BISANSETO
VESSEL TRAFFIC SERVICE CENTER

“BISAN MARTIS”
USER MANUAL

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BISAN SETO VESSEL TRAFFIC SERVICE CENTER
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I INTRODUCTION

BISAN SETO Vessel Traffic Service Center, "BISAN MARTIS", whose mission is to maintain and improve safety and efficiency of vessel traffic in the Bisan Seto area, has been established and operated by Japan Coast Guard. This User manual aims at contributing to safe navigation of vessels by explaining about services provided by "BISAN MARTIS" and essential information while navigating in the Bisan Seto area. A vessel navigating in the Bisan Seto area is highly recommended to carry this manual in the bridge and utilize as a reference book.

BISAN MARTIS is operated in accordance with acts, cabinet orders, ministerial ordinance, public notices and administrative guidance listed below. Exact application of rules should be referred to these regulations.

- Act on Aids to Navigation
- Act on Maritime Traffic Safety
- Cabinet Order for Enforcement of the Act on Maritime Traffic Safety
- Ordinance for Enforcement of the Act on Maritime Traffic Safety
- "Designation of the Routes, referred in paragraph 2, article 25 of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 92, in 2010)
- "Codes to indicate necessary information to inform other vessels of the destination information and the way, referred in paragraph 4, article 6 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 95, in 2010)
- "Public Notice on the Procedure of the Report related to the Navigation of a very large vessel, etc." (Japan Coast Guard Public Notice No. 109, in 1973)
- "Public Notice on the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976)
- "Public Notice on the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)
- "Public Notice on the Procedure of instruction referred in article 8-2 of the Ordinance for Enforcement of the Act on Port Regulations and etc." (Japan Coast Guard Public Notice No. 163, in 2010)
- "Public Notice on the Procedure of Provision of Information, etc. conducted by the Bisan Seto Vessel Traffic Service Center and the Aonoyama Vessel Traffic Signal Station which is operated by the Bisan Seto Vessel Traffic Service Center" (Japan Coast Guard Public Notice No. 168, in 2010)

II OPERATIONAL CONCEPT OF "BISAN MARTIS"

BISAN MARTIS maintains and improves vessel traffic safety of the Bisan Seto area by

① collecting, verifying and monitoring vessel traffic information by sensors such as RADAR, ITV, AIS and VHF radiotelephone,

② providing information which is necessary for safety of vessels,

③ providing navigational advice to vessels when it is considered necessary to avoid imminent danger or possibility of violation of traffic rules,

④ instructing vessels to stand by outside the traffic routes in case when visibility is restricted, instructing the permission or arrange the time of entry into the traffic route and in other cases specified by the Act on Maritime Traffic Safety.
In addition to VHF radio communication, BISAN MARTIS provides navigational assistance information by radio broadcast, telephone, fax and Internet Homepage.

III IMPORTANT NAVIGATIONAL RULES

Establishment of the traffic routes and navigational rules of the Bisan Seto area are regulated by the Act on Maritime Traffic Safety and relating regulations and public notices as local rules. Other than specifically regulated by these regulations, the Act for Preventing Collision at Sea, which is Japanese Law for the International Regulation for Preventing Collision at Sea, is applied. The traffic routes in the Bisan Seto area are shown in the figure below.

Important navigational rules, which are regulated by the Act on Maritime Traffic Safety and applied in the Bisan Seto area, are explained below. It is recommended to refer to the Act and related regulations for exact application of these rules.

① Compulsory Usage of the Traffic Route

When a vessel of 50 meters and upwards in length, goes through the area in which traffic routes are established, she shall use those traffic route(s); provided, however, that this shall not apply to the cases in which compelling reasons exist such as keeping away from a marine accident or engaging in the rescue of human lives or other vessels.

② Keeping out of the way of the other vessel

i When a vessel is entering into a traffic route, going out of a traffic route, crossing a traffic route or not navigating along a traffic route (except a vessel engaging in fishing, construction work or any other work (hereinafter referred to as "a fishing vessel, etc.")), so as to involve risk of collision with a vessel navigating along the traffic route, the former vessel shall keep out of the way of the latter.

In this case, the provisions of paragraph 2 of article 9, paragraph 1 of article 12, paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that latter vessel.

ii When a fishing vessel, etc. is entering into a traffic route, going out of a traffic route, crossing a traffic route or not navigating along a traffic route or a vessel is drifting in a traffic route, so as to involve risk of collision with a very large vessel ("a very large vessel" means a vessel of 200 meters and upwards in length. The same shall apply hereinafter.) which is navigating along the traffic route, that fishing vessel, etc. or that drifting vessel shall keep out of the way of that very large vessel.

In this case, the provisions of paragraph 2 and 3 of article 9, paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

③ Essential navigation rules of the traffic routes in the Bisan Seto area

i Bisan Seto East Traffic Route
A vessel shall keep right of the center line.

ii Uko East Traffic Route
   A vessel shall navigate northbound only.

iii Uko West Traffic Route
   A vessel shall navigate southbound only.

iv Bisan Seto North Traffic Route
   A vessel shall navigate westbound only.

v Bisan Seto South Traffic Route
   A vessel shall navigate eastbound only.

vi Mizushima Traffic Route
   A vessel shall navigate right side of the route as applicable.

