TOKYO WAN VESSEL TRAFFIC SERVICE CENTER
"TOKYO MARTIS"
USER MANUAL

TABLE OF CONTENTS

I  INTRODUCTION .......................................................... 1

II OPERATIONAL CONCEPT OF "Tokyo MARTIS" ...................... 1

III IMPORTANT NAVIGATIONAL RULES ............................... 2

IV COMMUNICATION ........................................................ 5
   1 VHF Channels
   2 Languages

V PRE-ENTRY REPORT AND POSITION REPORT ..................... 5
   1 Pre-Entry Report of one day advance
     (By noon of the day before the day of arrival)
   2 Pre-Entry Report of three-hour advance
   3 Instructions to a very large vessel, etc
   4 Position Report
   5 Information Service Area and Monitoring of Vessel Traffic

VI SERVICES PROVIDED BY VHF RADIO TELEPHONE ................ 9
   1 Message Markers
   2 Type of Information services within the Information Service Area
   3 Information monitoring requirement within the VHF stand by area
   4 Advice
   5 Instruction

VII OTHER MEANS OF INFORMATION SERVICES .................. 12
   1 Automatic Identification System (AIS)
   2 Radio Broadcast
   3 Telephone
   4 Facsimile
   5 Internet Homepage
TOKYO WAN VESSEL TRAFFIC SERVICE CENTER
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I  INTRODUCTION
Tokyo-Wan Vessel Traffic Service Center, "Tokyo MARTIS", whose mission is to maintain and improve safety and efficiency of vessel traffic in the Tokyo Bay, 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 "Tokyo MARTIS" and essential information while navigating in the Tokyo Bay. A vessel navigating in the Tokyo Bay is highly recommended to carry this manual in the bridge and utilize as a reference book.

Tokyo 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 Tokyo-Wan Vessel Traffic Service Center and the Kannon-Saki Vessel Traffic Signal Station which is operated by the Tokyo-Wan Vessel Traffic Service Center" (Japan Coast Guard Public Notice No. 165, in 2010)

II  OPERATIONAL CONCEPT OF "Tokyo MARTIS"
Tokyo MARTIS maintains and improves vessel traffic safety of the Tokyo Bay by
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 if visibility is restricted, and instructing the permission or arrange the time of entry into the traffic route.

In addition to VHF radiotelephone communication, Tokyo 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 Tokyo Bay 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 Tokyo Bay are shown in the figure on the right.

Important navigational rules, which are regulated by the Act on Maritime Traffic Safety and applied in the Tokyo Bay, 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.

And also, a vessel of 20 meters and upwards of draft is exempted from compulsory usage of the Nakanose Traffic Route because available depth of the Nakanose Traffic Route is 23 meters.

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 Tokyo Bay

   i Urage Suido Traffic Route
      A vessel shall keep right of the center line.

   ii Nakanose Traffic Route
      A vessel shall navigate northbound only.

4 The right of way of a very large vessel entering the Nakanose Traffic Route from the Urage Suido 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 entering the Nakanose Traffic Route from the Urage Suido Traffic Route, the former vessel shall keep out of the way of that very large vessel.

   In this case, the provisions prescribed in section III (2) i of this user manual 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.

5 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 Urage Suido Traffic Route and the Nakanose Traffic Route.

   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.

6 Designated tracks in the Tokyo Bay outside the traffic routes

   Pursuant to the Act on Maritime Traffic Safety, a vessel shall take any applicable track(s) explained below in the Tokyo Bay.

   i West of Nakanose area (See attached figure 1)
      a) A vessel which navigates southbound in the west of Nakanose area shall navigate west side of the line "A"

      b) A vessel which navigates northbound in the west of Nakanose area (except a vessel crossing the line "B" bound for the west of the line "B") shall navigate east of the line "A" until when she alters the course in order to enter the destination port,
· 400 meters and upwards apart westward from the line "C" if the draft of that
top vessel is 20 meters and upwards.

ii Vicinity of the "Kisarazu Port Offing Light Buoy" (See attached figure 2)
A vessel which intends to cross the line "A" and "B" in sequence shall navigate
looking the Kisarazu Port Offing Light Buoy on her port side.

iii Vicinity of the Tokyo Bay Aqua Line East Channel (See attached figure 3)

a) A vessel which navigates southbound through the Tokyo Bay Aqua Line East
Channel shall navigate
· west of the line "A",
and
· near the line "A" when she comes from Chiba direction or to keep away from
the line "A" when she comes from Tokyo direction.

b) A vessel which navigates northbound through the Tokyo Bay Aqua Line East
Channel shall navigate
· east of the line "A",
and
· to keep away from the line "A" when she goes to Chiba direction or near the
line "A" when she goes to Tokyo direction.

iv Vicinity of the "Tokyo Offing Light Buoy" (See attached figure 4)
A vessel which navigates in the circle with the radius of 1,850 meters from the
Tokyo Offing Light Buoy (except port area) shall navigate looking the buoy on her
port side.

