

OSAKA WAN
VESSEL TRAFFIC SERVICE CENTER
“OSAKA MARTIS”
USER MANUAL



OSAKA WAN VESSEL TRAFFIC SERVICE CENTER

“OSAKA MARTIS”

USER MANUAL

TABLE OF CONTENTS

I	INTRODUCTION	1
II	OPERATIONAL CONCEPT OF "OSAKA MARTIS"	2
III	IMPORTANT NAVIGATIONAL RULES	2
	1 Akashi strait and northern part of Osaka Bay	
	2 Hanshin port	
IV	COMMUNICATION	6
	1 VHF Channels	
	2 Communication Language	
	3 Call Sign of Osaka MARTIS, etc.	
V	PRE-ENTRY REPORT AND POSITION REPORT	7
	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 Pre-Entry Report of Hanshin Port (Kobe, Osaka, Sakai-Senboku)	
	4 Instructions to a very large vessel and etc.	
	5 Position Report	
	6 Information Service Area and Monitoring of Vessel Traffic	
VI	SERVICES PROVIDED BY VHF RADIOTELEPHONE	12
	1 Application of Message Markers	
	2 Type of Information Services within the Information Service Area	
	3 Information Monitoring Requirement within the VHF Standby Area	
	4 Advice (Message Marker "ADVICE")	
	5 Instruction (Message Marker "INSTRUCTION")	
VII	OTHER MEANS OF INFORMATION SERVICES	17
	1 Automatic Identification System (AIS)	
	2 Radio Broadcast	
	3 Internet Homepage	

OSAKA WAN VESSEL TRAFFIC SERVICE CENTER

“OSAKA MARTIS”

USER MANUAL

I INTRODUCTION

Osaka Wan Vessel Traffic Service Center, "OSAKA MARTIS", whose mission is to maintain and improve safety and efficiency of vessel traffic in the Akashi strait and its vicinity and northern part of Osaka 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 " OSAKA MARTIS" and essential information while navigating in the Akashi strait and its vicinity.

A vessel navigating in the Akashi strait is highly recommended to carry this manual in the bridge and utilize as a reference book.

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

- Act on Aids to Navigation
- Act on Port Regulations
- Cabinet Order for Enforcement of the Act on Port Regulations
- Ordinance for Enforcement of the Act on Port Regulations
- 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
- "Signals Indicating Vessel's Way While Navigating in the Designated Harbors, referred in paragraph 2, article 11 of the Ordinance for Enforcement of the Act on Port Regulations" (Japan Coast Guard Public Notice No. 35, in 1995)
- "Codes Transmitted as Destination Information of the Automated Identification System in order to Inform Other Vessels of the Way, referred in paragraph 1, article 11 of the Ordinance for Enforcement of the Act on Port Regulations" (Japan Coast Guard Public Notice No. 94, in 2010)
- "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)
- "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 Provision of Information, etc. conducted by the Osaka Wan Vessel Traffic Service Center and the Kobe Vessel Traffic Signal Station which is operated by the Osaka Wan Vessel Traffic Service Center" (Japan Coast Guard Public Notice No. 1, in 2023)

II OPERATIONAL CONCEPT OF "OSAKA MARTIS"

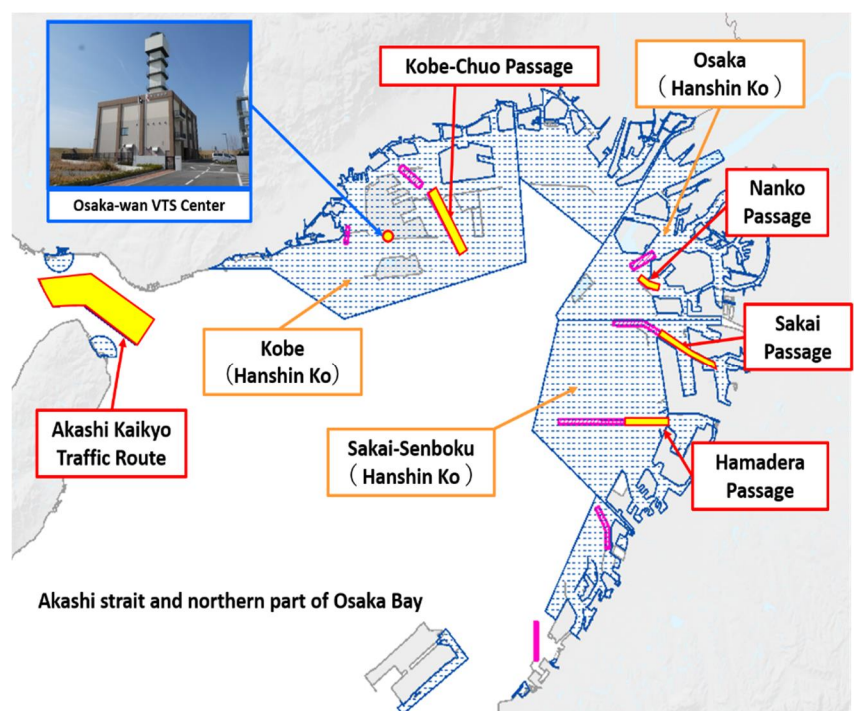
OSAKA MARTIS maintains and improves vessel traffic safety of the Akashi strait and its vicinity and northern part of Osaka Bay by

- ① collecting, verifying and monitoring vessel traffic information by sensors such as RADAR, ITV, AIS and VHF radiotelephone,
- ② providing information which is necessary for safety of vessels,
- ③ providing navigational advice to vessels when it is considered necessary to avoid imminent danger or possibility of violation of traffic rules,
- ④ instructing vessels to standby 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, OSAKA MARTIS provides navigational assistance information by radio broadcast and Internet Homepage.

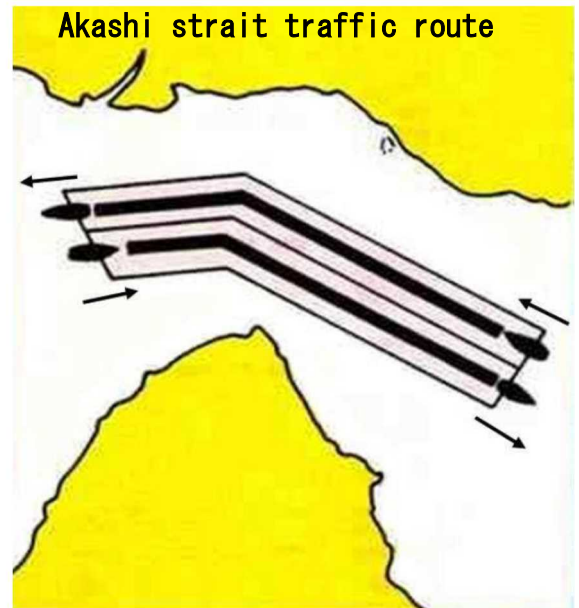
III IMPORTANT NAVIGATIONAL RULES

Establishment of the traffic routes and navigational rules of the Akashi strait and its vicinity and northern part of Osaka Bay are regulated by the Act on Maritime Traffic Safety and Act on Port Regulations 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 Akashi strait and northern part of Osaka Bay is shown in the figure on the right.



1 Akashi strait and northern part of Osaka Bay

Establishment of the traffic routes and navigational rules of the Akashi strait and its vicinity and northern part of Osaka 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 route in the Akashi strait is shown in the figure on the right.



Important navigational rules, which are regulated by the Act on Maritime Traffic Safety and applied in the Akashi strait and its vicinity and northern part of Osaka Bay, are explained below. As these explanations cover only major rules, 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 vessel.

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 rule of the Akashi Strait Traffic Route
A vessel shall keep right of the center line.
- ④ Designated tracks in the vicinity of entrances of the Akashi Strait Traffic Route
Pursuant to the Act on Maritime Traffic Safety, a vessel shall take any applicable track(s) explained below in the vicinity of entrances of the Akashi Strait Traffic Route.
- i Vicinity of the west entrance of the Akashi Strait Traffic Route (See the attached figure 1)
 - a) A vessel of 5,000 tons gross tonnage and upwards which goes out the Akashi Strait Traffic Route and navigates westbound shall navigate the north side of the line "A".
 - b) A vessel of 5,000 tons gross tonnage and upwards which intends to enter the Akashi Strait Traffic Route from the west shall navigate the south side of the line "A".
 - ii Vicinity of the east entrance of the Akashi Strait Traffic Route (See the attached figure 2)
 - a) A vessel of 50 meters and upwards in length which intends to enter the Akashi Strait Traffic Route from the east shall navigate the north side of the line "A" and cross the line "B".
 - b) A vessel of 50 meters and upwards in length which goes out the Akashi Strait Traffic Route and navigates eastbound shall;
 - Navigate in the area to the south of Line A,
 - Navigate the area 200 meters or over apart from the Akashi Strait Traffic Route east light buoy.
- ⑤ Designated tracks in the vicinity of northern part of Osaka Bay
- i Vicinity of the northern part of Osaka Bay (See the attached figure 3)
 - a) A vessel of 500 tons gross tonnage and upwards which intends to cross the line "B" after crossing the line "A" shall navigate the north side of the line "C".
 - b) A vessel of 500 tons gross tonnage and upwards which intends to cross the line "A" after crossing the line "B" shall navigate the south side of the line "C".
- ⑥ Transmitting destination information by AIS
When a vessel which is equipped with AIS navigates in the Akashi strait and its vicinity, that vessel shall transmit the code of the destination port as the destination information of the AIS in order to inform other vessels of the route of that vessel.
The destination codes are shown in attached Table of Input Codes to AIS
- ⑦ 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 and 3)

- ⑧ Lights, shapes and flags for a very large vessel and a dangerous goods carrying vessel
A very large vessel or a dangerous goods carrying vessel shall each exhibit following light, shapes or flags while navigating, drifting or anchoring.
- i A very large vessel
 - a) A light to be exhibited in the night time
A green all-round flashing light which flashes at regular intervals of a frequency of 180 and upwards but not more than 200 flashes per minute with 2 miles of minimum range of visibility
 - b) Shapes to be exhibited in the day time
2 cylinders apart 1.5 meters and upwards in a vertical line (A cylinder shall be black and have a diameter of 0.6 meters and upwards and height of twice the diameter.)
 - ii A dangerous goods carrying vessel
 - a) A light to be exhibited in the night time
A red all-round flashing light which flashes at regular intervals of a frequency of 120 and upwards but not more than 140 flashes per minute with 2 miles of minimum range of visibility
 - b) Flags to be exhibited in the day time
The international signal flags "No. 1 substitute" and alphabetical flag "B" from upper in sequence

2 Hanshin port

Establishment of the passages and navigational rules of the Hanshin Port are regulated by the local rules of the Act on Port Regulations and Administrative guidance by the Captain of the port. 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. It is recommended to refer to the Act and related regulations for exact application of these rules.