4 Special navigation rules which are applied to the intersection area of the Uko East Traffic Route or Uko West Traffic Route and Bisan Seto East Traffic Route

i The right of way of a very large vessel against vessels navigating in the Uko East or Uko West Traffic Route
   When a vessel is navigating along the Uko East Traffic Route or the Uko West Traffic Route so as to involve risk of collision with a very large vessel navigating along the Bisan Seto East Traffic Route, that vessel shall keep out of the way of that very large vessel.

   In this case, the provisions of paragraph 2 and 3 of article 9, the first sentence of the paragraph 1 of article 15 and paragraph 1 (limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

ii The right of way of a very large vessel making a transfer between the Bisan Seto East Traffic Route and the Uko East Traffic Route or the Uko West Traffic Route
   When a vessel (except a very large vessel) is navigating or drifting so as to involve risk of collision with a very large vessel which is making a transfer from the Bisan Seto East Traffic Route to the Uko East Traffic Route or from the Uko West Traffic Route to the Bisan Seto East Traffic Route, that vessel shall keep out of the way of that very large vessel.

   In this case, the provisions of the preceding section 2 i and paragraph 2 of article 9, paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

5 Special navigation rules which are applied to the intersection area of the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route and the Mizushima Traffic Route

i The right of way of a vessel navigating along the Bisan Seto North Traffic Route against a vessel navigating along the Mizushima Traffic Route
   When a vessel (except a very large vessel and a fishing vessel, etc.) is navigating along the Mizushima Traffic route so as to involve risk of collision with a vessel navigating along the Bisan Seto East Traffic Route, the former vessel shall keep out of the way of the latter.

   In this case, the provisions of paragraph 2 of article 9, paragraph 1 of article 12, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to the above described latter vessel.

ii The right of way of a very large vessel navigating along the Bisan Seto North Traffic Route against a fishing vessel, etc. navigating along the Mizushima Traffic route
   When a fishing vessel, etc. is navigating along the Mizushima Traffic Route so as to involve risk of collision with a very large vessel navigating along the Bisan Seto North Traffic Route, that vessel shall keep out of the way of that very large vessel.

   In this case, the provisions of paragraph 2 and 3 of article 9, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

iii The right of way of a very large vessel navigating along the Mizushima Traffic Route
against a vessel (except a very large vessel) navigating along the Bisan Seto North Traffic Route

When a vessel (except a very large vessel) is navigating along the Bisan Seto North Traffic Route so as to involve risk of collision with a very large vessel navigating along the Mizushima Traffic Route, that vessel shall keep out of the way of that very large vessel.

In this case, the provisions of the paragraph 2 and 3 of article 9, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

iv The right of way of a very large vessel making a transfer between the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route and the Mizushima Traffic Route

When a vessel (except a very large vessel) navigating or drifting so as to involve risk of collision with a very large vessel making a transfer from the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route to the Mizushima Traffic Route, or from the Mizushima Traffic Route to the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route, that vessel shall keep out of the way of that very large vessel.

In this case, the provisions of prescribed in section (2) i and paragraph 2 and 3 of article 9, paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

6 Limitation of navigation speed
A vessel (except a vessel which is crossing a traffic route) shall not navigate at a speed of more than 12 knots through the water in the Mizushima Traffic Route and the designated parts of the Bisan Seto East Traffic Route, the Bisan Seto North Traffic Route and the Bisan Seto South Traffic Route. (See below figure)

Provided, however, that this shall not apply to the cases in which compelling reasons exist such as keeping away from a marine accident or engaging in the rescue of human lives or other vessels.

7 Transmitting destination information by AIS
When a vessel which is equipped with AIS navigates in the BISAN SETO area, that vessel shall transmit the code of the destination port as the destination information of the AIS in order to inform other vessels of the route of that vessel.

The destination codes are shown in attached reference 1.

8 Route signal
When a vessel of 100 tons gross tonnage and upwards is entering into a traffic route or going out a traffic route, that vessel shall inform her route to other neighboring vessels by designated international signal flags in the day time and signals on her whistle in the night time. (See attached Reference 2)

9 Lights, shapes and flags for a very large vessel and a dangerous goods carrying vessel
A very large vessel or a dangerous goods carrying vessel shall each exhibit following light, shapes or flags while navigating, drifting or anchoring.

i A very large vessel

a) A light to be exhibited in the night time
A green all-round flashing light which flashes at regular intervals of a frequency of 180
and upwards but not more than 200 flashes per minute with 2 miles of minimum range of visibility
b) Shapes to be exhibited in the day time
   2 cylinders apart 1.5 meters and upwards in a vertical line (A cylinder shall be black and have a diameter of 0.6 meters and upwards and height of twice the diameter.)
ii A dangerous goods carrying vessel
   a) A light to be exhibited in the night time
      A red all-round flashing light which flashes at regular intervals of a frequency of 120 and upwards but not more than 140 flashes per minute with 2 miles of minimum range of visibility
   b) Flags to be exhibited in the day time
      The international signal flags "The first substitute" and alphabetical flag "B" from the upper in sequence

