Navigation Safety Guidance

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

(Provisional translation)

The 34th Revised Edition
January, 2018

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

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

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

The 34th Revised Edition (Revised contents)
The revision of direction's contents in Tokyo Bay following partial revision of Maritime Traffic Safety Act.
Definitions of Terms Used in This Navigation Safety Guidance

○ Huge Vessels:
  Vessels of 200 meters or more in total length.

○ Semi-Huge Vessels:
  These vessels are longer than the following lengths for each route except for Huge Vessels.
  ① Irago Suido Traffic Route:
      130 meters or more in total length
  ② Mizushima Traffic Route:
      70 meters or more in total length
  ③ Any other Traffic Routes:
      160 meters or more in total length

○ Vessels carrying dangerous cargo:
  Crude oil, Liquefied petroleum gas or any other dangerous cargo, this is a vessel loaded with whose gross tonnage is more than following with each dangerous cargo.
  ① Explosive material : Vessel of 300 G/T or more
  ② Flammable high-pressure gas in bulk : Vessel of 1000 G/T or more
  ③ Flammable liquid in bulk : Vessel of 1000 G/T or more
  ④ Organic peroxide of 200 tons or more : Vessel of 300 G/T or more

○ Vessels towing objects:
  Vessels towing or pushing any objects, such as vessels or rafts.
**Vessels towing long objects:**

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

1. Akashi Kaikyo Traffic Route: 160 meters
2. Kurushima Kaikyo Traffic Route: 100 meters
3. Any other Traffic Route: 200 meters

**Huge vessels or other particular vessels:**

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

**Vessels patrolling the route, etc.:**

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

**Notification of Traffic Routes:**

This is the "Notification of traffic routes of huge vessels or other particular vessels" regulated in by the Article 22 of the Maritime Traffic Safety. Act the master of huge vessels and semi-huge vessels, except vessels, which are 70m or more and less than 160m in length, intending to navigate in the Mizushima Traffic Route, vessels towing long objects, and vessels of 25,000 G/T or more carrying liquefied gas must provide "Notification of Traffic Routes" by noon of the day before entering the route. Semi-huge vessels, vessels which are 70m or more and less than 160m in length, intending to navigate in the Mizushima Traffic Routes and vessels carrying daunegous cargo, except vessels towing long objects and vessels of 25,000 G/T or more carrying liquefied gas must provide the notification by no later than three hours before their entry.
Position report:
This is a report to identify vessels on the radar screen when they navigate in the radar monitoring area of VTS centers. Intended vessels must provide the position report when they pass though the line set in each sea area.

Report in advance:
This is a report regulated in by the Article 38 of the Port Regulations Act. Intended vessels must submit the report by noon of the day before entering the route.
Uraga Suido Traffic Route and Nakanose Traffic Route and Adjacent Waters

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

1. Taking a pilot on board
   The following vessels should take a pilot on board
   (1) A vessel entitled to fly the flag of a foreign country
   (2) A vessel entitled to fly the Japanese flag, commanded by a master who does not have sufficient sea-going service experience and experience in navigating Tokyo Bay (Tokyo Wan)

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

3. Navigation in the vicinity of the gateway of each traffic route
   (1) Vessels proceeding southward from Tokyo and passing through the sea area off Kawasaki should pass the east side of Kawasaki Traffic Route Light Beacon No.2, maintaining a distance of at least 1,000m from the beacon.
   (2) Vessels wishing to anchor in the Nakanose Western Side Sea Area must do this at least 1,000m from the line joining Tokyo Bay Nakanose West light beacons No. 1, 2 and 3, and Uraga Suido Traffic Route central light buoy No 6.
   (3) Vessels leaving Uraga Suido Traffic Route and proceeding southward must not change their course for a large angle around the exit of the traffic route, obstructing the way of vessels that are going to enter the traffic route.
   (4) Vessels passing off Tsurugisaki and entering Uraga Suido Traffic Route must sail in the middle of the entrance to Tokyo Bay so as not to cross the path of vessels proceeding southward around the entrance of the traffic route.

4. Vessel traffic safety in Uraga Suido Traffic Route
   Vessels of 160m or more in length should not sail in the following way between 4:00pm and 8:00pm.
   (1) Sailing across Uraga Suido Traffic Route from the west.
   (2) Sailing across Uraga Suido Traffic Route to proceed westward.
      However, if sailing in ways (1) and (2) above is inevitable, vessels should take the
following steps and confirm safety before sailing:
① Understanding the prevailing circumstances and conditions in and around the traffic route by keeping in close contact with the Tokyo Wan Traffic Advisory Service Center;
② Faithfully obeying maritime traffic rules (particularly the rules on conduct of vessels and indication of their own routes under the Act on Maritime Traffic Safety);
③ At all times maintaining a proper look-out by sight and hearing as well as all available means;
④ At all times proceeding at a safe speed;
⑤ Effectively using escort boats, tugs, and the like.

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

6. Restriction on the entry time (prescribed by the Act on Maritime Traffic Safety, article 23)
(1) Vessels of 50,000 G/T or more carrying dangerous cargo and vessels of 25,000 G/T or more carrying liquefied gas should enter the Uraga Suido Traffic Route from one hour before sunrise till sunset.

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

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

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

8. Restriction on use of auto-pilot
A vessel navigating Tokyo Bay should not use auto-pilot. It should be steered manually.
9. Preparation of emergency fire wires (Refer to Fig. 1)

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

10. Entry notification (Refer to Fig. 2)

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

<Items to be reported>

a. Name of vessel and call sign
b. Present Position
c. Destination

11. Holding communication with Tokyo Bay Vessel Traffic Service Center

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

(2) Fog information

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

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

12. Preparation of charts

Vessels navigating in Tokyo Bay should at least prepare the following charts and obtain the latest information on the ports in advance.

Chart No. (Published by Japan Coast Guard)

W90  Tokyo Wan
W1061 Northern Part of Tokyo Wan
W1062 Middle Part of Tokyo Wan
W1081 Uraga Suido
Fig. 1 Emergency fire wires

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

- Chiba Port
- Keihin Port
- Kisarazu Port
- Yokosuka Port
- Tateyama Port
- Tsurugizaki-Sunosaki Line

Designated sea areas
**Navigational Instructions for the Northern Tokyo Bay Sea Areas**

August 1st, 2010

Tokyo Civil Aviation Bureau
3rd Regional Coast Guard Headquarters

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

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

   Slope of the standard surface: 2.85%

   Standard surface area: The same as the approach area or the area projecting the approach surface

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

2. Sea area around “Off Tokyo Light Beacon”

   (1) When navigating the sea area within a radius of 1,850m from “Off Tokyo Light Beacon (35°32’30”N, 139°51’24”E),” vessels should keep seeing the beacon on the port side.

