

## Pre-arrival Procedure Format ( Page1 )

[Unified Format for Captain of the Port, The Port Management Body, District Transport Bureau, and Japan Coast Guard office]

Application to load/discharge dangerous goods      Application for berth assignment      Application for berth change  
 Application for moorings      Report on the Financial Security Information based on the Law on liability for Oil Pollution Damage  
 Report on the Security Information of Ships based on the Law for the Security of Ships and of Port Facilities

You can use this format as a Report on the Security Information of Ship based on the Law for the Security of Ships and of Port Facilities , a Report on the Financial Security Information based on the Law on Liability for Oil Pollution Damage , and Application to load or discharge dangerous goods , for berth assignment , and for berth change under the Port Regulations Law , and as an Application for moorings

Captain of the Port  
 The Port Management Body  
 Director General of the District  
 Transport Bureau  
 Chief of Coast Guard \_\_\_\_\_  
 (office or station)

Name of master \_\_\_\_\_  
 Name of applicant \_\_\_\_\_  
 Address of applicant \_\_\_\_\_  
 Name of the person in charge/contact address \_\_\_\_\_

[ Coastal · Oceangoing ]

<b>Basic information</b>	Name of ship		IMO number(or number of ship/fishing boat registration number)		
	Type of ship	[ cargo vessel · container vessel · cargo vessel · passenger vessel · oil tanker · fishing vessel · other ] [ S.S. · M.S. · sailing ship with engine · other ]			
	Flag state		Port of registry		
	Gross tonnage	International gross tonnage	Dead weight tonnage	Length overall	
	Communication system	Call sign	Other communication systems		
<b>Owner, operator, and agent</b>	Ship's owner <Name> <Address> <TEL , FAX>				
	Ship's operator (When the ship's operator is different from the ship's leaseholder, you should also include the ship's leaseholder.) <Name> <Address> <TEL , FAX>				
	Ship's agent <Name> <Address> <TEL , FAX>				
<b>Arrival information</b>	Port of arrival		Expected date and time of arrival of the ship in port		
	Purpose to berth	Anchorage ground desired	Period of anchorage		
	Moorings of arrival		<Code>		
	Date-time of arrival		Date-time of departure		
	Berth change from		Berth change to		
	Reason for the berth change	Date and time of the berth change	Period of stay		
	In or Shift [ In · Shift ]	Port or Starboard [ Port · Starboard ]			
	Name of ship which lays aboard or laid aboard		Maximum draft ( m )		
<b>Voyage information</b>	Name of line (Service)		[ Priority for berthing · Liner · Trampler ]		
	Port of provenance	Last port	Next port	Port of destination	
	Entry position into specific area and ETA <Position> [ Tokyo Bay · Ise Bay · Kii Channel · Bungo Cannel · Kanmon Channel ] <Date and time>				

Name of ship		IMO number(or number of ship/fishing boat registration number)		
Cargo information	Landing cargo in this country	Cargo on board		
	Port of arrival	<Name·Port of loading>	<Quantity>	<Name>
	Other ports (when the port of arrival is the first port in this country.)			<Quantity>
Dangerous goods information	arrival	Proper shipping name(Port of loading), Class, UN number, Packing group, Flash point( IN ,c.c.)	Number of packages, Mass net	Stowage position on board
	departure			
Dangerous goods handling information	Dangerous goods handling agent's name and telephone number			
	Period of dangerous goods handling			
Financial Security information	Holder of financial security [ Yes / No ]	Certificate number ( if you possess certificate issued by MLIT or CLC certificated issued by foreign country.)		
	Fill in these items unless you possess the certificate mentioned above.	Name of insurer or guarantor		
		ID number of the certificate issued by the insurer or guarantor		
		Duration of insurance or other financial security		
		Does financial security cover both bunker oil pollution damage and the coast of shipwreck	[ Yes / No ]	
	Amount limit of insurance or other financial security			
Record of entering Japanese port within past 1 year		[ Yes / No ]		
Remarks				



	Ship security level at those ports	Additional security measures	Existence of passengers boarding at the port and to disembark in Japan
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
		[ Yes / No ]<Detail>	[ Yes / No ]
	Cruising speed	All security incidents and other practical security related information	

- 1 Submit Page1 to all the offices you apply or report to. (If you use public moorings, you should submit Page1 when you apply for the public moorings).  
You should submit this format before either of the prior; by noon of the day before arrival or 24 hours before arrival. If the day you submit the format is a holiday, you should submit before noon of the workday before the holiday. (Note; When you enter into specific area and ETA from a foreign port , "arrival" is replaced by "entry into specific area and ETA.")
- 2 Submit page2 only to Japan Coast Guard if necessary. You should submit 24 hours before arrival.
- 3 When you apply to Captain of the Port, you should sign your name in "Name of applicant".
- 4 For a coastal ship, fill in "Other communication system" only with a call sign.
- 5 "Record for entering Japanese port during the past year "includes the entrance into the specific area of the "Non-tanker-ships" within the past year.
- 6 Fill in "Port of loading" of "Cargo information" section and "Dangerous goods information" only when you enter from a foreign port.
- 7 A coastal ship does not need to fill in "Other ports in this country" of "Name, port of loading and quantity of landing cargo"
- 8 Dangerous Goods (DG) [if any]. Please notify us of "DG to be discharged" and "DG not to be discharged" on arrival, and "Loaded DG" on departure, respectively.  
As for "DG not to be discharged", please indicate the condition of the place where DG is stored, "OPEN" or "CLOSED", in the column of "Storage Position on Board".
- 9 Dangerous Goods Handling information [if applicable]. It is to be written by the cargo handling agent.
- 10 When you choose "Yes" in "Extended Japanese domestic voyage (Yes, No)", you do not need to fill in both "All ports of call in Japan after departure and schedule of entrance" and "Entry position into specific area and ETA after departure"
- 11 In Page2, when ports in Japan are included in past 10 ports, you can start the list with the latest port call in Japan.