7 Transmitting destination information by AIS
When a vessel equipped with AIS navigates in the Tokyo Bay, that vessel shall
transmit the code of the destination port as the destination information of 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 in the Tokyo
Bay.

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
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 Tokyo MARTIS are as follows. Tokyo 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 Tokyo 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 Uraga Suido Traffic Route and/or the Nakanose Traffic Route,
      the master of that vessel shall submit the pre-entry report of one day advance to Tokyo
      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 of this user manual)  
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 Addresssee and means of report  
i Addresssee  
Tokyo Wan Vessel Traffic Service Center ("Tokyo 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 Tokyo Wan Vessel Traffic Service Center.  
4-1195 kamoi, Yokosuka City, Kanagawa Prefecture, 239-0813  
b) telephone  
046-843-8622  
046-843-8623  
046-843-8624  
c) facsimile  
Please fill in the report form and send to the MARTIS.  
046-844-4720  
d) radio communication  
Please contact with the Japan Coast Guard shore-based radio station:  
"Yokohama 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 V. 1 ① of this user manual) intends to navigate the Uraga Suido Traffic Route and/or the Nakanose Traffic Route, the master of that vessel shall submit the pre-entry report of 3-hour advance to Tokyo 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.  
The term "dangerous goods carrying vessel" means any of following vessel.  
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

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

Addressee and means of report
i) Addressee
   Tokyo Wan Vessel Traffic Service Center ("Tokyo 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 Tokyo Wan Vessel Traffic Service Center.
      4-1195 kamoi, Yokosuka City, Kanagawa Prefecture, 239-0813
   b) telephone
      046-843-8622
      046-843-8623
      046-843-8624
   c) facsimile
      046-844-4720
   d) radio communication
      Please contact the Japan Coast Guard shore-based radio station: "Yokohama Coast Guard Radio"
      Frequencies: 156.8 MHz, 2189.5 KHz

3 INSTRUCTIONS TO A VERY LARGE VESSEL, ETC.

Pursuant to the Act on Maritime Traffic Safety, Tokyo MARTIS may instruct a master of a vessel, which has submitted a pre-entry report according to the provisions prescribed in sections Ⅲ 1 and 2 of this user manual (hereinafter referred to as "a very large vessel, etc.")., about following matters when Tokyo MARTIS finds necessary to avoid dangerous situations against vessel traffic which may be caused by passage of
that very large vessel and etc. in the traffic route.
   a) change of ETA at the traffic route entrance
   b) navigation speed
   c) keeping of communication with Tokyo MARTIS by continuous listening watch on VHF channel 16 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, etc.

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

③ Standards on a forward lookout boat and etc.
   Concerning the standards of a forward lookout boat and 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 3rd Regional Headquarters of Japan Coast Guard,
   a) a vessel of 50 meters and upwards in length (except a vessel which is equipped with AIS and is transmitting accurate information by AIS)
   or
   b) a vessel of 100 tons gross tonnage and upwards and whose capacity of maximum number of persons on board is 30 and upwards
   is requested to send position report to Tokyo MARTIS in accordance to the following procedures.

① When to report
   Immediately after the vessel crossed any reporting line (see attached figure 5)

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) destination

③ Means of report

i) VHF radiotelephone

a) call sign: "Tokyo MARTIS"
b) calling channel: channel 16 or channel 13

or

ii) telephone

046-843-8622, 8623, 8624

5 INFORMATION SERVICE AREA AND MONITORING OF VESSEL TRAFFIC

The information service area of Tokyo MARTIS is shown in the attached figure 5. Tokyo MARTIS monitors vessel traffic in the information service area by RADAR, AIS, position reports, ITV and so forth.

VI SERVICES PROVIDED BY VHF RADIOTELEPHONE

1 APPLICATION OF MESSAGE MARKERS

When Tokyo MARTIS provides information via VHF radiotelephone, 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 Tokyo 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 Tokyo 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 Tokyo 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 Tokyo MARTIS is instructing vessels to take a 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

Tokyo MARTIS provides following information within its information service area.

