Navigation Safety Guidance

Tokyo Wan
Ise Wan (Including Nagoya-Ko)
Seto Inland Sea (Including Kanmon Kaikyo)

(Provisional translation)

The 40th Revised Edition

October, 2026

JAPAN COAST GUARD

Maritime Traffic Department
Navigation Safety Division

The Japan Coast Guard is promoting various measures based on the Act on Maritime Traffic Safety for ensuring maritime traffic safety in Tokyo Wan, Ise Wan and Seto Inland Sea. In addition, each Regional Maritime Safety Headquarters carries out detailed navigation safety guidance in accordance with the actual conditions in the sea area where it takes charge.

This document contains detailed navigation safety guidance which is promoted in Nagoya-Ko and Kanmon Kaikyo as well as the above by the 3rd and 7th Regional Coast Guard Headquarters.

* For the sake of convenience, parts of this document differ from the original guidance.

The 40th Revised Edition(Revised contents)

・Amendment concerning the abolition of the Port Traffic Control Office of the Wakamatsu Coast Guard Office, 7th Regional Coast Guard Headquarters, in conjunction with the integration of its functions into the Kanmon Kaikyo Vessel Traffic Service Center.

Definitions of Terms Used in This Navigation Safety Guidance

○ Huge Vessels:

Vessels of 200 meters or more in total length.

○ Semi-Huge Vessels:

These vessels are longer than the following lengths for each route except for Huge Vessels.

① Irago Suido Traffic Route:

130 meters or more in total length

② Mizushima Traffic Route:

70 meters or more in total length

③ Any other Traffic Routes:

160 meters or more in total length

○ Vessels carrying dangerous cargo:

Crude oil, Liquefied petroleum gas or any other dangerous cargo, this is a vessel loaded with whose gross tonnage is more than following with each dangerous cargo.

① Explosive material : Vessel of 300 G/T or more

② Flammable high-pressure gas in bulk : Vessel of 1000 G/T or more

③ Flammable liquid in bulk : Vessels of 1000 G/T or more

④ Organic peroxide of 200 tons or more : Vessel of 300 G/T or more

○ Vessels towing objects:

Vessels towing or pushing any objects, such as vessels or rafts.

○ Vessels towing long objects:

This is a vessel towing vessels, rafts, or others, or pushing them and the distance from the head of the towing vessel to the end of the towed object or from the end of the pushing vessel to the head of pushing vessel to the head of pushed object is more than the following in each traffic route.

① Akashi Kaikyo Traffic Route : 160 meters

② Kurushima Kaikyo Traffic Route : 100 meters

③ Any other Traffic Route : 200 meters

○ Huge vessels or other particular vessels:

Includes ”huge vessels,” ”semi-huge vessels,” ”vessels carrying dangerous cargo,”and ”vessels towing objects”.

○ Vessels patrolling the route, etc.:

Vessels patrolling the route, vessels having fire fighting equipment, or vessels patrolling Vessels and the alongside, which meet the requirements described in the Japan Coast Guard notification.

○ Notification of traffic routes:

This is the “Notification of traffic routes of huge vessels or other particular vessels” regulated in by the Article 22 of the Maritime Traffic Safety. Act the master of huge vessels and semi-huge vessels, except vessels, which are 70m or more and less than 160m in length, intending to navigate in the Mizushima Traffic Route, vessels towing long objects, and vessels of 25,000 G/T or more carrying liquefied gas must provide “Notification of Traffic Routes” by noon of the day before entering the route. Semi-huge vessels, vessels which are 70m or more and less than 160m in length, intending to navigate in the Mizushima Traffic Routes and vessels carrying daungerous cargo, except the vessels towing long objects and vessels of 25,000 G/T or more carrying liquefied gas must provide the notification by no later than three hours before their entry.

○ Position report:

This is a report to identify vessels on the radar screen when they navigate in

the radar monitoring area of VTS centers. Intended vessels must provide the position report when they pass though the line set in each sea area.

○ Report in advance:

This is a report regulated in by the Article 38 of the Port Regulations Act. Intended vessels must submit the report by noon of the day before entering the route.

○ Electronic Chart Display and Information System:

Electronic Chart Display and Information System as defined in Article 146-10-2 of the Ship Equipment Regulations.

Uraga Suido Traffic Route and Nakanose Traffic Route and Adjacent Waters

The 3rd Regional Coast Guard Headquarters recommends vessels to take the following safety measures.

1. Taking a pilot on board

The following vessels should take a pilot on board

(1) A vessel entitled to fly the flag of a foreign country

(2) A vessel entitled to fly the Japanese flag, commanded by a master who does not have sufficient sea-going service experience and experience in navigating Tokyo Bay (Tokyo Wan)

2. Continuous placement of an escort boat

A vessel should continue to have the escort boat in tow, until she confirms her safe navigation even out of the traffic routes.

3. Navigation in the vicinity of the gateway of each traffic route

(1) Vessels proceeding southward from Tokyo and passing through the sea area off Kawasaki should pass the east side of Kawasaki Traffic Route Light Beacon No.2, maintaining a distance of at least 1,000m from the beacon.

(2) Vessels wishing to anchor in the Nakanose Western Side Sea Area must do this at least 1,000m from the line joining Tokyo Bay Nakanose West light beacons No. 1, 2 and 3, and Uraga Suido Traffic Route central light buoy No 6.

(3) Vessels which enter the Uraga-Suido Traffic Route shall navigate nearby center of the entrance of Tokyo Bay.

4. Vessel traffic safety in Uraga Suido Traffic Route

Vessels of 160m or more in length should not sail in the following way between 4:00pm and 8:00pm.

(1) Sailing across Uraga Suido Traffic Route from the west.

(2) Sailing across Uraga Suido Traffic Route to proceed westward.

However, if sailing in ways (1) and (2) above is inevitable, vessels should take the following steps and confirm safety before sailing:

① Understanding the prevailing circumstances and conditions in and around the traffic route by keeping in close contact with the Tokyo Wan Traffic Advisory Service Center;

② Faithfully obeying maritime traffic rules (particularly the rules on conduct of vessels and indication of their own routes under the Act on Maritime Traffic Safety);
③ At all times maintaining a proper look-out by sight and hearing as well as all available means;
④ At all times proceeding at a safe speed;
⑤ Effectively using escort boats, tugs, and the like

5. Restriction on speed

A vessel should not navigate at a high speed within the Bay outside the route.

6. Restriction on the entry time (prescribed by the Act on Maritime Traffic Safety, article 23)

(1) Vessels of 50,000 G/T or more carrying dangerous cargo and vessels of 25,000 G/T or more carrying liquefied gas should enter the Uraga Suido Traffic Route from one hour before sunrise till sunset.

However, "vessels of 25,000 G/T or more" carrying liquefied gas, which have both an escort boat and a boat with specified firefighting equipment (only "huge vessels" carrying liquefied gas are required to be escorted by the latter boat), can enter "Uraga Suido Traffic Route" at the following times. From sunset to 05:00, if sunrise is before 06:00 it should be before one hour before sunset (only for vessels proceeding from the south to the north of Tokyo Bay). From 20:00 to one hour before sunrise (for vessels proceeding from the north to the south of Tokyo Bay). N.B.: In the above case, one of the boats must have a night vision device such as NVG.

(2) Vessels towing or pushing long objects should enter the Uraga Suido Traffic Route from sunrise till one hour before sunset.

7. Waiting places under navigational restriction outside the route

When navigation in the traffic route is restricted because of poor visibility or other reasons, a vessel inward which is entering Tokyo Bay should wait outside of Tokyo Bay and a vessel outward which is leaving Tokyo Bay should wait in a place where traffic is not heavy.

8. Restriction on use of auto-pilot

A vessel navigating Tokyo Bay should not use auto-pilot. It should be steered manually.

9. Preparation of emergency fire wires (Refer to Fig. 1)

A vessel carrying dangerous cargo as prescribed by the Act on Maritime Traffic Safety should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency.(except the tanker equipped with Sunken Bitts which has sufficient

strength.)

10. Entry notification (Refer to Fig. 2)

Vessels with a gross tonnage of 100 or more with accommodations for 30 people or more should provide entry notification for Tokyo Wan Vessel Traffic Service Center when entering a designated sea area or in advance. (Except vessels equipped with AIS and appropriately operated)

<Items to be reported>

a. Name of vessel and call sign

b. Present Position

c. Destination

11. Holding communication with Tokyo Bay Vessel Traffic Service Center

(1) Vessels equipped with VHF (CH16, 156.8 MHz) should keep contact with Tokyo Wan Vessel Traffic Service Center while sailing in the traffic route, the main traffic route entering the route, and in the vicinity since information on safety navigation might be provided by the center.

(2) Fog information

When the visibility has dropped to 2,000m, fog information will be broadcasted from the following institution and can be received at any time:

The 3rd Regional Coast Guard Headquarters (Yokohama Hoan) F3E 156.6 MHz (ch12) in Japanese or English as required

12. Preparation of charts

Vessels navigating in Tokyo Bay should obtain the latest information of the ports in advance and prepare at least the following charts which cover the area they plan to navigate; provided, however, that if an Electronic Chart Display and Information System is available, charts are not required.

Chart No. (Published by Japan Coast Guard)

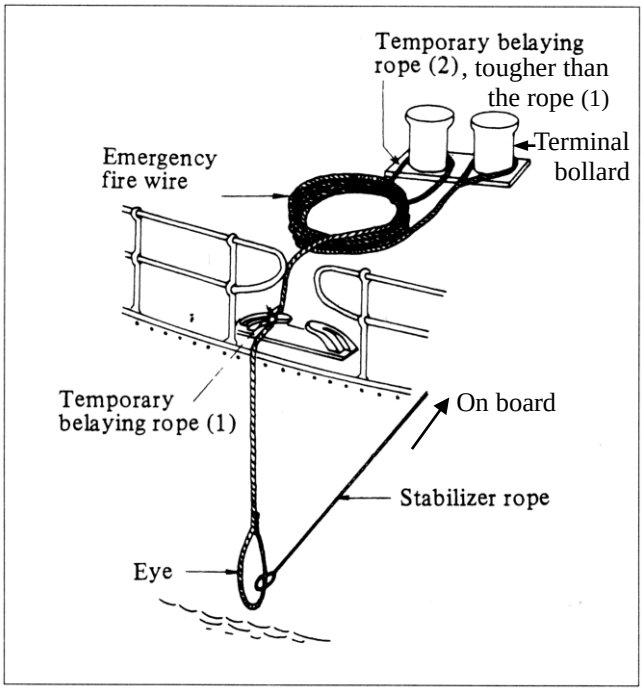
W90 Tokyo Wan

W1061 Northern Part of Tokyo Wan

W1062 Middle Part of Tokyo Wan

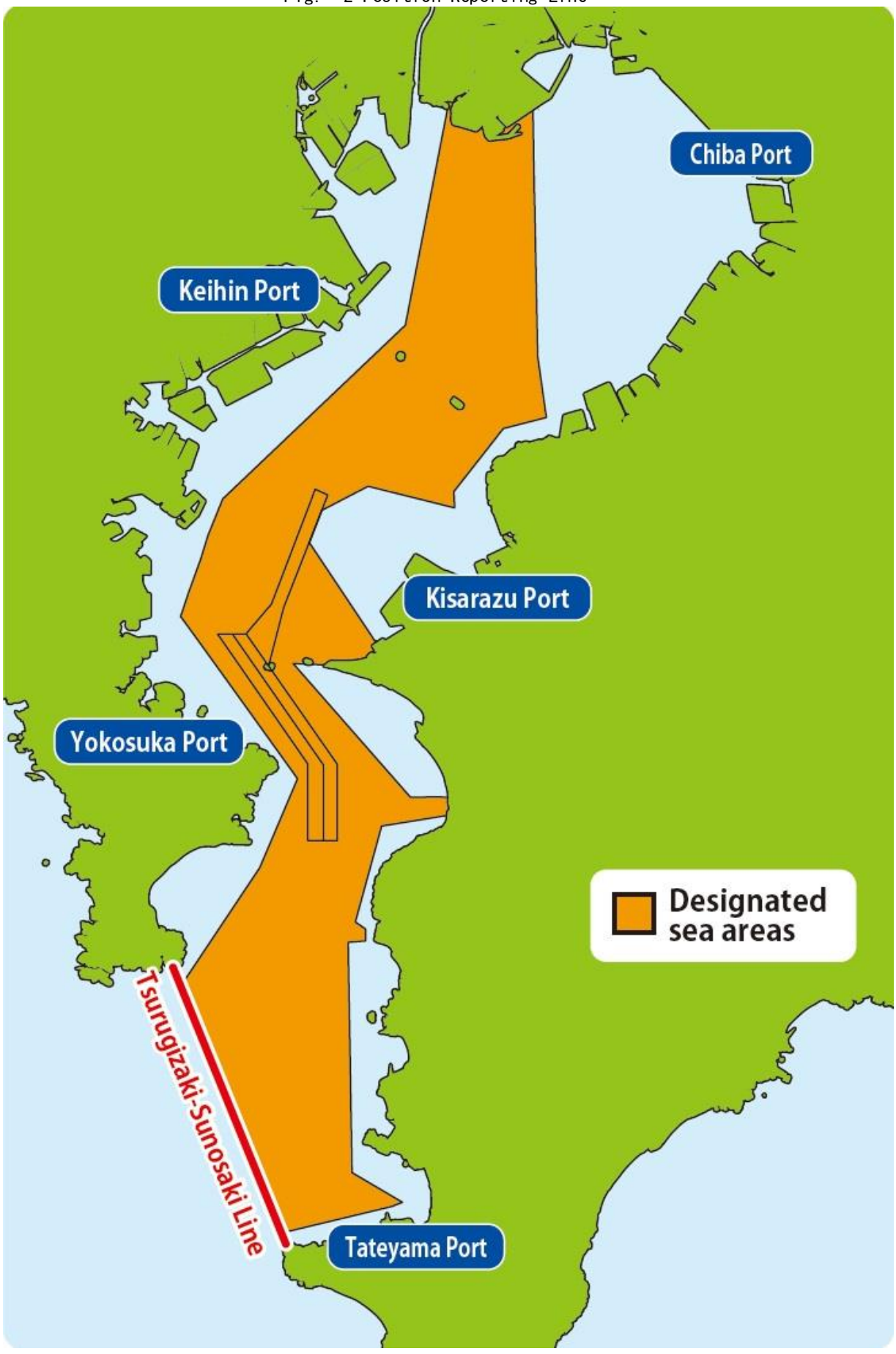
W1081 Uraga Suido

Fig. 1 Emergency fire wires



Note
Emergency fire wire should be belayed by the temporary belaying rope so as to prevent it from running out by itself.
In this case, the temporary belaying rope (1) can be cut by man power and the temporary belaying rope (2) can be cut by the power of a tug boat

Fig. 2 Position Reporting Line



Navigational Instructions for the Northern Tokyo Bay Sea Areas

August 1st, 2010
Tokyo Civil Aviation Bureau
3rd Regional Coast Guard Headquarters

With the opening of Tokyo International Airport Runway D, the following navigational instructions are provided for vessels sailing in the sea areas around Tokyo International Airport Runway D and along Tokyo Bay Aqua-Line and off Tokyo Light Beacon from October 1st, 2010, in order to secure the safety of aircrafts and vessels.

1. Definitions of terms
(1) "Vessel highest point": The top point of the highest object on a vessel.
(2) "Vessel height reference plane": Reference adopting the theory of "Obstacle assessment surface (OAS) (slope of 2.85%)" stated in "Standards of Flight Rules" in regard to "approach surface (slope of 2.0%)" among the "restricted surfaces" fixed in the vicinity of an airport under the Civil Aeronautics Act

Slope of the standard surface: 2.85%
Standard surface area: The same as the approach area or the area projecting the approach surface

(3) Aqua-Line East Fairway: The sea area defined in "Notification concerning the route specification based on the regulation of Article 25, Clause 2 of the Act on Maritime Traffic Safety".

