

Notice of Construction Area (Navigation Restriction) as Part of Port of Tokyo Bay Port Road Nanboku Line Submerged Caisson Construction

December 12, 2018 to Late December 2019

- Offshore construction will be carried out in the Central Breakwater North Waterway as noted below.
- Submerged caissons are installed. Please exercise sufficient caution for vessels which will be navigating the water in the area.
- Vessels of 500 gross tons or more using the Odaiba Liner Wharf and 10 Go Chi (2) Wharf west side shall enter and exit port using the Tokyo West Passage.

Details

1 Overview

(1) Construction details (Refer to Figures 1 and 2)

① Trench dredging work

The installation locations of submerged caissons will be dredged using spud type grab dredgers.

② Removal of existing revetments

Crane equipped barges, etc. will be used to remove existing revetments and riprap on the front surface of existing revetments.

③ Temporary wall removal

Temporary walls installed on caissons will be removed using crane vessels.

④ Foundation construction

Crushed stone will be directly injected to tremie ships using self-propelled grab barges and evened out by ships. For the areas near revetments, crushed stone will be directly injected to tremie ships using self-propelled grab barges and evened out by divers.

⑤ Submersion work

Submerged caissons will be towed and then submerged while being manipulated by caisson control winches.

⑥ Caisson interior and exterior work

Concrete fixed crushed stone will be inserted by tremie ships in the same manner as for foundation construction. Concrete will then be poured by a concrete plant vessel.

⑦ Backfilling work

After caisson base concrete is poured, rock muck will be inserted by tremie ships.

⑧ Revetment restoration

Foundation riprap will be injected using self-propelled grab barges and evened out by divers.

(2) Installation of signs and markings for clear indication of construction area (Refer to Figures 2 and 3)

Light beacons and lighted buoys will be setup to clearly indicate the construction area.

2 Construction area (navigation restriction) period

December 12, 2018 to Late December 2019

3 Safety Measures

(1) The work ship group will be moored within the construction area during the night.

When stopped during the night, in addition to displaying the lamps required by law, flashing indicators (1 yellow light flash per 4 seconds) will be installed on the 4 corners of the work ship group.

(2) Patrol boats

3 patrol boats will be assigned during offshore work.

2 patrol boats (Marine VHF radio signaling capable) will be assigned to the area when offshore work is completed to patrol the area around the work area providing information and caution to passing vessels. (Refer to Figures 2 and 4)

* Patrol boats can be reached using Marine VHF radio (ch. 16).
(Contact name: Nanboku Line Patrol Boats)

(3) Construction Vessel Markers

Construction vessels will display the lights, beacons, symbols and marker flags required by law. (Refer to Figure 5)

(4) A "Nanboku Line Safe Navigation Information Management Office" will be established and carry out the following. (Refer to Figure 1)

- Provision of information, etc. to standard vessels, etc.
- Collection of information on vessel traffic around construction area
- Provision of information on construction ship and patrol boat movement, caution, etc.

Figure 1 Guide Diagram

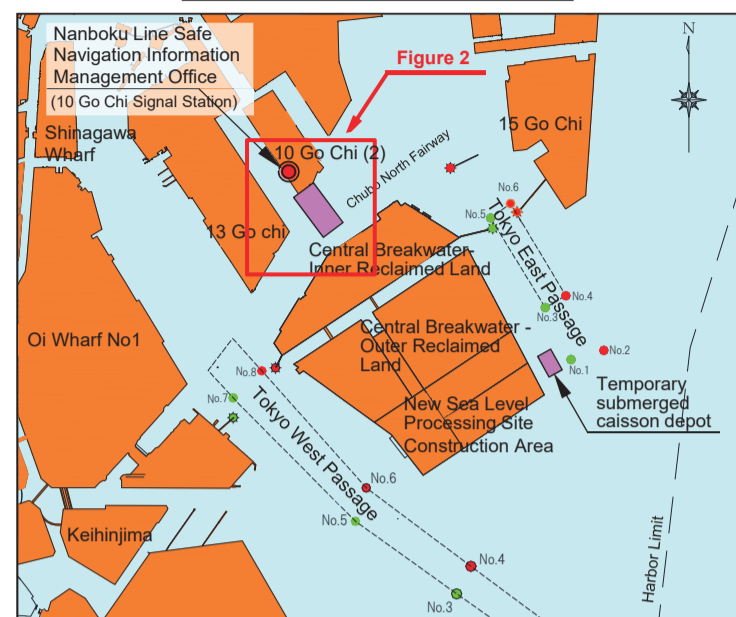
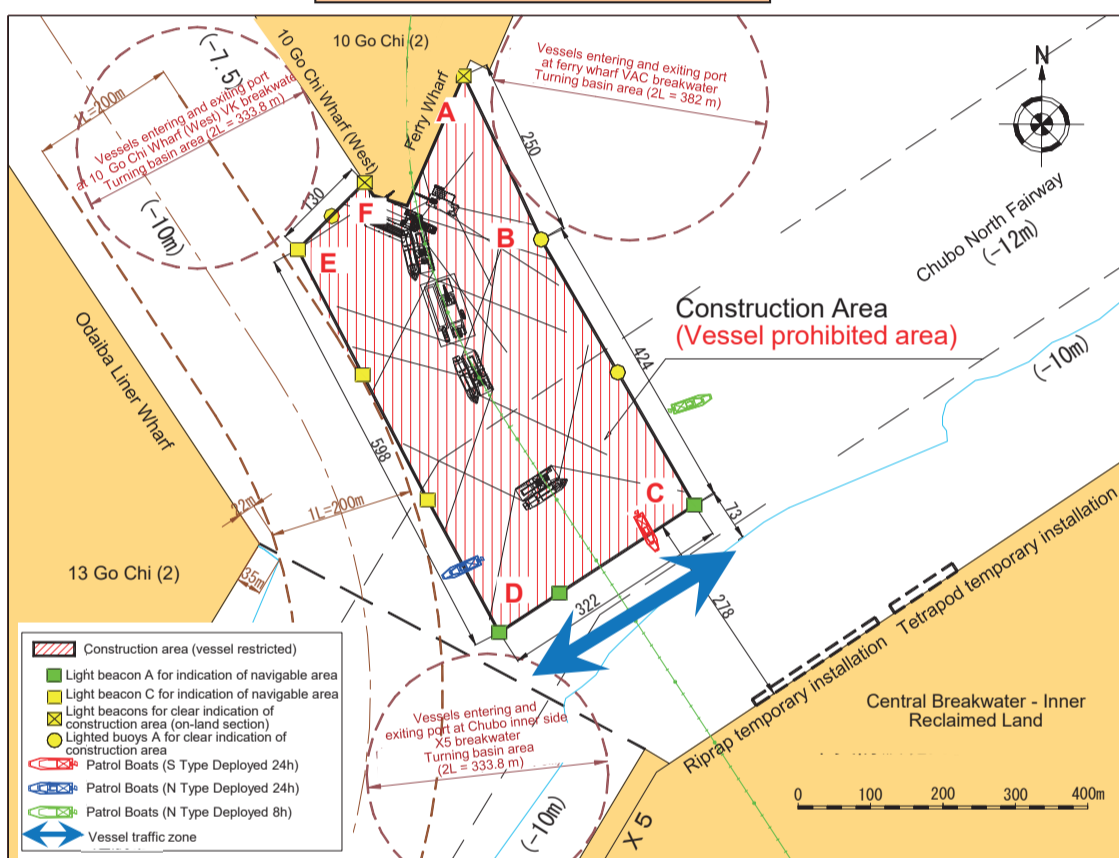