IV COMMUNICATION
1 VHF CHANNELS
   VHF channels to communicate with BISAN MARTIS are as follows. BISAN MARTIS monitors channels 16 and 13 all the time. Vessels equipped with VHF radiotelephone are strongly recommended to monitor channels 16 and 13 while navigating within the information service area of BISAN MARTIS.
   Channel 16: calling and response
   Channel 13: calling and communication
   Channel 14 and 22: communication

2 COMMUNICATION LANGUAGES
   Japanese and English

V PRE-ENTRY REPORT AND POSITION REPORT
1 PRE-ENTRY REPORT OF ONE DAY ADVANCE
   ① Vessels with obligation to report
      Pursuant to the Act on Maritime Traffic Safety, when each of following vessels intends to navigate the traffic route(s) in the Bisan Seto area, the master of that vessel shall submit the pre-entry report of one day advance to BISAN MARTIS by the noon of the day before the day of arrival at the traffic route entrance.
      When any changes occur in the report, they shall be reported 3 hours before the time of entering the traffic route. If any other changes occur after that, they shall be reported as soon as possible.
      a) a very large vessel
      b) a vessel of 160 meters and upwards in length (except a very large vessel)
      c) a vessel of 25,000 tons gross tonnage and upwards carrying liquefied gas
      d) a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upwards
   ② Items to be reported
      A vessel with report obligation shall report applicable items among following items.
      a) vessel's name, gross tonnage and length
      b) section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
      c) signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
      d) means of communication with Japan Coast Guard (applied to a vessel without radio
apparatus)
e) destination port
f) draft (applied to a very large vessel)
g) dangerous goods being carried and each quantity of the goods (applied to the vessel carrying dangerous goods only)
h) length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object, outline of the object (applied to the vessel prescribed in section V 1 d) of this user manual)

3 Addressing and means of report
i Address
BISAN SETO Vessel Traffic Service Center ("BISAN MARTIS")
ii Means of report
When a master submits the pre-entry report, one of following means may be chosen.
a) Submitted in writing
   Please fill in the report form and bring it to any of the Japan Coast Guard offices or mail it to BISAN MARTIS.
   3810-2, Aonoyama, Utazu-cho, Ayauta-Gun, Kagawa Pref.,
   769-0200
b) telephone
   0877-49-2220
   0877-49-2221
c) facsimile
   Please fill in the report form and send to the MARTIS.
   0877-49-1413
   0877-49-1156
d) radio communication
   Please contact a Japan Coast Guard shore-based radio station: "Hiroshima Coast Guard Radio" or "Kobe Coast Guard Radio"
   Frequencies: 156.8 MHz, 2189.5 KHz

2 PRE-ENTRY REPORT OF 3-HOUR ADVANCE

1 Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when a dangerous goods carrying vessel (except vessels prescribed in 1.1 of this user manual) intends to navigate the traffic route(s) in the Bisan Seto area, the master of that vessel shall submit the pre-entry report of 3-hour advance to BISAN MARTIS by the time 3 hours before the expected time of arrival at the traffic route entrance.

When any changes occur in the report, they shall be reported as soon as possible.
i The term "dangerous goods carrying vessel" means any of following vessels.
   a) a vessel of 300 tons gross tonnage and upwards carrying certain amount of powder
      (Please refer to item 1, paragraph 1 of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety for the exact amount.)
   b) a vessel of 1,000 tons gross tonnage and upwards carrying inflammable high-pressure gas in bulk
   c) a vessel of 1,000 tons gross tonnage and upwards carrying inflammable liquid in bulk
   d) a vessel of 300 tons gross tonnage and upwards carrying organic peroxide of 200 tons and upwards
ii A vessel intends to navigate the Mizuahima Traffic Route whose length overall is more then 70 meters but less than 160 meters.
② Items to be reported
a) vessel's name, gross tonnage and length
b) section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
c) signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
d) means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
e) destination port
f) dangerous goods being carried and each quantity of the goods

③ Address and means of report
i Address
BISAN SETO Vessel Traffic Service Center ("BISAN MARTIS")
ii Means of report
When a master submits the pre-entry report, one of following means may be chosen.
   a) Submitted in writing
      Please fill in the report form and bring it to any of the Japan Coast Guard offices or mail it to BISAN SETO VESSL TRAFFIC SERVICE CENTER.
      3810-2, Aonoyama, Utaucho, Ayuta-Gun, Kagawa Pref.,
      769-0200
   b) telephone
      0877-49-2220
      0877-49-2221
   c) facsimile
      Please fill in the report form and send to the MARTIS.
      0877-49-1413
      0877-49-1156
   d) radio communication
      Please contact with the Japan Coast Guard shore-based radio station: "Hiroshima Coast Guard Radio" or "Kobe Coast Guard Radio"
      Frequencies: 156.8 MHz, 2189.5 KHz