- ① The Basic Navigation rules in the Hanshin Port
- i A vessel shall navigate with safety speed which does not make danger to other vessels near by the border of the port and inside of the port.
 - ii In the Hanshin port, a small vessel shall avoid the course of the vessel except small vessels.
Furthermore, a vessel of 500 tons gross tonnage or less and except for small vessels, shall avoid the course of vessels 500 tons gross tonnage and upward.
(When a vessel 500 tons gross tonnage and upward navigates Hanshin port, the international code number flag "1" shall be raised for an easy recognition.)
- ② Indication of the Destination Signal
- i Indication by AIS.
A vessel operating AIS shall transmit the codes which indicating the destination port and the navigation route, (when it is necessary, add the code of the point by way of destination) in order to tell the destination information to other vessels using AIS codes, when the vessel navigates Hanshin port or border neighborhood.
The destination codes are shown in attached reference 1 and 4.

ii Indication of International Signal Flags

A vessel entering into and going out the Hanshin port, who shall raise the signal flags indicating the destination on her mast or other places for its easy identification during the navigation.

For more details, see attached reference 2 and 4.

However, there is no necessary to raise it when a vessel does not have the international signal flags or during the night time.

③ Compulsory Usage of the passage

A vessel except small vessels shall use the passage to enter and leave in the Keihin port.

However, this shall not apply to the cases in which compelling reasons exist such as keeping away from marine accidents or unavoidable reasons.

Passages are shown as figure 6 ~ 8.

④ Navigation rules in the Passage

i A vessel entering or going out a passage shall keep out of the way of other vessels navigating in the passage.

ii A vessel shall not navigate in parallel in the passage.

iii When a vessel comes across other vessels in the passage, the vessel shall navigate on the right side of the passage.

iv A vessel shall not overtake other vessel in passages.

⑤ Traffic Signals of the Keihin Port

A vessel shall keep the Traffic Signals when navigates the passages of Hanshin port.

In Hanshin Port, traffic control service for maritime traffic safety is provided for the ships navigating in the passage by indicating the flashing light signals or electric bulb letter signals at Kobe, Kobe-No2, Nanko, Nanko-No2, Sakai, Sakai-No2, and Hamadera signal stations.

The pattern of traffic signals and means are shown as attached Figure 6 ~ 8

⑥ Prohibition against anchoring in the passage, etc.

A vessels shall not anchor or release a tugging vessel in the passage except following cases.

i When a vessel intends to keep away from a marine accident.

ii When a vessel is not under command.

iii When a vessel engages in the rescue of human lives or a vessel facing an imminence peril.

iv When a vessel engages in construction work or duties with a permission of the Captain of the port.

IV COMMUNICATION

1 VHF Channels

VHF channels to communicate with OSAKA MARTIS are as follows.

- Channel 16: calling and response
- Channel 13: calling and communication
- Channel 14 and 66: communication

OSAKA MARTIS monitors channels 16 and 13 at 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 OSAKA MARTIS.

2 Communication Languages

Japanese and English

3 Call Sign of Osaka MARTIS, etc.

The Call Sign of obligation reports using VHF radiotelephone, regulated by Act on Port Regulations and Maritime Traffic Safety Law, is unified as "Osaka MARTIS".

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 Akashi Strait Traffic Route, the master of that vessel shall submit the pre-entry report of one day advance to OSAKA 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 160 meters and upwards (hereinafter referred to as "an object towing vessel, etc.")

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 (applied to the vessel prescribed in section V ①)

- c) 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 Addressee and means of report

i Addressee

Osaka Wan Vessel Traffic Service Center ("OSAKA 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 the OSAKA MARTIS.

22-2-7 MinatojimaMinami-cho, Cyuo-ku, Kobe-City, Hyogo Prefecture JAPAN
650-0047

b) Phone

+81(0)78-302-7611

+81(0)78-302-7612

c) E-mail

Please contact the OSAKA MARTIS.

d) Radio communication

When a vessel located in the VHF communication area of the MARTIS, call to the OSAKA MARTIS with VHF channel 16 or channel 13.

Frequencies : 156.8 MHz (VHF channel 16)

156.65 MHz (VHF channel 13)

When a vessel located in the outside of VHF communication area of the MARTIS, call to "Kobe Coast Guard Radio": Japan Coast Guard shore-based radio station as follows.

Frequencies : 156.8 MHz (VHF channel 16), 2189.5 KHz

e) NACCS using WEB

URL:<https://www.naccs.jp/>

2 Pre-Entry Report of three-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. of this user manual) intends to navigate the Akashi Strait Traffic Route, the master of that vessel shall submit the pre-entry report of 3-hours advance to OSAKA MARTIS by the time 3 hours before the 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 vessels.

- a) A vessel of 300 tons and upwards gross tonnage 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
- ② Items to be reported
- a) Vessel's name, gross tonnage and length
 - b) Section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
 - c) Signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
 - d) Means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
 - e) Destination port
 - f) Dangerous goods being carried
- ③ Addressee and means of report
- i Addressee
Osaka Wan Vessel Traffic Service Center ("OSAKA 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 the OSAKA MARTIS.
22-2-7 MinatojimaMinami-cho,Cyuo-ku,Kobe-City, Hyogo Prefecture JAPAN
650-0047
 - b) Phone
+81(0)78-302-7611
+81(0)78-302-7612
 - c) E-mail
Please contact the OSAKA MARTIS.
 - d) Radio communication
When a vessel located in the VHF communication area of the MARTIS, call to the OSAKA MARTIS with VHF channel 16 or channel 13.
Frequencies : 156.8 MHz (VHF channel 16)
156.65 MHz (VHF channel 13)
When a vessel located in the outside of VHF communication area of the MARTIS, call to "Kobe Coast Guard Radio": Japan Coast Guard shore-based radio station as follows.
Frequencies : 156.8 MHz (VHF channel 16), 2189.5 KHz
 - e) NACCS using WEB
URL:<https://www.naccs.jp/>

3 Pre-Entry Report of Hanshin Port (Kobe, Osaka, Sakai-Senboku)

Pursuant to the Act on Port regulations, a vessel, prescribed item ① intends to navigate a passage in the Hanshin Port who shall submit the Pre-Entry Report of one day advance to Osaka MARTIS by the noon of the day before the day of arrival at the passage entrance.

When any changes occur in the report, they shall be reported as soon as possible.

① Vessels with obligation to report

i Kobe-Chuo Passage

A vessel of 40,000 tons gross tonnage and upward
(An Oil Tanker of 1,000 tons gross tonnage and upward)

ii Nanko Passage

A vessel of 5,000 tons gross tonnage and upward

iii Sakai Passage

A vessel of 3,000 tons gross tonnage and upward

iv Hamadera Passage

A vessel of 10,000 tons gross tonnage and upward

② Items to be reported

《INDISPENSABLE》

i vessel's name

ii gross tonnage and length

iii ETA at the entrance of the passage or ETD

iv means of communication with Japan Coast Guard

v wharf facilities for mooring or berthing

《REQUEST》

i call sign

ii type of vessel

iii proceeding Passage

iv dangerous goods being carried and each quantity of the goods

③ Addressee and means of report

i Addressee

Osaka Wan Vessel Traffic Service Center ("OSAKA 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 the OSAKA MARTIS.

22-2-7 MinatojimaMinami-cho,Cyuo-ku,Kobe-City, Hyogo Prefecture JAPAN
650-0047

b) Phone

+81(0)78-302-7613 (Nanko Passage)

+81(0)78-302-7614 (Sakai Passage · Hamadera Passage)

+81(0)78-302-7615 (Kobe-Chuo Passage)

- c) E-mail
Please contact the OSAKA MARTIS.
- d) Radio communication
When a vessel located in the VHF communication area of the MARTIS, call to the OSAKA MARTIS with VHF channel 16 or channel 13.
Frequencies : 156.8 MHz (VHF channel 16)
156.65 MHz (VHF channel 13)
When a vessel located in the outside of VHF communication area of the MARTIS, call to "Kobe Coast Guard Radio": Japan Coast Guard shore-based radio station as follows.
Frequencies : 156.8 MHz (VHF channel 16), 2189.5 KHz
- e) NACCS using WEB
URL:<https://www.naccs.jp/>

4 Instructions to a very large vessel, etc.

- ① Items instructed to a very large vessel, etc.
Pursuant to the Act on Maritime Traffic Safety, OSAKA MARTIS may instruct a master of a vessel, which has submitted a pre-entry report according to the provisions prescribed in sections V 1 and 2 of this user manual (hereinafter referred to as "a very large vessel and etc."), about following matters when OSAKA 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 OSAKA MARTIS by continuous listening watch on VHF channel16 during the period from the time 3 hours before entry into the traffic route until the time of going out the traffic route
 - d) Keeping of under keel clearance (in case of a very large vessel)
 - e) Disposition of a forward lookout boat in case of a very large vessel of 250 meters and upwards in length or a very large vessel carrying dangerous goods
 - f) Disposition of a navigation assistance boat in case of a very large vessel or a dangerous goods carrying vessel
 - g) Disposition of a boat equipped with firefighting 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 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.
 - i) Other items considered necessary regarding operation of a very large vessel and etc.
- ② Means of instruction
Radio communication, telephone, e-mail, 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 4 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 Firefighting 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 Firefighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)

5 Position Report

According to the Administrative guidance of the Commander of the 5th 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 towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 100 meters and upwards (except a vessel which is equipped with AIS and is transmitting accurate information by AIS) is requested to send position report to OSAKA MARTIS in accordance to the following procedures.