   (2) Vessels should not anchor in the sea area within a radius of 1,850m from “Off Tokyo Light Beacon.”

3. Sea area around Tokyo International Airport Runway D

   (1) As a vessel of which height above the sea level (height from the sea surface to the highest point of the vessel) is 28.4m or higher, it should not enter the sea area within the line connecting the following four points in the sea area under the
vessel height reference plane on the Tokyo International Airport Runway D:
Point A: Tokyo International Airport Runway D East Light Beacon (35°32' 41"N, 139°49' 51"E)
Point B: Tokyo West Fairway 1st Light Beacon (35°32' 59"N, 139°50' 19"E)
Point C: (35°33' 15"N, 139°49' 53"E)
Point D: (35°32' 53"N, 139°49' 35"E)

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

4. Navigation in the sea areas around the Tokyo Bay Aqua-Line
(1) The following vessels should sail the Tokyo Bay Aqua-Line East Fairway.
① Vessels of 3,000 G/T or over sailing northward across the Tokyo Bay Aqua-Line after leaving the Nakanose Traffic Route.
② Vessels of 3,000 G/T or over sailing northward, crossing the line connecting the Nakanose Traffic Route Light Beacon No. 8 and the SE end of Aqua-Line East Fairway (35°27' 14"N, 139°51' 31"E) and then Tokyo Bay Aqua-Line.
③ Vessels of 10,000 G/T or over (except vessels in 2) crossing Tokyo Bay Aqua-Line. (Vessels entering or leaving Kawasaki Area in Keihin Port without taking the Tsurumi Traffic Route are excluded.)
(2) Vessels should not anchor in the Tokyo Bay Aqua-Line East Fairway.

Note) Aqua-Line East Fairway
The sea area surrounded by the line connecting the following points A, B, C and D as shown in the Annex. (Effect from July 1st, 2010)
Point A: SW end of the fairway (35°28' 40"N, 139°49' 21"E)
Point B: NW end of the fairway (35°30' 13"N, 139°50' 55"E)
Point C: NE end of the fairway (35°28' 45"N, 139°53' 04"E)
Point D: SE end of the fairway (35°27' 14"N, 139°51' 31"E)
Annex

Navigational Route in North Tokyo Bay Area

Vessels of 28.4m or more in height are prohibited to enter.

Vessel height reference plane.

Point C
Point D
Point A
Point B
Point ①
Point ②
Point ③
Point ④

Tokyo International Airport Runway D
East Light Beacon

Keihin Port
(Tokyo area)

Tokyo Bay Aqua-Line
West Fairway

Central Light Beacon No. 2

Central Light Beacon No. 3

Tokyo Bay East Fairway

Central Light Beacon No. 3

Tokyo Bay Aqua-Line
East Fairway

Tokyo Bay Aqua-Line

Nakanose Traffic Route
Light Beacon No. 8

Kisarazu Port

Chiba Port

Off Tokyo Light Beacon
Irago Suido Traffic Route and Adjacent Waters

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

1. Taking a pilot on board
   The following vessels should take a pilot on board.
   (1) A vessel entitled to fly the flag of a foreign country
   (2) A vessel entitled to fly the Japanese flag, of 130m or more in length, and carrying dangerous cargo.

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

3. Restriction on service hours (prescribed by Article 23 of the Act on Maritime Traffic Safety)
   Vessels of 50,000 G/T or more carrying dangerous cargo and vessels of 25,000 G/T or more carrying liquefied gas should enter the traffic route from one hour before sunrise till sunset.
   However, "the vessel of 25,000 G/T or more" carrying liquefied gas, which has both an escort boat and a boat with specified firefighting equipment, can enter "Irago Suido Traffic Route" from 19:00 - if the sunset is after 19:00 it should be from sunset - to 03:00.

4. Notices to mariners and change of notification
   (1) The following items should be also reported when the "Notices to mariners" are reported
       a. Port of departure
       b. Whether or not a pilot has been arranged while navigating the traffic route
   (2) Vessels already reporting the "Notices to mariners" should report the Change of Notification at each change, when the estimated time of entering the traffic route is changed five minutes or more during time from three hours before the estimated time of entering the traffic route and position report described in "7. Position Report".

5. Confirmation of traffic control
   (1) A vessel navigating the traffic route should pay sufficient attention to the signals at the Irago Suido Traffic Control Signal Station.
(2) A vessel of 130m or more in length should contact the Ise Wan Vessel Traffic Service Center by VHF CH16 to confirm the conditions of traffic control before approaching the traffic route unless she has confirmed signals in the preceding paragraph.

6. Position Report (Refer to Fig. 3)
Vessels of 50m or more in length and vessels of 100m or more in length towing objects etc.*, except for vessels which have an auto-pilot system and are navigating appropriately, should report their position to the Ise Wan Vessel Traffic Service Center at the time they arrive at the initial reporting line.
* Vessels towing or pushing other vessels or rafts, as the total length from the head of towing vessel or pushed object to the end of towed object or pushing vessel is 100m or more

<Items to be Reported>
  a. Name of vessel
  b. The present position or the abbreviation and passing time (JST according to the 24 hour clock) of the position reporting line being passed

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

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

8. Waiting place under restriction on entry into the traffic route
When prohibited from entering the traffic route due to limited visibility etc., vessels should take the following actions.

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

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

9. Preparation of emergency fire wires (Refer to Fig. 1)
A vessel carrying dangerous cargo as prescribed by the Act on Maritime Traffic
Safety should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency. (Except the tanker equipped with Sunken Bitts which has sufficient strength.)