2. Sea area around "Off Tokyo Light Beacon"
(1) When navigating the sea area within a radius of 1,850m from "Off Tokyo Light Beacon (35°32' 30"N, 139°51' 24"E)," vessels should keep seeing the beacon on the port side.
(2) Vessels should not anchor in the sea area within a radius of 1,850m from "Off Tokyo Light Beacon."

3. Sea area around Tokyo International Airport Runway D
(1) As a vessel of which height above the sea level (height from the sea surface to the highest point of the vessel) is 28.4m or higher, it should not enter the sea area within the line connecting the following four points in the sea area under the

vessel height reference plane on the Tokyo International Airport Runway D:

Point A: Tokyo International Airport Runway D East Light Beacon (35°32' 41"N, 139°49' 51"E)

Point B: Tokyo West Fairway 1st Light Beacon (35°32' 59"N, 139°50' 19"E)

Point C: (35°33' 15"N, 139°49' 53"E)

Point D: (35°32' 53"N, 139°49' 35"E)

(2) When sailing the sea area within the lines connecting the four points above, vessels should navigate the sea area NE side of the Tokyo International Airport Runway D East Light Beacon (35°32' 41"N, 139°49'51") if the height above the sea level is under 28.4m .

4. Navigation in the sea areas around the Tokyo Bay Aqua-Line

(1) The following vessels should sail the Tokyo Bay Aqua-Line East Fairway.

①Vessels of 3,000 G/T or over sailing northward across the Tokyo Bay Aqua-Line after leaving the Nakanose Traffic Route.

②Vessels of 3,000 G/T or over sailing northward, crossing the line connecting the Nakanose Traffic Route Light Beacon No. 8 and the SE end of Aqua-Line East Fairway (35°27' 14"N, 139°51' 31"E) and then Tokyo Bay Aqua-Line.

③Vessels of 10,000 G/T or over (except vessels in 2) crossing Tokyo Bay Aqua-Line. (Vessels entering or leaving Kawasaki Area in Keihin Port without taking the Tsurumi Traffic Route are excluded.)

(2) Vessels should not anchor in the Tokyo Bay Aqua-Line East Fairway.

Note) Aqua-Line East Fairway

The sea area surrounded by the line connecting the following points A, B, C and D as shown in the Annex. (Effect from July 1st, 2010)

Point A: SW end of the fairway (35°28' 40"N, 139°49' 21"E)

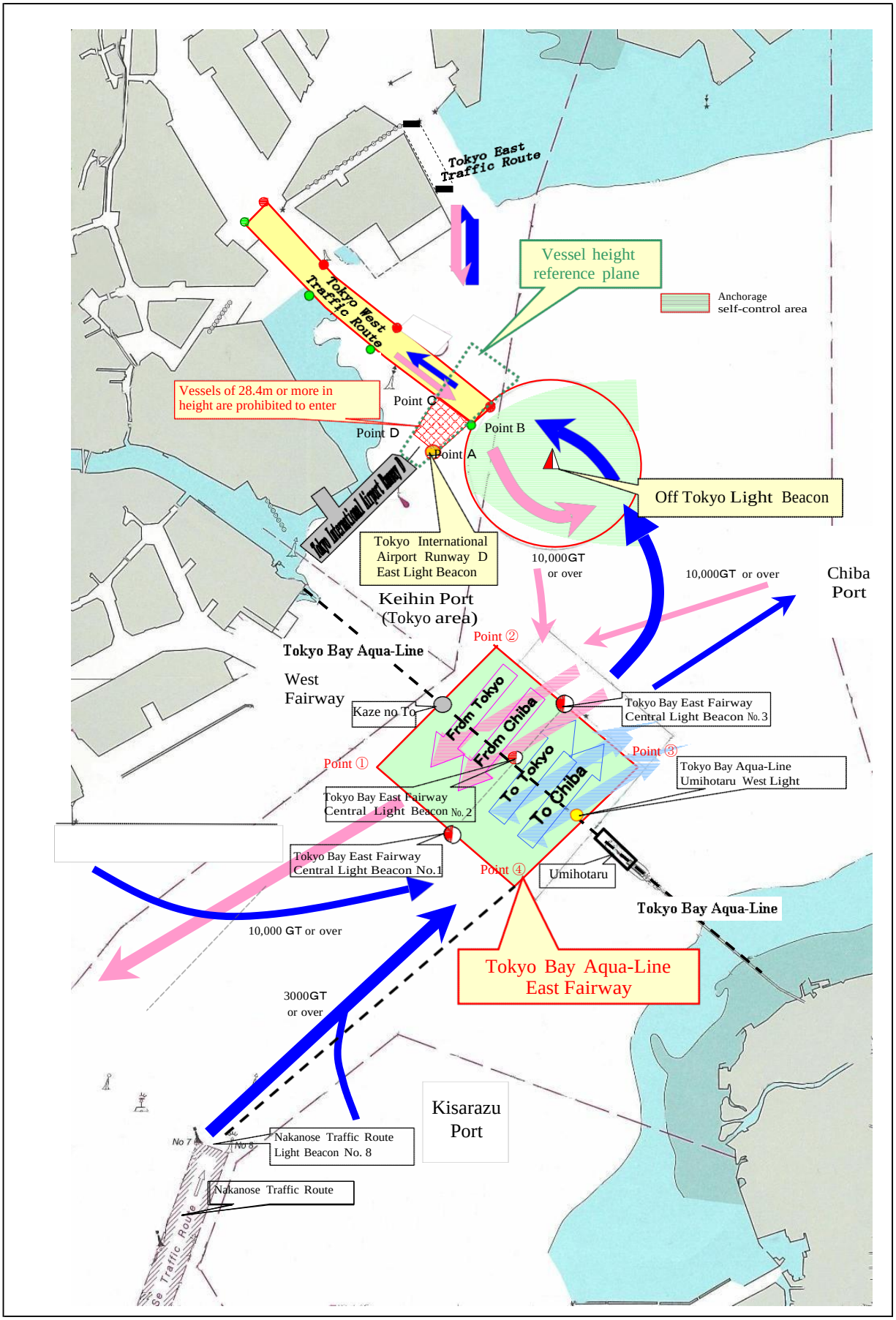
Point B: NW end of the fairway (35°30' 13"N, 139°50' 55"E)

Point C: NE end of the fairway (35°28' 45"N, 139°53' 04"E)

Point D: SE end of the fairway (35°27' 14"N, 139°51' 31"E)

Annex

Navigational Route in North Tokyo Bay Area



Irago Suido Traffic Route and Adjacent Waters

The 4th Regional Coast Guard Headquarters recommends vessels to take the following safety measures.

1. Taking a pilot on board

The following vessels should take a pilot on board.

(1) A vessel entitled to fly the flag of a foreign country

(2) A vessel entitled to fly the Japanese flag, of 130m or more in length, and carrying dangerous cargo.

2. Continuous placement of an escort boat

A vessel should continue to have the escort boat in tow, until she confirms her safe navigation even out of the traffic route.

3. Restriction on service hours (prescribed by Article 23 of the Act on Maritime Traffic Safety)

Vessels of 50,000 G/T or more carrying dangerous cargo and vessels of 25,000 G/T or more carrying liquefied gas should enter the traffic route from one hour before sunrise till sunset.

However, "the vessel of 25,000 G/T or more" carrying liquefied gas, which has both an escort boat and a boat with specified firefighting equipment, can enter "Irago Suido Traffic Route" from 19:00 - if the sunset is after 19:00 it should be from sunset - to 03:00.

4. Notices to mariners and change of notification

(1) The following items should be also reported when the "Notices to mariners" are reported

a. Port of departure

b. Whether or not a pilot has been arranged while navigating the traffic route

(2) Vessels already reporting the "Notices to mariners" should report the Change of Notification at each change, when the estimated time of entering the traffic route is changed five minutes or more during time from three hours before the estimated time of entering the traffic route and position report described in "7. Position Report".

5. Confirmation of traffic control

(1) A vessel navigating the traffic route should pay sufficient attention to the signals at the Irago Suido Traffic Control Signal Station.

(2) A vessel of 130m or more in length should contact the Ise Wan Vessel Traffic Service Center by VHF CH16 to confirm the conditions of traffic control before approaching the traffic route unless she has confirmed signals in the preceding paragraph.

6. Position Report (Refer to Fig. 3)

Vessels of 50m or more in length and vessels of 100m or more in length towing objects etc.*, except for vessels which have an auto-pilot system and are navigating appropriately, should report their position to the Ise Wan Vessel Traffic Service Center at the time they arrive at the initial reporting line.

* Vessels towing or pushing other vessels or rafts, as the total length from the head of towing vessel or pushed object to the end of towed object or pushing vessel is 100m or more

<Items to be Reported>

a. Name of vessel

b. The present position or the abbreviation and passing time (JST according to the 24 hour clock) of the position reporting line being passed

c.Destination

7. Communications with the Ise Wan Vessel Traffic Service Center

Vessels equipped with VHF (CH16, 156.8MHz) should keep contact with Ise Wan Vessel Traffic Service Center since the center occasionally provides information concerning navigational safety in the traffic route, the main route leading to the traffic route, and the adjacent sea area.

When CH16 is busy, the center may use CH13 to call a vessel. Vessels equipped with CH13 are requested to listen to CH13 as well as CH16.

8. Waiting place under restriction on entry into the traffic route

When prohibited from entering the traffic route due to limited visibility etc., vessels should take the following actions.

(1) Northbound vessels

Northbound vessels should wait in the area which does not reach Ise Wan Light Buoy No. 1, keeping out of the way of other vessels.

(2) Southbound vessels

Southbound vessels should adjust the time of departure as much as possible, but southbound vessels under way should wait in the area which does not reach Ise Wan Light Buoy No. 3, keeping out of the way of other vessels.

9. Preparation of emergency fire wires (Refer to Fig. 1)

A vessel carrying dangerous cargo as prescribed by the Act on Maritime Traffic Safety should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency.(Except the tanker equipped with Sunken Bitts which has sufficient strength.)

10. Information on visibility

When visibility drops below 2 nautical miles due to fog, rain, etc. in the Irago Suido Traffic Route and adjacent Waters(called" Irago Suido Traffic Route etc"),Ise Wan Vessel Traffic Service Center provides "Poor visibility information" via AIS messages, VHF radio telephone, etc.

In addition to the above information, the "Local navigational warning" and "NAVTEX navigational warning" are used to provide poor visibility information every time visibility drops below 2,000 meters or 1,000 meters, and are also broadcast on an as-needed basis via the 4th Regional Coast Guard Headquarters(Nagoya Hoan) F3E 156.6MHz(CH12) in Japanese and English.

When information on poor visibility is provided, vessels attempting to navigate the Irago Suido Traffic Route etc. should do so with extreme caution, including keeping a heightened lookout.

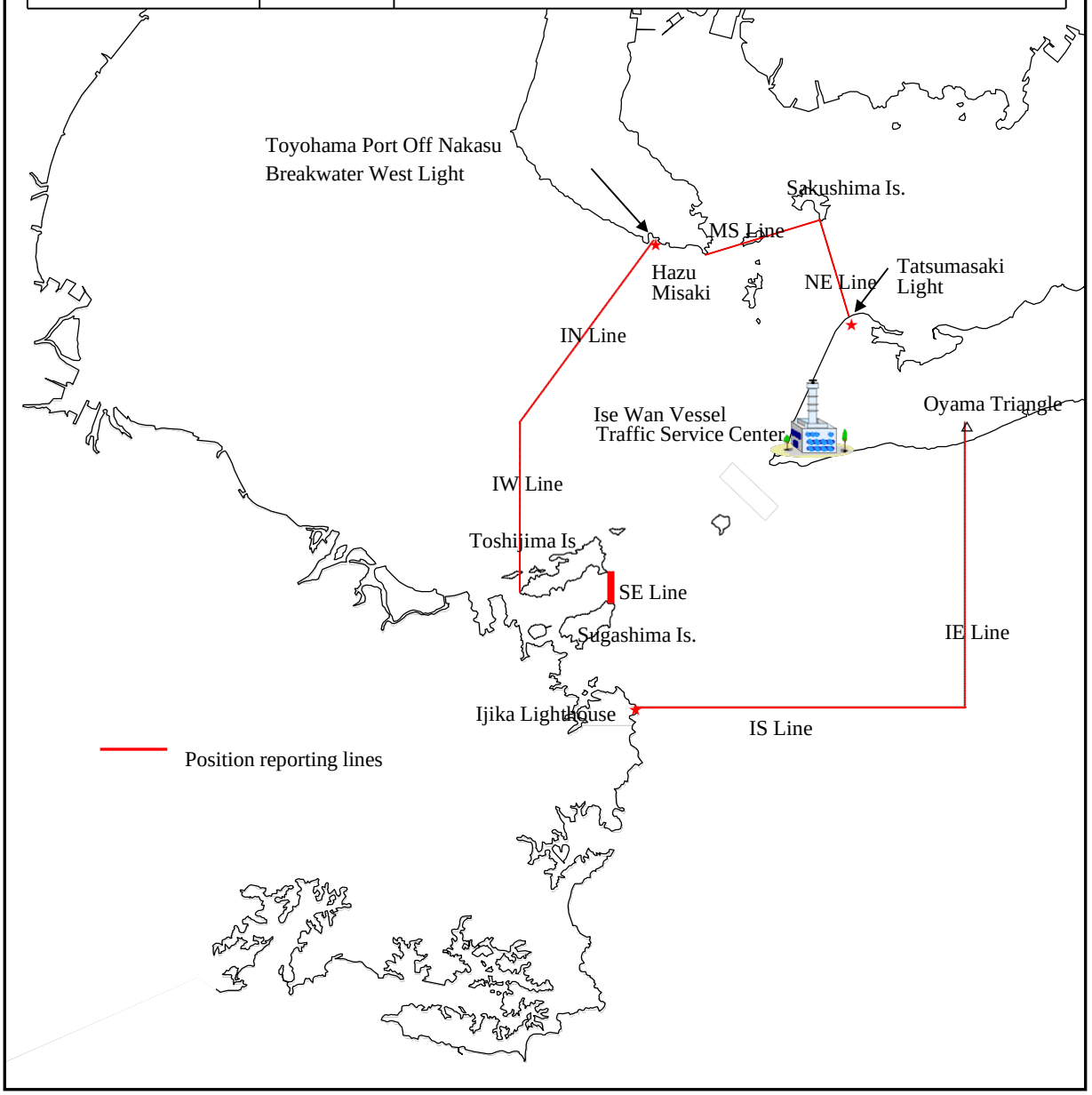
11. Preparation of charts

Vessels navigating Ise Bay and Mikawa Bay should obtain the latest information of the ports in advance and prepare at least the following charts which cover the area they plan to navigate; provided, however, that if an Electronic Chart Display and Information System is available, charts are not required.

Chart No.	(Published by Japan Coast Guard)
W1051	Ise Wan
W1053	Irago Suido and Approaches
W1064	Irago Suido

Fig. 3 Position Reporting Lines

Names of Position Reporting Lines	Abbreviations	Descriptions
Ise Wan Ko S	IS Line	A line drawn from Ijika Light to the point at 90° 20.5 km
Ise Wan Ko E	IE Line	A line drawn from Oyama Triangle Point to the point at 180° 17.7 km
Nakayama Suido E	NE Line	A line connecting Tatsumasaki Light and the southern end of Sakushima Is.
Morosaki Suido S	MS Line	A line connecting southern end of Sakusima Is. and Cape Hazumisaki
Ise Wan Ko N	IN Line	A line drawn from the Off Tokohama Port Sandbank Breakwater West Light to the point at 217° 11.1 km
Ise Wan Ko W	IW Line	A line drawn the western end of Toshijima Is. to the point at 0° 13.3 km
Sugashima Suido E	SE Line	A line connecting the eastern end of Sugashima Is. and the southeastern end of Toshijima Is.



