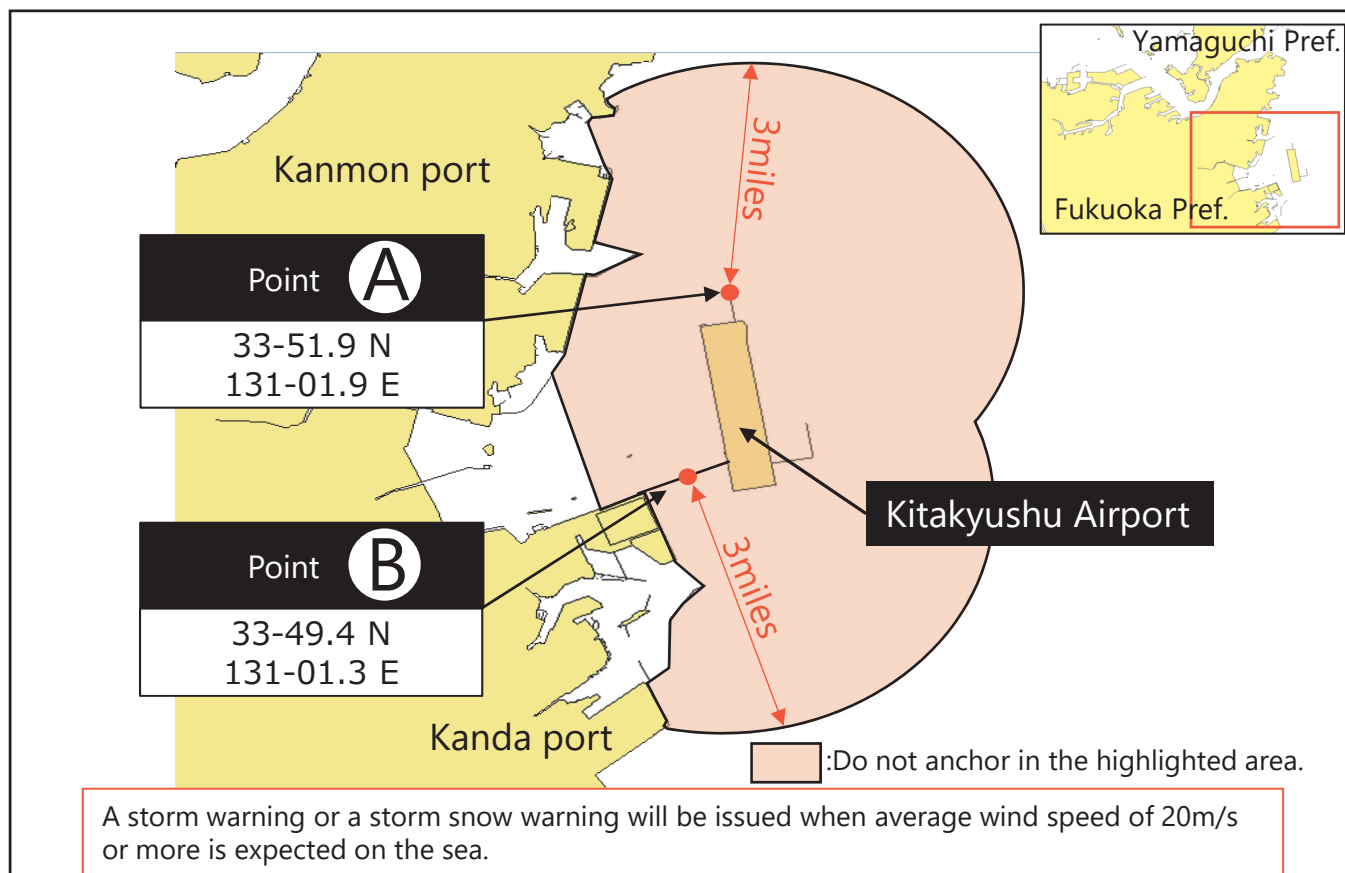
Established on March 1, 2020

Revised on June 1, 2020

# Do not anchor around the Kitakyushu Airport in stormy weather

Vessels are requested not to anchor around the Kitakyushu Airport in stormy weather as from August 1<sup>st</sup>, 2019 in order to prevent collision with maritime facilities.

Area	3 miles from Point A and Point B (see the Figure below) .
Period	When a storm warning or a storm snow warning around the Kitakyushu Airport is issued.
Object vessel	Vessels of 100 gross tonnage or more.
Detail	Do not anchor in the specified area.
How to get information	The information will be announced through VHF, AIS and the website by 7th Regional Coast Guard Headquarters.



## Inquiries

Navigation Safety Division, Maritime Traffic Department,  
7<sup>th</sup> Regional Coast Guard Headquarters 093-322-1211

