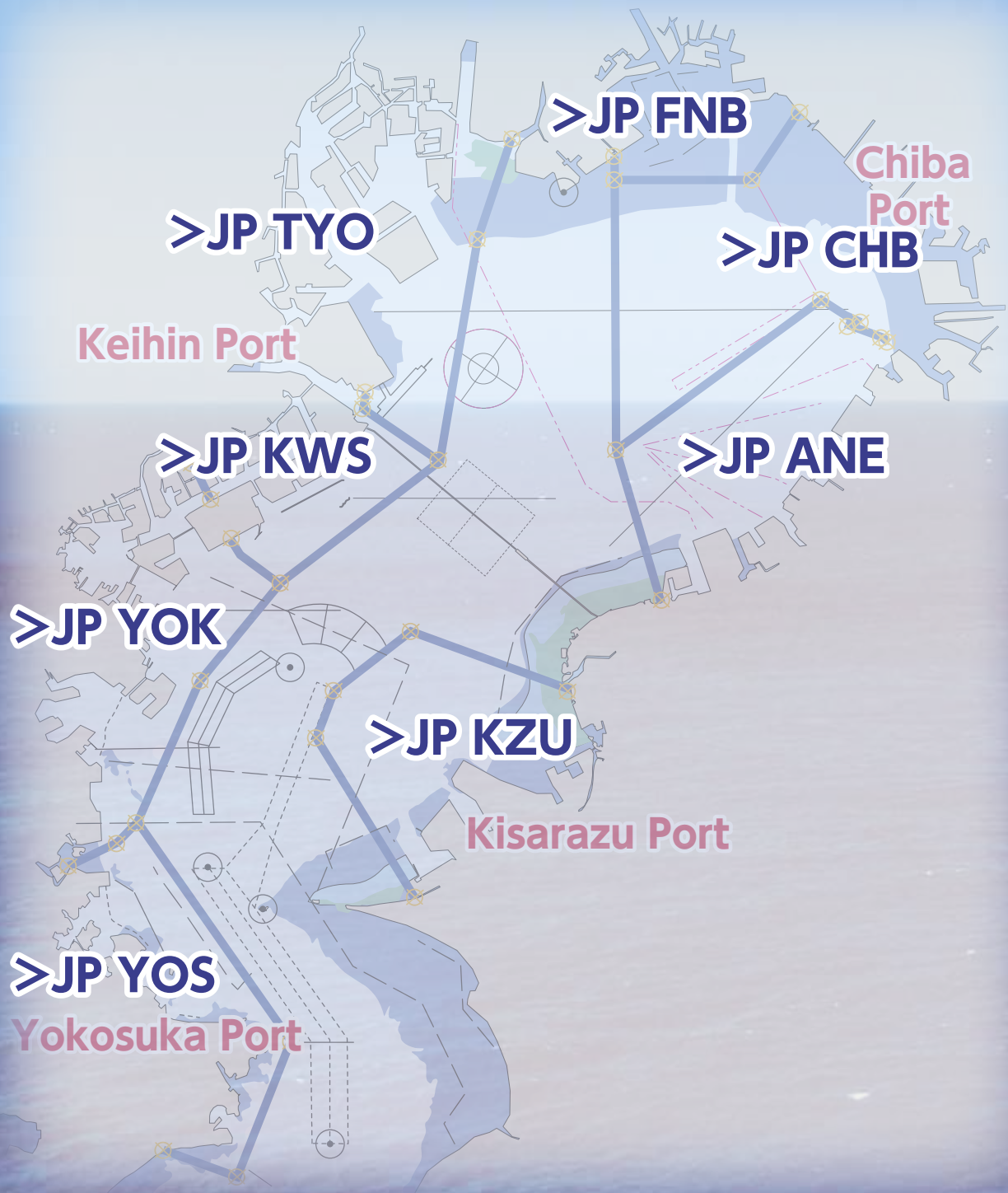


# Entry of information on destination in AIS Along with amendments to Port Regulations Law and Maritime Traffic Safety Law



3rd Regional Coast Guard Headquarters

# Measures to communicate destination by using AIS

In relation to amendments to the Port Regulations Law and the Maritime Traffic Safety Law, which specify the manner of entering the destination of a ship in the relevant data field in the AIS (automatic identification system), the entry of such information will become compulsory on and after July 1, 2010. We request that the operator of a vessel installed with AIS equipment, understand the method well and make proper entries.