Figure 2 Construction Areas



* All vessels should travel outside of the green and yellow buoy marked areas.

◆ Construction area (Refer to Figure 2)

Ocean surface area enclosed by shore and line connecting each point from coordinate A to coordinate F

Point	Starting point	Direction	Distance	Latitude	Longitude
A	From 10 Go Chi Signal Station	61 degrees 33 minutes	159m	35 degrees 36 minutes 55.5 seconds	139 degrees 47 minutes 44.6 seconds
B	From point A	154 degrees 06 minutes	250m	35 degrees 36 minutes 48.1 seconds	139 degrees 47 minutes 48.9 seconds
C	From point B	149 degrees 28 minutes	424m	35 degrees 36 minutes 36.3 seconds	139 degrees 47 minutes 57.5 seconds
D	From point C	236 degrees 23 minutes	322m	35 degrees 36 minutes 30.5 seconds	139 degrees 47 minutes 46.8 seconds
E	From point D	331 degrees 43 minutes	598m	35 degrees 36 minutes 47.6 seconds	139 degrees 47 minutes 35.5 seconds
F	From point E	44 degrees 27 minutes	130m	35 degrees 36 minutes 50.6 seconds	139 degrees 48 minutes 39.2 seconds

Figure 3 Signs and markings for clear indication of construction area [Light beacons and lighted buoys]

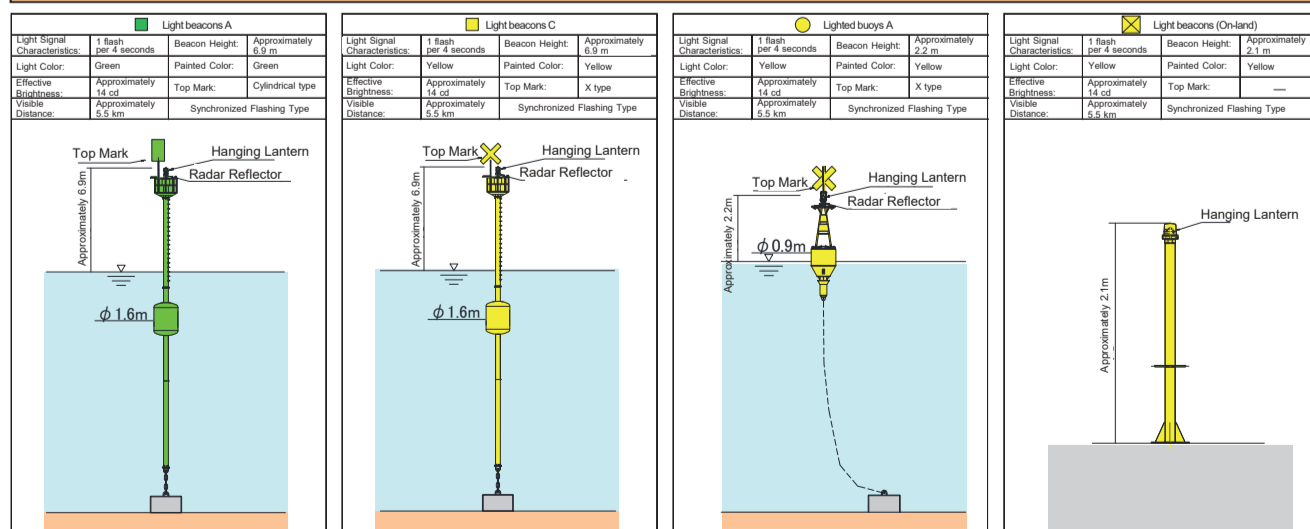


Figure 4 Patrol Boat Indications

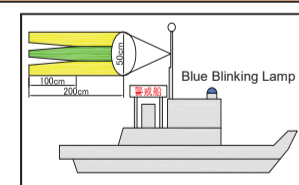


Figure 5 Marker Flags



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