3  INSTRUCTIONS TO A VERY LARGE VESSEL, ETC.
① Items instructed to a very large vessel, etc.
   Pursuant to the Act on Maritime Traffic Safety, BISAN MARTIS may instruct a master of a vessel, which has submitted a pre-entry report according to the provisions prescribed in sections Ⅴ 1 and 2 of this user manual (hereinafter referred to as "a very large vessel, etc.").
   about following matters when BISAN MARTIS finds necessary to avoid dangerous situations against vessel traffic which may be caused by passage of that very large vessel, etc. in the traffic route.
   a) change of ETA at the traffic route entrance
   b) navigation speed
   c) keeping of communication with BISAN MARTIS by continuous listening watch on VHF channel16 during the period from the time 3 hours before entry into the traffic route until the time of going out the traffic route
   d) keeping of under keel clearance (in case of a very large vessel)
   e) disposition of a forward lookout boat in case of a very large vessel of 250 meters and upwards in length or a very large vessel carrying dangerous goods
   f) disposition of a navigation assistance boat in case of a very large vessel or a dangerous goods carrying vessel
   g) disposition of a boat equipped with fire fighting facilities in case of a dangerous goods
carrying vessel of 50,000 tons gross tonnage and upwards (in case of a liquefied gas carrying vessel of 25,000 tons gross tonnage and upwards)
h) disposition of a side lookout boat in case of a long object towing vessel (a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upwards; hereinafter referred to as "a long object towing vessel"), etc.
i) other items considered necessary regarding operation of a very large vessel and etc.

② Means of instruction
Radio communication, telephone, fax or delivery of paper

③ Standards on a forward lookout boat, etc.
Concerning the standards of a forward lookout boat, etc. which are mentioned in V 3 ① e), g) and h) of this user manual, please refer to "Public Notice of the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976) and "Public Notice of the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)

4 POSITION REPORT
According to the Administrative guidance of the Commander of the 6th Regional Headquarters of Japan Coast Guard,
a) a vessel of 50 meters and upwards in length (except a vessel of less than 300 tons gross tonnage or a vessel which is equipped with AIS and is transmitting accurate information by AIS)
or
b) a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 100 meters and upwards (except a vessel which is equipped with AIS and is transmitting accurate information by AIS)
is requested to send position report to BISAN MARTIS in accordance to the following procedures.
① When to report
Immediately after the vessel crossed any reporting line (see attached figure 1)

② Items to be reported
a) vessel's name and call sign
b) time when the vessel crossed the reporting line, and the code of the line or the present position
c) traffic routes and sea area in which the vessel is going to navigate, destination

③ Means of report
i) VHF radiotelephone
a) call sign: "BISAN MARTIS"
b) calling channel: channel 16 or channel 13
or
ii) telephone
0877-49-2220
0877-49-2221

5 INFORMATION SERVICE AREA AND MONITORING OF VESSEL TRAFFIC
The information service area of BISAN MARTIS is shown in the attached figure 1. BISAN MARTIS monitors vessel traffic in the information service area by RADAR, AIS, position
reports, ITV and so forth.

VI SERVICES PROVIDED BY VHF RADIO TELEPHONE

1 APPLICATION OF MESSAGE MARKERS

When BISAN MARTIS provides information via VHF radio telephone, warning, advice or instruction to a vessel, one of following message markers ("INFORMATION", "WARNING", "ADVICE" and "INSTRUCTION") is used preceding the message to increase the probability of the purpose of the message being properly understood. Message markers are used in accordance with the IMO Standard Marine Communication Phrases and meanings of message markers used are as follows.

① "INFORMATION"

This indicates that BISAN MARTIS is informing observed facts, situations, etc. which contribute to navigational safety. Consequences of INFORMATION will be up to the recipient.

② "WARNING"

This indicates that BISAN MARTIS is informing any dangerous situation that may impede safe navigation of vessels. The recipient of this message should pay immediate attention to the situation mentioned and consequences of WARNING will be up to the recipient.

③ "ADVICE"

This indicates that BISAN MARTIS is providing advice, pursuant to the Act on Maritime Traffic Safety, to take any necessary action to keep traffic regulations on the traffic route, such as altering the vessel's way and so forth, to avoid the dangerous situation that may impede safe navigation of the vessel. The recipient of this message should maneuver considering this advice very carefully. The decision whether to follow the ADVICE still stays with the recipient.

④ "INSTRUCTION"

This indicates that BISAN MARTIS is instructing vessels to take certain action, pursuant to the Act of Maritime Traffic Safety. The recipient has to follow this message unless he/she has contradictory safety reasons.

2 TYPE OF INFORMATION SERVICES WITHIN THE INFORMATION SERVICE AREA

BISAN MARTIS provides following information within its RADAR service area.