## How to make entries

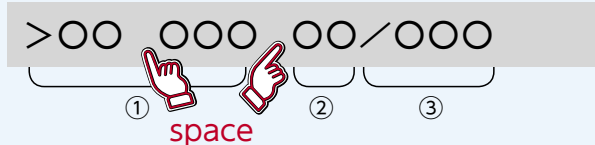
- ① [Entry of a code representing a destination port, in the data field of the AIS] (Table 1) Part (1) of the method of entry
  - The vessel installed with AIS equipment (AIS carrying vessel), intending to enter a port to which the Port Regulations Law applies, is required to enter the code representing such place of destination in the relevant field of the AIS, when she sails inside the port or in the vicinity of the harbor limit.
  - The (AIS carrying) vessel intending to sail on a traffic route designated by the Maritime Traffic Safety Law is required to input the code representing the port of destination in the relevant field of the AIS.
- ② [Addition of a code, when necessary, which gives further detailed destination information inside the port of destination, or in the vicinity of the harbor limit] (Table 1) Part ② of the method of entry
  - If a vessel intends to anchor inside a port or in the vicinity of a harbor limit, she is required to add the code for anchoring. (The code for anchoring is 'OFF', which is common to all ports.)
  - When sailing in some specified ports (16 ports including Keihin port, under the Port Regulations Law), the vessel is required to enter a code indicating her further detailed destination inside the port, in addition to the signal conventionally displayed by using international code flags.
- ③ [Addition of a code, when necessary, which gives information about the sailing route to pass through] (Table 1) Part ③ of the method of entry
  - When necessary, the route through which the vessel intends to sail is required to be entered.

Enter one space each after JP, and between port code and in-port destination code.



Table 1: How to make entries (method recommended by IMO)

Data field for place of destination for automatic identification system



- ① Code showing a port of destination (port code)
- ② Code showing further detailed information on destination inside a port (indicating berth, dock, etc.)
- ③ In addition, code showing the route through which the vessel intends to sail (sailing route code)

- \* If the destination is a port to which the Port Regulations Law applies, enter the port code specified by the same law (otherwise, the port code specified by the UN/LOCODE).
- \* If the name of the port of destination is unknown, enter '?? ???' in place of a port code.
- \* If the code for the port of destination is not specified or unknown, according to the UN/LOCODE, enter its commonly accepted English name after ' = = '. If such English name is unknown, enter its name locally used.
- \* There may be cases where there is no need to enter ② and/or ③.

[Example] Vessel destined for Yokohama, Keihin Port, to berth at the mooring facilities in Mizuho or Shinko Wharf.



- ① The port of destination is Yokohama, Keihin Port.
- ② To mooring facilities in Section 1 of Yokohama.

[Example] Vessel destined for Kisarazu Port (JP KZU), intending to anchor in the vicinity of the harbor limit before entering port.



- ① The port of destination is Kisarazu Port.
- ② Intending to anchor in the vicinity of the harbor limit before entering port.

[Example] Vessel destined for Section 4, Chiba Port (JP ANE).

>JP ANE

①

① The destination is Section 4 of Chiba Port.

\* Chiba Port has three port codes, namely, Section 4 (JP ANE), Katsunan-ku (JP FNB), other area than the above (JP CHB).

[Example] Vessel destined for Section 2, Hakata Port (JP HKT), to berth at the mooring facilities in Section 2 inside the port. On her way, she is intending to pass the east side of Mutsure Shima Island at the western end of Kanmon Port.

>JP HKT E2 / WM

①

②

③

① The port of destination is Hakata Port.

② To mooring facilities in Section 2 of the port of destination.

③ On her way, she intends to pass westward through Kanmon Port.

[Example] Vessel destined for Keihin Port (Yokohama). On her way, she intends to anchor in the Nakanose area inside Tokyo Bay.