10. Maritime traffic information
    Fog information
    When visibility in the Irago Suido Traffic Route is reduced to less than 2 miles, fog information is broadcasted as follows.
    The 4th Regional Coast Guard Headquarters (Nagoya Hoan)
    F3E 156.6 MHz (CH12) in Japanese and English

11. Preparation of charts
    Vessels navigating Ise Bay and Mikawa Bay should prepare at least the following charts and obtain the latest information of the port in advance.
    Chart No. (Published by Japan Coast Guard)
    W1051 Ise Wan
    W1053 Irago Suido and Approaches
    W1064 Irago Suido
<table>
<thead>
<tr>
<th>Names of Position Reporting Lines</th>
<th>Abbreviations</th>
<th>Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ise Wan Ko S</td>
<td>IS Line</td>
<td>A line drawn from Ijika Light to the point at 90° 20.5 km</td>
</tr>
<tr>
<td>Ise Wan Ko E</td>
<td>IE Line</td>
<td>A line drawn from Oyama Triangle Point to the point at 180° 17.7 km</td>
</tr>
<tr>
<td>Nakayama Suido E</td>
<td>NE Line</td>
<td>A line connecting Tatsumasuki Light and the southern end of Sakushima Is.</td>
</tr>
<tr>
<td>Morosaki Suido S</td>
<td>MS Line</td>
<td>A line connecting southern end of Sakusima Is. and Cape Hazumisaki</td>
</tr>
<tr>
<td>Ise Wan Ko N</td>
<td>IN Line</td>
<td>A line drawn from the Off Tokohama Port Sandbank Breakwater West Light to the point at 217° 11.1 km</td>
</tr>
<tr>
<td>Ise Wan Ko W</td>
<td>IW Line</td>
<td>A line drawn the western end of Toshijima Is. to the point at 0° 13.3 km</td>
</tr>
<tr>
<td>Sugashima Suido E</td>
<td>SE Line</td>
<td>A line connecting the eastern end of Sugashima Is. and the southeastern end of Toshijima Is.</td>
</tr>
</tbody>
</table>

Fig. 3 Position Reporting Lines

- Toyohama Port Off Nakasu Breakwater West Light
- Sakushima Is.
- Hazumi Misaki
- Ijika Light House
- Toshijima Is.
- Sugashima Is.
- Oyama Triangle
- Ise Wan Vessel Traffic Service Center
- Position reporting lines
All vessels of 500 G/T or more are requested to follow the navigational instructions below in order to ensure safe navigation in Ise Wan.

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

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

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

1. Designated vessels should report the following information to the Center.
(1) Information based on the Act on Port Regulations
   ① Pre-entry report
      a. Items to be reported
         See the attached sheet
      b. Reporting procedures
         Either of the following ways should be taken.
      (a) By VHF-FM radio communication
         Your information is accepted by the JCG communication Station, the 4th Regional Japan Coast Guard Headquarters. When, however, you intend to submit the information to the Center, you are requested to call up Nagoya Hoan (or Nagoya Coast Guard Radio) first, and to connect the line to the Center.

<table>
<thead>
<tr>
<th>Communication station</th>
<th>VIA</th>
<th>Call sign</th>
<th>Calling VHF channel</th>
<th>Working VHF channel</th>
</tr>
</thead>
<tbody>
<tr>
<td>The 4th Regional Coast Guard Headquarters</td>
<td>VHF Radio telephone</td>
<td>Nagoya Hoan or Nagoya Coast Guard Radio</td>
<td>Ch 16 (156.80 MHz)</td>
<td>Ch 12 (156.60 MHz)</td>
</tr>
</tbody>
</table>

(b) By fulfilled application document, which is brought by your agent, by mail or by facsimile, to the Center addressed:
    Nagoya-Port Vessel Traffic Service Center
    3-1, Kinjyo-Pier, Minato-Ku, Nagoya-City, 455-0848
    Telephone: 052-398-0715 (Operator Room)
    Fax: 052-398-0716

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

(c) By e-mail
In case of “NACCS” (You, however, need to submit your information to the Center and get its ID and password for entry.)
   Contact: http://www.naccs.jp/aboutnaccs/reference.html

② Report on changes of sailing plan
   - Any changes to the pre-entry information must be reported to the Center immediately.
   - When exceeding deviation of 10 minutes from previous ETA to the passage or
estimated time upon getting underway, you should also report this change to the Center.

(2) Position reports

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

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

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

a. Designated vessels, reporting time and communication

<table>
<thead>
<tr>
<th>Entrance</th>
<th>Designated Vessels (Who)</th>
<th>Reporting time (When)</th>
<th>Communication (By what)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Vessels of 50 meters or over in length</td>
<td>- Passing the position reporting lines</td>
<td>- VHF-FM Radio telephone Call: “Nagoya Harbor Radar” Call-up channel: Ch 16 (156.8MHz) Working channels: Ch 14 (156.7MHz) Ch 22 (161.7MHz) Ch 13 (156.65MHz)</td>
</tr>
<tr>
<td></td>
<td>- Towing/Pushing vessels of 50 meters or more in total length*</td>
<td>- If you are anchoring in the Area, 30 minutes prior to commencing a movement for getting underway and also the time upon getting underway</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Direct telephone 062-388-0712 (Operator room)</td>
</tr>
</tbody>
</table>

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

b. Items to be reported

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

<table>
<thead>
<tr>
<th>Departure</th>
<th>① Name of the vessel and call sign</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>② Estimated time upon getting underway</td>
</tr>
</tbody>
</table>
2. Keeping in close contact with the Center
Vessels equipped with VHF-FM radio telephone shall monitor Ch 16 (156.8 MHz) and to keep in close contact within the Area, because the Center may provide information on safe navigation occasionally. In addition, the Center may call a vessel via Ch13 when Ch16 is busy, therefore both Channels shall be monitored by vessels within the Area.
To Captain of the Nagoya Port
(Via Chief, Nagoya Port Vessel Traffic Service Center)

Fill in the sheet and/or mark a circle.

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

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

Remarks
a. Any changes from the pre-entry information must be reported to the Center immediately.
b. When exceeding deviation of 10 minutes from previous ETA entering to the Passage, you are requested to report its change to the Center.
c. Keep monitoring Ch 16 (VHF-FM) and make sure a position report appropriately to the Center when you are in and near the Nagoya Port.
d. Make sure to contact with the Center before 30 minutes of your departure or shifting.

Confirmed by the Center
* Accepted No. | Prior Report | *Approved
Date . .