Navigation in Ise Wan

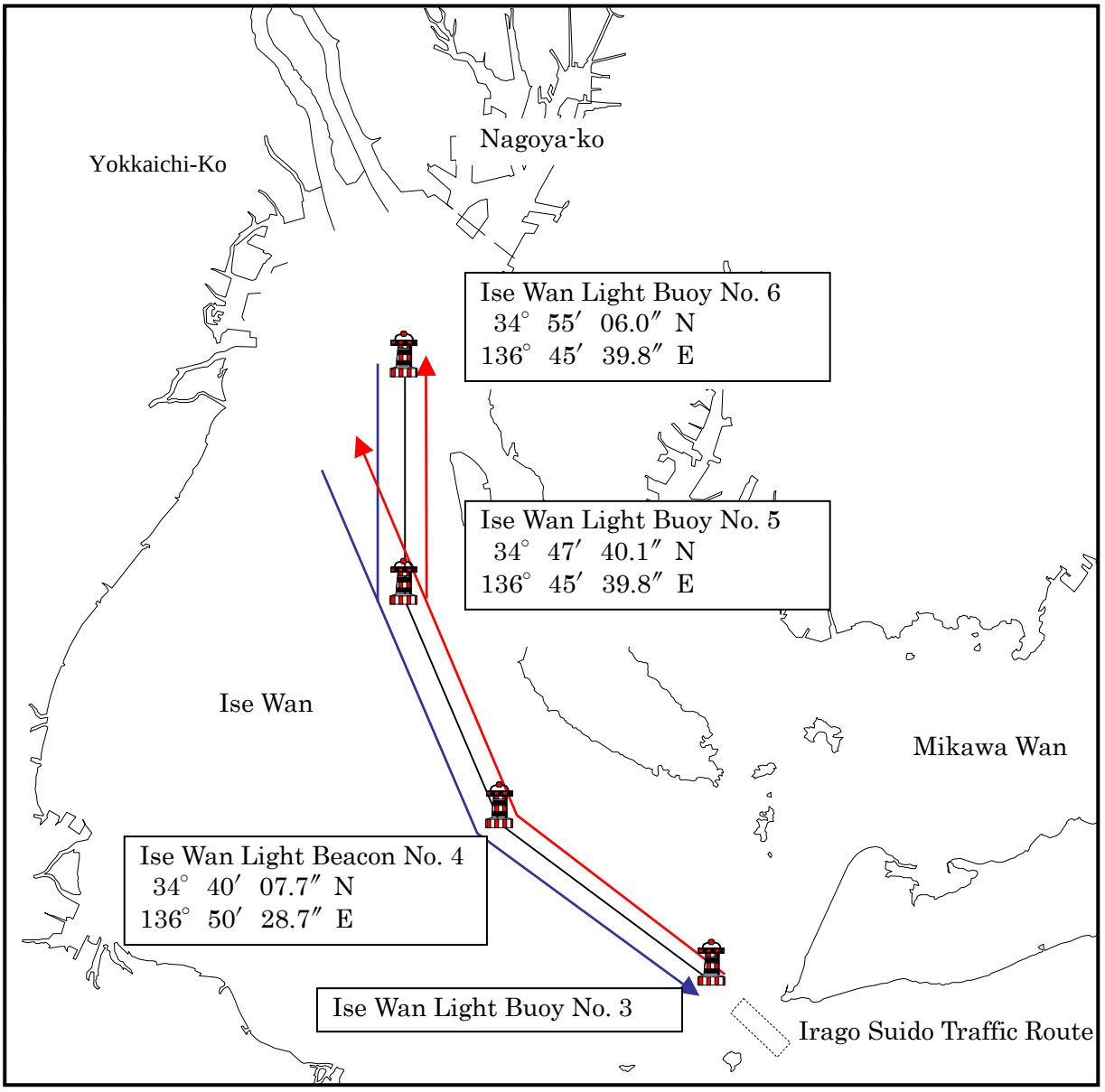
February 19th, 2007

4th Regional Coast Guard Headquarters

All vessels of 500 G/T or more are requested to follow the navigational instructions below in order to ensure safe navigation in Ise Wan.

（1） Southbound or Northbound vessels navigating between the Nagoya-Ko and Irago Suido should pass the Ise Wan Light Beacon No. 4, No. 5 and No. 6 to your port side

（2） Southbound or Northbound vessels navigating between the Yokkaichi-Ko and Irago Suido pass the Ise Wan Light Beacon No. 4 and Ise Wan Light Buoy No. 5 to your port side



Nagoya Port and Adjacent Waters

In order to facilitate safe and efficient navigation in the Nagoya Port area and adjacent waters, Nagoya-Ko (Port) Vessel Traffic Service Center (herein after referred to as "the Center") under the 4th Regional Coast Guard Headquarters gives guidance on safe navigation by requesting the sailing plan and/or the position report from designated VTS users.

1. Designated vessels should report the following information to the Center.

(1) Information based on the Act on Port Regulations

① Pre-entry report

a. Items to be reported

See the attached sheet

b. Reporting procedures

Either of the following ways should be taken.

(a) By VHF-FM radio communication

Your information is accepted by the JCG communication Station, the 4th Regional Japan Coast Guard Headquarters. When, however, you intend to submit the information to the Center, you are requested to call up Nagoya Hoan (or Nagoya Coast Guard Radio) first, and to connect the line to the Center.

Communication station	VIA	Call sign	Calling VHF channel	Working VHF channel
The 4th Regional Coast Guard Headquarters	VHF Radio telephone	Nagoya Hoan or Nagoya Coast Guard Radio	Ch 16 (156.80 MHz)	Ch 12 (156.60 MHz)

(b) By fulfilled application document, which is brought by your agent, by mail, to the Center addressed:

Nagoya-Port Vessel Traffic Service Center

3-1, Kinjyo-Pier, Minato-Ku, Nagoya-City, 455-0848

Telephone: 052-398-0715 (Operator Room)

(Remarks: When submitting by mail, you should contact the Center and confirm whether your intended time is successfully accepted.)

(c) By e-mail

In case of "NACCS" (You, however, need to submit your information to the Center and get its ID and password for entry.)

Contact: https://www.naccs.jp/aboutnaccs/reference.html

② Report on changes of sailing plan

- Any changes to the pre-entry information must be reported to the Center immediately.
- When exceeding deviation of 10 minutes from previous ETA to the passage or estimated time upon getting underway, you should also report this change to the

Center.

(2) Position reports

For the purpose of carrying out the VTS service appropriately, the Center strongly recommends designated vessels to send their position reports for vessels identification by radar of the Center.

Designated vessels, who adequately operates and maintains AIS equipped on board, may omit to make a report as the Center can identify her automatically. (Except vessels anchoring within the Information Service Area (herein after referred to "the Area") and/or vessels departing from mooring facilities in the Area.)

* The Information Service Area is the sea area, in which the Center can obtain safety/navigational information and/or vessels' movements by radar, defined and notified by Government notification. See Figure 4.

a. Designated vessels, reporting time and communication

	Designated Vessels (Who)	Reporting time (When)	Communication (By what)
Entrance	- Vessels of 50 meters or over in length - Towing/Pushing vessels of 50 meters or more in total length*	- Passing the position reporting lines - If you are anchoring in the Area, 30 minutes prior to commencing a movement for getting underway and also the time upon getting underway	- VHF-FM Radio telephone Call: "Nagoya Harbor Radar" Call-up channel: Ch 16 (156.8MHz) Working channels: Ch 14 (156.7MHz) Ch 66 (160.925MHz) Ch 13 (156.65MHz) - Direct telephone 052-398-0712 (Operator room)
Departure	- Vessels of 50 meters or over in length - Towing/Pushing vessels of 50 meters or more in total length*	- 30 minutes before untying ropes and also the untied up time. - If you are anchoring in the Area, 30 minutes prior to commencing a movement for getting underway and also the time upon getting underway.	

* Vessels towing or pushing other vessels or rafts, and as the total length from the head of towing towing vessel or pushed object to the end of towed object or pushing vessel is 50 m or more.

b. Items to be reported

Entrance	① Name of the vessel and call sign
	② Estimated time passing your position reporting line (See Figure 4) or time upon getting underway
	③ Abbreviation of your position reporting line (NW line, NS line)
	④ Name of berth or planned anchoring position
	⑤ Name of planned navigation passage (East passage, West passage, North passage)
Departure	① Name of the vessel and call sign
	② Estimated time upon getting underway
	③ Name of berth or planned anchoring position

	④ Name of planned navigation passage (East passage, West passage, North passage)

2. Keeping in close contact with the Center

Vessels equipped with VHF-FM radio telephone shall monitor Ch 16 (156.8 MHz) and to keep in close contact within the Area, because the Center may provide information on safe navigation occasionally. In addition, the Center may call a vessel via Ch13 when Ch16 is busy, therefore both Channels shall be monitored by vessels within the Area.

* Accepted No.	Prior Report	*Approved		

Date . .

To Captain of the Nagoya Port

(Via Chief, Nagoya Port Vessel Traffic Service Center)

Reporter
(Person in charge)

Fill in the sheet and/or mark a circle.

Legal Notification Items		
1	Name of Vessel	
2	Gross tonnage	
3	Length (Overall length)	
4	Estimated time of passage entry Estimated time of leaving the berth	Date: , Time:
5	Means of communication	VHF ／ Satellite Mobile Phone ( )
6	Mooring site	(In case of changes, put down both sites) Before: After:

Additional Notification Items		
7	Call sign	
8	MMSI	
9	Type of vessel	
10	Kind of dangerous materials loading and amount	
11	Maximum draught at the time of transit through the passage	
12	Kind of the navigation	Port entry ／ Port departure ／ Shifting within port
13	Passage to be used	East Passage ／ West Passage ／ North Passage ／ Kinjo area
14	Anchoring	Before the port entry ／ Before the port departure ／ Nothing
15	Pilot arrangement	Yes ／ No
16	Use of tugboat	Yes ／ No
17	Remarks	

Remarks

a. Any changes from the pre-entry information must be reported to the Center immediately.

b. When exceeding deviation of 10 minutes from previous ETA entering to the Passage, you are requested to report its change to the Center.

c. Keep monitoring Ch 16 (VHF-FM) and make sure a position report appropriately to the Center when you are in and near the Nagoya Port.

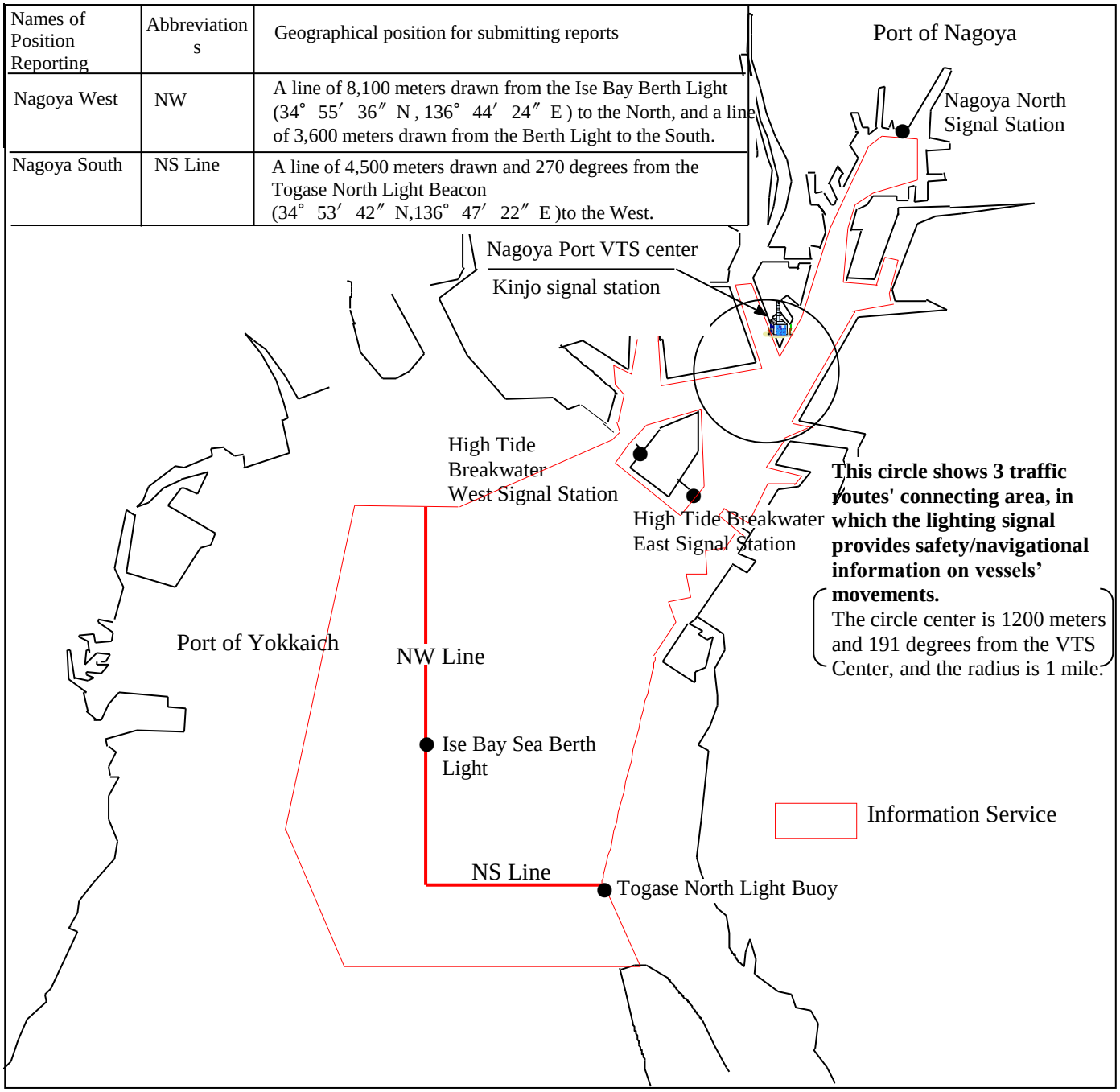
d. Make sure to contact with the Center before 30 minutes of your departure or shifting.

Confirmed by the Center * Estimated time of Passage entry * Estimated time of leaving the berth * Passage to be used	

Symbol (*) is used by the Center

Fig. 4 Information Service Area and Position Reporting Line

Names of Position Reporting	Abbreviations	Geographical position for submitting reports
Nagoya West	NW	A line of 8,100 meters drawn from the Ise Bay Berth Light (34° 55′ 36″ N , 136° 44′ 24″ E) to the North, and a line of 3,600 meters drawn from the Berth Light to the South.
Nagoya South	NS Line	A line of 4,500 meters drawn and 270 degrees from the Togase North Light Beacon (34° 53′ 42″ N,136° 47′ 22″ E)to the West.



○Measures for preventing dragging anchor accidents around CHUBU Centrair International Airport

Around CHUBU Centrair International Airport, “the Investigation Special Committee on Typhoon Retreat in ISE WAN and MIKAWA WAN” set the following self-restricted anchoring area to prevent a vessel dragging anchor from colliding to its facilities.

Then, VTS (Vessel Traffic Services) Centers in charge of 4th Regional Coast Guard Head Quarters provide information.

Additionally, they also guide these vessels to move to the safety area with keeping enough distance from Chubu National Airport in case there is a high probability of the risk of collision to its facility due to the anchor position, the weather forecast, etc.

【The self-restricted anchoring area】

1. Target Period

When wind blows 12 meters or more per second continuously at The Storm Tide Breakwater East Signal station, Nagoya Ko VTS Center (Nagoya Harbor Radar) provides “Warning of dragging anchor by strong wind” for all vessels via Nagoya Coast Guard Radio by VHF radio telephone (hereafter VHF).