① Any following information which BISAN MARTIS considers necessary for a vessel of 50 meters and upwards in length (hereinafter referred to as a "specified vessel"), who is navigating in the VHF stand by area (see the figure next page) (Message Marker "INFORMATION" or "WARNING")

a) information of the navigational rules applied in the VHF stand by area in the BISAN SETO area, when it is found that a specified vessel is likely to navigate not keeping the navigational rule applied

b) information of occurrence of any impediment to safe navigation of a specified vessel such as a sunken vessel, functional disorder of aids to navigation, etc.

c) information of a sea area where a vessel has difficulty to navigate safely such as an area where any construction or work is underway, a very shallow water area, etc., and in case that a specified vessel is likely to close in extremely on that area

d) information of a vessel, which has difficulty to keep out the way for other vessels and is likely to cause a serious peril to safe navigation of a specified vessel

e) information of a specified vessel which is found to close in extremely on any other specified vessel

f) any other information which is considered necessary for a specified vessel

② Any information referred in the preceding section ① ① a)−f), which BISAN MARTIS considers necessary for a vessel which is equipped with AIS (except a specified vessel) (hereinafter referred to as an "AIS equipped vessel" (Message Marker "INFORMATION" or "WARNING")
"WARNING")
③ Any other information which BISAN MARTIS considers necessary for safe navigation of a specified vessel or an AIS equipped vessel or information which is requested by a specified vessel or an AIS equipped vessel (Message Marker "INFORMATION")
④ Any navigational safety information which BISAN MARTIS considers necessary for or requested by a vessel neither a specified vessel nor an AIS equipped vessel (Message Marker "INFORMATION")

3 INFORMATION MONITORING REQUIREMENT WITHIN THE VHF STAND BY AREA
Pursuant to the Act on Maritime Traffic Safety, a specified vessel (except a vessel which is not equipped with VHF radiotelephone), while navigating in the VHF stand by area and except when it is difficult to monitor, shall monitor the information provided by BISAN MARTIS by VHF radiotelephone.

![Map of Bisanseto](image)

4 ADVICE (Message Marker "ADVICE")
① Provision of advice
Pursuant to the Act on Maritime Traffic Safety, BISAN MARTIS may provide advice to a specified vessel to take any necessary action such as altering the vessel's way and so forth, when it is found that such vessel is likely to navigate not keeping the navigational rules applied in the traffic routes or when it is found that a dangerous situation for such vessel such as risk of closing in on any other specified vessel or an obstruction, is likely to occur, and when BISAN MARTIS considers necessary to have such vessel keep the navigational rules or avoid the dangerous situation.
In addition to VHF radiotelephone, advice may be conveyed by telephone, etc.
② Action of the vessel which receives advice
The vessel which receives advice should decide the action to keep the rule or to avoid the dangerous situation after considering the advice very carefully, getting the traffic image around the vessel and judging if any conflicting situation exists.
③ Request for report about vessel's action taken according to the advice
When it is considered necessary, BISAN MARTIS may request for report from the vessel about the action taken according to the advice given.

5 INSTRUCTION (Message Marker "INSTRUCTION")
① Instruction to a very large vessel, etc.
BISAN MARTIS may provide instruction referred in V 3 to a very large vessel, etc. by VHF radiotelephone.
(2) Instruction to stand by at outside of the traffic routes
   i) Instruction in the case of restricted visibility
      Pursuant to the Act on Maritime Traffic Safety, BISAN MARTIS may provide instruction to stand by at outside of the traffic routes in cases and to vessels listed below in order to prevent dangerous situations for such vessels which are navigating or going to navigate through the traffic route(s) in the Bisan Seto area.
      In addition to VHF radiotelephone, instruction may be conveyed by telephone, etc.
      a) When visibility is more than 1,000 meters but not more than 2,000 meters
         • A very large vessel
         • A dangerous goods carrying vessel of 50,000 tons gross tonnage and upwards (liquefied gas carrying vessels of 25,000 tons gross tonnage and upwards)
         • A long object towing vessel, etc.
      b) When visibility is not more than 1,000 meters
         • A vessel of 160 meters and upwards in length
         • A dangerous goods carrying vessel
         • A long object towing vessel, etc.
   ii) Instruction to avoid meeting with a very large vessel in the Mizushima Traffic route
      Pursuant to the Act on Maritime Traffic Safety, the BISAN MARTIS may provide instruction to a vessel of 70 meters and upwards in length (except a very large vessel) to stand by outside of the traffic route for necessary duration in case that such a vessel is expected to meet a very large vessel reciprocally in the Mizushima Traffic route.
      In addition to VHF radiotelephone, instruction may be conveyed by telephone, etc.
      This instruction is indicated by lighting signal boards at the Mizushima Traffic Route Nishi-no-saki traffic signal station and the Mizushima Traffic Route Mitsuko-shima traffic signal station.
   iii) Action of the vessel which receives instruction
      The vessel which receives instruction has to stand by at outside of the traffic route until when BISAN MARTIS lifts the instruction.

VII OTHER MEANS OF INFORMATION SERVICES

1 AUTOMATIC IDENTIFICATION SYSTEM
   BISAN MARTIS provides information which is necessary for safe navigation in the BISAN SETO area such as information on accidents, information on vessel traffic restriction, movements of navigating vessels, present state of weather conditions, any disorder of aids to navigation, present situation of fishing boats, etc., to vessels navigating in the AIS service area by making good use of communication function of AIS.
   When any dangerous situation which may impede safe navigation of a vessel is found within AIS service area, such as heading for shallow water area and so forth, BISAN MARTIS will provide information on such a dangerous situation whenever necessary by AIS.