① When to report

Immediately after the vessel crossed any reporting line (see attached figure 4)

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

③ Means of report

i VHF radiotelephone

a) Call sign : " OSAKA MARTIS"

b) Calling channel : channel 16 or channel 13

ii Phone +81(0)78-302-7612

6 Information Service Area and Monitoring of Vessel Traffic

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

VI SERVICES PROVIDED BY VHF RADIOTELEPHONE

1 Application of Message Markers

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

2 Type of Information Services within the Information Service Area

OSAKA MARTIS provides following information within its information service area.

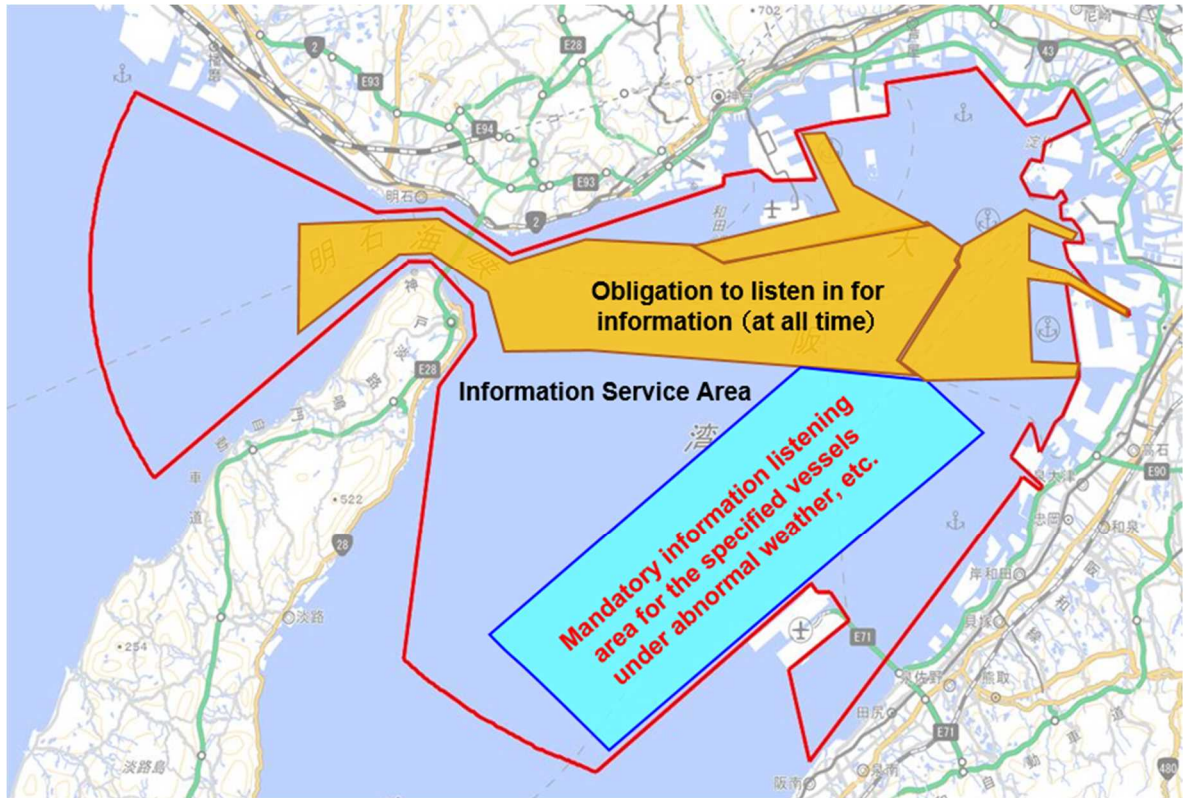
① A vessel with 50 meters and upward in length is navigating in the Akashi strait and its vicinity and northern part of Osaka Bay applied the Act on Maritime Traffic Safety; and a vessel more than 500 tons gross tonnage is navigating in Hanshin Port, where applied the Act on Port Regulations (hereinafter referred to as a "specified vessel") which is navigating in the VHF standby area (see the figure on the next page) (Message Marker "INFORMATION" or "WARNING")

a) Information of the navigational rules applied in the VHF standby area in the Akashi strait, 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 When abnormal weather/sea state such as typhoon, tsunami, etc.(hereinafter referred to as ‘abnormal weather, etc.’) is expected, the following information for ships of 50m or over in length navigating, drifting or anchoring in the area where Maritime Traffic Safety Act applies in the vicinity of the northwest of KANSAI AIR-PORT in the mandatory information listening area as specified by figure5(hereinafter referred to as ‘specified vessels under abnormal weather, etc.’) (Message Marker “INFORMATION” or “WARNING”)
- a) Information on the ships anchoring in the forefront of path for the specified vessels under abnormal weather, etc.
 - b) Information on the risk which will affect the anchoring condition of the specified vessels under abnormal weather, etc.
 - c) Information on the risk which will affect the anchoring condition of other specified vessels under abnormal weather, etc. anchoring near the specified vessels under abnormal weather, etc.
 - d) Information on the occurrence of maritime traffic obstruction events such as shipwreck, aids to navigation malfunction, etc. which may significantly affect the navigation, drifting or anchoring of the specified vessels under abnormal weather, etc.
 - e) Information other than the above, which are deemed necessary to be listened by the specified vessels under abnormal weather, etc. for their safe navigation, drifting or anchoring.

- f) Any other information which is considered necessary for a specified vessel under abnormal weather, etc. in order to ensure the safety navigation, drifting or anchoring.
- ③ Any information referred in the preceding section ①,②a)~f), which OSAKA 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"))
- ④ Any other information which OSAKA 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")
- ⑤ Any navigational safety information which OSAKA 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 Standby Area

- ① Pursuant to the Act on Port Regulations or the Act on Maritime Traffic Safety, a specified vessel (except a vessel which is not equipped with VHF radiotelephone), while navigating in the VHF standby area and except when it is difficult to monitor, shall monitor the information provided by OSAKA MARTIS by VHF radiotelephone.
- ② Mandatory information listening area for the specified vessels under abnormal weather, etc.
 Specified vessels under abnormal weather, etc. subjecting to the Act on Maritime Traffic Safety (excluding those not equipped with VHF radiotelephone) shall listen to the information provided by OSAKA MARTIS when they navigate, drift or anchor in the mandatory information listening area as shown below, unless they have an appropriate reason not to do so.

4 Advice (Message Marker "ADVICE")

- ① Provision of advice
 - a) Advisories to the specified vessels
 Pursuant to the Act on Port Regulations or the Act on Maritime Traffic Safety, OSAKA 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 OSAKA 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.
 - b) Advisory to the specified vessels under abnormal weather, etc.
 In accordance with the Act on Maritime Traffic Safety, OSAKA MARTIS may advise

the specified vessels under abnormal weather, etc. to take necessary actions, such as changing the course, etc. to the extent necessary to avoid danger when they are navigating, drifting or anchoring in the mandatory information listening area based on the Act on Maritime Traffic Safety and have risks to extraordinarily approach other vessels or infrastructure or may cause dangerous situation to the navigation, drifting or anchoring of other specified vessels under abnormal weather, etc.

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, OSAKA 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 and etc.

OSAKA MARTIS may provide instruction referred in **V 4** to a very large vessel and etc. by VHF radiotelephone.

② Instruction to standby at outside of the traffic route

i Instruction in the case of restricted visibility

Pursuant to the Act on Maritime Traffic Safety, OSAKA MARTIS may provide instruction to standby at outside of the traffic route 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 Akashi strait 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)
- 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

b) When visibility is not more than 1,000 meters

- A vessel of 160 meters and upwards in length
- A dangerous goods carrying vessel
- An object towing vessel

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 OSAKA MARTIS lifts the instruction.

Ⅶ OTHER MEANS OF INFORMATION SERVICES

1 Automated Identification System (AIS)

OSAKA MARTIS provides information which is necessary for safe navigation in the Akashi strait and its vicinity 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, OSAKA MARTIS will provide information on such a dangerous situation whenever necessary by AIS.

2 Radio Broadcast

OSAKA 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.

① Broadcast in Japanese

- i Time : 15 ~ 30 minute and 45 ~ 00 minute in every hour
- ii Frequency : 1651 kHz

② Broadcast in English

- i Time : 00 ~ 15 minute and 30 ~ 45 minute in every hour
- ii Frequency : 2019 kHz

3 Internet Homepage

Useful information is posted on the Internet Homepage of the OSAKA MARTIS.
URL:<https://www6.kaiho.mlit.go.jp/osakawan/>

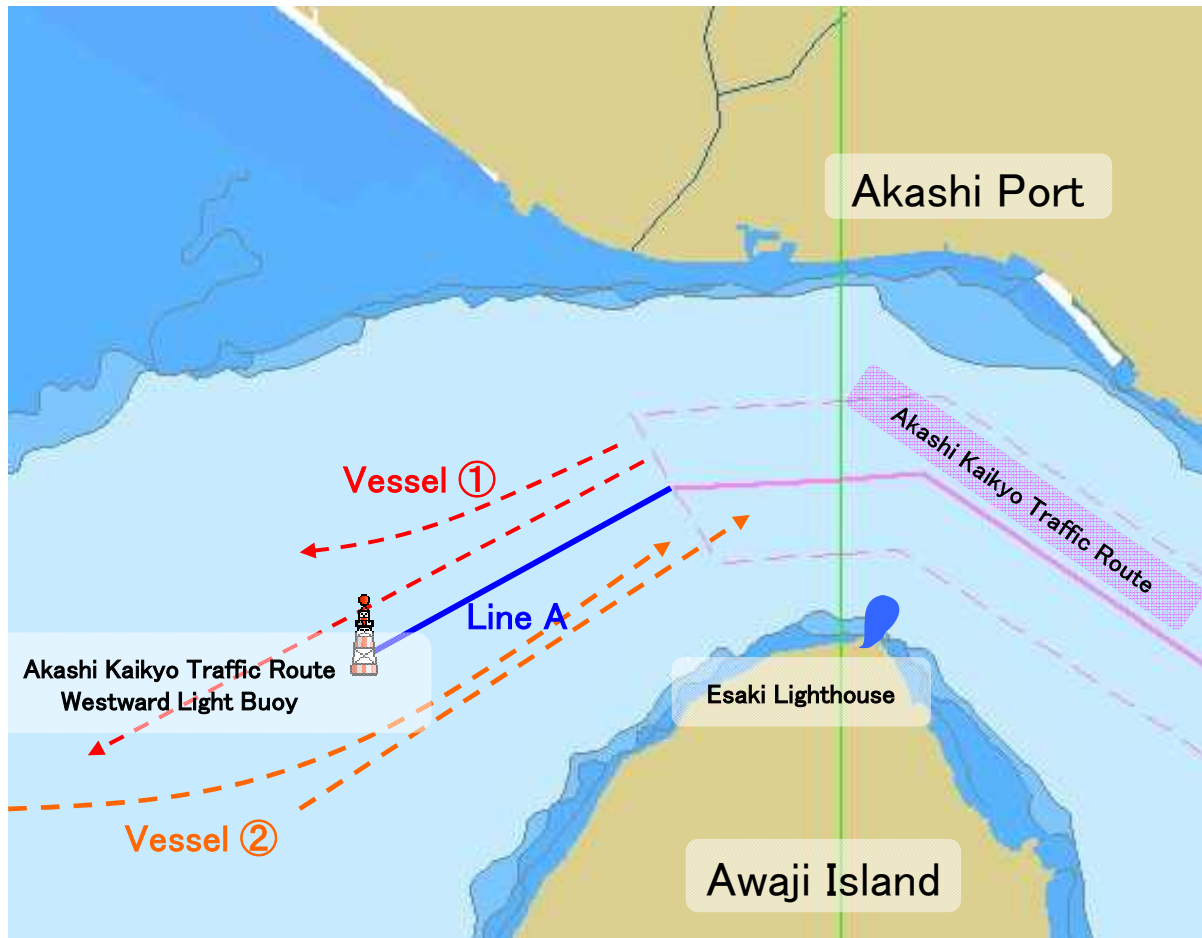
Be able to get it by smartphones.