Symbol (*) is used by the Center
### Geographical position for submitting reports

<table>
<thead>
<tr>
<th>Names of Position Reporting</th>
<th>Abbreviations</th>
<th>Geographical position for submitting reports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nagoya West</td>
<td>NW</td>
<td>A line of 8,100 meters drawn from the Ise Bay Berth Light (34° 55' 36&quot; N, 136° 44' 24&quot; E) to the North, and a line of 3,600 meters drawn from the Berth Light to the South.</td>
</tr>
<tr>
<td>Nagoya South</td>
<td>NS Line</td>
<td>A line of 4,500 meters drawn and 270 degrees from the Togase North Light Beacon (34° 53' 42&quot; N, 136° 47' 22&quot; E) to the West.</td>
</tr>
</tbody>
</table>

This circle shows 3 traffic routes' connecting area, in which the lighting signal provides safety/navigational information on vessels' movements. The circle center is 1200 meters and 191 degrees from the VTS Center, and the radius is 1 mile.
**Akashi Kaikyo Traffic Route and Adjacent Waters**

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

1. **Taking a pilot on board**
   The following vessels should take a pilot on board.
   (1) A vessel entitled to fly the flag of a foreign country.
   (2) A vessel entitled to fly the Japanese flag, commanded by a master who does not have sufficient sea-going service and experience in navigating the Akashi Kaikyo Traffic Route.

2. **Continuous placement of an escort boat**
   A vessel should continue to keep an escort boat in tow, until she confirms her safe navigation even out of the traffic route.

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

4. **Preparation of emergency fire wires (Refer to Fig. 1)**
   A vessel carrying dangerous cargo prescribed by the Act on Maritime Traffic Safety should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency when it sails in Osaka Bay and Harima Sea. (Except the tanker equipped with Sunken Bitts which has sufficient strength.)

5. **Position report (Refer to Fig. 5)**
   Vessels of 50m or more in length (except vessels equipped with AIS and operating it properly) and vessels of 100m or more in length and towing or pushing objects are requested to send the following items to Osaka Wan Vessel Traffic Service Center when passing the first report line.
   <Items to be reported>
   a. Name of the vessel and the call name
   b. Present position, or the passing time (JST according to the 24 hour
clock) and abbreviation of the position reporting line having been passed

c. Destination

6. Communication with Osaka Wan Vessel Traffic Service Center

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

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

(2) Fog information

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

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

(3) Newspaper

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

7. Preparation of charts

Vessels navigating in Osaka Bay should prepare at least the following charts which covered the area they plan to navigate, and obtain recent information of ports in advance.

Chart No.  (Published by Japan Coast Guard)

W 77  Kii Suido and Approaches
W 106  Osaka Wan and Harima Nada
W 131  Akashi Kaikyo and Approaches
<table>
<thead>
<tr>
<th>W 150A</th>
<th>Osaka Wan</th>
</tr>
</thead>
<tbody>
<tr>
<td>W 150C</td>
<td>Kii Suido</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Names of Position Reporting Lines</th>
<th>Abbreviations</th>
<th>Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>South side of Akashi Kaikyo</td>
<td>AS Line</td>
<td>A line drawn from Tuna-ko Sano East Breakwater Light House to the Point 90° 20.9km</td>
</tr>
<tr>
<td>East side of Akashi Kaikyo</td>
<td>AE Line</td>
<td>A line drawn from Kobe Light House to the Point 180° 21.0km</td>
</tr>
<tr>
<td>North side of Akashi Kaikyo</td>
<td>AN Line</td>
<td>A line drawn from Hiraiso Light Beacon to the point 90° 9.3km</td>
</tr>
<tr>
<td>Off the Coast of Higashi Harima</td>
<td>AH Line</td>
<td>A line joining Eigashima-ko West Breakwater Light and Harimanada N Traffic Route Light Beacon No.10</td>
</tr>
<tr>
<td>West side of Akashi Kaikyo</td>
<td>AW Line</td>
<td>A line joining Awajimurotsu West Breakwater Light and Harimanada N Traffic Route Light Beacon No. 10</td>
</tr>
</tbody>
</table>
**Bisan Seto East Traffic Route, Bisan Seto North Traffic Route, Bisan Seto South Traffic Route, Uko East Traffic Route, Uko West Traffic Route, Mizushima Traffic Route and Adjacent Waters**

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

1. **Taking a pilot on board**
   The following vessels entitled to fly the flag of a foreign country should take a pilot on board.
   (1) A vessel carrying dangerous cargo
   (2) A vessel commanded by a master navigating Seto Inland Sea for the first time

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

3. **Navigation in the vicinity of the gateway of each traffic route**
   A vessel should avoid crossing the traffic route near the gateway of each traffic route.

4. **Restriction on entry time into the traffic routes (Prescribed by the regulation of Article 23 in the Act on Maritime Traffic Safety)**
   Huge vessels should navigate the traffic routes during daytime.

5. **Preparation of emergency fire wires (Refer to Fig. 1)**
   A vessel carrying dangerous cargo as prescribed by the Act on Maritime Traffic Safety should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency.(Except the tanker equipped with Sunken Bitts which has sufficient strength.)
6. Notices to Mariners
   (1) The following items should also be reported when reporting the
   "Notices to Mariners."
   a. Port of departure
   b. Whether a pilot while navigating the traffic route has been arranged
      or not
   c. Draft of the vessel if a vessel with a length of 160m or over
   (2) Vessels that have already reported the "Notice to Mariners" must
      report a "Change of Notification" any time when there is a change in the
      estimated time of entering the traffic route for 10 minutes or longer
      within three hours before the estimated entry time.

7. Position report (Refer to Fig. 6)
   Vessels of 50m or more in length, except for vessels of 300 G/T or less
   which have auto-pilot system and are appropriately navigating, and
   vessels of 100m or more in length towing objects etc., except for vessels
   which have auto-pilot system and are appropriately navigating, should
   report the following items to the Bisan Seto Traffic Advisory Service
   Center on first crossing position reporting line.

   <Items to be reported>
   a. Name of the vessel
   b. Present position, or the passing time (JST according to the 24 hour
      clock) and abbreviation of the position reporting line having been
      passed
   c. Traffic route and area to navigate and call port

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

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

(2) Radio broadcast

The following station has a regular program of announcement giving sailing schedule for huge vessels.

a. NHK 1st Broadcast, Hiroshima 1,071 kHz (from 18:50 to 19:00 on weekdays)

b. NHK 1st Broadcast, Okayama 603 kHz (from 18:50 to 19:00 everyday)

c. NHK 1st Broadcast, Takamatsu 1.368 kHz (from 17:55 to 18:00 everyday)

(3) Fog information

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

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

b. NHK 1st Broadcast, Hiroshima
   1,071 kHz in Japanese

c. NHK 1st Broadcast, Okayama
   603 kHz in Japanese

d. NHK 1st Broadcast, Yamaguchi
   675 kHz in Japanese

e. NHK 1st Broadcast, Matsuyama
   963 kHz in Japanese

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

g. Chugoku Hoso, Fukuyama
   1,530 kHz in Japanese
9. Preparation of Charts

Vessels navigating in Seto Inland Sea should prepare at least the following charts which covered the area they plan to navigate and obtain the latest information of ports in advance.