During the period, it should be avoided that vessels anchor in the following “2. Designated Sea Area”.

2. Designated Sea Area

(1) The self-restricted anchoring area① (1.5～3miles from the airport)

The sea area is surrounded by the following four points and the shore. (except ②)

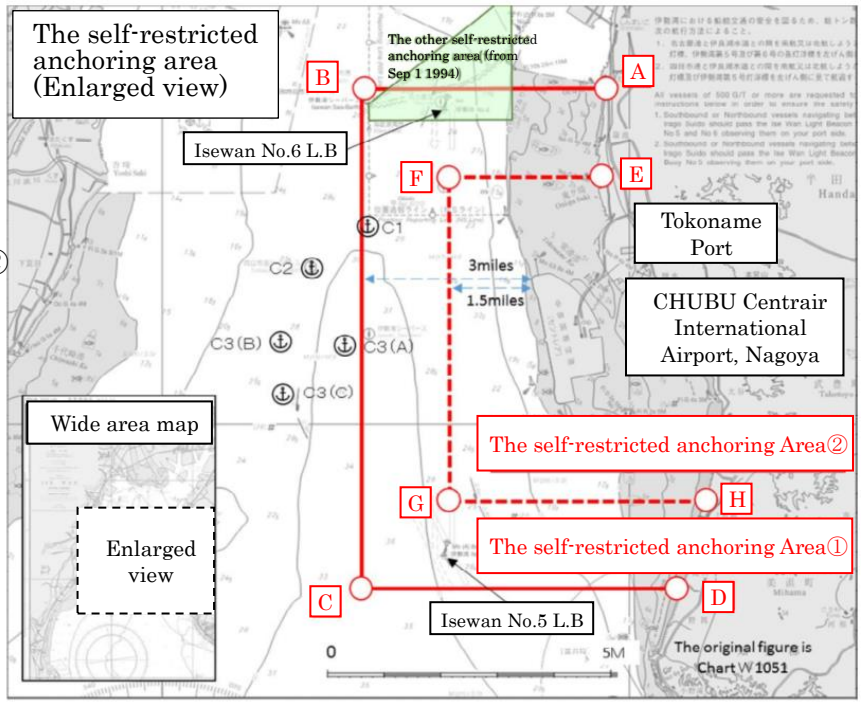
A point:34-55-54N 136-49-27E
B point:34-55-54N 136-44-16E
C point:34-47-05N 136-44-16E
D point:34-47-05N 136-51-04E

(2) The self-restricted anchoring area②

(1.5～3miles from the airport)

The sea area is surrounded by the following four points and the shore.

E point:34-54-24N 136-49-18E
F point:34-54-24N 136-46-05E
G point:34-48-35N 136-46-05E
H point:34-48-35N 136-51-36E



3. Exclusionary conditions

Under the following conditions, you can anchor in the self-restricted anchoring area①, but you might not anchor in the other self-restricted anchoring area.

a. The extensional length of the anchor chain is appropriate.

b. At least one anchor watcher who checks your position and keeps watching on VHF channel 16 is placed.

c. Your position is recognized by Nagoya VTS Center via AIS.

d. You can use the engine and heave up anchor immediately in case of dragging anchor.

4. Provide Information

Nagoya VTS Center provides information for the AIS vessel in the self-restricted anchoring area by AIS message during providing “Warning of dragging anchor by strong wind”.

In addition, it also provides information for the AIS vessel in the self-restricted anchoring area② not only by AIS message but also by VHF.

Measures for preventing dragging anchor accidents within ISE-WAN and MIKAWA-WAN

Following VTS (Vessel Traffic Services) Centers in charge of 4th Regional Coast Guard Head Quarters provide information for preventing collision by vessels dragging anchor to particular facilities.

Additionally, they also guide these vessels to move to the safety area with keeping enough distance from particular facilities in case there is a high probability of the risk of collision to its facility due to the anchor position, the weather forecast, etc.

【Information from VTS Center】

1. Target Period

(1) North of ISE WAN area (North of latitude 34 degrees 45 minutes north)

When wind blows stronger than 12 meters per second continuously at The Storm Tide Breakwater East Signal station, Nagoya Ko VTS Center provides "Warning of dragging anchor by strong wind" for all vessels via AIS and Nagoya Coast Guard Radio, and starts watching AIS (Automatic Identification System) vessel's anchor position.

Upon finding possible dragging anchor caused by strong wind, Nagoya Harbor Radar provides information to the vessel by VHF radio telephone (hereafter VHF).

Additionally, Nagoya Harbor Radar provides information as follows item "2. Target Sea Area and Information provision method" via AIS to the vessels which are anchoring nearby or approaching to the designated facilities.

(2) South of ISE WAN area (South of latitude 34 degrees 45 minutes north) and MIKAWA WAN

When marine typhoon warning or marine storm warning occur, or when wind of 25 meters or more continue blowing in IRAGO MISAKI (or DAIO SAKI in case of wind from the east), Isewan VTS Center (Isewan Martis) provide information by VHF.

Furthermore, Isewan Martis provides information as follows item "2. Target Sea Area and Information provision method" via AIS to the vessels which are anchoring nearby or approaching to Atsumi Thermal power station.

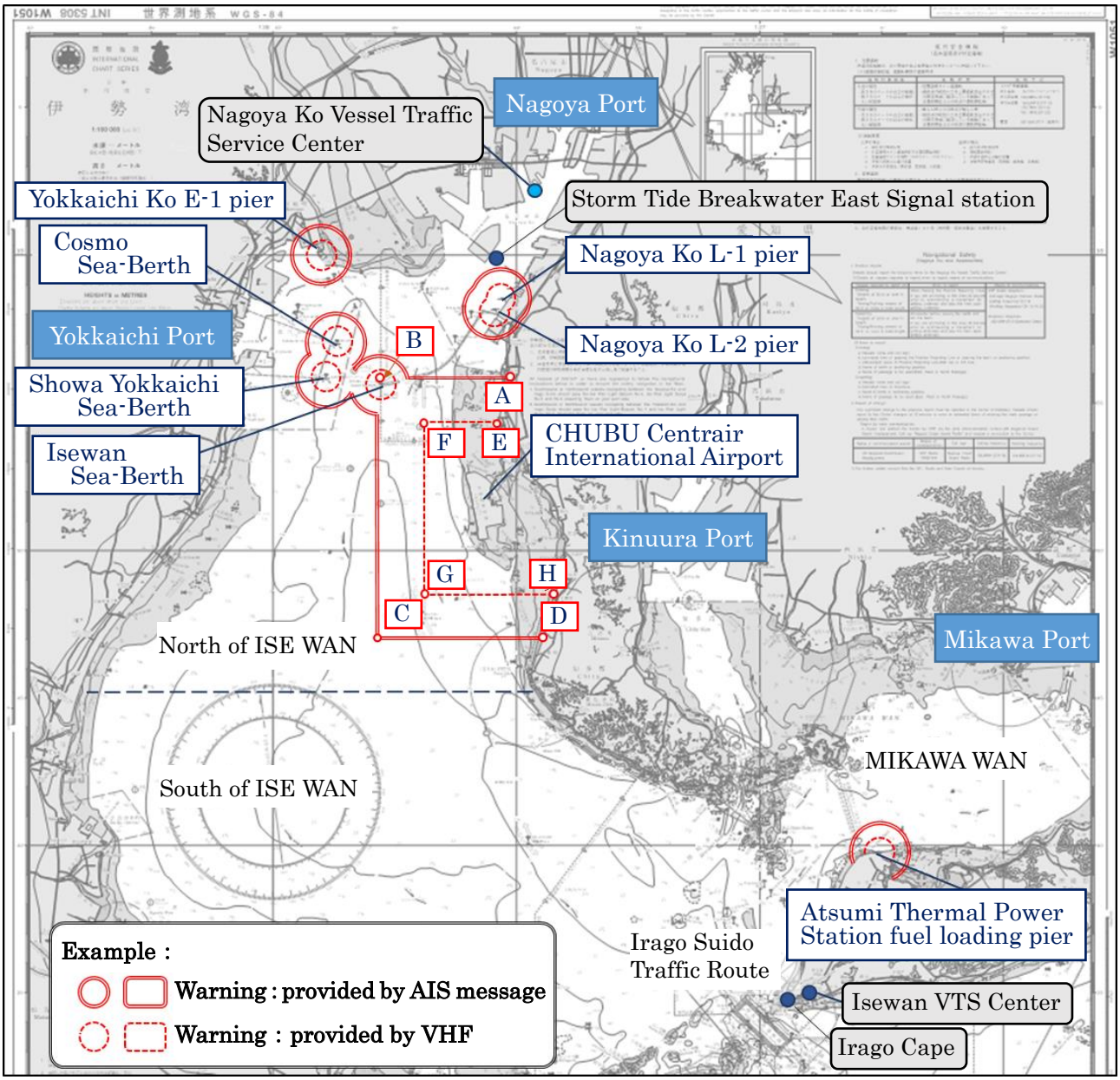
2. Target Sea Area and Information Provision Method

Information Provision method / Target Facilities	Warning : provided by AIS message	Warning : provided by VHF
Nagoya Ko L-1 pier	Sea area within 1 mile from the each facility.	Sea area within 0.5 mile from the each facility.
Nagoya Ko L-2 pier		
Yokkaichi E-1 pier		
Showa yokkaichi Sea-Berth		
Cosmo Sea-Berth		
Isewan Sea-Berth		
Atsumi Thermal Power Station fuel loading pier		
CHUBU Centrair International Airport	Sea area surrounded by the following four points and shore. A point: 34-55-54N 136-49-27E B point: 34-55-54N 136-44-16E C point: 34-47-05N 136-44-16E D point: 34-47-05N 136-51-04E	Sea area surrounded by the following four points and shore. E point: 34-54-24N 136-49-18E F point: 34-54-24N 136-46-05E G point: 34-48-35N 136-46-05E H point: 34-48-35N 136-51-36E

3. Important Notes

Even if the AIS vessel is in the AIS Service Area, VTS Centers cannot always watch the AIS vessel. So, there are cases where VTS Centers cannot keep watching AIS vessel's anchor position and provide information or warning(s).

【Target Area Map】



※This chart is not for navigation.

Akashi Kaikyo Traffic Route and Adjacent Waters

The 5th Regional Coast Guard Headquarters recommends that vessels take the following safety measures.

1. Take a pilot on board.
   The following vessels should take a pilot on board.
   (1) Vessels that are permitted to fly the flag of a foreign country.
   (2) Vessels that are permitted to fly the Japanese flag, but are commanded by a master who does not have sufficient seagoing service or experience in navigating the Akashi Kaikyo Traffic Route.

2. Continuously deploy an escort boat.
   Vessels should continue to deploy an escort boat until safe navigation out of the traffic route is confirmed.

3. Observe navigation rules for sea areas in the vicinity of the gateways to traffic routes.
   Vessels proceeding along the traffic route should always do their utmost to enter the traffic route from the proper gateway, even if they are less than 50m in length and therefore are not obliged to use the traffic route.

4. Prepare fire wires. (Refer to Fig. 1.)
   Vessels carrying cargo that is prescribed as dangerous by the Act on Maritime Traffic Safety should prepare fire wires at the bow and the stern for immediate use in case of emergency when they sail in Osaka Bay and on the Harima Sea (except tankers equipped with recessed bitts of sufficient strength).

5. Prepare a position report. (Refer to Fig. 5.)
   Vessels that are 50m or more in length and vessels that are 100m or more in length and are towing or pushing objects (except vessels equipped with AIS that are operating it properly) are requested to send the following items to the Osaka Wan Vessel Traffic Service Center when passing the first report line or starting operation (sailing) in the case of anchored vessels.
   The starting operation (sailing) refers to the time when the anchor is raised

and the vessel moves off.
<Items to be reported>

a. The name of the vessel and the call name

b. The present position or the abbreviation of the position reporting line that has been passed

c. The start of operation (sailing) or the passing time (JST according to the 24-hour clock)

d. The destination

6. Communicate with the Osaka Wan Vessel Traffic Service Center.

(1) Vessels equipped with a VHF radio (CH16, 156.8 MHz) should maintain contact with the Osaka Wan Vessel Traffic Service Center, since the center occasionally provides navigational information to vessels navigating the traffic route, the main route leading to the traffic route, and the adjacent sea area.

In the event of confused communication, the center may use CH13 to call a vessel. Therefore, vessels equipped with CH13 are requested to monitor it, as well as CH16.

(2) Fog information

When the visibility on the Akashi Kaikyo Traffic Route, Tomogashima Suido, Naruto Kaikyo, Port of Hanshin Osaka-ku, Sakaisenboku-ku and Kobe-ku, Port of Himeji, or Port of Wakayama-Shimotsu is reduced to less than 2,000m, fog information can be received from the following institution at any time:

5th Regional Coast Guard Headquarters
(Kobe Hoan) F3E 156.6 MHz (CH12)
in Japanese or English

(3) Newspaper

Kobe Shinbun (morning edition)
Content: Schedule of huge vessels entering the Akashi Kaikyo Traffic Route

7. Preparation of charts .

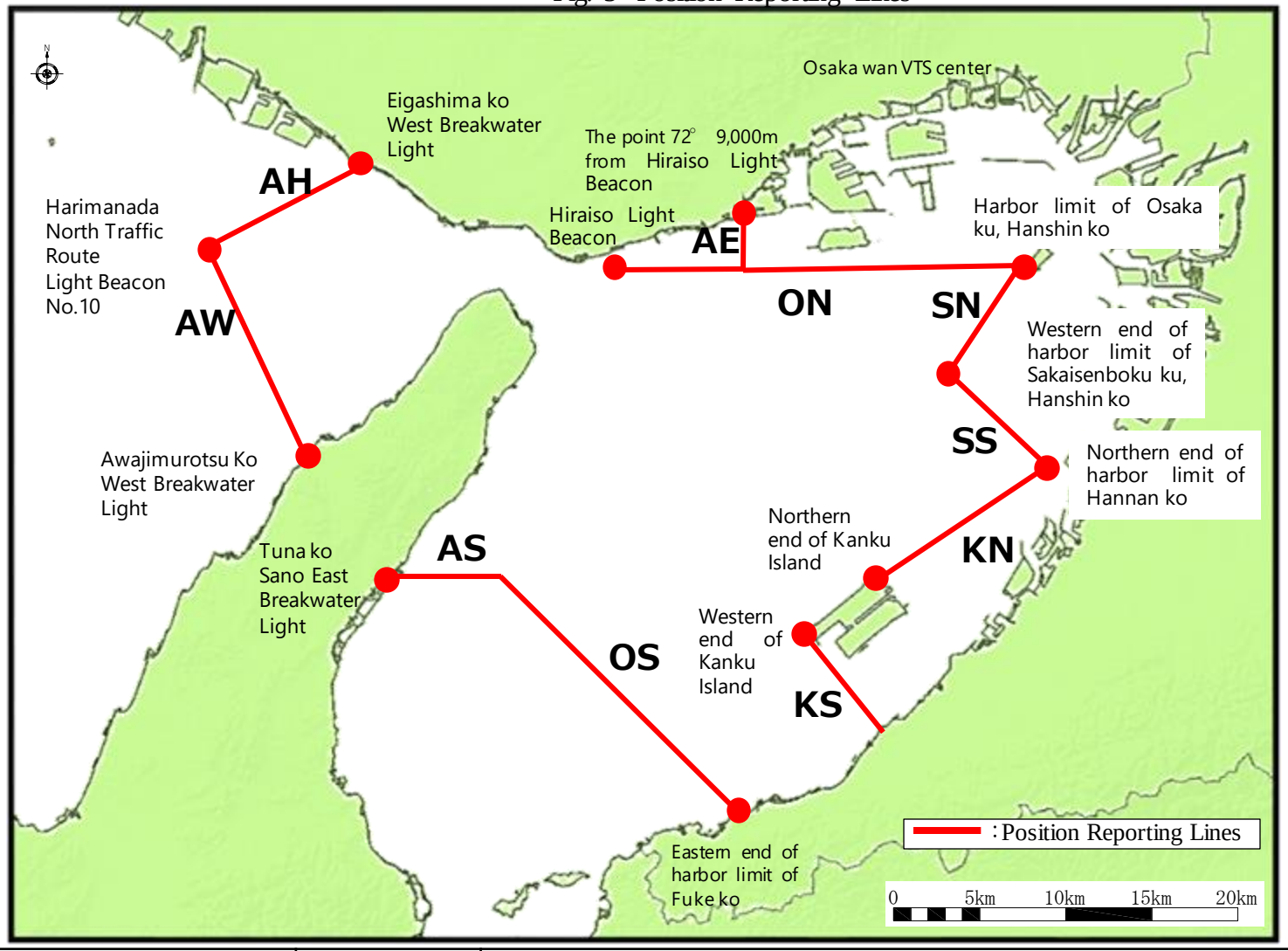
Vessels navigating in Osaka Bay should obtain the latest information of

the ports in advance and prepare at least the following charts which cover the area they plan to navigate; provided, however, that if an Electronic Chart Display and Information System is available, charts are not required.