Q R code

Fig. 1

Sea Area Near the West Entrance of Akashi Kaikyo Traffic Route

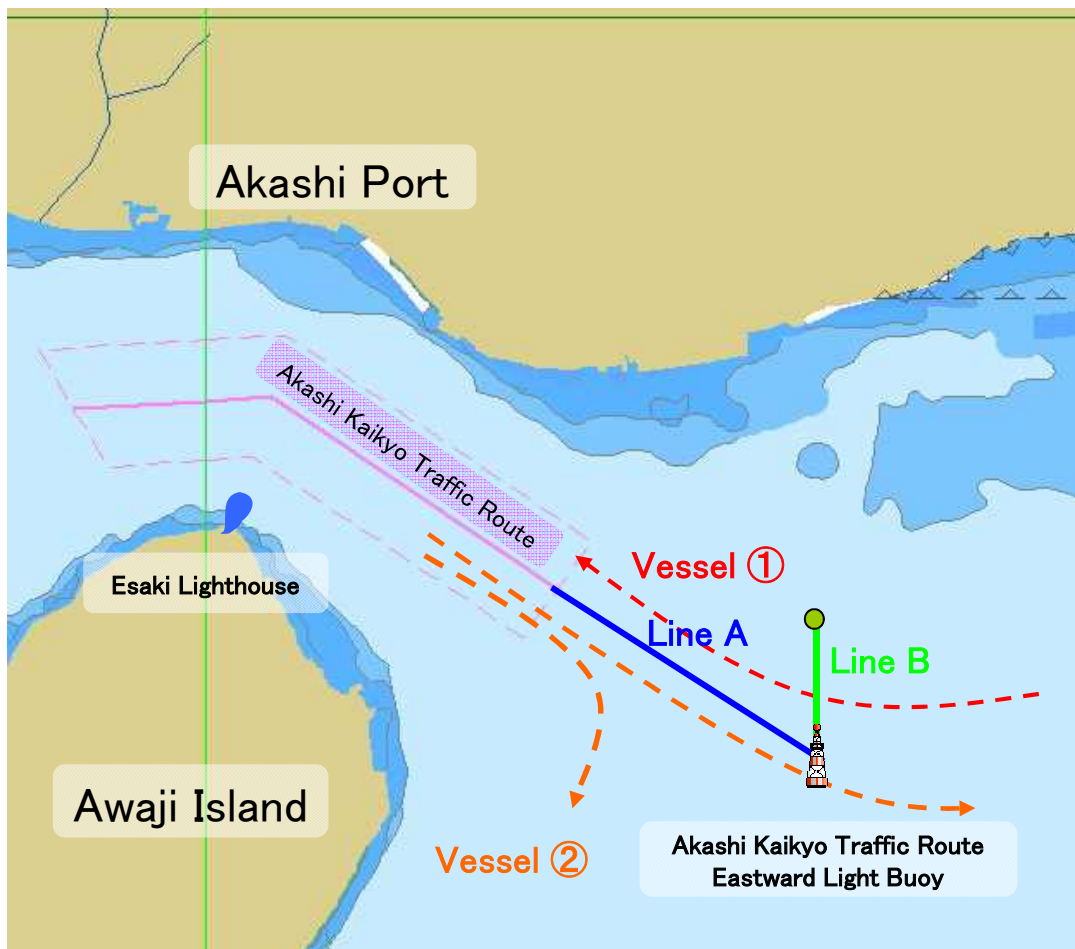


【Outline】

- ① Vessels which are of 5,000 gross tonnage and upwards and navigated westward along Akashi Kaikyo Traffic Route should navigate in the area to the north of Line A.
- ② Vessels which are of 5,000 gross tonnage and upward and will navigate eastward along Akashi Kaikyo Traffic Route should navigate in the area to the south of Line A.

Fig. 2

Sea Area Near the East Entrance of Akashi Kaikyo Traffic Route



Line B=The line of 2,300 m in length drawn from the point of 200 m north to the Akashi Kaikyo Traffic Route Eastward Light Buoy.

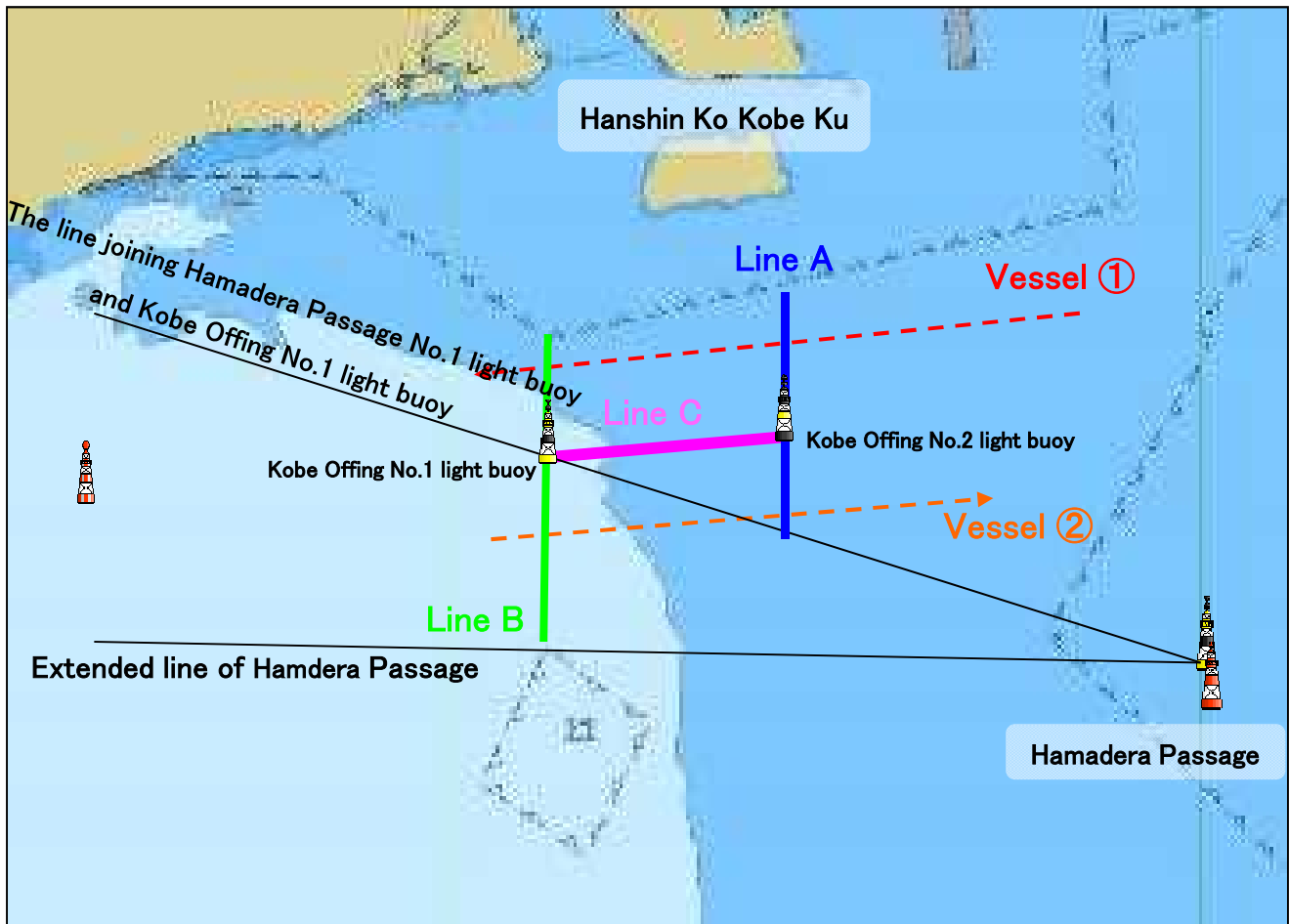
【Outline】

- ① Vessels which are of 50 meters in length and upwards and will navigate westward along Akashi Kaikyo Traffic Route should
 - Navigate in the area to the north of Line A; and
 - Navigate by crossing Line B.

- ② Vessels which are of 50 meters in length and upwards and have navigated eastward Akashi Kaikyo Traffic Route should
 - Navigate in the area to the south of Line A; and
 - Navigate in the area more than 200 meters off the point of the Akashi Kaikyo Traffic Route Eastward Light Buoy.