Chart NO. (Published by Japan Coast Guard)

- W 137A Eastern Part of Bisan Seto
- W 137B Western Part of Bisan Seto
- W 153 Bisan Seto and Bingo Nada
- W 154 Uno Ko and Approaches
- W 1116 Mizushima Ko and Approaches
- W 1121 Sakaide Ko
- W 1122 Approaches to Nabe Shima
- W 1127A Eastern part of Mizushima Ko
Fig. 6  Position Reporting Lines

<table>
<thead>
<tr>
<th>Names</th>
<th>Abbrs.</th>
<th>Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>W of Bisan Seto S Traffic Route</td>
<td>SW Line</td>
<td>A line drawn at 180° from Futaoonteshima Light to the coast (Awashima)</td>
</tr>
<tr>
<td>S of Bisan Seto S Traffic Route</td>
<td>SS Line</td>
<td>A line connecting N end of Awashima-Yagurabana and N end of Shamujima</td>
</tr>
<tr>
<td>N of Mizusima</td>
<td>MN Line</td>
<td>A line drawn at 75° from Futunojishima triangle to the coast</td>
</tr>
<tr>
<td>E of Mizusima</td>
<td>MW Line</td>
<td>A line drawn from Futunojishima triangle to the point at 180° 2,000m</td>
</tr>
<tr>
<td>W of Mizusima</td>
<td>ME Line</td>
<td>A line connecting Nishinosaki Control Signal and W end of Hitsushijima</td>
</tr>
<tr>
<td>S of Bisan Seto E Traffic Route</td>
<td>ES Line</td>
<td>Lines drawn at 90° from Koseishima triangle to the coast and from the same triangle to the point at 238° 2,860m</td>
</tr>
<tr>
<td>S of Uko Route</td>
<td>US Line</td>
<td>A line connecting Megishima triangle and the peak of Kushinoyama</td>
</tr>
<tr>
<td>N of Uko Route</td>
<td>UN Line</td>
<td>A line connecting N end of Kamashima and Manaitashi Light Beacon</td>
</tr>
<tr>
<td>Isima Suido</td>
<td>EN Line</td>
<td>A line connecting NE end of Naoshima Tsunosaki and Toyoshima Reitasaki</td>
</tr>
<tr>
<td>NE of Takamatsu</td>
<td>ET Line</td>
<td>A line connecting S end of Ogishima and N end of Oshima</td>
</tr>
<tr>
<td>N of Takamatsu</td>
<td>EY Line</td>
<td>A line connecting N end of Kabutoshi and N end of Takashima</td>
</tr>
<tr>
<td>E of Bisan Seto E Traffic Route</td>
<td>EE Line</td>
<td>A line connecting Shodoshima Jizosaki and Okushisaki</td>
</tr>
</tbody>
</table>
**Kurushima Kaikyo Traffic Route and Adjacent Waters**

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

1. Taking a pilot on board
   The following vessels entitled to fly the flag of a foreign country should take a pilot on board.
   (1) A vessel carrying dangerous cargo
   (2) A vessel commanded by a master navigating Seto Inland Sea for the first time.

2. Continuous placement of an escort boat
   A vessel should continue to place the escort boat, until she confirms her safe navigation even out off the traffic route.

3. Navigation in the vicinity of the gateway of the traffic route
   A vessel should avoid crossing the traffic route near the gateway of the traffic route.

4. Restriction on entry time into the traffic route (Prescribed by the Act on Maritime Traffic Safety, Article 23)
   Huge vessels should navigate Naka Suido (mid-channel) in day slack water or weakly fair tide during the day.

5. Preparation of emergency fire wires (Refer to Fig. 1)
   A vessel carrying dangerous cargo prescribed by the Act on Maritime Traffic Safety should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency.(Except the tanker equipped with Sunken Bitts which has sufficient strength.)

6. Matters to be attended to navigate Kurushima Kaikyo (Refer to Figs. 7
& 8)
(1) You are recommended to make your navigation plan in view of the following:
   a. Navigating the traffic route as far as practicable when the tidal stream is not likely to change.
   b. Not navigating the narrows as far as practicable when the stream is strong.

(2) When entering the traffic route during the S-going tidal stream, vessels on opposite courses will pass starboard side to starboard; early action should be taken to shift to a correct track relative to the direction of stream approach to the traffic route in wide waters.
   Also, when leaving the traffic route, you should try to navigate carefully with full understanding of your surroundings.

(3) Take note of the following when tidal stream changes after you enter into the traffic route.
   a. Shift to a correct track relative to the direction of stream as soon as practicable in view of the surroundings.
   b. Do not alter your course as far as practicable in the sea area close to Uma Shima.

(4) The following items should also be reported when reporting the "Notice to Mariners."
   a. Port of departure
   b. Whether a pilot while navigating the traffic route has been arranged or not
   c. Draft of the vessel if a vessel carrying dangerous cargo of 50,000 G/T or more (vessels of 25,000 G/T or more if they are carrying a liquefied gas)

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

7. Position Report (Refer to Fig. 9)
Vessels with a length of 50m or over and vessels towing a long object whose total length is 100m or over (except for vessels equipped with AIS and operating properly) should send the position report to Kurushima Kaikyo Vessel Traffic Service Center when having passed the first position reporting line.

<Items to be reported>

a. Name of the vessel

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

c. Traffic route, sea area to navigate and the destination port

8. Communication with the Kurushima Kaikyo Vessel Traffic Service Center

(1) Information provided
Vessels equipped with VHF (CH16, 156.8 MHz) should keep contact with Kurushima Kaikyo Vessel Traffic Service Center since the center occasionally provides navigational safety information while navigating the traffic route, the main route leading to the traffic route, and the adjacent waters.

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

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

a. 6th Regional Coast Guard Headquarters (Hiroshima Hoan)
9. Preparation of Charts
Vessels navigating in Seto Inland Sea should prepare at least the following charts which covered the area they plan to navigate, and obtain recent information of ports in advance.
Chart No. (Published by Japan Coast Guard)

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

10. Navigation of Foreign Vessels
Foreign vessels should obey and understand especially the following rules when navigating.