(Inside the port, she intends to sail to the mill berth of East Japan Works, JFE Steel Corporation.)

>JP YOK K / NNX

①

②

③

① The port of destination is Yokohama Port.

② To mooring facilities of East Japan Works, JFE Steel Corporation, in the port of destination.

③ On her way, she intends to anchor in the Nakanose area in Tokyo Bay.

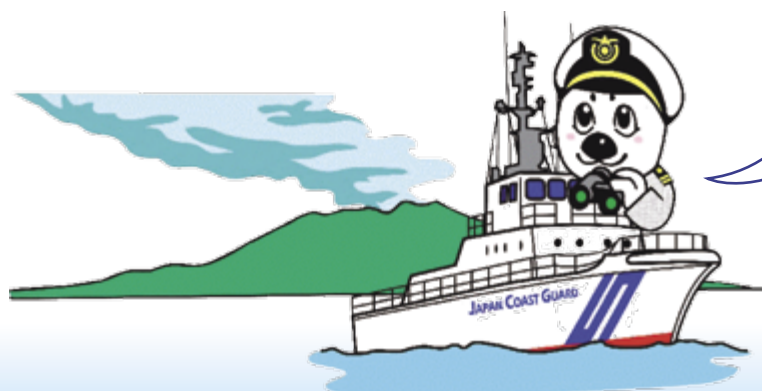
## When to make entry

The AIS information about the destination of a ship is a very effective piece of information to let other vessels know her sailing course even in waters to which the Port Regulations Law or the Maritime Traffic Safety Law does not apply.

It is advisable for a vessel to enter, as early as possible, all necessary codes so that the operation to enter AIS information operations immediately before entering waters or routes to which the Port Regulations Law or the Maritime Safety Law applies, may not interfere with a proper lookout, or other safety related work.

Hence, we request that you enter such information as early as possible, for example, before leaving port.

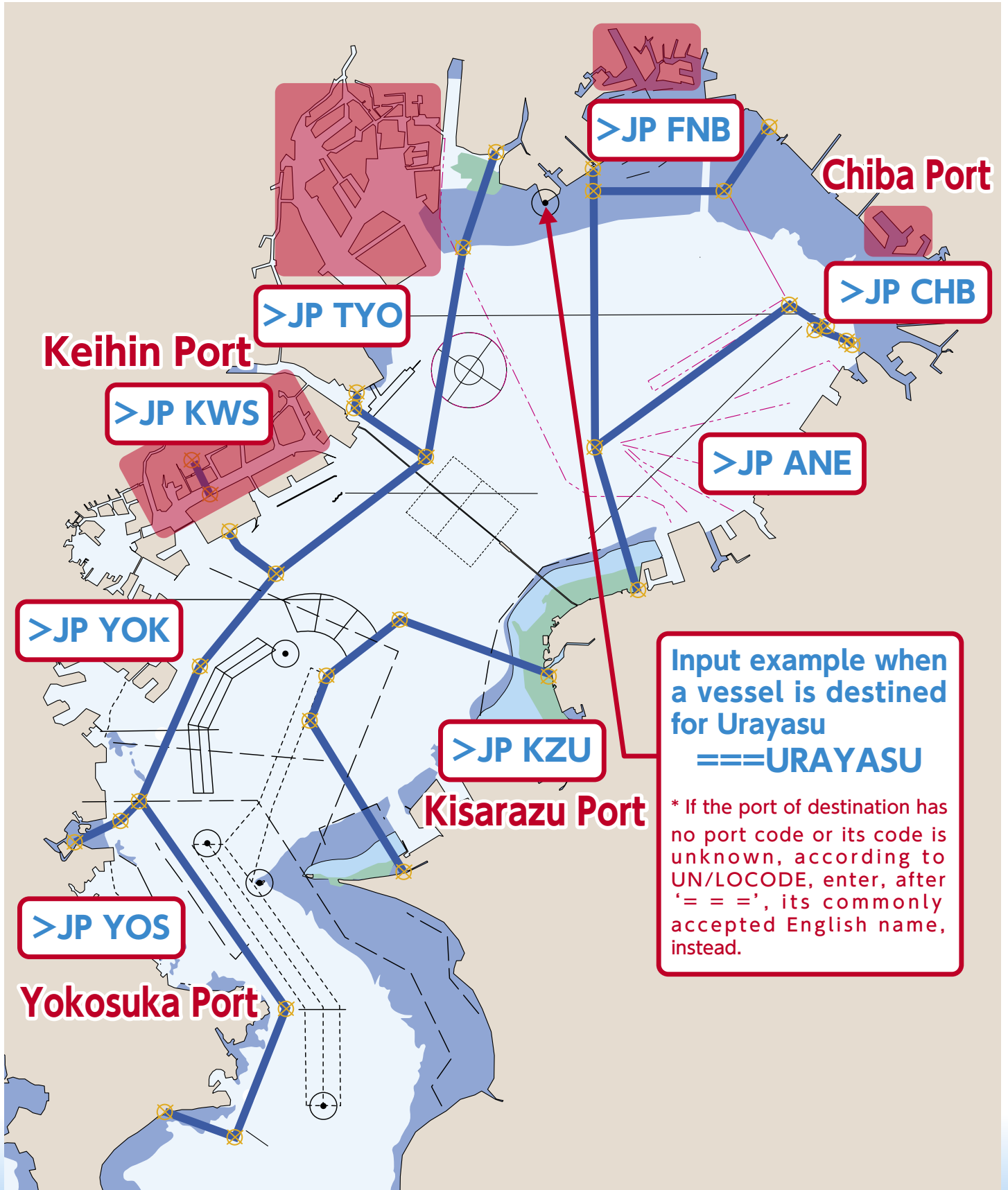
The AIS destination information is like a turn signal (or indicator) for a car. We request that you make proper entries in order to avoid accidents.