2 RADIO BROADCAST
   BISAN MARTIS broadcasts the information on the traffic route entry schedule of large vessels, weather, sea, tidal current, etc., according to schedule and frequency explained below. Emergency information such as occurrence of collision and so forth is broadcast whenever necessary.
   ① Broadcast in Japanese
      i) Time
         00 ~ 15 minute and 30 ~ 45 minute in every hour
      ii) Frequency
         1651 kHz
2 Broadcast in English
   i Time
      15 ~ 30 minute and 45 ~ 00 minute in every hour
   ii Frequency
      2019 kHz

3 TELEPHONE
   The following information is provided by a telephone information service all the time.
   Weather information: 0877-49-1041
   Traffic signal schedule and vessel traffic schedule of the day:
      0877-49-5166
   Traffic signal schedule and vessel traffic schedule of the next day:
      0877-49-5167

4 Facsimile
   The same information as broadcast by radio is provided by a fax information service all the time.
   Fax number: 0877-31-1199

5 Internet Homepage
   Useful information is posted on the Internet home page of BISAN MARTIS.
   URL: http://www6.kaiho.mlit.go.jp/bisan/

Ⅶ TRAFFIC ROUTE TRAFFIC SIGNAL STATIONS
1 Names and positions of the traffic signal stations
   The names and positions of the traffic signal stations prescribed in VI 5 ② ii are as follows.
   ① Mizushima Traffic Route Nishi-no-saki Traffic Signal Station
      34 degrees 26 minutes 09 seconds North
      133 degrees 47 minutes 12 seconds East
   ② Mizushima Traffic Route Mitsuko-shima Traffic Signal Station
      34 degrees 26 minutes 19 seconds North
      133 degrees 49 minutes 23 seconds East
      and
      34 degrees 22 minutes 18 seconds North
      133 degrees 49 minutes 21 seconds East

2 Meaning of signals
   "N": There is a very large vessel navigating or going to navigate in the Mizushima Traffic Route northbound.
      A vessel of 70 meters and upwards in length (except a very large vessel) which intends to
      navigate in the Mizushima Traffic Route southbound shall stand by outside of the traffic route.
   "S": There is a very large vessel navigating or going to navigate in the Mizushima Traffic Route southbound.
      A vessel of 70 meters and upwards in length (except a very large vessel) which intends to
      navigate in the Mizushima Traffic Route northbound shall stand by outside of the traffic route.
Table of Input Codes to AIS

AISへの入力コード表

Entry method

- 入力方法
  Port codes (in the order of port name)
- 港のコード（港名順）
  Port codes (in the order of code)
- 港のコード（コード順）
  Codes showing the courses in ports
- 港内での進路を示すコード
  Codes showing other courses
- その他の進路を示すコード

<Notice>
- Adequate entry of data into AIS leads to improvement in ship safety while sailing. Please be sure of to enter the data properly.
- When leaving the port, please enter the data as soon as possible.

<お願い>
- AISの適正入力は船舶航行の安全性向上につながります。適切な入力をお願いします。
- 出航前等、できる限り、早期の入力をお願いします。

<Notice>
- If the below symbols could not set on your AIS, following symbols should be used.("_" is space)

<お願い>
- 仕向港を示す記号等を構成する記号であって、搭載している船舶自動識別装置の性能
  上送信することが困難なものについては、当該記号をそれぞれ次の記号に代えることが
  出来る。（「__」はスペース）

「＞」:「TO__」
「==」:「000__」
「／」:「__000」
「??__??」:「UNKNOWN」
AIS を活用した進路を知らせるための措置

港則法上の措置

（目的港を示す記号を船舶自動識別装置の目的地標識に入力）
- 港則法の適用港に入港することを目的として当該港の港内又は境界付近を航行する船舶（AIS を備えていない船舶は除く。）は、当該港を表示する記号を AIS の目的地標識に入力。

（必要な時は、目的港の港内、境界付近での進路を示す記号を追加）
- 港内又は境界付近で航行する場合は、港則を示す記号を追加的に入力。
- 一部の特定港の港内を航行する場合は、同港内での進路を示すため、これまでの信号標による表示に加え、進路を示す記号を追加的に入力。

（必要な時は、経由するルートを示す記号を追加）
- 経由するルート等について必要な場合には追加して入力。

【入力方法】

船舶自動識別装置の目的地標識

【例】

- 目の標を示す記号
- 港内の進路を示す記号
- その他経由ルート等を示す記号

海上交通安全法上の措置

（目的港を示す記号を船舶自動識別装置の目的地標識に入力）
- 船内を航行しようとする船舶（AIS を備えていない船舶は除く。）は、目的港を表示する記号を AIS の目的地標識に入力。

（必要な時は、経由するルートを示す記号を追加）
- 港内又は境界付近で航行する場合は、港則を示す記号を追加的に入力。

【入力方法】

船舶自動識別装置の目的地標識

【例】

- 仕向港を示す記号
- その他経由ルート等を示す記号

 Measures Subject to Act on Port Regulations

[Enter the symbol showing the destination port in the column for Information on Destination of AIS.]
- For those ships sailing in the port concerned or within its vicinity of its boundary for the purpose of entering the port to which the Act on Port Regulations applies (excluding those that are not equipped with AIS), enter the symbol showing the destination port concerned in the column for Information on Destination of Port.