Chart No. (Published by Japan Coast Guard)

W 77	Kii Suido and Its Approaches
W 106	Osaka Wan and Harima Nada
W 131	Akashi Kaikyo and Approaches
W 150A	Osaka Wan
W 150C	Kii Suido

Fig. 5 Position Reporting Lines



Names of Position Reporting Lines	Abbreviations	**Descriptions**
North side of Osaka Wan	ON Line	A line drawn from Hiraiso Light Beacon to the 90° harbor limit of Osaka ku, Hanshin ko
East side of Akashi Kaikyo	AE Line	A line drawn from the point 72° 9,880m from Hiraiso Light Beacon to the 180° ON Line
North side of Sakaisenboku	SN Line	A line drawn from eastern end of ON Line to Western end of harbor limit of Sakaisenboku ku, Hanshin ko
South side of Sakaisenboku	SS Line	A line drawn from southern end of SN Line to Northern end of harbor limit of Hannan ko
North side of Kansai International Airport	KN Line	A line drawn from southern end of SS Line to northern end of Kanku Island
South side of Kansai International Airport	KS Line	A line drawn from western end of Kanku Island to the 141° land area
South side of Akashi Kaikyo	AS Line	A line drawn from Tuna ko Sano East Breakwater Light to the point 90° 5,900m
South side of Osaka Wan	OS Line	A line joining eastern end of AS Line and eastern end of harbor limit of Fuke ko
Harimanada side	AH Line	A line joining Eigashima ko West Breakwater Light and Harimanada North Traffic Route Light Beacon No.10
West side of Akashi Kaikyo	AW Line	A line joining Awajimurotsu West Breakwater Light and Harimanada North Traffic Route Light Beacon No.10

Bisan Seto East Traffic Route, Bisan Seto North Traffic Route, Bisan Seto South Traffic Route, Uko East Traffic Route, Uko West Traffic Route, Mizushima Traffic Route and Adjacent Waters

The 6th Regional Coast Guard Headquarters recommends vessels to take the following safety measures.

1. Taking a pilot on board

   The following vessels entitled to fly the flag of a foreign country should take a pilot on board.

   (1) A vessel carrying dangerous cargo

   (2) A vessel commanded by a master navigating Seto Inland Sea for the first time

2. Continuous placement of an escort boat

   A vessel should continue to keep the escort boat in tow, until she confirms her safe navigation even out of the traffic routes.

3. Navigation in the vicinity of the gateway of each traffic route

   A vessel should avoid crossing the traffic route near the gateway of each traffic route.

4. Restriction on entry time into the traffic routes (Prescribed by the regulation of Article 23 in the Act on Maritime Traffic Safety)

   Huge vessels should navigate the traffic routes during daytime.

5. Preparation of emergency fire wires (Refer to Fig. 1)

   A vessel carrying dangerous cargo as prescribed by the Act on Maritime Traffic Safety should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency. (Except the tanker equipped with Sunken Bitts which has sufficient strength.)

6. Pre-Entry Report

(1)The following items should be reported additionally when submitting the "Pre-Entry Report."

a Port of departure

b Whether a pilot while navigating the traffic route has been arranged or not

c Draft of the vessel if a vessel with a length of 160m or over

(2) Vessels that have already submitted the "Notice to Mariners" must report a "Change of Report" any time when there is a change in the estimated time of entering the traffic route for 10 minutes or longer within three hours before the estimated entry time.

7. Position report (Refer to Fig. 6)

Vessels of 50m or more in length, except for vessels of 300 G/T or less which have auto-pilot system and are appropriately navigating, and vessels of 100m or more in length towing objects etc., except for vessels which have auto-pilot system and are appropriately navigating, should report the following items to the Bisan Seto Traffic Advisory Service Center on first crossing position reporting line.

<Items to be reported>

a. Name of the vessel

b. Present position, or the passing time (JST according to the 24 hour clock) and abbreviation of the position reporting line having been passed

c. Traffic route and area to navigate and call port

8. Communications with the Center

(1) Vessels equipped with VHF (CH16, 156.8MHz) should keep contact with Bisan Seto Vessel Traffic Service Center since the center occasionally provides navigational information while navigating the traffic route, the main route leading to the traffic route, and the

adjacent water area.

When CH16 is busy, Bisan Seto Vessel Traffic Center may use CH13 (156.65 MHz) to call a vessel. Therefore, vessels equipped with CH13 are requested to listen to the channel as well as CH16.

(2) Fog information

When the visibility in Bisan Seto is reduced less than 2000 meters, fog information is broadcasted as follows.

a. The 6th Regional Coast Guard Headquarters (Hiroshima Hoan)
F3E 156.6MHz (CH12) in Japanese and English

b. NHK Radio 1, Hiroshima
1,071 kHz in Japanese

c. NHK Radio 1, Okayama
603 kHz in Japanese

d. NHK Radio 1, Yamaguchi
675 kHz in Japanese

e. NHK Radio 1, Takamatsu
1,368 kHz in Japanese

f. NHK Radio 1, Matsuyama
963 kHz in Japanese

g. RCC Chugoku Hoso, Hiroshima
1,350 kHz in Japanese

h. RCC Chugoku Hoso, Fukuyama
1,530 kHz in Japanese

9. Preparation of Charts

Vessels navigating in Seto Inland Sea should obtain the latest information of the ports in advance and prepare at least the following charts which cover the area they plan to navigate; provided, however, that if an Electronic Chart Display and Information System is available, charts are not required.

Chart No. (Published by Japan Coast Guard)

W 137A	Eastern Part of Bisan Seto
W 137B	Western Part of Bisan Seto
W 153	Bisan Seto and Bingo Nada
W 154	Uno Ko and Approaches
W 1116	Mizushima Ko and Approaches
W 1121	Sakaide Ko
W 1122	Approaches to Nabe Shima
W 1127A	Eastern part of Mizushima Ko

10. Navigation of Foreign Vessels

Foreign vessels should obey and understand especially the following rules when navigating.

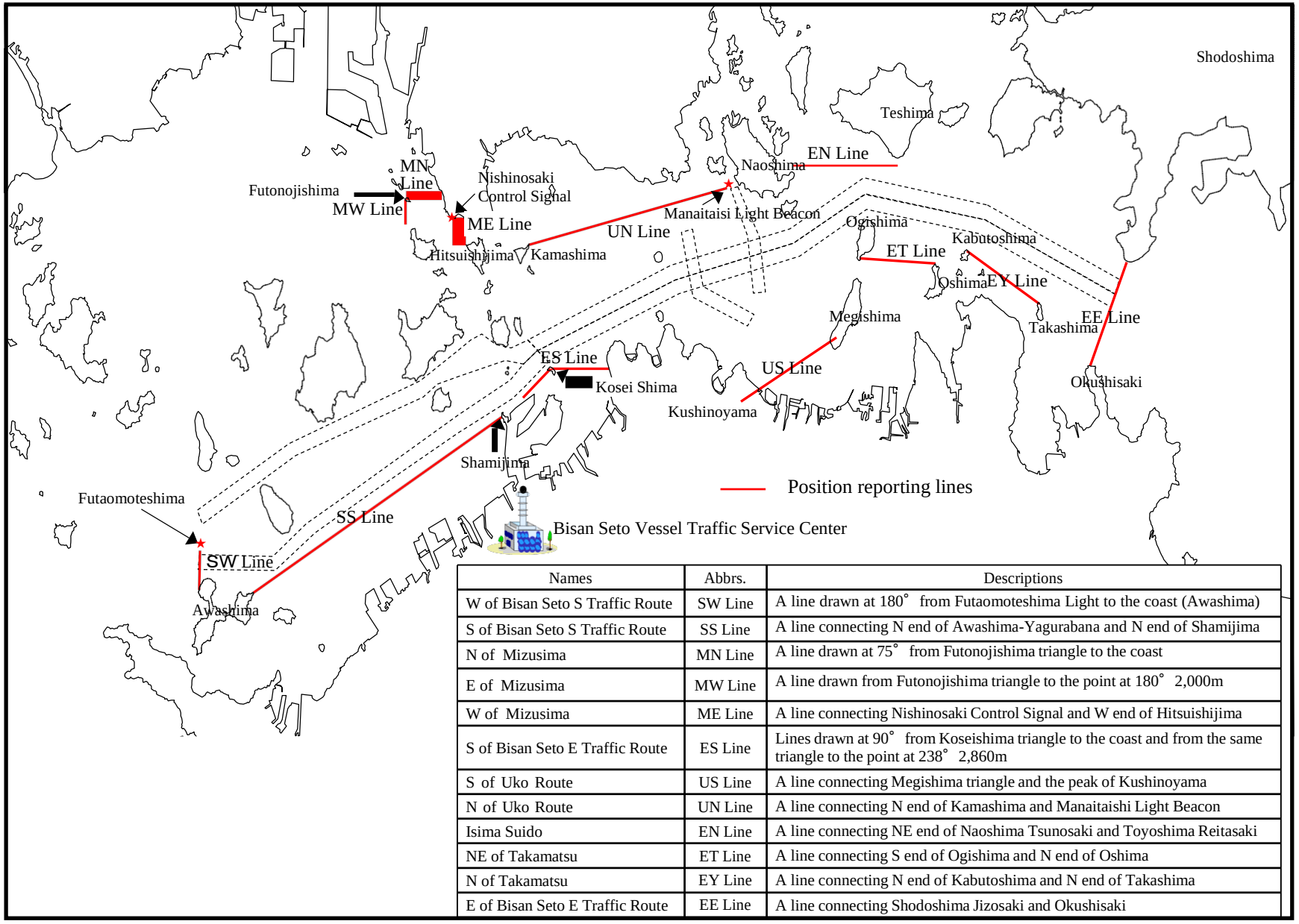
(1) The basic matters such as the enforcement of appropriate watch, finding position and listening to VHF.

(2) Notices on weather and sea conditions while navigating in Seto Inland Sea.

(3) "Stow-net fishery" operation in Bisan Seto sea area.

(4) "Spanish mackerel drift net fishery" operation in the traffic route and adjacent waters.

Fig. 6 Position Reporting Lines



Names	Abbrs.	Descriptions
W of Bisan Seto S Traffic Route	SW Line	A line drawn at 180° from Futaomoteshima Light to the coast (Awashima)
S of Bisan Seto S Traffic Route	SS Line	A line connecting N end of Awashima-Yagurabana and N end of Shamijima
N of Mizusima	MN Line	A line drawn at 75° from Futonojishima triangle to the coast
E of Mizusima	MW Line	A line drawn from Futonojishima triangle to the point at 180° 2,000m
W of Mizusima	ME Line	A line connecting Nishinosaki Control Signal and W end of Hitsuishijima
S of Bisan Seto E Traffic Route	ES Line	Lines drawn at 90° from Koseishima triangle to the coast and from the same triangle to the point at 238° 2,860m
S of Uko Route	US Line	A line connecting Megishima triangle and the peak of Kushinoyama
N of Uko Route	UN Line	A line connecting N end of Kamashima and Manaitaishi Light Beacon
Isima Suido	EN Line	A line connecting NE end of Naoshima Tsunosaki and Toyoshima Reitasaki
NE of Takamatsu	ET Line	A line connecting S end of Ogishima and N end of Oshima
N of Takamatsu	EY Line	A line connecting N end of Kabutoshima and N end of Takashima
E of Bisan Seto E Traffic Route	EE Line	A line connecting Shodoshima Jizosaki and Okushisaki

Kurushima Kaikyo Traffic Route and Adjacent Waters

The 6th Regional Coast Guard Headquarters recommends that vessels take the following safety measures.

1. Pilotage

   The following vessels flying the flag of a foreign country should take a pilot on board.

   (1) Vessels carrying dangerous cargo

   (2) Vessels commanded by a master who has never navigated the Seto Inland Sea.

2. Escort Boat

   Vessels required to have an escort boat in the traffic route should keep the escort boat outside the traffic route if necessary for safe navigation.

3. Navigation in the approaches to the traffic route

   Vessels should avoid crossing the outbound traffic near the traffic route entrance.

4. Traffic Route entry restriction (prescribed by the Maritime Traffic Safety Law, Article 23).

   Huge vessels should navigate the Naka Suido during daylight hours and when the favorable tidal stream is less than 3 knots.

5. Fire wires (Refer to Fig. 1.)

   Vessels carrying dangerous cargo as prescribed by the Maritime Traffic Safety Law should prepare fire wires at the bow and stern for immediate use in case of emergency (except tankers equipped with recessed bitts of sufficient strength).

6. Navigation through Kurushima Kaikyo. (Refer to Figs. 7 & 8.)

(1) Vessels are advised to plan their transit by taking into consideration the following:

a. As far as practicable, navigate the traffic route when the tidal stream is unlikely to change.

b. As far as practicable, avoid navigating the narrows when the tidal stream is strong.

(2) When navigating the traffic route during the S-going tidal stream, vessels on opposite courses pass starboard to starboard. Early action should be taken in the approaches to comply with the starboard-to-starboard navigation in the traffic route. When leaving the traffic route, mariners should navigate with extreme caution.

(3) Take note of the following when the tidal stream changes after you enter the traffic route.

a. Shift to the correct side of the traffic route as determined by the direction of the tidal stream as soon as practicable.

b. Avoid shifting to the opposite side of the traffic route as far as practicable in the sea area close to Uma Shima.

(4) The following should also be reported when making the "Pre-Entry Report".

a. Departure port

b. Whether a pilot has been arranged for the vessel's navigation of the traffic route

c. Draft if the vessel has a length of 160m or more

(5) Vessels that have already submitted the "Pre-Entry Report", if there is any change that exceeds 10 minutes in the estimated time of entering the traffic route, and if the change takes place within 3 hours before the original time of traffic route entry, must report this change.

7. Position reports (Refer to Fig. 9.)

Vessels with a length of 50m or more and vessels towing a long object whose total length is 100m or more (except for vessels equipped with AIS and operating properly) should send a position report to the Kurushima Kaikyo Vessel Traffic Service Center when they pass the first position reporting line.

<Information to be reported>

a. The name of the vessel

b. The present position or the abbreviated name of the position reporting line, and the time (JST according to the 24-hour clock) passing this reporting line.

c. The traffic route, the sea area to be navigated, and the destination port

8. Communication with the Kurushima Kaikyo Vessel Traffic Service Center.

(1) Information provided

Vessels equipped with a VHF radio (CH16, 156.8 MHz) should maintain contact with the Kurushima Kaikyo Vessel Traffic Service Center, since the center occasionally provides navigational safety information to ships while they are navigating the traffic route, the approaches to the traffic route, and adjacent waters.