Fig. 3

Sea Area Near the northern part of Osaka Bay

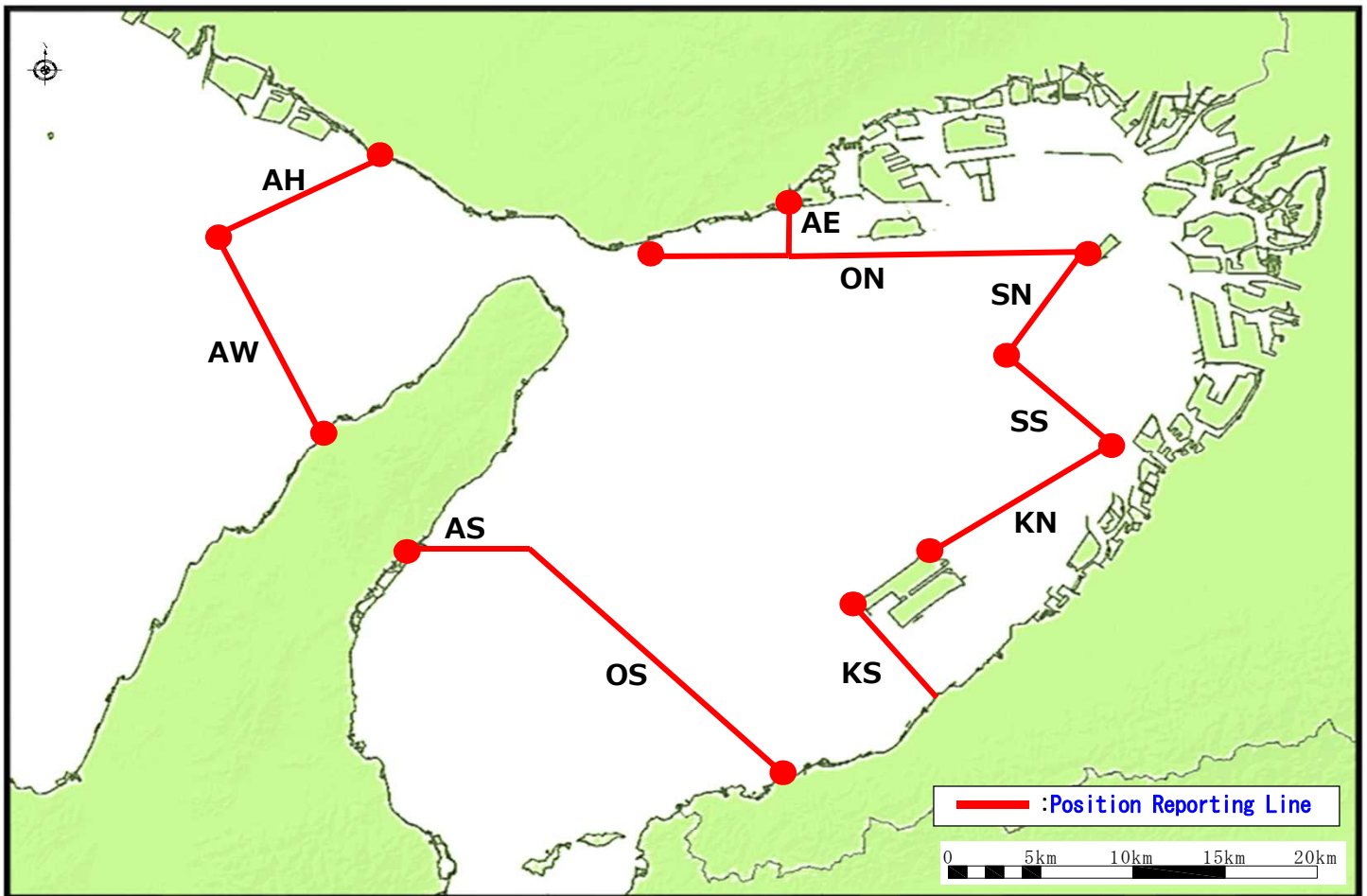


【Outline】

- ① Vessels more than 500 gross tonnage which will navigate by crossing Line B after crossing Line A shall navigate in the area to the north side of Line C
- ② Vessels more than 500 gross tonnage which will navigate by crossing Line A after crossing Line B shall navigate in the area to the south side of Line C

Fig. 4

Position Reporting Line



Line	Position
ON Line	a line joining two positions ① 34-37-17.7 N 135-03-54.7 E ② 34-37-17.7 N 135-20-31.9 E
AE Line	a line joining two positions ③ 34-38-53.8 N 135-10-04.8 E (shore) ④ 34-37-17.7 N 135-10-04.8 E
SN Line	a line joining two positions ⑤ position ② above ⑥ 34-33-49.3 N 135-17-54.5 E
SS Line	a line joining two positions ⑦ position ⑥ above ⑧ 34-31-13.4 N 135-21-39.0 E
KN Line	a line joining two positions ⑨ position ⑧ above ⑩ 34-27-18.9 N 135-14-29.8 E (shore)
KS Line	a line joining two positions ⑪ 34-25-41.2 N 135-12-04.3 E (shore) ⑫ 34-22-36.6 N 135-15-04.9 E (shore)
OS Line	a line joining two positions ⑬ 34-19-52.5 N 135-09-12.8 E (shore) ⑭ 34-27-33.1 N 135-00-17.5 E
AS Line	a line joining two positions ⑮ position ⑭ above ⑯ 34-27-33.1 N 134-56-26.0 E (head of breakwater)
AH Line	a line joining two positions ⑰ 34-40-23.6 N 134-54-38.3 E (head of breakwater) ⑱ 34-38-25.8 N 134-49-03.1 E
AW Line	a line joining two positions ⑲ 34-31-31.4 N 134-52-40.9 E (head of breakwater) ⑳ position ⑱ above

Fig. 5

Information Monitoring Requirement within the VHF Standby Area

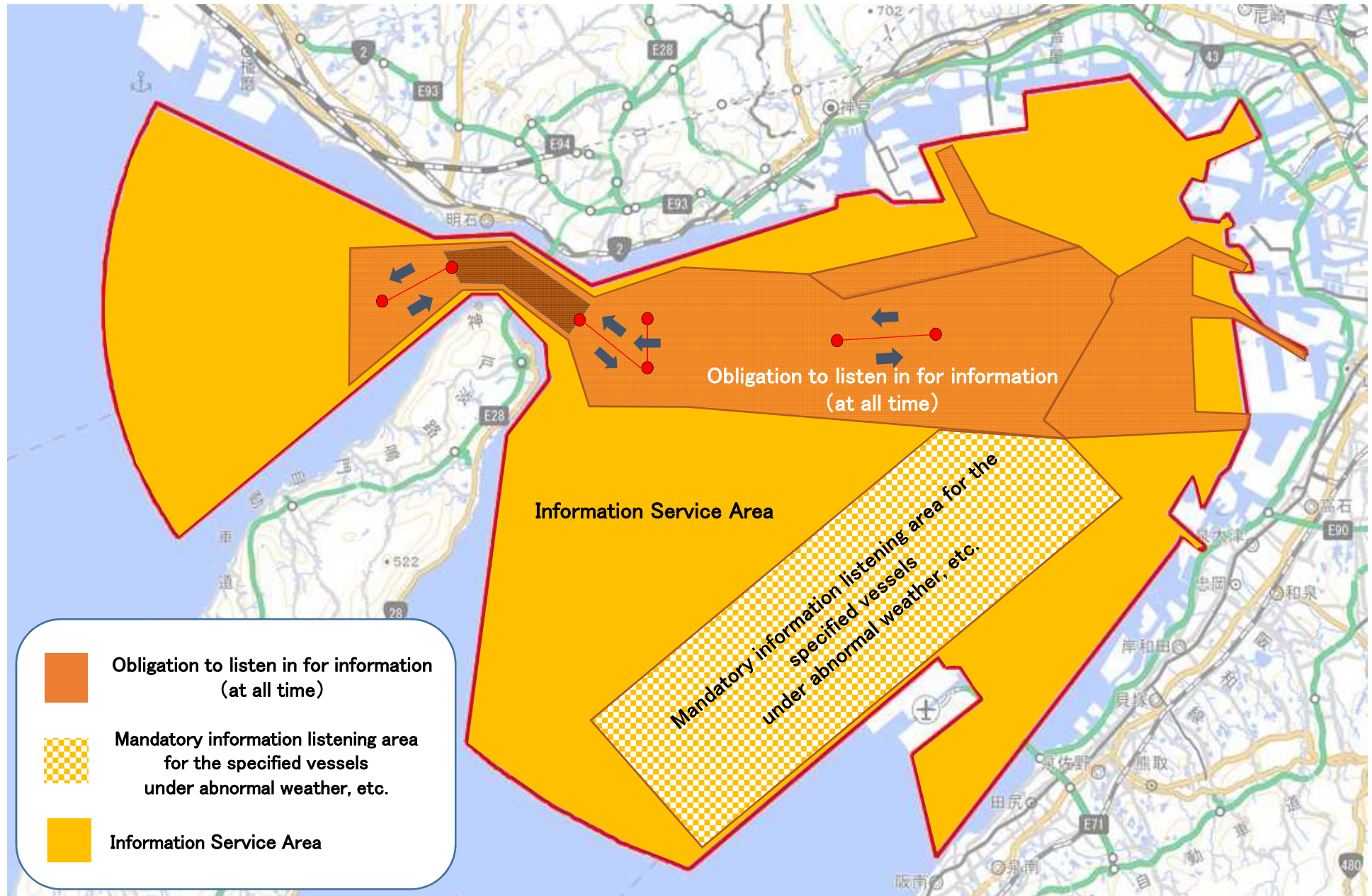
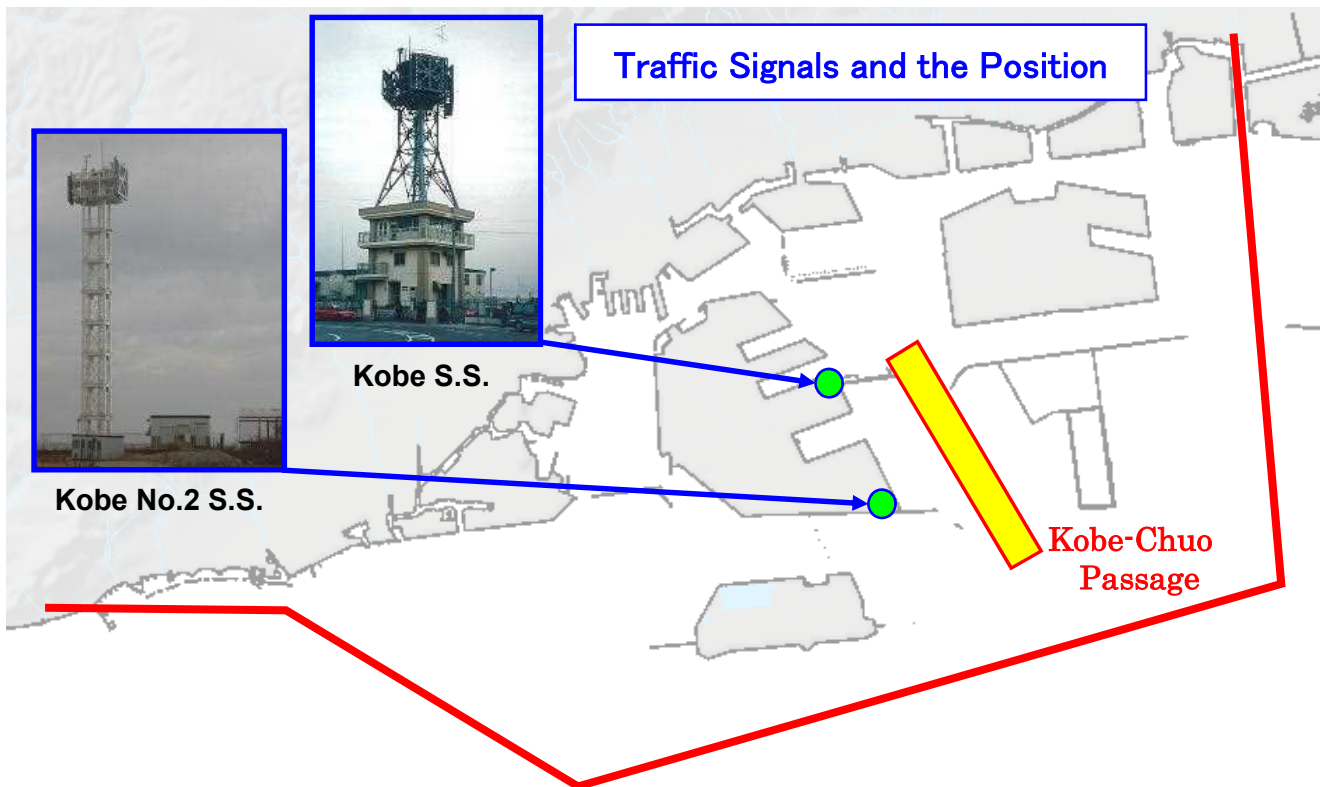