[Add the symbol showing the route in the destination port or in the vicinity of the boundary thereof, if required.]
- In case the ship is going to anchor in the port or in the vicinity of the boundary, additionally enter the symbol showing anchoring.
- In case the ship sails in some designated port, additionally enter the symbol showing the route in addition to the indication by a conventional code flag to indicate the route in the port.

[Add the symbol showing the via-route, if required.]
- Further add and enter the via-route, etc., if required.

[Example]

Those ships whose destination port is Hakata Port and, in Hakata Port, heading for the berthing facility in Section 2. They will be passing by the Port, heading for the east of Mutsu Island at the West Exit of Karuon Port.

- Symbol showing the destination port
- In the destination port, it is heading for the berthing facility in Section 2.
- It passes by the Karuon Port in the westbound direction on its way.

Those ships whose destination port is Nagoya Port. They will be anchoring in the vicinity of the boundary of the port before entering the port.

- Symbol showing the destination port
- In the port, it will be anchoring in the vicinity of the boundary of the port before entering the port.

Measures Subject to Maritime Traffic Safety Act

[Enter the symbol showing the destination port in the for Information on Destination of AIS.]
- For those ships that will sail on the route (excluding those that are not equipped with AIS), enter the symbol showing the final port in the column for Information on Destination.

[Add the symbol showing the via-route, if required.]
- In case the ship is going to anchor in the port or in the vicinity of the boundary, add the symbol showing anchoring.

[Entering Method] Column of Information on Destination of AIS

- Symbol showing the final port
- Other symbol showing via-route, etc.

[Example]

Those ships whose final port is Keihin Port (Yokohama Section). Those ships that are going to anchor in the Nakasuken sea area in Tokyo Bay. (In the port, the ship will sail heading for the Pier of East Japan Works of JFE Steel Corporation in Section 3.)

- Symbol showing the final port
- The ship anchors in the Nakasuken sea area in Tokyo Bay on its way.

* Measures subject to the Act on Port Regulations. In the destination port, the ship will be heading for the berthing facility of the JFE pier.
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# List of Port Codes of Applicable Ports (in the order of port name)

- **The list of port codes is provided in the order of port names.**
- **For the purpose of this list, the port codes are followed by '【20P】'.**
- **The list is intended for use in the context of industry and commerce.**
- **Please use the list as a reference guide for port-related tasks.**

---

**Note:**

- This document contains information related to port codes and their applications in various industries.
- The content is structured in a table format for easy reference and quick lookup.
- Each entry includes the port name, followed by its corresponding code, ensuring a clear and organized presentation.
- The list is valuable for professionals and stakeholders involved in port management and logistics.

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**Source:**

- This document is sourced from a reputable industry publication, ensuring accuracy and reliability.
- The content is regularly updated to reflect the latest industry standards and developments.
- Additional resources and references are provided for further exploration and understanding.

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**Additional Information:**

- For more detailed information, please refer to the full industry publication or consult with a subject matter expert.
- This document is part of a larger suite of resources compiled by industry leaders to support ongoing professional development.

---

**Contact:**

- For queries or feedback, please contact the publisher directly through their website or customer support channel.
- Stay updated with the latest industry news and advancements by subscribing to their newsletters or following them on social media platforms.
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その他の道路を示すコード－表

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<th>道路種類</th>
<th>個数</th>
<th>距離</th>
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<th>距離</th>
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Codes showing other courses

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(Extracts) IN/Can 244 15 December 2004
ANNEX

CUES OF THE USE OF THE UNICODE
IN THE DESTINATION FIELD IN AD MESSAGES

1. The machine is able to enter the ship's destination into the AIS at the start of each voyage, and to keep this information updated. Evidence shows that mariners are using different names for the same location when entering destination data in their AIS units. This situation leads to confusion and inefficiency in data interchange. Therefore, there is a need to harmonize data input when entering port information, by adopting an available universal protocol.

2. It is recommended to use the existing destination field for entering both the port of departure and the next port of call for 32 characters of 8 bit ASCII is available, using the UNICODE.

Recommended use of the UNICODE

1. The recommended format is to indicate the port of departure at the first six positions of the data field followed by a separator and then the code for the next port of call.

2. In order to identify it is a UNICODE, to separate the locations and to indicate the "from" and "to" ports, a "\" symbol should be used as a separator. See example below.

₃. A ship is leaving Dubai bound for Romania. Use of the UNICODE would represent this voyage as:

"AE DOUNG, ROM"'

4. If the next port of call is unknown, "?? ??" should be entered instead of the UNICODE in the corresponding place in the data field. See example below:

"AE DOUNG, ??"'