① Any following information which Tokyo 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 in the information service area (see the figure in the next page) (Message Marker: "INFORMATION" or "WARNING")

a) information of the navigational rules applied in the VHF stand by area in the Tokyo Bay, 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 a)~f), which Tokyo 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")

③ Any other information which Tokyo 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 Tokyo 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 Tokyo MARTIS by VHF radiotelephone.
4 ADVICE (Message Marker: "ADVICE")

① Provision of advice
Pursuant to the Act on Maritime Traffic Safety, Tokyo 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 Tokyo 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, Tokyo 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.
Tokyo 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, Tokyo 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 Uraga Suido Traffic route and/or the Nakanose Traffic
route.
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)
   ● An 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 of 10,000 tons gross tonnage and upwards
   ● A long object towing vessel, etc.

ii Action of the vessel which receives instruction
The vessel which receives instruction has to stand by at outside of the traffic route
until when Tokyo MARTIS lifts the instruction.
OTHER MEANS OF INFORMATION SERVICES

1 AUTOMATIC IDENTIFICATION SYSTEM
Tokyo MARTIS provides information which is necessary for safe navigation in the Tokyo Bay 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, Tokyo MARTIS will provide information on such a dangerous situation whenever necessary by AIS.

2 RADIO BROADCAST
Tokyo 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
         1665 kHz
   ② Broadcast in English
      i Time
         15 ~ 30 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: 046-844-4521
Traffic route entry schedule of very large vessels: 046-843-0621

4 Facsimile
The same information as broadcast by radio is provided by a fax information service all the time.
Fax number: 046-844-2055

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

Measures for Notifying Routes by Utilizing

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情報欄に入力)
- 港則法の適用港に入港することを目的として当港船の港入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、当港港を示す記号を AIS の目的地情報欄に入力。

(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、進路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、これまでの信号欄による表示に加え、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更に追加して入力。

【入力方法】
船舶自動識別装置の目的地情報欄

<table>
<thead>
<tr>
<th>目的地港を示す記号</th>
<th>経由するルート等を示す記号</th>
</tr>
</thead>
<tbody>
<tr>
<td>1目地港を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
<tr>
<td>2港内の進路を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
<tr>
<td>3その他の経由地等を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
</tbody>
</table>

【例】博多港を目的地とする船舶
- 港内で、関門橋を左口の直角方向に向けつ居港を通過。

> JP KHT E2/WM

1目的港が博多港
2目的港で第2区の係留施設へ
3通過後、関門橋を直角方向に通過

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情報欄に入力)
- 船舶を構成するような船舶（AIS を備えていない船舶は除く。）は、目的港を示す記号を AIS の目的地情報欄に入力。

(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、進路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情報欄

<table>
<thead>
<tr>
<th>目的地港を示す記号</th>
<th>経由するルート等を示す記号</th>
</tr>
</thead>
<tbody>
<tr>
<td>1目的港を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
<tr>
<td>2港内の進路を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
<tr>
<td>3その他の経由地等を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
</tbody>
</table>

【例】博多港を目的地とする船舶
- 港内で、関門橋を左口の直角方向に向けつ居港を通過。

> JP YOK K/NNX

1目的港が博多港
2通過後、東京湾の南部海域で居泊
3通過後、関門橋を直角方向に通過

対象港内では JFE 総合製造跡部にて

 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 in the 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.

【Entering Method】Column of Information on Destination of AIS

<table>
<thead>
<tr>
<th>Symbol showing the destination port</th>
<th>Symbol showing the via-route, etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1目地港を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
<tr>
<td>2港内の進路を示す記号</td>
<td>②その他の経由地等を示す記号</td>
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<tr>
<td>3その他の経由地等を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
</tbody>
</table>

[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 Mutsumijima at the West Exit of Kamin Port.

> JP KHT E2/WM

1目的港が博多港
2目的地港はKamin Port
3通過後、関門橋を直角方向に通過

[Example] Those ships whose destination port is Nago Bay. They will be anchoring in the vicinity of the boundary of the port before entering the port.