Fig. 6

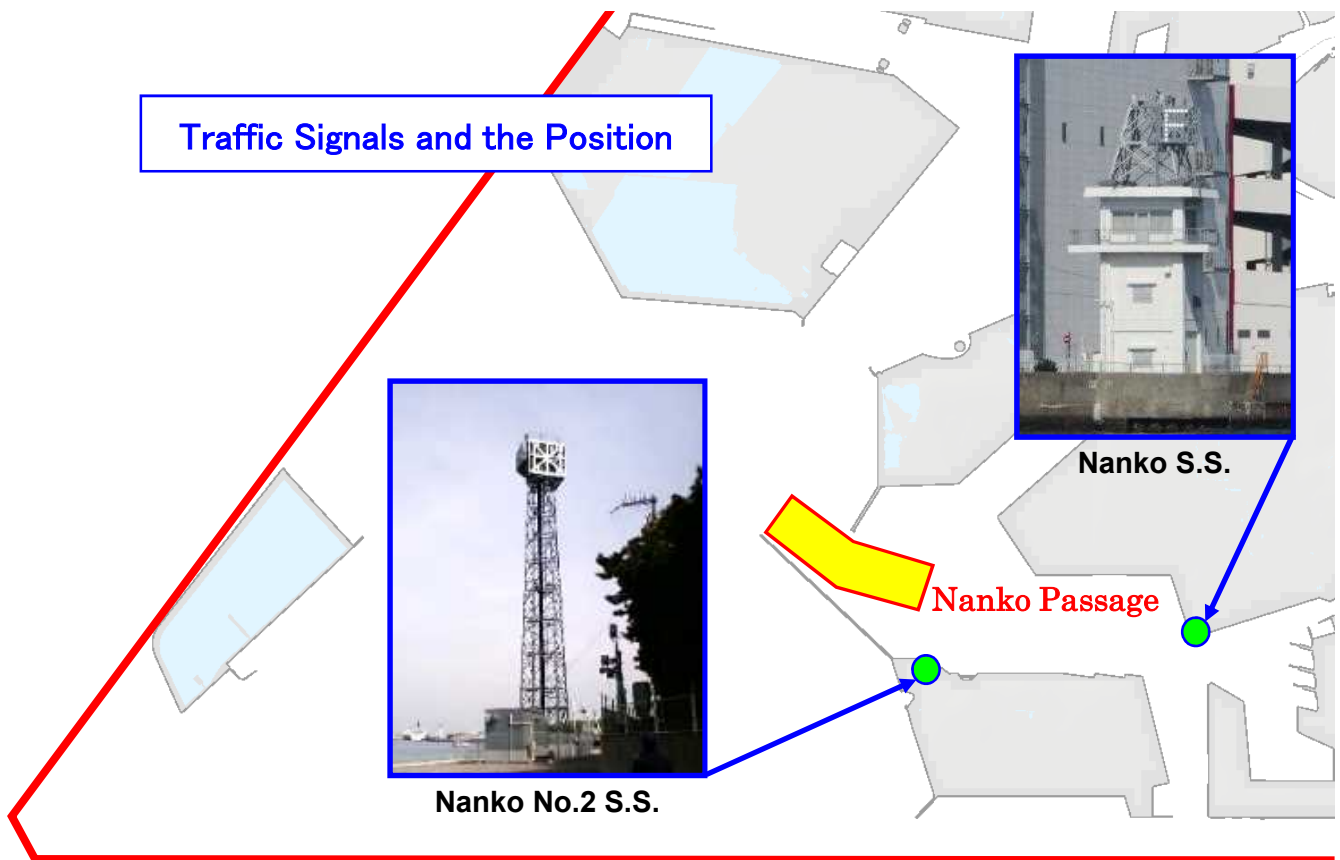
Type and Means of signals in Kobe-Chuo Passage



Electronic board pattern		
Signal Type	MEANING OF SIGNALS	
Inbound signal	I Flashing	Inbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.
Outbound signal	O Flashing	Outbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.
Free signal	F Flashing	Vessels of 40,000 G/T and upward (for oil tanker: 1,000 G/T) are prohibited both entering and leaving the port. Vessels less than 40,000 G/T (for oil tanker: 1,000 G/T) are possible to entering and leaving the port.
Prohibition signal	X Continuously lit	Prohibit to navigate unless instructed by the Captain of the Port.
Forthcoming signals	X I Alternately Flashing	Navigation vessel in the passage can enter or leave. Enter or outer vessels, more than 500 G/T, should avoid the way of the vessel navigating in the passage and wait outside the passage. A vessel less than 500 G/T are possible to enter or going out the passage. Signal turns into Flashing of "I" soon.
	X O Alternately Flashing	Navigation vessel in the passage can enter or leave. Enter or outer vessels, more than 500 G/T, should avoid the way of the vessel navigating in the passage and wait outside the passage. A vessel less than 500 G/T are possible to enter or going out the passage. Signal turns into Flashing of "O" soon.
	X F Alternately Flashing	Navigation vessel in the passage can enter or leave. Enter or outer vessels, more than 500 G/T, should avoid the way of the vessel navigating in the passage and wait outside the passage. A vessel less than 500 G/T are possible to enter or going out the passage. Signal turns into Flashing of "F" soon.
	X Flashing	Navigation vessel in the passage can enter or leave. All vessels outside the passage should give a way to a vessel navigating in the passage and wait outside the passage. The signal turns into light of "X" soon.

Fig. 7

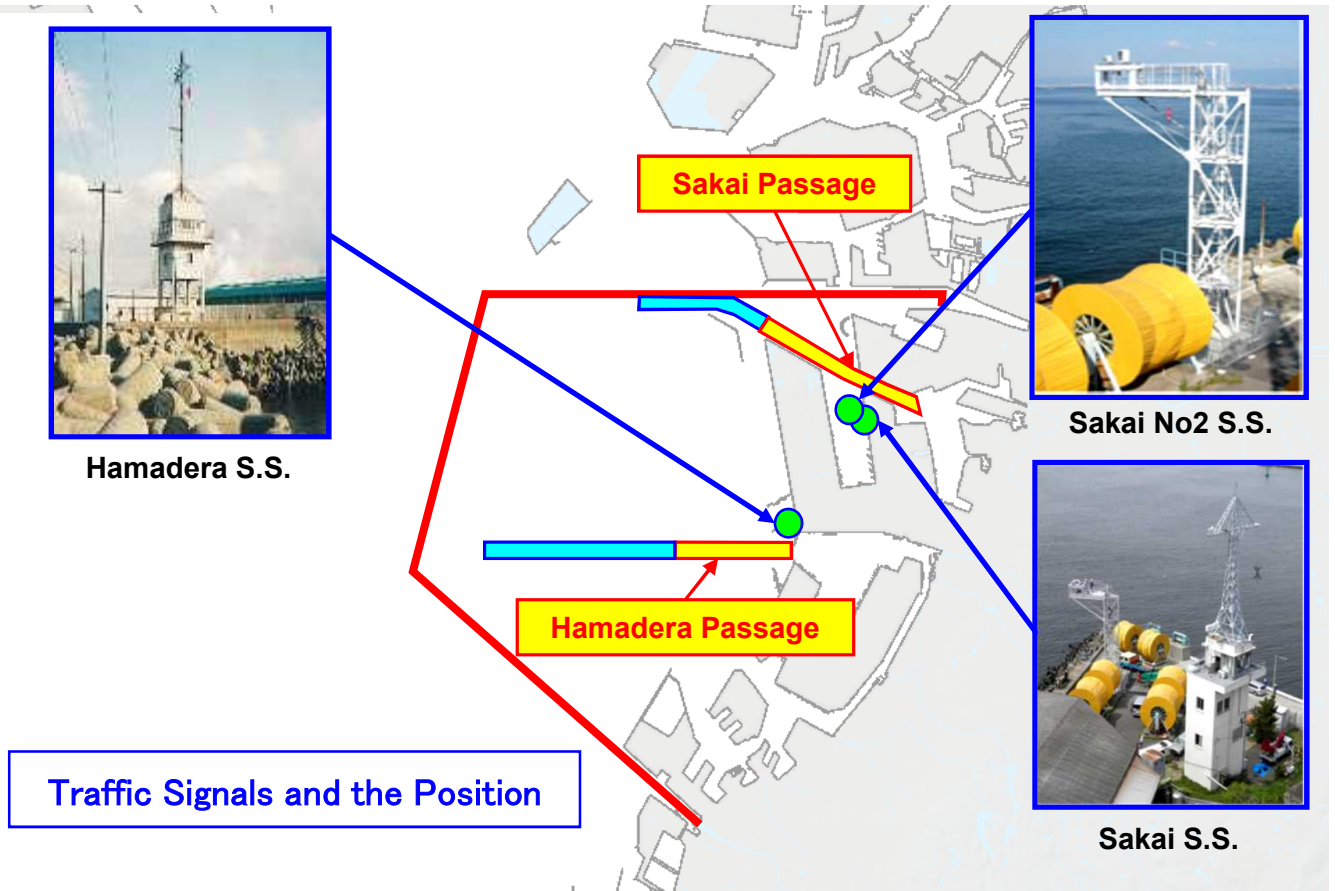
Type and Means of signals in Nanko Passage