5. If the port of departure has not been designated UNICODE data, "XX XXX" should be entered instead of the UNICODE in the corresponding place in the data field. See example below:

"XX XXXX, ROM"'

6. If the next port of call does not have a designated UNICODE, the commonly accepted English name of the destination port should be entered, preceded by "\". See example below:

S\"Coutevs\"'

7. If only the general area of destination is known the name or accepted abbreviation of the area provided by "\" should be entered. See example below:

"AE, NA WA, ??"'

Indicating a destination on the United States West Coast.

Nautical Traffic Safety Act

Those ships that are going to anchor in the Nakanose area in Tokyo Bay.

"AE, NOKI, JPN, ROM"
備讃瀬戸東航路
Kotoyo Shima
Bisan Seto East Traffic Route

Uko East Traffic Route
Uko West Traffic Route

Day time
(International code flag)

1st C
1st P
1st S
2nd P

No Misaki

Takamatsu Port

Night time
(Whistle)

International Signal Flags
Ref.2
International Signal Flags

Day time
(International code flag)

1st P
Whistling point (Whistle)

2nd P

1st C

1st CS

1st S

Night time
(Whistle)

Kaminoji Shima

Whitstling

Nishino Saki

Mizushima Traffic Route

Bisan Seto North Traffic Route

Bisan Seto South Traffic Route

Mizushima Port

Naga Shima

Mukuchi Shima

Mukaikasa Shima

Hon Shima

Bisan Seto East Traffic Route

Bisan Seto North Traffic Route

Bisan Seto South Traffic Route

Kosei Shima

Bannosu anchorage

Sakaide Port
Akashi Kaikyo Traffic Route

Day time
(International code flag)

1st C

2nd S

Night time
(Whistle)

Hiraiso
light beacon

Whistling point

Akashi Port

Matsuh Saki

Awaji Shima

Akashi Kaikyo Traffic Route

Akashi Kaikyo Traffic Route

Whistling point

Awaji Shima
**International Signal Flags**

**Kurushima Kaikyo Traffic Route**

- Oge Shima
- Takeno Bana
- Kajitori Bana
- Imabari Port

**Day time (International code flag)**

- 1st C

**Night time (Whistle)**

- Whistling point

**Traffic Route**

- Oe Shima
- Tsu Shima
- Ko Shima
- Nakato Shima
- Uma Shima
- Shiraishi light beacon

**Ref. 2**
**TRACK SIGNALS in MIZUSHIMA PORT**

New Regulations in Mizushima Port will be effective as of July 1, 2010.

Indicate the following signal flags while sailing in Mizushima Port during daytime.

<table>
<thead>
<tr>
<th>1st Sub. M</th>
<th>Leaving from the east of Kami-Mizu Shima. (Those ships, which are leaving Mizushima Port using the traffic route and required to show 1st sub. P based on the 7th article of the Maritime Traffic Safety Law when entering Mizushima Traffic Route, are permitted to indicate 1st sub. P instead of 1st sub. M.)</th>
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<tbody>
<tr>
<td>1st Sub. T</td>
<td>Leaving from the west of Kami-Mizu Shima.</td>
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<tr>
<td>2nd Sub. A</td>
<td>Sailing heading for the berthing facility between West Public -2.6m Landing Place and Nippon Petroleum Refining Pier.</td>
</tr>
<tr>
<td>2nd Sub. B</td>
<td>Sailing heading for the berthing facility between East Public Landing Place and Japan Energy Pier or Yobimatsu Waterway.</td>
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<tr>
<td>2nd Sub. C</td>
<td>Sailing heading for the berthing facility between Asahi Kasei C7 Pier and Taiheiyo Cement Pier.</td>
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<tr>
<td>2nd Sub. D</td>
<td>Sailing heading for the berthing facility between JFE Kurashiki A Quay and JFE Kurashiki Coal Loading Pier.</td>
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<tr>
<td>2nd Sub. TH</td>
<td>Sailing heading for the berthing facility along Takahashi Kawa Waterway or in the Otoshima.</td>
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<tr>
<td>2nd Sub. TS</td>
<td>Sailing heading for the berthing facility in the Tamashima area (excluding Otoshima).</td>
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<tr>
<td>2nd Sub. FM</td>
<td>Sailing heading for the southern sea area of JFE (anchorage A to E).</td>
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<tr>
<td>2nd Sub. FT</td>
<td>Sailing heading for the southern sea area of Tamashima Harbor Island (anchorage F to P).</td>
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References:
Mizushima Coast Guard Office    TEL: 086-444-2967
URL: [http://www.kaiho.mlit.go.jp/06kanku/mizushima/](http://www.kaiho.mlit.go.jp/06kanku/mizushima/)
Fig. 1

Position Report Line and Information Service Area

Not to be used for Navigation
Refer to appropriate Navigation Charts.

Explanatory notes

- Position Report Line
- Name of the Line
- MARTIS
- Radar site
Bisanseto Vessel Traffic Service Center
3810-2 Aonoyama, Utazu-cho, Ayauta-gun,
Kagawa Prefecture 769-0200
TEL 0877-49-3366