(1) The basic matters such as the enforcement of appropriate watch, finding position and listening to VHF.
(2) Notices on weather and sea conditions while navigating in Seto
Inland Sea.

(3) Navigational instructions in the Kurushima kaikyo Traffic Route.

(4) “Stow-net fishery” operation in Bisanseto sea area.

(5) “Spanish mackerel drift net fishery” operation around the traffic route.
### Names of reporting lines

<table>
<thead>
<tr>
<th>Names of reporting lines</th>
<th>Abbreviations</th>
<th>Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>N of Kurushima Kaikyo E Ext</td>
<td>EN Line</td>
<td>A line drawn at 325° from Kajishima to Kajishima</td>
</tr>
<tr>
<td>S of Kurushima Kaikyo E Ext</td>
<td>ES Line</td>
<td>Lines drawn at 218° from Kajishima to Kajishima and at 218° from Hikishima to the coast</td>
</tr>
<tr>
<td>Off Imabari</td>
<td>KI Line</td>
<td>Lines drawn from the point at 107° 610m from the Ohama Tide Current Signal Station to the point at 120° 4.280m and to the coast at 189°</td>
</tr>
<tr>
<td>Off Hashihama</td>
<td>KH Line</td>
<td>A line drawn at 199° from Ojima E Light Beacon to the coast and connecting Ojima E Light Beacon and Osumihana</td>
</tr>
<tr>
<td>Off Namikata</td>
<td>KS Line</td>
<td>A line drawn from Osumihana to the point at 250° 4.330m and to the coast at 205°</td>
</tr>
<tr>
<td>E of Kurushima Kaikyo N Ext</td>
<td>KE Line</td>
<td>A line drawn from the point at 75° 3.970m from Agonohana Light to the coast at 159° 30' and from Tsushima Tide Current Signal Station to the coast at 141°</td>
</tr>
<tr>
<td>W of Kurushima Kaikyo N Ext</td>
<td>KN Line</td>
<td>Lines from Agonohana Light to the coast at 255° and to the point at 195° 3.970m</td>
</tr>
<tr>
<td>N of Kurushima Kaikyo W Ext</td>
<td>WN Line</td>
<td>A line drawn at 0° from Itsukushima to the coast</td>
</tr>
<tr>
<td>S of Kurushima Kaikyo W Ext</td>
<td>WS Line</td>
<td>A line drawn at 272° from Kurushima Kazitorihana Light to the coast</td>
</tr>
</tbody>
</table>

**Fig. 9 Position Reporting Lines**

[Map of Position Reporting Lines]
The 6th Regional Coast Guard Headquarters is conducting the following navigation safety guidance with the aim of ensuring the safety of maritime traffic.

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

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

Fig.10 Navigation of Naoshima Suido
**Kanmon Kaikyo and Adjacent Waters**

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

1. Report to the Kanmon Kaikyo Vessel Traffic Service Center (call “the Center”)
   (1) Methods of reporting in advance and reporting the changes according to the Act on Maritime

   **Report as follows:**
   ① Report Forms
      Refer to Annex 1.
   ② Method of Report
      a. Report by radio communication
         Reports are acceptable at the 7th Regional Coast Guard Headquarters.

         | Name of communication Station | Means of report | Call sign  | Calling frequency | Working frequency |
         |------------------------------|-----------------|------------|------------------|------------------|
         | 7th Regional Coast Guard Headquarters | VHF             | Moji-Hoan | 156.80 MHz (CH16)| 156.60 MHz (CH12)|

      When communicating by VHF, please call up "Moji Hoan" and request a connection to the Center, and then communicate directly with the traffic control officer of the Center.

      Report each item in the advance report with the item number.

      b. Report in writing (bring directly or mail to the following address)
         Kanmon Kaikyo Vessel Traffic Center Operation Control Section
         2-10-11 Matsubara, Moji-ku, Kita Kyushu-shi, 800-0064

      c. Report by telephone
         Telephone number: 093-372-0090 (or -0099)
         Fax number: 093-381-4499

      d. Report by Email
         Send the application to the NACCS Center to acquire ID and password.
         (Contact) [http://www.naccs.jp/aboutnaccs/reference.html](http://www.naccs.jp/aboutnaccs/reference.html)

   ③ Report of Changes
      Any changes in items ① to ⑤ in Annex 1 must be reported immediately.
      However, ETA of Hayatomo Seto Fairway (③) is to be reported only when the change is for 15 minutes or more.

   (2) Position Report (Refer to Fig. 11)
      ① Object vessels for position report, and time and items to be reported
         Position report to the center is required when the vessel crosses a position report line or when the vessel starts navigation according the following chart. Vessels other than object vessels also can send a position report.
         ‘Time to start navigation’ means the time when a vessel leaves the coast or leaves their berth in order to enter Kanmon Passage or Kanmon Passage No.2.
<table>
<thead>
<tr>
<th>Type of the vessel to be reported</th>
<th>Time of the report</th>
<th>Reporting Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessels of 300 G/T or more but less than 10,000 G/T (less than 3,000 G/T for vessels carrying oil) equipped with Automatic Identification System (AIS) and properly operating it and intending to enter Kanmon Passage and Kanmon Passage No.2 from outside of the Kanmon Passage.</td>
<td>When passing a position reporting line.</td>
<td>Name of the vessel, call sign, passing position, abbreviation of position reporting line, gross tonnage, draft, and destination</td>
</tr>
<tr>
<td>Vessels of 10,000 G/T or over (3,000 G/T or over for vessels carrying oil), intending to enter Kanmon Passage and Kanmon Passage No.2 from outside of the Kanmon Port area.</td>
<td>The time of starting navigation. However, vessels leaving Wakamatsu Traffic Route from WA Line shall report the time of crossing WA Line, and vessels leaving the port from Chofu area shall report the time of crossing CS line.</td>
<td>Name of the vessel, call sign, passing position, abbreviation of position reporting line, gross tonnage, draft, and destination</td>
</tr>
<tr>
<td>Vessels of 300 G/T or over, leaving Kanmon Port (excludes Hibiki Shinko area and Sin-Moji area).</td>
<td>The time of crossing a position reporting line. However, vessels leaving the port shall report the time of starting navigation, vessels leaving Wakamatsu Traffic Route shall report the time of crossing WA Line, and vessels leaving from Chofu area shall report the time of crossing CS Line.</td>
<td>Name of the vessel, call sign, passing position, abbreviation of position reporting line, gross tonnage, draft, and destination</td>
</tr>
<tr>
<td>Vessels towing, pushing or holding objects, navigating Kanmon Passage and Kanmon Passage No.2. (Except vessels equipped with AIS and operating it properly).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2) Method of Report

a. Report by radio communication

When communicating by VHF, call up: "Kanmon Martis", and then say the word “Ichi Tsuho (position report)” before starting report.