Signal Type		Electronic board pattern
		MEANING OF SIGNALS
Inbound signal	I Flashing	Inbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.
Outbound signal	O Flashing	Outbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.
Free signal	F Flashing	Vessels more than 5,000 G/T are prohibited both entering and leaving the port. Vessels less than 5,000 G/T are possible to entering and leaving the port.
Prohibition signal	X Continuously lit	Prohibit to navigate unless instructed by the Captain of the Port.
Forthcoming signals	X I Alternately Flashing	Navigation vessel in the passage can enter or leave. Enter or outer vessels, more than 500 G/T, should avoid the way of the vessel navigating in the passage and wait outside the passage. A vessel less than 500 G/T are possible to enter or going out the passage. Signal turns into Flashing of " I " soon.
	X O Alternately Flashing	Navigation vessel in the passage can enter or leave. Enter or outer vessels, more than 500 G/T, should avoid the way of the vessel navigating in the passage and wait outside the passage. A vessel less than 500 G/T are possible to enter or going out the passage. Signal turns into Flashing of " O " soon.
	X F Alternately Flashing	Navigation vessel in the passage can enter or leave. Enter or outer vessels, more than 500 G/T, should avoid the way of the vessel navigating in the passage and wait outside the passage. A vessel less than 500 G/T are possible to enter or going out the passage. Signal turns into Flashing of " F " soon.
	X Flashing	Navigation vessel in the passage can enter or leave. All vessels outside the passage should give a way to a vessel navigating in the passage and wait outside the passage. The signal turns into light of "X" soon.

Fig. 8

Type and Means of signals in Sakai and Hamadera Passage



Flash pattern			
Signal Type		MEANING OF SIGNALS	
		Sakai and Sakai-No2 signal stations.	Hamadera signal stations
Inbound signal	<p>A white flash for every 2sec.</p>	<p>Inbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.</p>	<p>Inbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.</p>
Outbound signal	<p>A red flash for every 2sec.</p>	<p>Outbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.</p>	<p>Outbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.</p>
Free signal	<p>A red white flash for every 3sec.</p>	<p>Vessels more than 3,000 G/T are prohibited both entering and leaving the port. Vessels less than 3,000 G/T are possible to entering and leaving the port.</p>	<p>Vessels more than 10,000 G/T are prohibited both entering and leaving the port. Vessels less than 10,000 G/T are possible to entering and leaving the port.</p>
Prohibition signal	<p>Three red and white flashes for every 6sec.</p>	<p>Prohibit to navigate unless instructed by the Captain of the Port.</p>	<p>Prohibit to navigate unless instructed by the Captain of the Port.</p>

Table of Input Codes to AIS

AISへの入力コード表

List of Port Codes (in the order of port name)

- ・適用港の港コード一覧表(港名順)

List of Codes showing the courses in port

- ・港内での進路を示すコード一覧表

List of Codes showing other courses

- ・経路進路を示すコード一覧表

<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の適正入力に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。

適用港の港コード一覧表(港名順)
List of Port Codes(in the order of port name)

入力時:コード入力前に「>」を入力してください。
「>」が入力できない場合は「TO」と入力してください。

At the time of entry : Enter 「>」 before proceeding to entry.
In case of can NOT enter 「>」, enter 「TO」 to make up it.

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
網走 (北海道)	ABASHIRI (HOKKAIDO)	JP ABA
油津 (宮崎県)	ABURATSU (MIYAZAKI)	JP NIC
安下庄 (山口県)	AGENOSYO (YAMAGUCHI)	JP AGN
相浦 (長崎県)	AINOURA (NAGASAKI)	JP AIN
秋穂 (山口県)	AIO (YAMAGUCHI)	JP AII
相生 (兵庫県)	AIOI (HYOGO)	JP AIO
合津 (熊本県)	AIZU (KUMAMOTO)	JP AIZ
鯨ヶ沢 (青森県)	AJIGASAWA (AOMORI)	JP AJK
味野 (岡山県)	AJINO (OKAYAMA)	JP AJN
網代 (静岡県)	AJIRO (SHIZUOKA)	JP AJR
網代 (鳥取県)	AJIRO (TOTTORI)	JP AZJ
赤碕 (鳥取県)	AKASAKI (TOTTORI)	JP ASK
明石 (兵庫県)	AKASHI (HYOGO)	JP AKA
秋田船川 (秋田県)	AKITAFUNAGAWA (AKITA)	JP AFG
安芸津 (広島県)	AKITSU (HIROSHIMA)	JP AKT
鮎川 (宮城県)	AYUKAWA (MIYAGI)	JP AYU
別府 (大分県)	BEPPU (OITA)	JP BPU
千葉4区 (千葉県)	CHIBA No. 4 Div. (CHIBA)	JP ANE
千葉 葛南区 (千葉県)	CHIBA KATSUNAN area (CHIBA)	JP FNB
千葉(上記を除く) (千葉県)	CHIBA (CHIBA)	JP CHB
千代崎 (三重県)	CHIYOZAKI (MIE)	JP CYZ
銚子 (茨城県・千葉県)	CHOSHI (IBARAKI・CHIBA)	JP CHO
伊達 (北海道)	DATE (HOKKAIDO)	JP DAT
江迎 (長崎県)	EMUKAE (NAGASAKI)	JP EMU
江名 (福島県)	ENA (FUKUSHIMA)	JP ENA
えりも (北海道)	ERIMO (HOKKAIDO)	JP EMM
江崎 (山口県)	ESAKI (YAMAGUCHI)	JP ESK
江差 (北海道)	ESASHI (HOKKAIDO)	JP ESI
枝幸 (北海道)	ESASHI (HOKKAIDO)	JP ESS
恵曇 (島根県)	ETOMO (SHIMANE)	JP ETM
郷ノ浦 (長崎県)	GONOURA (NAGASAKI)	JP GON
江津 (島根県)	GOTSU (SHIMANE)	JP GOT
郡家 (兵庫県)	GUNGE (HYOGO)	JP GNG
郡中 (愛媛県)	GUNTYU (EHIME)	JP IYO
羽幌 (北海道)	HABORO (HOKKAIDO)	JP HBO

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
厚岸 (北海道)	AKKESHI (HOKKAIDO)	JP AKE
赤穂 (兵庫県)	AKO (HYOGO)	JP AKO
阿久根 (鹿児島県)	AKUNE (KAGOSHIMA)	JP AKN
穴水 (石川県)	ANAMIZU (ISHIKAWA)	JP ANM
青方 (長崎県)	AOKATA (NAGASAKI)	JP AOK
青森 (青森県)	AOMORI (AOMORI)	JP AOM
青苗 (北海道)	AONAE (HOKKAIDO)	JP AON
有川 (長崎県)	ARIKAWA (NAGASAKI)	JP ARK
厚狭 (山口県)	ASA (YAMAGUCHI)	JP ASA
浅川 (徳島県)	ASAKAWA (TOKUSHIMA)	JP ASW
浅茂川 (京都府)	ASAMOGAWA (KYOTO)	JP AMG
芦辺 (長崎県)	ASHIBE (NAGASAKI)	JP ASB
芦屋 (福岡県)	ASHIYA (FUKUOKA)	JP ASZ
熱海 (静岡県)	ATAMI (SHIZUOKA)	JP AMI
粟野 (山口県)	AWANO (YAMAGUCHI)	JP YYA
深浦 (青森県)	FUKAURA (AOMORI)	JP FKK
深浦 (愛媛県)	FUKAURA (EHIME)	JP FKR
深日 (大阪府)	FUKE (OSAKA)	JP FUE
福江 (愛知県)	FUKUE (AICHI)	JP FKE
福江 (長崎県)	FUKUE (NAGASAKI)	JP FKN
福井 (福井県)	FUKUI (FUKUI)	JP FKJ
福良 (兵庫県)	FUKURA (HYOGO)	JP FRA
福島 (北海道)	FUKUSHIMA (HOKKAIDO)	JP FKU
福島 (宮崎県)	FUKUSHIMA (MIYAZAKI)	JP FMS
福浦 (石川県)	FUKUURA (ISHIKAWA)	JP FRJ
福山 (広島県)	FUKUYAMA (HIROSHIMA)	JP FKY
福山 (鹿児島県)	FUKUYAMA (KAGOSHIMA)	JP FYM
船泊 (北海道)	FUNADOMARI (HOKKAIDO)	JP FND
伏木富山 (富山県)	FUSHIKI(TOYAMA) (TOYAMA)	JP FTX
五ヶ所 (三重県)	GOKASYO (MIE)	JP GKS
浜名 (静岡県)	HAMANA (SHIZUOKA)	JP HMN
浜坂 (兵庫県)	HAMASAKA (HYOGO)	JP HKJ
羽茂 (新潟県)	HAMOCHI (NIIGATA)	JP HMC
花咲 (北海道)	HANASAKI (HOKKAIDO)	JP HNK
阪南 (大阪府)	HANNAN (OSAKA)	JP HAN

入力時:コード入力前に「>」を入力してください。
「>」が入力できない場合は「TO」と入力してください。

At the time of entry : Enter 「>」 before proceeding to entry.
In case of can NOT enter 「>」, enter 「TO」 to make up it.