> JP NGO OFF

1目的地港はNago Bay
2通過後、関門橋を直角方向に通過

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

<table>
<thead>
<tr>
<th>Symbol showing the final port</th>
<th>Symbol showing the via-route, etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1目地港を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
<tr>
<td>2目地港を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
<tr>
<td>3目地港を示す記号</td>
<td>②その他の経由地等を示す記号</td>
</tr>
</tbody>
</table>

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

> JP YOK K/NNX

1目的港がYokohama Port
2目的地港は東京湾
3通過後、関門橋を直角方向に通過

【Example】 Those ships whose final port is JFE steel MM plant (Yokohama Section).

> JP YOK K/NNX

1目的港がYokohama Port
2目的地港は東京湾
3通過後、関門橋を直角方向に通過
<table>
<thead>
<tr>
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<td>東京都</td>
<td>東京都</td>
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</table>

※入力時・コード入力時に「[JP]」を入力する。
<table>
<thead>
<tr>
<th>名前</th>
<th>番号</th>
<th>増配名</th>
<th>増配名</th>
<th>コード</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>藤川 (山口県)</td>
<td>KONISHI</td>
<td>KAGOSHIRO</td>
<td>KAGOSHIRO</td>
<td>NIK</td>
<td>NIK</td>
</tr>
<tr>
<td>高橋 (宮城県)</td>
<td>KONISHI</td>
<td>KAGOSHIRO</td>
<td>KAGOSHIRO</td>
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<td>NIK</td>
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<tr>
<td>田中 (福島県)</td>
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<td>KAGOSHIRO</td>
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<td>NIK</td>
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<tr>
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<td>KONISHI</td>
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<td>KAGOSHIRO</td>
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<td>姓名</td>
<td>人数</td>
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<td>SETUBA YAMAGUCHI</td>
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</tbody>
</table>

注：此表格中的信息为示例，实际内容请根据实际情况填写。
<table>
<thead>
<tr>
<th>姓氏 / Port Name</th>
<th>職名 / Port Name</th>
<th>起工名 / Port Name</th>
<th>部門名 / Port Name</th>
<th>職等名 / Port Name</th>
<th>部門コード / Code</th>
<th>住所 / Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>高野信一郎</td>
<td>本部長</td>
<td>衛生部長</td>
<td>高野信一郎</td>
<td>衛生部</td>
<td>0101</td>
<td>宮崎市</td>
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<tr>
<td>田中芳子</td>
<td>主任</td>
<td>衛生部</td>
<td>田中芳子</td>
<td>衛生部</td>
<td>0101</td>
<td>宮崎市</td>
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<tr>
<td>山田太郎</td>
<td>秘書</td>
<td>衛生部</td>
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<td>宮崎市</td>
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<td>中村光一</td>
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...
<table>
<thead>
<tr>
<th>港の名称（Port Name）</th>
<th>略称コード（Port Code）</th>
<th>概要（Overview）</th>
<th>全盛期</th>
<th>代表コード（Example of Entry）</th>
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<tbody>
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<td>宮崎 / KUSHIRO</td>
<td>JP KUSHI</td>
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<td>途中での離港</td>
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List of Codes Showing the Course in Port

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<th>概要（Overview）</th>
<th>全盛期</th>
<th>代表コード（Example of Entry）</th>
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・途上での離港: Course signal based on Paragraph 10, Article 11 of the Regulation. In the calculation of "Course Code", after the letter that the ship is going to, + and - in the calculation part + and - in the world by the boundary.

* "2nd sub." means the "2nd Substitutes" in the following table.
<table>
<thead>
<tr>
<th>Port Name</th>
<th>Port Code</th>
<th>Description</th>
<th>Example in Entry</th>
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</table>
その他の危険を示すコード一覧表

<table>
<thead>
<tr>
<th>航行路</th>
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<th>大幅</th>
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Codes showing other courses

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<th>天文的な信号</th>
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АК С визуальном управлении на пересечение других кораблей

1. Существует АК визуальных взаимоотношений на пересечении других кораблей.

2. Визуальные взаимоотношения крепятся мишура на пересечении других кораблей. Меры по избеганию столкновений должны быть приняты.

3. Существует АК визуальных взаимоотношений на пересечении других кораблей.

4. Существует АК визуальных взаимоотношений на пересечении других кораблей.

5. Существует АК визуальных взаимоотношений на пересечении других кораблей.

6. Существует АК визуальных взаимоотношений на пересечении других кораблей.

7. Существует АК визуальных взаимоотношений на пересечении других кораблей.

8. Существует АК визуальных взаимоотношений на пересечении других кораблей.