<table>
<thead>
<tr>
<th>Name of communication Station</th>
<th>Means of report</th>
<th>Call sign</th>
<th>Calling frequency</th>
<th>Working frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>7th Regional Coast Guard Headquarters</td>
<td>VHF</td>
<td>Moji-Hoan</td>
<td>156.80MHz (CH16) 156.65MHz (CH13)</td>
<td>156.65MHz (CH13) 156.70MHz (CH14) 161.70MHz (CH22)</td>
</tr>
</tbody>
</table>

b. Report by telephone

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

(3) Keeping contact with the Center

Vessels equipped with VHF are requested to listening to 156.80MHz (CH16) to keep contact with the Center (call up: “Kanmon Martis”), since the center occasionally provides navigational safety information while navigating the traffic route, the main route leading to the traffic route, and the adjacent waters.
When CH16 is busy, the Center may use CH13 to call a vessel. Therefore, vessels should listen to CH13 as well as CH16.

(4) Position reporting Lines
Position reporting lines used in the position report are as follows.

<table>
<thead>
<tr>
<th>Names</th>
<th>Abbreviations</th>
<th>Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sin-Moji N</td>
<td>SN Line</td>
<td>A line connecting Takenohana and the point at 90°, 2,150 m from Shin-Moji Breakwater Light.</td>
</tr>
<tr>
<td>Shin-Moji E</td>
<td>SE Line</td>
<td>A line connecting the point at 90°, 2,150m from Shin-Moji Breakwater Light and the point at 90°, 8,150m from the same light.</td>
</tr>
<tr>
<td>Hesaki SE</td>
<td>HS Line</td>
<td>A line connecting the point at 90°, 8,150m from Shin-Moji Breakwater Light and the point at 215°, 3,950m from Ryuosan Triangle.</td>
</tr>
<tr>
<td>Onoda W</td>
<td>OW Line</td>
<td>A line connecting the point at 215°, 3,950m from Ryuosan Triangle and the point at 240°, 4,350m from the same triangle.</td>
</tr>
<tr>
<td>Chofu S</td>
<td>CS Line</td>
<td>A line connecting Manjushima Light and the south end of Senjushima.</td>
</tr>
<tr>
<td>Mutsureshima N</td>
<td>MN Line</td>
<td>A line connecting the following points: 1. Mutsureshima Light 2. Point at 0°, 6,930m from Mutsureshima Light 3. Kurumise Light Beacon</td>
</tr>
<tr>
<td>Aishima S</td>
<td>AS Line</td>
<td>A line connecting the south end of Aishima and the north end of Katashima</td>
</tr>
<tr>
<td>Shirasu S</td>
<td>SS Line</td>
<td>A line drawn from Shirasu Light to the coast at 180°.</td>
</tr>
<tr>
<td>Wakamatsu N</td>
<td>WA Line</td>
<td>A line connecting the following points: 1. The point at 232°, 1,630m from Wakamatsudokai Bay Gate Breakwater Light. 2. The point at 222° 45', 1,710m from Wakamatsudokai Wan Gate Breakwater Light.</td>
</tr>
</tbody>
</table>
Annex 1

Advance report (Change report)

To Kanmon Kaikyo Vessel Traffic Service Center

Report date
Reporter’s name

(Annexed table of report in advance)

<table>
<thead>
<tr>
<th>Legal report matters</th>
</tr>
</thead>
<tbody>
<tr>
<td>① Name of Vessel</td>
</tr>
<tr>
<td>② Gross tonnage and Length</td>
</tr>
<tr>
<td>③ Estimated date and time of entering Hayatomo-Seto Waterway (Under Kanmon Bridge)</td>
</tr>
<tr>
<td>④ Method of communication</td>
</tr>
<tr>
<td>⑤ Berth name of Kanmon Port ( * )</td>
</tr>
<tr>
<td>* Not necessary if you do not berth</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Arbitrary report matters</th>
</tr>
</thead>
<tbody>
<tr>
<td>⑥ Call Sign</td>
</tr>
<tr>
<td>⑦ MMSI</td>
</tr>
<tr>
<td>⑧ Type of Vessel</td>
</tr>
<tr>
<td>⑨ Departure berth name &amp; Departure time</td>
</tr>
<tr>
<td>Entry line name &amp; Passage time</td>
</tr>
<tr>
<td>Leaving line name &amp; Passage time</td>
</tr>
<tr>
<td>⑩ Maximum draught at the time of transit through the passage</td>
</tr>
<tr>
<td>⑪ Types of dangerous cargo and amount of each type</td>
</tr>
<tr>
<td>⑫ Arrangement of pilot</td>
</tr>
</tbody>
</table>

Note: If there is any change in legal report matters (No.①～⑤), report to Kanmon Kaikyo Vessel Traffic Service Center. However, it is unnecessary to report changes of less than 15 minutes regarding No.③.
2. Report to Wakamatsu Port Traffic Control Office (call “the Control Office”)

(1) Method of reporting in advance according to the Act on Port Regulations
Report should be sent by one of the following method.

① Report Forms
Refer to Annex 2.

② Method of Reporting
a. Report by radio communication
Reports are acceptable at the Japan Coast Guard Communication Station (7th Regional Coast Guard Headquarters).

<table>
<thead>
<tr>
<th>Name of communication Station</th>
<th>Means of report</th>
<th>Call sign</th>
<th>Calling frequency</th>
<th>Working frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>7th Regional Coast Guard Headquarters</td>
<td>VHF</td>
<td>Moji-Hoan</td>
<td>156.80MHz (CH16)</td>
<td>156.60MHz (CH12)</td>
</tr>
</tbody>
</table>

When communicating by VHF, please call up "Wakamatsu-Konai Hoan" and communicate directly with the Control Office.

First, state the abbreviation of the Control Office Chief, "Wakamatsu Kansei," and then report each item in the advance report with the item numbers.