In the event that CH16 is busy, the Kurushima Kaikyo Vessel Traffic Service Center may use CH13 to call a vessel. So, vessels equipped with CH13 should monitor that channel as well as CH16.

(2) Fog information

When the visibility in the Kurushima Kaikyo is reduced to less than 2,000 meters, fog information is broadcast as follows.

a. 6th Regional Coast Guard Headquarters (Hiroshima Hoan)

F3E　156.6 MHz (CH12) in Japanese and English

b. NHK Radio 1, Hiroshima1,071 kHz in Japanese

c. NHK Radio 1, Okayama 603 kHz in Japanese

d. NHK Radio 1, Yamaguchi 675 kHz in Japanese

e. NHK Radio 1, Matsuyama 963 kHz in Japanese

f. RCC Chugoku Hoso, Hiroshima 1,350 kHz in Japanese

g. RCC Chugoku Hoso, Fukuyama 1,530 kHz in Japanese

9. Preparation of charts

Vessels navigating in Seto Inland Sea should obtain the latest information of the ports in advance and prepare at least the following charts which cover the area they plan to navigate; provided, however, that if an Electronic Chart Display and Information System is available, charts are not required.

Chart No.(Published by the Japan Coast Guard)

W 104	Kurushima Kaikyo and Approaches
W 132	Kurushima Kaikyo
W 141	Aki Nada and Approaches
W 1108	Aki Nada and Hiroshima Wan

10. Navigation of Foreign Vessels

Foreign vessels should understand and obey the following when navigating.

(1)Basic matters such as keeping appropriate watch, checking their position, and monitoring VHF communications

(2) Notices on weather and sea conditions during navigation on the

Seto Inland Sea

(3) Navigational instructions for the Kurushima Kaikyo Traffic Route

(4) Information on “stow-net fishery” in the Bisanseto sea area

(5) Information on “Spanish mackerel drift net fishery” on the traffic route and adjacent waters

Fig. 7

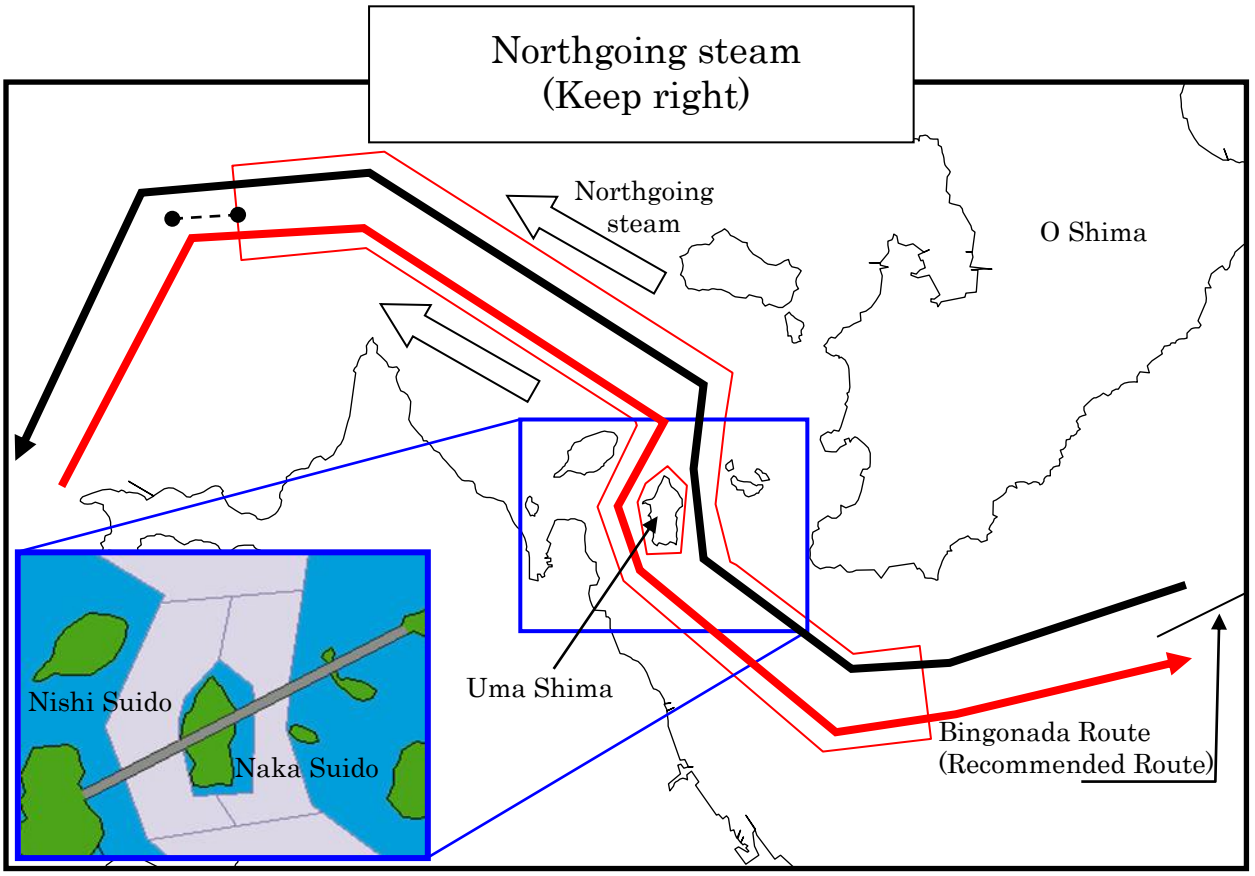

Northgoing steam
(Keep right)
Northgoing steam
O Shima
Nishi Suido
Naka Suido
Uma Shima
Bingonada Route
(Recommended Route)

Fig. 8

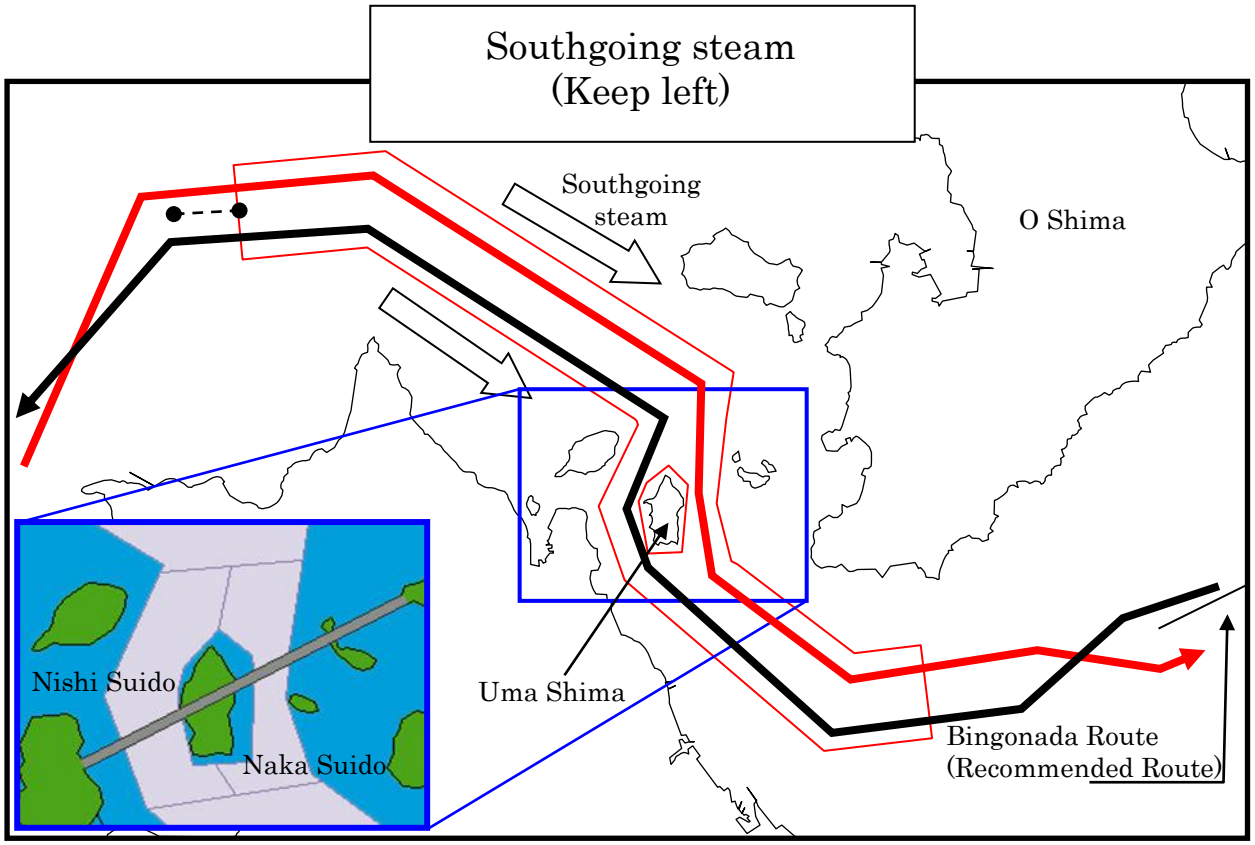
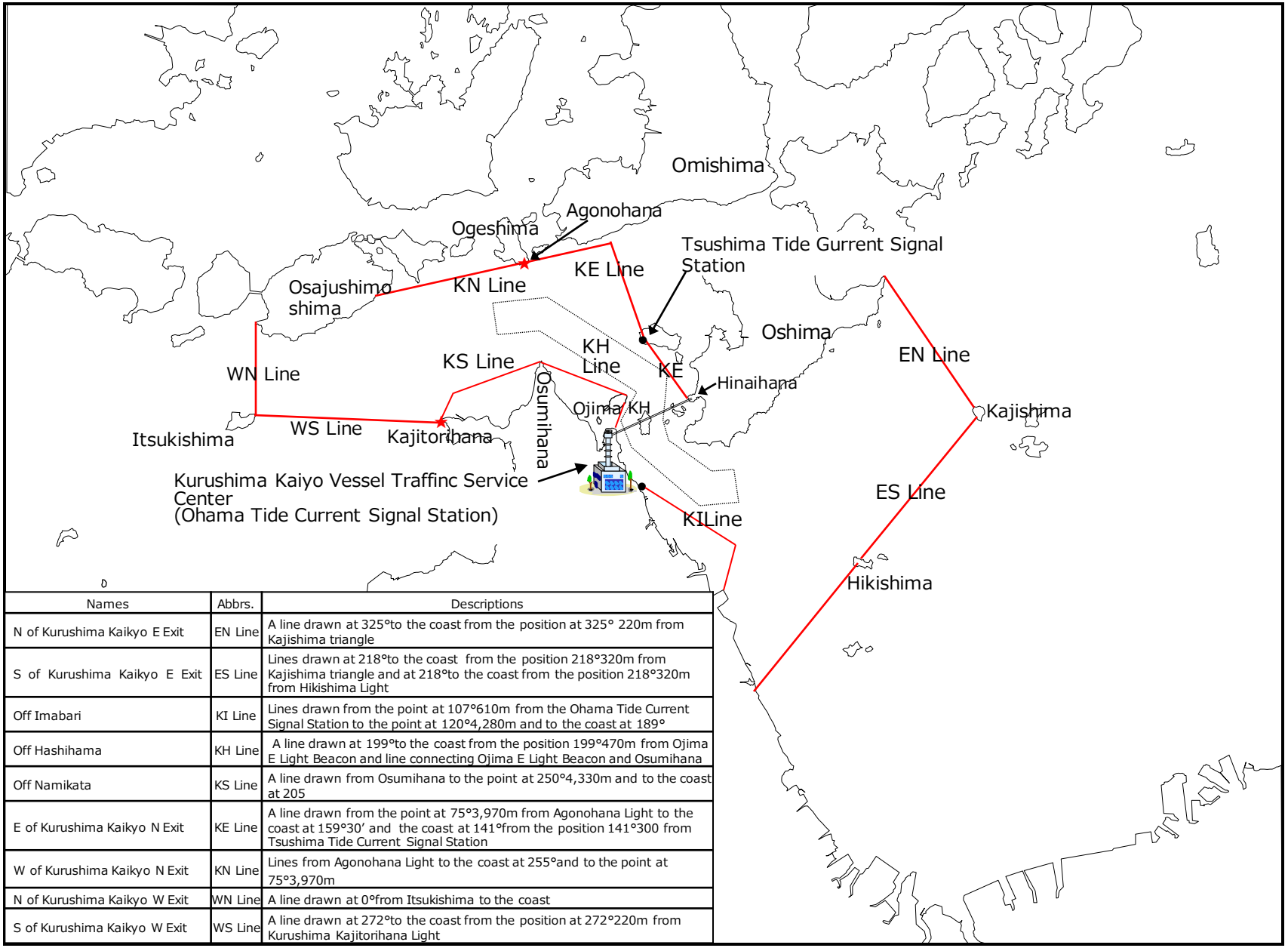

Southgoing steam
(Keep left)
Southgoing steam
O Shima
Nishi Suido
Naka Suido
Uma Shima
Bingonada Route
(Recommended Route)

Fig. 9 Position Reporting Lines



Names	Abbrs.	Descriptions
N of Kurushima Kaikyo E Exit	EN Line	A line drawn at 325°to the coast from the position at 325° 220m from Kajishima triangle
S of Kurushima Kaikyo E Exit	ES Line	Lines drawn at 218°to the coast from the position 218°320m from Kajishima triangle and at 218°to the coast from the position 218°320m from Hikishima Light
Off Imabari	KI Line	Lines drawn from the point at 107°610m from the Ohama Tide Current Signal Station to the point at 120°4,280m and to the coast at 189°
Off Hashihama	KH Line	A line drawn at 199°to the coast from the position 199°470m from Ojima E Light Beacon and line connecting Ojima E Light Beacon and Osumihana
Off Namikata	KS Line	A line drawn from Osumihana to the point at 250°4,330m and to the coast at 205
E of Kurushima Kaikyo N Exit	KE Line	A line drawn from the point at 75°3,970m from Agonohana Light to the coast at 159°30′ and the coast at 141°from the position 141°300 from Tsushima Tide Current Signal Station
W of Kurushima Kaikyo N Exit	KN Line	Lines from Agonohana Light to the coast at 255°and to the point at 75°3,970m
N of Kurushima Kaikyo W Exit	WN Line	A line drawn at 0°from Itsukishima to the coast
S of Kurushima Kaikyo W Exit	WS Line	A line drawn at 272°to the coast from the position at 272°220m from Kurushima Kajitorihana Light

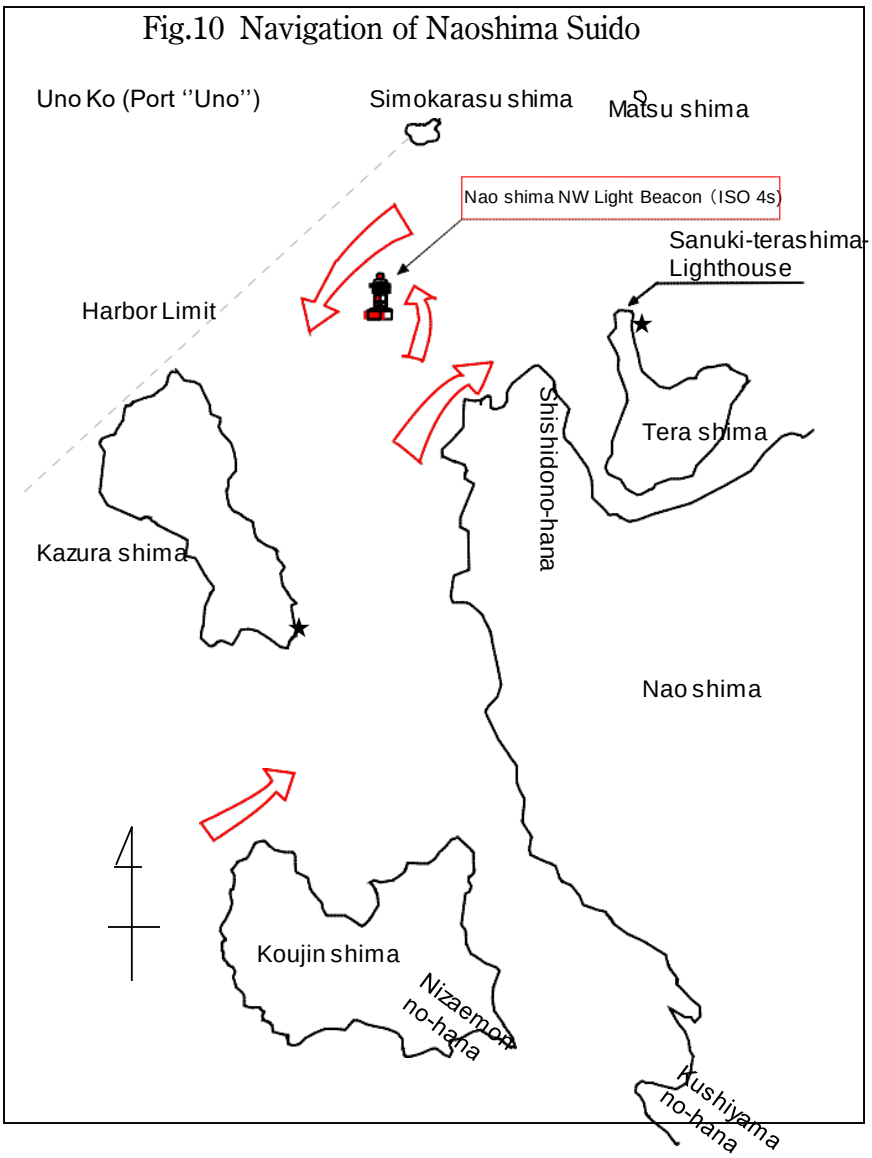
Naoshima Suido

The 6th Regional Coast Guard Headquarters is conducting the following navigation safety guidance with the aim of ensuring the safety of maritime traffic.