# 1 'Port codes' for ports inside Tokyo Bay

Here we take up ports in Tokyo Bay to give a general explanation on the entry of destination as AIS information. In Tokyo Bay, there are four ports (Chiba, Keihin, Kisarazu and Yokosuka) to which the Port Regulations Law applies. Furthermore, Keihin Port is divided into Tokyo-ku, Kawasaki-ku and Yokohama-ku, and Chiba Port into Katsunan-ku, Section 4 and other areas, for the assignment of port codes, and, hence, eight port codes have been established.

The port code, which is to be placed immediately after the '>' mark, is an important code to let other vessels know your destination even when you are sailing outside Tokyo Bay.



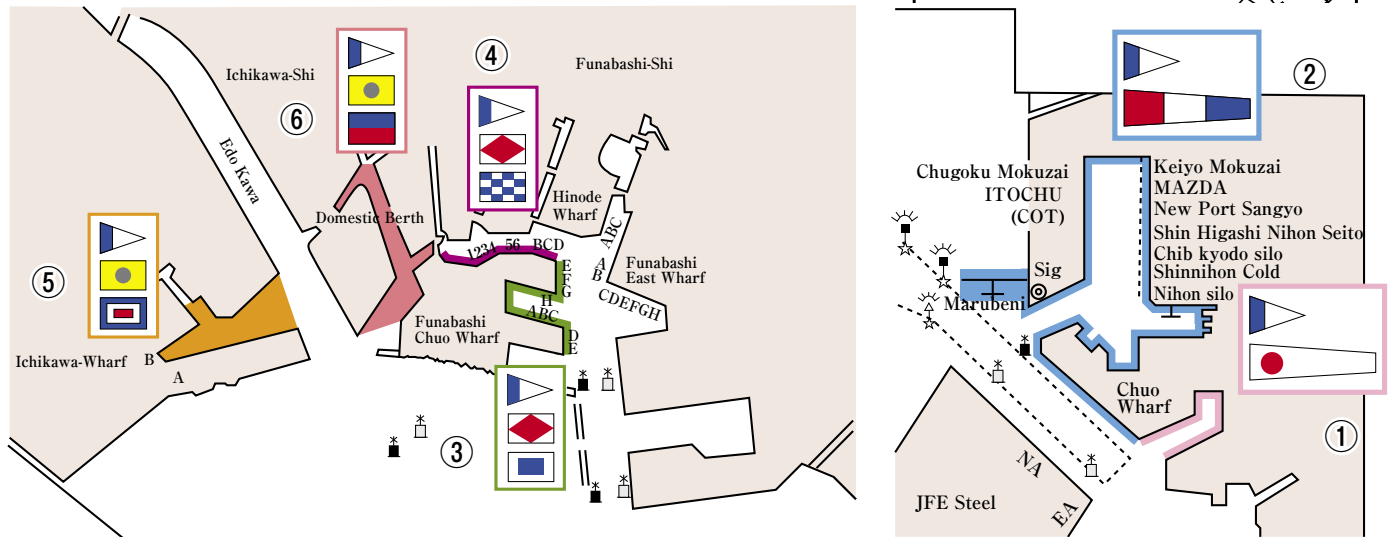
Input example when a vessel is destined for Urayasu  
===URAYASU