9. Существует АК визуальных взаимоотношений на пересечении других кораблей.

10. Существует АК визуальных взаимоотношений на пересечении других кораблей.

11. Существует АК визуальных взаимоотношений на пересечении других кораблей.

ANNEX

CREDENCE ON THE USE OF THE UNICODE IN THE DESTINATION FIELD IN AIM MESSAGES

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

4. It is recommended to use the existing destination field for entering both the port of departure and the next port of call (up to 25 characters of 8-bit ASCII is available), using the UNICODE.

Recommended use of the UNICODE

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

9. In order to identify that it is in a LOCATION, to separate the locations and to indicate the "from" and "to" ports, a " " symbol should be used as a separator. See example below.

A ship is leaving Dubai bound for Rotterdam. Use of the UNICODE code would represent this voyage as below:

"AE DUBAI, ROT"

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

"AE DUBAI ?? ?? ??"

11. If the port of departure does not have a designated UNICODE code, "XX XXX" should be entered instead of the UNICODE code in the corresponding place in the data field. See example below:

"XX XXX ?? ??"

12. If the next port of call does not have a designated UNICODE code the commonly accepted English name of the destination port should be entered, preceded by " " (two space sign). If no such name is known, the locality name should be entered. In this case, there may not be enough space available to indicate the port of departure. See example below:

"XX XXX ?? ??"

13. 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:

"AL BAH" ?? ?? ??"

Including a destination on the United States West Coast.

(Extracts) IN/472-244 15 December 2014

NAVIGATION AID

15. The navigation aid may be seen in the main navigation screen, showing the current position and the forecast position of the vessel. The data is displayed in tabular form and can be scrolled by using the arrow keys. The data includes the vessel's course, speed, and estimated time of arrival, along with the wind direction and speed.

16. The navigation aid also provides information on nearby hazards, including underwater structures, shoals, and areas prone to ice or ice floes. The data is displayed in a format that can be easily understood by crew members, with color-coding used to indicate the level of risk.

17. The navigation aid is designed to be user-friendly, with clear and concise information presented in an easy-to-read format. It is intended to help crew members make informed decisions and navigate safely.

18. The navigation aid is available in both English and French, and can be accessed through the main menu. The data is regularly updated to ensure accuracy and provide the most up-to-date information to mariners.
International Signal Flags

Ref. 2
【Outline】

① Vessel navigating in Nakanose West Sea Area southward should navigate in the area to the west of Line A.

② Vessel navigating in Nakanose West Sea Area Northward (excluding those navigating toward the area to the west of Line B) should
- Navigate in the area to the east of Line A until turning their course to the destination ports.
- Navigate in the area more than 400 meters off Line C when their draft is 20m or more.
Vessels which will navigate by crossing Line B after crossing Line A should navigate with the point of Kisarazu Port Offing Light Buoy on their portside.
Vessels navigating, for the purpose of passing through, Tokyo Wan Aqua Line East Waterway southward should
- Navigate in the area to the west of Line A,
- Navigate close to the Line A when navigating from Chiba; and
- Navigate away from Line A when navigation from Tokyo.

Vessels navigating, for the purpose of passing through, Tokyo Wan Aqua Line East Waterway northward should
- Navigate in the area to the east of Line A,
- Navigate away from Line A when navigating toward Chiba, and
- Navigate close to Line A when navigating toward Tokyo.
Vessels navigating, for the purpose of passing through, the circled sea area within a 1,850 m (about 1 n-mile) radius from the point of the Tokyo Offing Light Buoy, should navigate with this point on their portside.
Position Report Line and Information Service Area

Explanatory notes

- Position Report Line
- Name of the Line
- MARTIS
- Radar site

Not to be used for Navigation
Refer to appropriate Navigation Charts.
For inquiries, contact

• Tokyo Wan Vessel Traffic Service Center, Japan Coast Guard
  Address: 4-1195 Kamoi, Yokosuka City, Kanagawa Prefecture, 239-0813, JAPAN
  Phone Number: 046-842-0118
  Internet Homepage: http://www6.kaiho.mlit.go.jp/tokyowan/

• The 3rd Regional Coast Guard Headquarters, Japan Coast Guard
  Address: 5-57 Kitanaka-dori, Naka-ku, Yokohama City, Kanagawa Prefecture, 231-8818, JAPAN
  Phone Number: 045-211-1118
  Internet Homepage: http://www.kaiho.mlit.go.jp/03kanku/