<Naoshima Suido>
- Navigation rules for Naoshima Suido (Refer to Fig. 10)
Vessels passing between Nao Shima and Kazura Shima are requested to keep the Nao Shima North-Westward Light Beacon on their port-side.

(Remarks)
1. Vessels passing eastwards through between Kazura Shima and Kojin Shima should navigate, as far as it is safe and prudent, close to the northwestern part of Kojin Shima.
2. Vessels should not overtake any other vessels around the Nao Shima North-Westward Light Beacon.
3. Vessels should pay attention to the movement of vessels passing eastwards from Uno Ko.

Fig.10 Navigation of Naoshima Suido



Kanmon Kaikyo and Adjacent Waters

The 7th Regional Coast Guard Headquarters recommends vessels to take the following safety measures.

1. Report to the Kanmon Kaikyo Vessel Traffic Service Center (referred to below as "the Kanmon Center")

(1) Methods of reporting in advance and reporting the changes according to the Act on Maritime

Report as follows:

① Report Forms

a. Hayatomo Seto Fairway

Refer to Annex 1

b. Wakamatsu, Okudokai Passage, and Wakamatsu Ku (excluding Section 5 and Section 6)

Refer to Annex 2

② Method of Report

a. Report by radio communication

Reports are acceptable at the Kanmon Center.

Name of communication station	Means of report	Call sign	Calling frequency	Working frequency
the Kanmon Center	VHF	Kanmon MARTIS	156.65MHz (CH13) 156.80MHz (CH16)	156.60MHz (CH12) 156.65MHz (CH13) 156.70MHz (CH14) 160.925MHz (CH66)

Note that when communicating with the Kanmon Center by VHF, call "Kanmon MARTIS" directly.

When reporting, prefix each item with the corresponding item number shown in the advance report form.

b. Report in writing (bring directly or mail to the following address)

Kanmon Kaikyo Vessel Traffic Service Center Operations Division
2-10-11 Matsubara, Moji-ku, Kita Kyushu-shi, 800-0064

c. Report by telephone

・Hayatomo Seto Fairway

Telephone number: 093-372-0090 (or -0099)

・Wakamatsu Fairway, Okudokai Passage, and Wakamatsu Ku (excluding Section 5 and Section 6)

Telephone number: 093-381-6811

d. Report by Email

Send the application to the NACCS Center to acquire ID and password.
(Contact) https://nss-new.nac.naccs.jp/nssteapp/MA1001/EntryA1001W01R0001

③ Report of Changes

Of the items in Annex 1, items ① through ⑤, and of the items in Annex 2, items ①, ②, ⑤, ⑥, and either ③ or ④ constitute statutory reporting matters. Any changes to these items shall be reported immediately.

Note that a change to the estimated date and time of entry into Hayatomo Seto

Fairway (Annex 1, item③) or into Wakamatsu Fairway (Annex 2, item③) shall be reported only when it is 15 minutes or more.

(2) Position Report (Refer to Fig. 11)

① Object vessels for position report, and time and items to be reported

Position report to the Kanmon Center is required when the vessel crosses a position report line or when the vessel starts navigation according to the following chart.

Vessels other than object vessels also can send a position report.

'Time to start navigation' means the time when a vessel leaves the coast or leaves its berth in order to enter Kanmon Passage or Kanmon Passage 2.

Type of the vessel to be reported	Time of the report	Reporting Items
Vessels of 300 G/T or more but less than 10,000 G/T (less than 3,000 G/T for vessels carrying oil) equipped with Automatic Identification System (AIS) and properly operating it and intending to enter Kanmon Passage and Kanmon Passage 2 from outside of the Kanmon Passage.	When passing a position reporting line.	Name of the vessel, call sign, passing position, abbreviation of position reporting line, gross tonnage, draft, and destination
Vessels of 10,000 G/T or over (3,000 G/T or over for vessels carrying oil), intending to enter Kanmon Passage and Kanmon Passage 2 from outside of the Kanmon Port area.		Name of the vessel, call sign, passing position, and abbreviation of position reporting line
Vessels of 300 G/T or over, leaving Kanmon Port (excludes Hibiki Shinko area and Sin-Moji area).	The time of starting navigation. However, vessels leaving Wakamatsu Traffic Route from WA Line shall report the time of crossing WA Line, and vessels leaving the port from Chofu area shall report the time of crossing CS line.	Name of the vessel, call sign, passing position, abbreviation of position reporting line, gross tonnage, draft, and destination
Vessels towing, pushing or holding objects, navigating Kanmon Passage and Kanmon Passage 2. (Except vessels equipped with AIS and operating it properly).	The time of crossing a position reporting line. However, vessels leaving the port shall report the time of starting navigation, vessels leaving Wakamatsu Traffic Route shall report the time of crossing WA Line, and vessels leaving from Chofu area shall report the time of crossing CS Line.	Name of the vessel, call sign, passing position, abbreviation of position reporting line, gross tonnage, draft, destination, and total length of towing vessel and towed object.

② Method of Report

a. Report by radio communication

When communicating by VHF, call: "Kanmon MARTIS" and, at the beginning of the report, preface it with "Ichi Tsuho (Position Report)".

Name of communication station	Means of report	Call sign	Calling frequency	Working frequency
the Kanmon Center	VHF	Kanmon MARTIS	156.65MHz (CH13) 156.80MHz (CH16)	156.60MHz (CH12) 156.65MHz (CH13) 156.70MHz (CH14) 160.925MHz (CH66)

b. Report by telephone

Telephone number: 093-372-0090 (or -0099)

※ Note that the telephone number below applies to the Wakamatsu Fairway, Okudokai Passage, and Wakamatsu Ku (excluding Section 5 and Section 6)

Telephone number: 093-381-6811

(3) Keeping contact with the Kanmon Center

Vessels equipped with VHF are requested to listening to 156.80MHz (CH16) to keep contact with the Kanmon Center (call: "Kanmon MARTIS"), since the Kanmon Center occasionally provides navigational safety information while navigating the traffic route, the main route leading to the traffic route, and the adjacent waters.

When CH16 is busy, the Kanmon Center may use CH13 to call a vessel.

Therefore, vessels should listen to CH13 as well as CH16.

(4) Position reporting Lines

Position reporting lines used in the position report are as follows.

Names	Abbreviations	Descriptions
Sin-Moji N	SN Line	A line connecting Take-no-Hana and the point at 90° , 2,150 m from Shinmoji Breakwater Lighthouse.
Shin-Moji E	SE Line	A line connecting the point at 90° , 2,150m from Shinmoji Breakwater Lighthouse and the point at 90° , 8,150m from the same lighthouse.
He Saki SE	HS Line	A line connecting the point at 90° , 8,150m from Shinmoji Breakwater Lighthouse and the point at 215° , 3.950m from Ryuo San Triangle.
Onoda W	OW Line	A line connecting the point at 215° , 3,950m from Ryuo San Triangle and the point at 240° ,4,350m from the same triangle.
Chofu S	CS Line	A line connecting Manjushima Lighthouse and the south end of Kanju Shima.
Mutsure Shima N	MN Line	A line connecting the following points: 1. Mutsureshima Lighthouse 2. Point at 0° , 6.930m from Mutsureshima Lighthouse 3. Kurumise Lightbuoy
Ai-no-Shima S	AS Line	A line connecting the south end of Ai-no-Shima and the north end of Kata Shima
Shira Su S	SS Line	A line drawn from Shira Su Lighthouse to the coast at 180° .
Wakamatsu N	WA Line	A line connecting the following points: 1. The point at 232° , 1,630m from Wakamatsu-dokai Bay Entrance Breakwater Lighthouse 2. The point at 222° 45', 1,710m from Wakamatsu-dokai Bay Entrance Breakwater Lighthouse

Annex 1

Advance report (Change report)

To Captain of the Port, Kanmon
(Via Chief, Kanmon Kaikyo Vessel Traffic Service Center)

Report date . .
Reporter name

(Annexed table of report in advance)

Legal report matters	
① Name of Vessel	
② Gross tonnage and Length	G/T m
③ Estimated date and time of entry into Hayatomo Seto Fairway (Under Kanmon Bridge)	Date . . . Time :
④ Method of communication	VHF / Tel :
⑤ Berth name of Kanmon Port(*)	
* Not necessary if you do not berth	
Arbitrary report matters	
⑥ Call Sign	
⑦ MMSI	
⑧ Type of Vessel	
⑨ Departure berth name & Departure time Entry line name & Passage time Leaving line name & Passage time	: : :
⑩ Maximum draught at the time of transit through the passage	m
⑪ Types of dangerous cargo and amount of each type	Type: , , ㎥, ㎥, ㎥
⑫ Arrangement of pilot	Yes / No

Note: If there is any change in legal report matters (No.①～⑤), report to Kanmon Kaikyo Vessel Traffic Service Center. However, it is unnecessary to report changes of less than 15 minutes regarding No.③.

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Annex 2

Advance report

To Captain of the Port, Kanmon
(Via Chief, Kanmon Kaikyo Vessel Traffic Service Center)

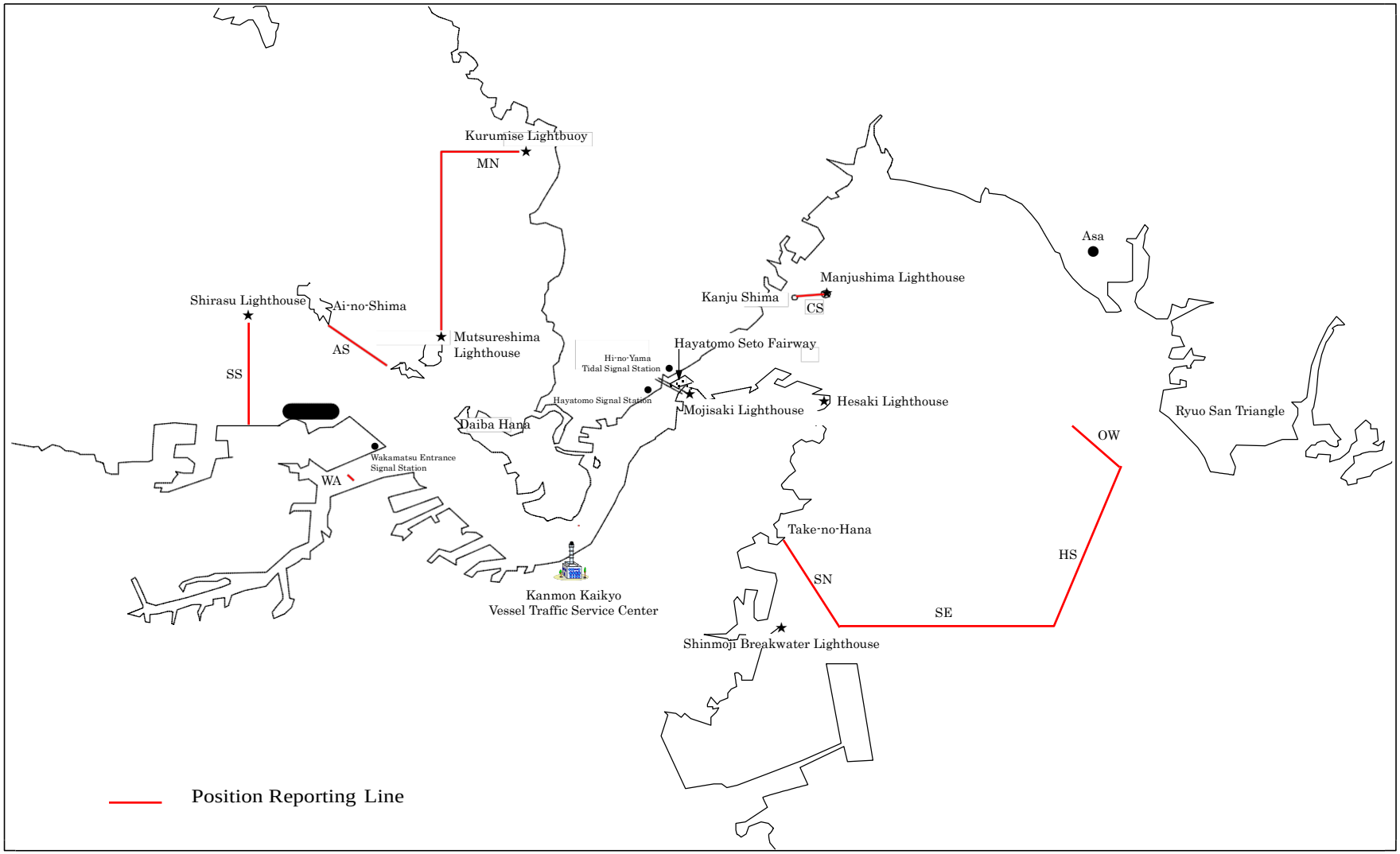
Report date：

Reporter name：

Telephone number：

① Name of vessel	
② Gross tonnage and length	G/T m
③ Estimated date and time of entry into Wakamatsu Fairway	Date Time
④ Estimated date and time of leaving the berth	Date Time
⑤ Method of communication	VHF / Tel：
⑥ Berth name	
⑦ Shift within Wakamatsu Fairway	Berth change from ( ) Berth change to ( )
⑧ Flag/Type of vessel	
⑨ Call Sign	
⑩ Maximum draught at the time of entry into Wakamatsu Fairway	m
⑪ Last port	
⑫ Next port	
⑬ Types of dangerous cargo and amount of each type	Type ( ) Amount ( )
⑭ Arrangement of pilot	Yes / No
⑮ Remarks (Changing position within a port, arrival point of a large vessel in Okudokai Traffic Route or the turning point, etc.)	

Fig. 11 Position Reporting Line



2. Preparation of charts

Vessels navigating in Kanmon Kaikyo should obtain the latest information of the ports in advance and prepare at least the following charts which cover the area they plan to navigate; provided, however, that if an Electronic Chart Display and Information System is available, charts are not required.