\* If the port of destination has no port code or its code is unknown, according to UN/LOCODE, enter, after '=', its commonly accepted English name, instead.

## 2 Codes for further detailed information on destination inside each port in Tokyo Bay

Now we'll explain codes for showing further detailed destinations inside ports (in-port destination) in Tokyo Bay, on a port-by-port basis.

(1) Chiba Port: Make entries as shown in Separate Table 1.



Separate Table 1

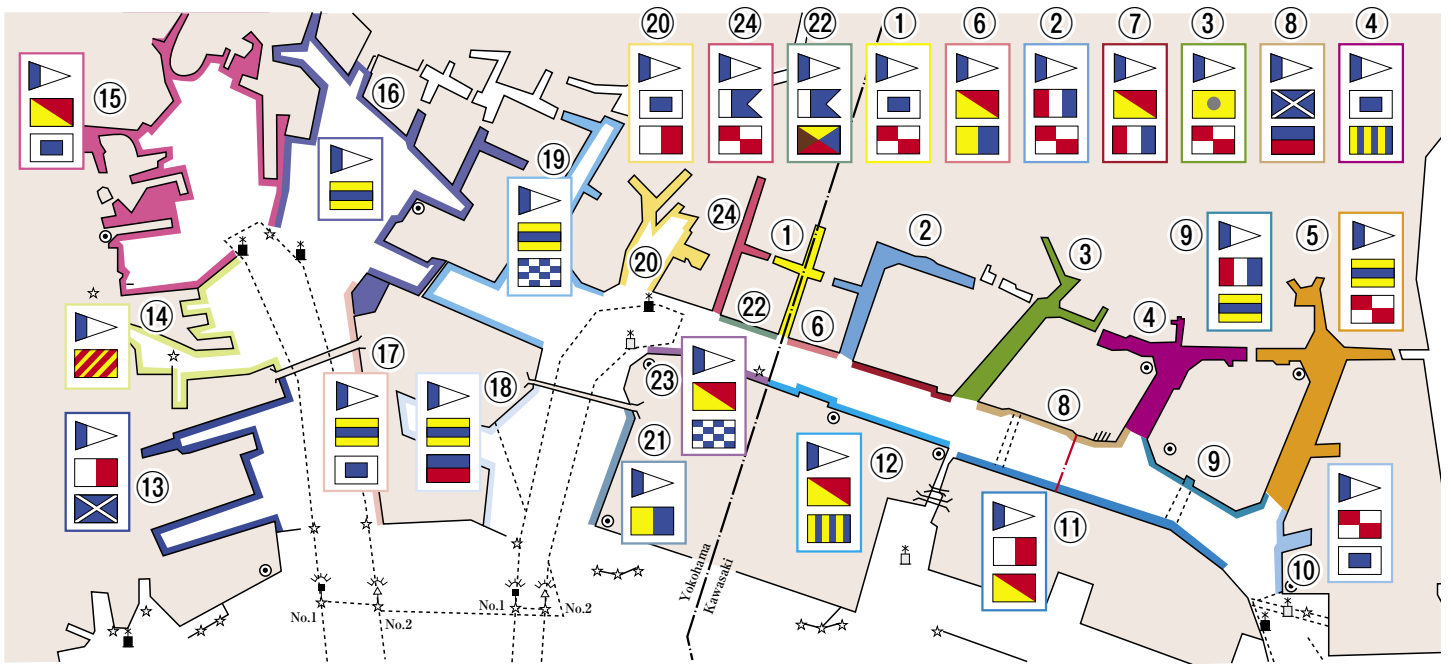
Port name		Port code	In-port destination signal based on Article 11 of the Port Regulations Law	Code corresponding to the in-port destination signal	Input example
Chiba	Section 4 (Anega Saki, Sodega Ura)	<b>JP ANE</b>	—		<b>&gt;JP ANE</b>
	Katsunan-ku	<b>JP FNB</b>	③ Second substitute F S	<b>FS</b>	<b>&gt;JP FNB FS</b>
			④ Second substitute F N	<b>FN</b>	<b>&gt;JP FNB FN</b>
			⑤ Second substitute I W	<b>IW</b>	<b>&gt;JP FNB IW</b>
			⑥ Second substitute I E	<b>IE</b>	<b>&gt;JP FNB IE</b>
			In-port destinations other than ③ to ⑥ in Katsunan-ku	<b>XX</b>	<b>&gt;JP FNB XX</b>
	In areas other than the above (Sections 1, 2, 3 and outside the port)	<b>JP CHB</b>	① Second substitute 1	<b>1</b>	<b>&gt;JP CHB 1</b>
			② Second substitute 3	<b>3</b>	<b>&gt;JP CHB 3</b>
In-port destinations other than ① and ②, in Sections 1, 2 and 3			<b>XX</b>	<b>&gt;JP CHB XX</b>	