When reporting a change by radio communication, follow the same instructions for reporting in advance, except say the word “Henko (change)” after the abbreviation of the Control Office Chief “Wakamatsu Kansei”

b. Report in writing (bring directly or mail to the following address)
Wakamatsu Port Traffic Control Office
5-1-3 Makiyama, Hatake-ku, Tobata, Kita Kyushu-shi, 804-0053

c. Report by telephone
Telephone number: 093-871-2482
Fax number: 093-881-6094

d. Report by Email
Send the application to the NACCS Center to acquire an ID and password.
(Contact) http://www.naccs.jp/aboutnaccs/refernce.html

(2) Position Report to Kanmon Kaikyo Vessel Traffic Service Center
Vessels of 300 G/T or over and vessels towing, pushing or holding an object must send a position report to the Center when passing WA Line if they are leaving Wakamatsu Passage from the sea area west of WA Line.

Refer to ”(2) Position Report” in the previous section “Report to Kanmon Kaikyo Vessel Traffic Center” for the reporting method.

(3) Keeping contact with the Control Office
Vessel equipped with VHF should listen to 156.80MHz (CH16) to keep contact with the Wakamatsu Konai Control Office (Wakamatsu Konai Hoan) since the Control Office occasionally provides information on safety navigation for the vessels navigating Wakamatsu Fairway.
## Advance report

To Chief, Wakamatsu Port Control Office

Report date :

Reporter name :

Telephone number :

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Name of vessel</td>
</tr>
<tr>
<td>(2)</td>
<td>Gross tonnage and length</td>
</tr>
<tr>
<td>(3)</td>
<td>Estimated date and time of entry Wakamatsu Waterway</td>
</tr>
<tr>
<td>(4)</td>
<td>Estimated date and time of leaving the berth</td>
</tr>
<tr>
<td>(5)</td>
<td>Method of communication</td>
</tr>
<tr>
<td>(6)</td>
<td>Berth name</td>
</tr>
<tr>
<td>(7)</td>
<td>Shift within Wakamatsu Waterway</td>
</tr>
<tr>
<td>(8)</td>
<td>Flag/Kind of vessel</td>
</tr>
<tr>
<td>(9)</td>
<td>Maximum draught at the time of entering Wakamatsu Passage</td>
</tr>
<tr>
<td>(10)</td>
<td>Last port</td>
</tr>
<tr>
<td>(11)</td>
<td>Next port</td>
</tr>
<tr>
<td>(12)</td>
<td>Types of dangerous cargo and amount of each type</td>
</tr>
<tr>
<td>(13)</td>
<td>Arrangement of pilot</td>
</tr>
<tr>
<td>(14)</td>
<td>Remarks (Changing position within a port, arrival point of a large vessel in Okudokai Traffic Route or the turning point, etc.)</td>
</tr>
</tbody>
</table>
3. Preparation of charts
   The following charts for Kanmon Kaikyo have been published. Vessels intending to navigate along Kanmon Kaikyo should always refer to the latest chart.
   
   Chart No. (Published by Japan Coast Guard)
   W 135       Kanmon Kaikyo
   W 1262      Eastern part of Kanmon Ko
   W 1263      Middle part of Kanmon Ko
   W 1264      Northern part of Kanmon
   W 1265      Kanmon Ko Wakamatsu (Connection part of Wakamatsu)
   W 1267      Western Part of Kanmon Ko

4. Information on visibility
   Kanmon Kaikyo Vessel Traffic Service Center provides information on visibility as “fog information” when fog, mist, or snow to cause poor visibility occurs in Kanmon Port and adjacent waters (call “Kanmon Port etc”).
   
   When fog information announcing the limited visibility is broadcast, vessels intending to sail Kanmon Port, etc. should navigate with special caution taking all measures such as enforcing watch.

   (1) Conditions when fog information is broadcast
      ① When the visibility is reduced less than 2,000 meters.
      ② When the visibility is reduced less than 1,000 meters.
      ③ When the visibility is reduced less than 500 meters.
      ④ When the visibility is recovered more than 2,000 meters.

   (2) Methods of notification
      ① Notice by the Center (Kanmon Martis)
         a. VHF radio telephone (CH16)
         b. MF radio telephone (Radio) in Japanese (1,651 kHz), in English (2,019 kHz)
         c. Telephone service (093-381-3399)
         d. Light signal board at the Center
         e. AIS binary message
      ② Navigational warning by the 7th Regional Coast Guard Headquarters (Moi Hoan) though VHF radio telephone (CH16).
      ③ Direct notice from Patrol craft
Captain of Kanmon Port provides the following instructions for safety navigation.

- Regulation for Head-on situation in Hayatomonoseto Fairway (Refer to Fig. 12)
  The following vessels must not meet in Hayatomonoseto Fairway (area between the line on the west of Kamon Bridge and the line drawn at 130° from Hinoyama Tidal Signal Staion in Kanmon Passage):
  ① When both vessels are not carrying oil:
      A vessel of 10,000 G/T or over against a vessel of 10,000 G/T or over
  ② When both vessels are carrying oil:
      A vessel of 3,000 G/T or over against a vessel of 3,000 G/T or over
  ③ One vessel is not carrying oil and the other is carrying oil.
      A vessel of 10,000 G/T or over against a vessel of 3,000 G/T or over, carrying oil.
Fig. 11  Position Reporting Line
Fig. 12
2. Temporary anchorage zone of the Mutsure Shima sea stage (Fig. 13)
   Vessels with a gross tonnage of 30,000 or more and with draft of 10m or over, intending to enter or pass through Kanmon Port and planning to anchor temporarily around Mutsure Shima for reasons such as waiting for a pilot or tide shall anchor in the following temporary anchorage zones.
   (1) From sunrise to sunset
   The sea areas north of the line drawn from Koshiki-iwa (33° 59' 17" N, 130° 50' 7" E) to the point at 90° 2,900 m and the point at 44°.
   (2) From sunset to sunrise
   The sea area west of the line drawn at 0° from Mutsure Shima Light and north of the line drawn at 310° from the point of 0° 2,600 m from the light.

Fig. 13
3. Prevention of marine accidents around Daibahana in Kanmon Port (Refer to Fig. 14)

(1) Vessels trying to enter Kanmon Traffic Route from Kanmon Traffic Route No.2 or Kanmon Traffic Route No.2 from Kanmon Traffic Route must avoid the course of vessels navigating in Kanmon Traffic Route. As a preventive measure, in early times, vessels should reduce speed and take appropriate action.

(2) Vessels should not overtake other vessels in the area from light beacon No. 7 to light beacon No. 10 in Kanmon Traffic Route near Daibahana.

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

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

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

Fig. 14