Chart No. (Published by Japan Coast Guard)

W 135	Kanmon Kaikyo
W 1262	Eastern part of Kanmon Ko
W 1263	Middle part of Kanmon Ko
W 1264	Northern part of Kanmon
W 1265	Kanmon Ko Wakamatsu (Connection part of Wakamatsu)
W 1267	Western Part of Kanmon Ko

3. Information on visibility

The Kanmon Center provides information on visibility as “fog information” when fog, mist, or snow to cause poor visibility occurs in Kanmon Port and adjacent waters (call “Kanmon Port etc”).

When fog information announcing the limited visibility is broadcast, vessels intending to sail Kanmon Port, etc. should navigate with special caution taking all measures such as enforcing watch.

(1) Conditions when fog information is broadcast

① When the visibility is reduced less than 2,000 meters.
② When the visibility is reduced less than 1,000 meters.
③ When the visibility is reduced less than 500 meters.
④ When the visibility is recovered more than 2,000 meters.

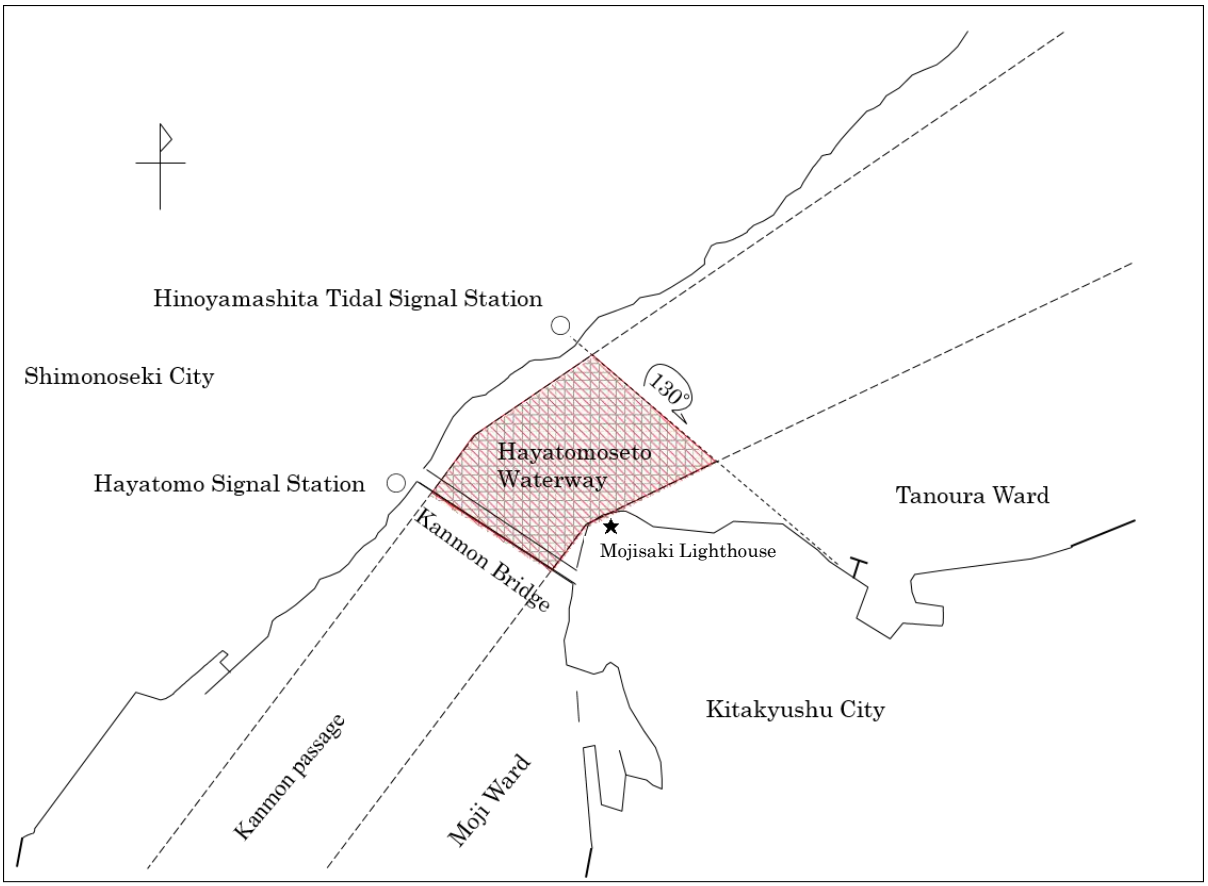
(2) Methods of notification

① Notice by the Kanmon Center (Kanmon MARTIS)
a. VHF (CH14)
b. AIS binary message
c. NAVTEX (Only when the visibility is reduced less than 500 meters)
② Navigational warning by the 7th Regional Coast Guard Headquarters (Moji Hoan) though VHF (CH16).

Captain of Kanmon Port provides the following instructions for safety navigation.

1. Regulation for Head-on situation in Hayatomo Seto Fairway (Refer to Fig. 12)
   The following vessels must not meet in Hayatomo Seto Fairway (area between the line on the west of Kanmon Bridge and the line drawn at 130° from Hinoyama Tidal Signal Station in Kanmon Passage):
   ① When both vessels are not carrying oil:
   A vessel of 10,000 G/T or over against a vessel of 10,000 G/T or over
   ② When both vessels are carrying oil.:
   A vessel of 3,000 G/T or over against a vessel of 3,000 G/T or over
   ③ One vessel is not carrying oil and the other is carrying oil.
   A vessel of 10,000 G/T or over against a vessel of 3,000 G/T or over, carrying oil.

Fig.12



2. Temporary anchorage zone of the Mutsure Shima sea stage (Fig. 13)

Vessels with a gross tonnage of 30,000 or more and with draft of 10m or over, intending to enter or pass through Kanmon Port and planning to anchor temporarily around Mutsure Shima for reasons such as waiting for a pilot or tide shall anchor in the following temporary anchorage zones.

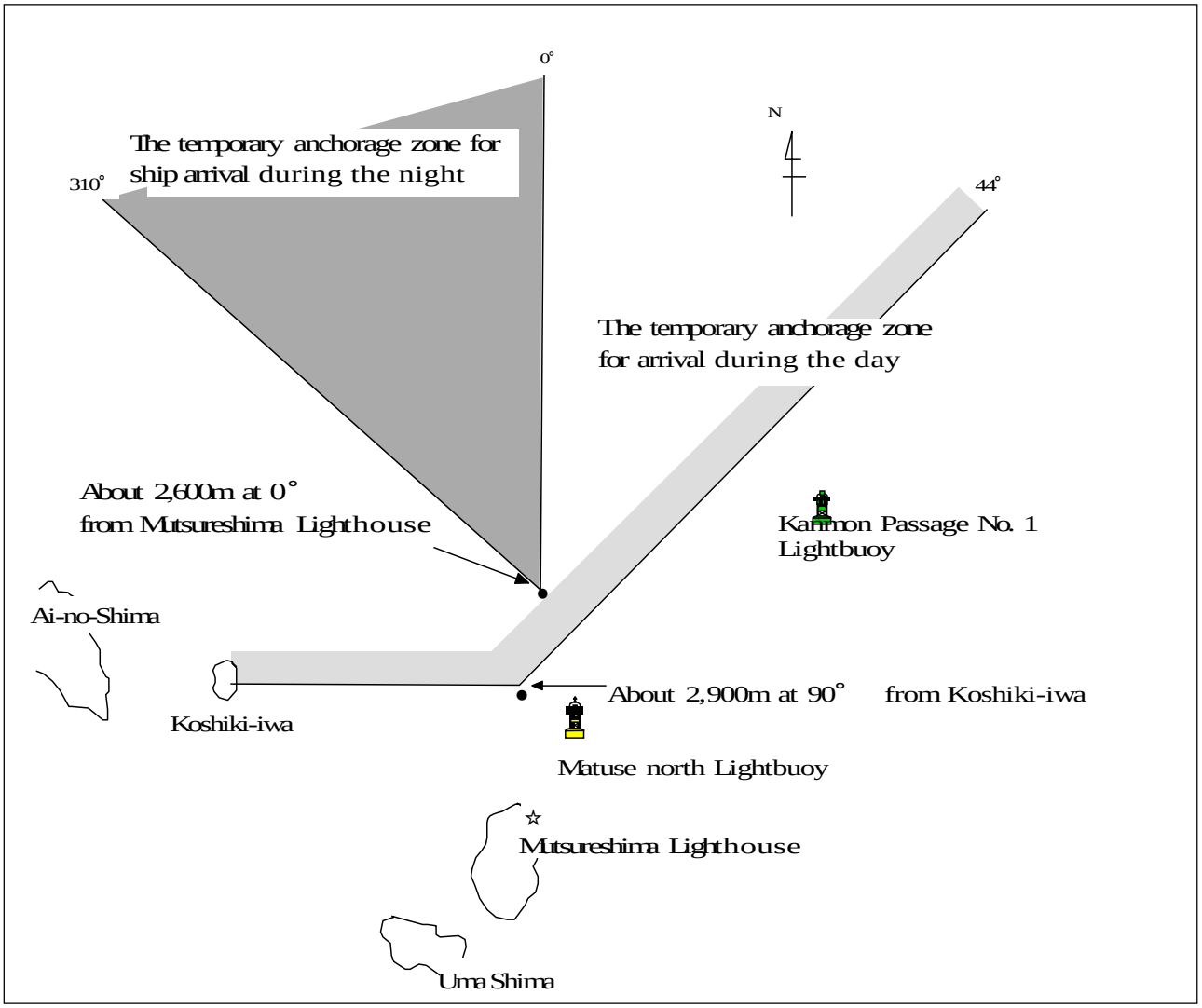
(1) From sunrise to sunset

The sea areas north of the line drawn from Koshiki-iwa (33°59' 17" N, 130°50' 7" E) to the point at 90° 2,900 m and the point at 44°.

(2) From sunset to sunrise

The sea area west of the line drawn at 0° from Mutsureshima Lighthouse and north of the line drawn at 310° from the point of 0° 2,600 m from the lighthouse.

Fig. 13



3. Prevention of marine accidents around Daiba Hana in Kanmon Port (Refer to Fig. 14)

(1) Vessels trying to enter Kanmon Passage from Kanmon Passage 2 or Kanmon Passage 2 from Kanmon Passage must avoid the course of vessels navigating in Kanmon Passage. As a preventive measure, in early times, vessels should reduce speed and take appropriate action.

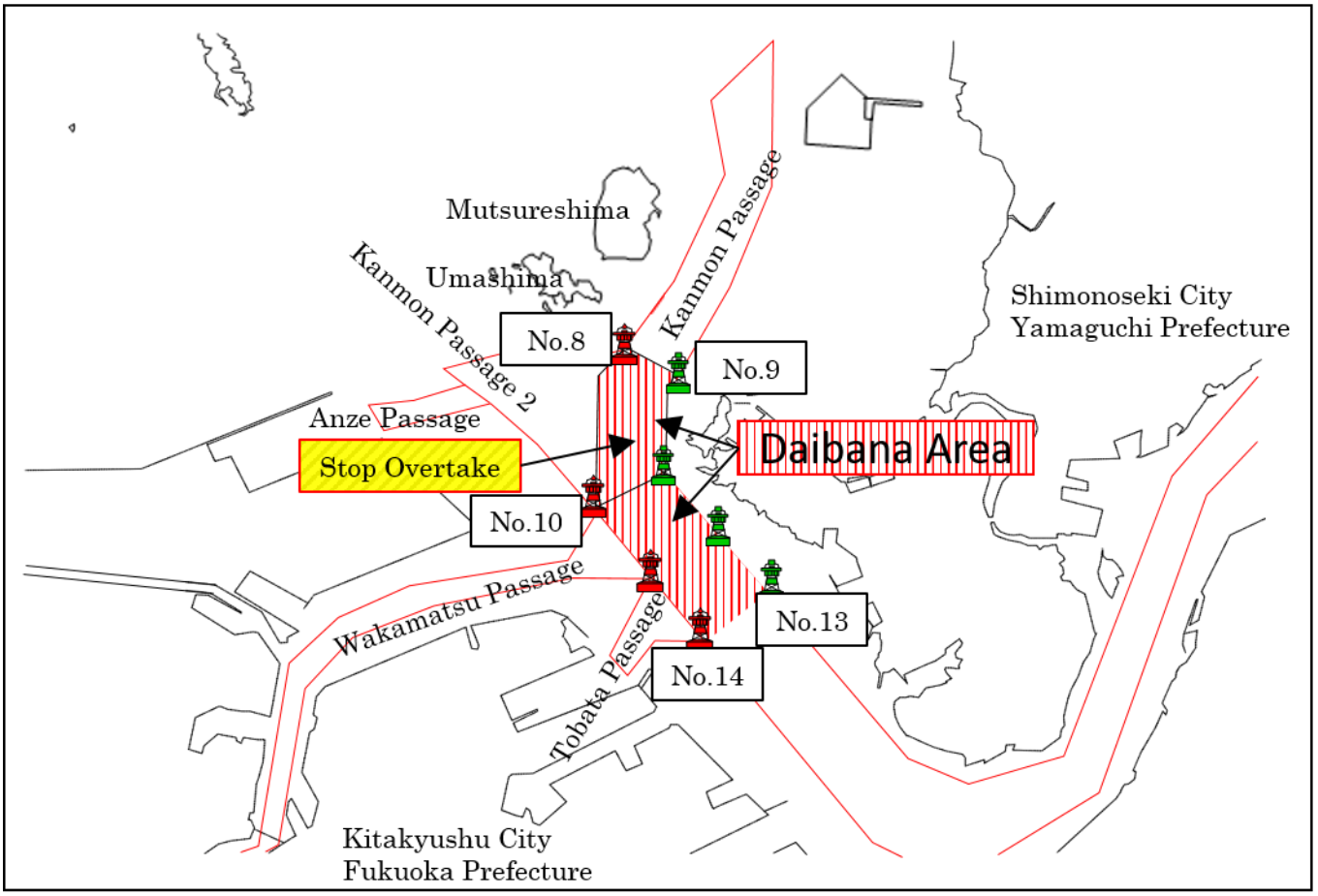
(2) Vessels should not overtake other vessels in the area from light beacon No. 7 to light beacon No.10 in Kanmon Passage near Daiba Hana.

(3) Vessels heading for the Daiba Hana area should get information of passage navigating vessels beforehand from the Kanmon Center (hereinafter referred to as "the Center") and try not to meet special vessels. When meeting unavoidably, the vessel is expected to get information from the Kanmon Center and to grasp the position of the special vessel and navigate carefully.

(4) The special vessel should make a report about its own position to the Center beforehand and cooperate continuously with the Kanmon Center and pay attention to the position of the other vessel sufficiently. Special vessels should navigate with strict caution and deploy a guard ship, and so on.

* Special vessels are as follows:
A huge vessel which cannot navigate the right side of the passage temporarily because of deep draft from the relation between the water depth and draft. It is a tugboat which restricts maneuvers by towing objects of a length of 200m or more.

Fig. 14



○Measures for preventing dragging anchor accidents around Kitakyushu Airport

The 7th Regional Coast Guard Headquarters set the self-restricted anchoring area, and counsel the navigation safety to avoid anchoring in the area.

1. Target Period
From the announcement of a storm warning or a winter storm warning in Kanda-Cho, Kyoto-Gun, Fukuoka Pref. to the announcement of its cancelation.

2. The designated sea area
The area is far 3 nautical miles from the following A and B.
A point:33-51.9N 131-01.9E
B point:33-49.4N 131-01.3E

3. The relevant vessel
100 gross tonnage or more

4. The details
Do not anchor in the designated sea area.

5. The way of providing information
The 7th Regional Coast Guard Headquarters provides information by local navigational warning, MICS (Maritime Information and Communication System), AIS message, web site, etc.