Chiba Coast Guard Office: TEL : 043-242-1805 FAX : 043-245-3391 URL : <http://www.kaiho.mlit.go.jp/03kanku/chiba/>



If you observe the table closely, you surely notice that the in-port destination code for AIS entry is obtained by removing the second substitute from the code flag signal for the in-port destination.

(2) Keihin Port (Kawasaki-ku): Make entries as shown in Separate Table 2.






Separate Table 2

Port name	Port code	In-port destination signal under Article 11 of the Port Regulations Law	Code corresponding to the in-port destination signal	Input example	
Keihin Port	Kawasaki-ku	JP KWS	① Second substitute S U	SU	>JP KWS SU
			② Second substitute T U	TU	>JP KWS TU
			③ Second substitute I U	IU	>JP KWS IU
			④ Second substitute S G	SG	>JP KWS SG
			⑤ Second substitute D U	DU	>JP KWS DU
			⑥ Second substitute O K	OK	>JP KWS OK
			⑦ Second substitute O T	OT	>JP KWS OT
			⑧ Second substitute M E	ME	>JP KWS ME
			⑨ Second substitute T D	TD	>JP KWS TD
			⑩ Second substitute U S	US	>JP KWS US
			⑪ Second substitute H O	HO	>JP KWS HO
			⑫ Second substitute O G	OG	>JP KWS OG
			In-port destinations other than the above, in the port		

Kawasaki Coast Guard Station: TEL : 044-266-0118 FAX : 044-266-1613

(3) Keihin Port (Yokohama-ku): Make entries as shown in Separate Table 3.

Separate Table 3

Port name		Port code	In-port destination signal under Article 11 of the Port Regulations Law	Code corresponding to the in-port destination signal	Input example		
Keihin Port	Yokohama-ku	JP YOK	⑬ Second substitute H M	HM	>JP YOK HM		
			⑭ Second substitute Y	Y	>JP YOK Y		
			⑮ Second substitute O S	OS	>JP YOK OS		
			⑯ Second substitute D	D	>JP YOK D		
			⑰ Second substitute D S	DS	>JP YOK DS		
			⑱ Second substitute D E	DE	>JP YOK DE		
			⑲ Second substitute D N	DN	>JP YOK DN		
			⑳ Second substitute S H	SH	>JP YOK SH		
			㉑ Second substitute K	K	>JP YOK K		
			㉒ Second substitute A Z	AZ	>JP YOK AZ		
			㉓ Second substitute O N	ON	>JP YOK ON		
			㉔ Second substitute A U	AU	>JP YOK AU		
			① Second substitute S U	SU	>JP YOK SU		
			In-port destinations other than those above, inside the port			XX	>JP YOK XX
			For Negishi			XX	>JP YOK XX NGI 
For Minami-Honmoku			XX	>JP YOK XX SHN 			
For Honmoku			XX	>JP YOK XX HNN 			

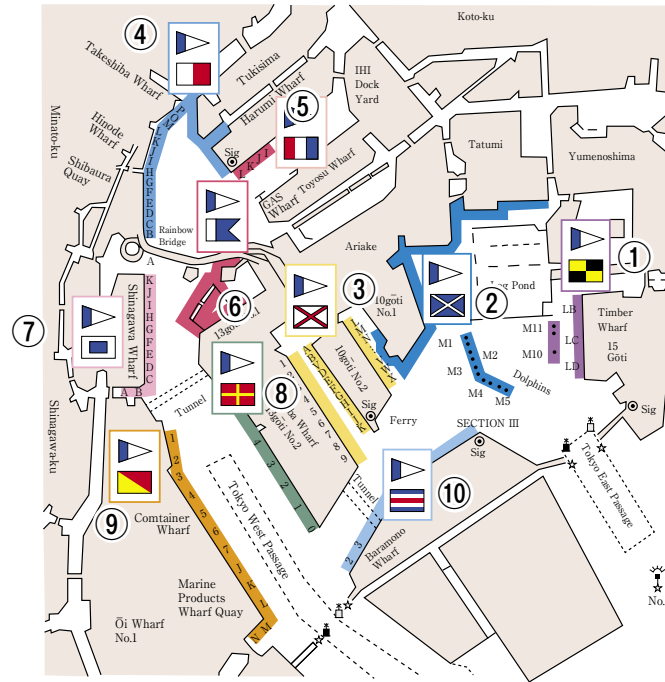
Yokohama Coast Guard Office: TEL : 045-201-1671 FAX : 045-211-2407

URL : <http://www.kaiho.mlit.go.jp/03kanku/yokohama/>

For vessels destined for Negishi, Minami-Honmoku, and Honmoku, the data after XX is optional. However, you are encouraged to enter it as far as possible because it is convenient for other vessels to understand your in-port destination easily.



(4) Keihin Port (Tokyo-ku): Make entries as shown in Separate Table 4.



Separate Table 4

Port name	Port code	In-port destination signal under Article 11 of the Port Regulations Law	Code corresponding to the in-port destination signal	Input example	
Keihin Port	Tokyo-ku	JP TYO	① Second substitute L	L	>JP TYO L
			② Second substitute M	M	>JP TYO M
			③ Second substitute V	V	>JP TYO V
			④ Second substitute H	H	>JP TYO H
			⑤ Second substitute T	T	>JP TYO T
			⑥ Second substitute A	A	>JP TYO A
			⑦ Second substitute S	S	>JP TYO S
			⑧ Second substitute R	R	>JP TYO R
			⑨ Second substitute O	O	>JP TYO O
			⑩ Second substitute C	C	>JP TYO C
		In-port destinations in areas other than the above, in the port	XX	>JP TYO XX	

Tokyo Coast Guard Office: TEL : 03-5564-2022 FAX : 03-5564-2029 URL : <http://www.kaiho.mlit.go.jp/03kanku/tokyo/>

### 3 Route through which to sail in Tokyo Bay

Route through which to sail	Route code	Input example
A vessel intending to anchor in Nakano-Se in Tokyo Bay.	NNX	>JP YOK K/NNX A vessel sailing toward the mill berth of East Japan Works, JFE Steel Corporation, in Section 3, Yokohama, Keihin Port; <u>on her way</u> , she intends to anchor in Nakano-Se in Tokyo Bay.



Enter '/' (slash) before a route code.  
For example K/NNX, which is the only code in Tokyo Bay.