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
土生 (広島県)	HABU (HIROSHIMA)	JP HAB
波浮 (東京都)	HABU (TOKYO)	JP HAU
八戸 (青森県)	HACHINOHE (AOMORI)	JP HHE
萩 (山口県)	HAGI (YAMAGUCHI)	JP HAG
榛原 (静岡県)	HAIBARA (SHIZUOKA)	JP HBA
伯方 (愛媛県)	HAKATA (EHIME)	JP HKS
博多 (福岡県)	HAKATA (FUKUOKA)	JP HKT
函館 (北海道)	HAKODATE (HOKKAIDO)	JP HKP
浜田 (島根県)	HAMADA (SHIMANE)	JP HMD
浜島 (三重県)	HAMAJIMA (MIE)	JP HJM
日置 (和歌山県)	HIKI (WAKAYAMA)	JP HIK
引本 (三重県)	HIKIMOTO (MIE)	JP HMT
姫戸 (熊本県)	HIMEDO (KUMAMOTO)	JP HDO
姫路 (兵庫県)	HIMEJI (HYOGO)	JP HIM
姫川 (新潟県)	HIMEKAWA (NIIGATA)	JP HMK
氷見 (富山県)	HIMI (TOYAMA)	JP HMJ
日生 (岡山県)	HINASE (OKAYAMA)	JP HIN
平戸 (長崎県)	HIRADO (NAGASAKI)	JP HRD
平潟 (茨城県)	HIRAKATA (IBARAKI)	JP HRK
平生 (山口県)	HIRAO (YAMAGUCHI)	JP HRA
平良 (沖縄県)	HIRARA (OKINAWA)	JP HRR
平沢 (秋田県)	HIRASAWA (AKITA)	JP HSW
広島 (広島県)	HIROSHIMA (HIROSHIMA)	JP HIJ
広田 (岩手県)	HIROTA (IWATE)	JP HTA
日立 (茨城県)	HITACHI (IBARAKI)	JP HTC
伊万里 (佐賀県・長崎県)	IMARI (SAGA・NAGASAKI)	JP IMI
稲取 (静岡県)	INATORI (SHIZUOKA)	JP INR
伊根 (京都府)	INE (KYOTO)	JP INE
伊良湖 (愛知県)	IRAGO (AICHI)	JP IRK
石垣 (沖縄県)	ISHIGAKI (OKINAWA)	JP ISG
石狩湾 (北海道)	ISHIKARIWAN (HOKKAIDO)	JP ISW
石巻 (宮城県)	ISHINOMAKI (MIYAGI)	JP ISM
一色 (愛知県)	ISSIKI (AICHI)	JP IKJ
一湊 (鹿児島県)	ISSO (KAGOSHIMA)	JP KYR
伊東 (静岡県)	ITOH (SHIZUOKA)	JP ITJ
厳島 (広島県)	ITSUKUSHIMA (HIROSHIMA)	JP ITS
岩船 (新潟県)	IWAFUNE (NIIGATA)	JP IWH

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
阪神 尼崎西宮芦屋区 (大阪府・兵庫県)	HANSHIN AMAGASAKI/NISHINOMIYA/ASHIYA area (OSAKA・HYOGO)	JP AMX
阪神 神戸区 (大阪府・兵庫県)	HANSHIN KOBE area (OSAKA・HYOGO)	JP UKB
阪神 大阪区 (大阪府・兵庫県)	HANSHIN OSAKA area (OSAKA・HYOGO)	JP OSA
阪神 堺泉北区 (大阪府・兵庫県)	HANSHIN SAKAISENBOKU area (OSAKA・HYOGO)	JP SBK
戸田 (静岡県)	HEDA (SHIZUOKA)	JP HAD
日比 (岡山県)	HIBI (OKAYAMA)	JP HIB
日高 (和歌山県)	HIDAKA (WAKAYAMA)	JP HDK
東播磨 (兵庫県)	HIGASHIHARIMA (HYOGO)	JP HHR
東幡豆 (愛知県)	HIGASHIHAZU (AICHI)	JP HGH
引田 (香川県)	HIKETA (KAGAWA)	JP HEA
常陸那珂 (茨城県)	HITACHINAKA (IBARAKI)	JP HIC
比田勝 (長崎県)	HITAKATSU (NAGASAKI)	JP HTK
日和佐 (徳島県)	HIWASA (TOKUSHIMA)	JP HWS
北条 (愛媛県)	HOJO (EHIME)	JP HJO
本渡 (熊本県)	HONDO (KUMAMOTO)	JP HOD
本荘 (秋田県)	HONJO (AKITA)	JP HON
本庄 (京都府)	HONJYO (KYOTO)	JP HNJ
細島 (宮城県)	HOSOSHIMA (MIYAZAKI)	JP HSM
百貫 (熊本県)	HYAKKAN (KUMAMOTO)	JP HKK
飯田 (石川県)	IIDA (ISHIKAWA)	JP IDA
池田 (香川県)	IKEDA (KAGAWA)	JP IKA
生月 (長崎県)	IKITSUKI (NAGASAKI)	JP IKK
今治 (愛媛県)	IMABARI (EHIME)	JP IMB
今福 (長崎県)	IMAFUKU (NAGASAKI)	JP IMA
今切 (徳島県)	IMAGIRI (TOKUSHIMA)	JP IGR
厳原 (長崎県)	IZUHARA (NAGASAKI)	JP IZH
泉 (愛知県)	IZUMI (AICHI)	JP IZM
香深 (北海道)	KAFUKA (HOKKAIDO)	JP KBK
加布里 (福岡県)	KAFURI (FUKUOKA)	JP KAF
加賀 (島根県)	KAGA (SHIMANE)	JP KJG
鹿児島 (鹿児島県)	KAGOSHIMA (KAGOSHIMA)	JP KOJ
加治木 (鹿児島県)	KAJIKI (KAGOSHIMA)	JP KJK
蒲江 (大分県)	KAMAE (OITA)	JP KME
蒲刈 (広島県)	KAMAGARI (HIROSHIMA)	JP KGR
釜石 (岩手県)	KAMAISHI (IWATE)	JP KIS
上川口 (高知県)	KAMIKAWAGUCHI (KOCHI)	JP KMW
神湊 (東京都)	KAMINATO (TOKYO)	JP KMM

入力時:コード入力前に「>」を入力してください。
「>」が入力できない場合は「TO」と入力してください。

At the time of entry : Enter 「>」 before proceeding to entry.
In case of can NOT enter 「>」, enter 「TO」 to make up it.

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
岩国 (山口県)	IWAKUNI (YAMAGUCHI)	JP IWK
岩内 (北海道)	IWANAI (HOKKAIDO)	JP IWN
岩屋 (兵庫県)	IWAYA (HYOGO)	JP IWY
金沢 (石川県)	KANAZAWA (ISHIKAWA)	JP KNZ
関門 響新港区 (山口県・福岡県)	KANMON HIBIKISINKOU area (YAMAGUCHI・FUKUOKA)	JP HBK
関門 新門司区 (山口県・福岡県)	KANMON SHINMOJI area (YAMAGUCHI・FUKUOKA)	JP SMJ
関門 上記を除く (山口県・福岡県)	KANMON (YAMAGUCHI・FUKUOKA)	JP KNM
観音寺 (香川県)	KANONJI (KAGAWA)	JP KJN
甲浦 (高知県)	KANNOURA (KOCHI)	JP KRA
唐津 (佐賀県)	KARATSU (SAGA)	JP KAR
苅田 (福岡県)	KANDA (FUKUOKA)	JP KND
笠岡 (岡山県)	KASAOKA (OKAYAMA)	JP KSA
鹿島 (茨城県)	KASHIMA (IBARAKI)	JP KSM
柏崎 (新潟県)	KASHIWAZAKI (NIIGATA)	JP KWZ
香住 (兵庫県)	KASUMI (HYOGO)	JP KXS
片上 (岡山県)	KATAKAMI (OKAYAMA)	JP KKM
勝本 (長崎県)	KATSUMOTO (NAGASAKI)	JP KSU
勝浦 (千葉県)	KATSUURA (CHIBA)	JP KUR
木更津 (千葉県)	KISARAZU (CHIBA)	JP KZU
岐宿 (長崎県)	KISHIKU (NAGASAKI)	JP KSH
北浦 (秋田県)	KITAUURA (AKITA)	JP KJT
北浦 (宮崎県)	KITAUURA (MIYAZAKI)	JP KIT
高知 (高知県)	KOCHI (KOCHI)	JP KCZ
小泊 (青森県)	KODOMARI (AOMORI)	JP KOD
小串 (岡山県)	KOGUSHI (OKAYAMA)	JP KOG
小串 (山口県)	KOGUSHI (YAMAGUCHI)	JP KGS
小松 (山口県)	KOMATSU (YAMAGUCHI)	JP KMX
米ノ津 (鹿児島県)	KOMENOTSU (KAGOSHIMA)	JP KKO
小湊 (青森県)	KOMINATO (AOMORI)	JP KMN
古仁屋 (鹿児島県)	KONIYA (KAGOSHIMA)	JP KNY
金浦 (秋田県)	KONOURA (AKITA)	JP KNO
鹿屋 (鹿児島県)	KONOYA (KAGOSHIMA)	JP KYA
琴浦 (岡山県)	KOTOURA (OKAYAMA)	JP JKT
沓形 (北海道)	KUTSUGATA (HOKKAIDO)	JP KTG
桑名 (三重県)	KUWANA (MIE)	JP KNA
舞鶴 (京都府)	MAIZURU (KYOTO)	JP MAI
枕崎 (鹿児島県)	MAKURAZAKI (KAGOSHIMA)	JP MKK
真鶴 (神奈川県)	MANAZURU (KANAGAWA)	JP MNA

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
上ノ加江 (高知県)	KAMINOKAE (KOCHI)	JP KMK
上関 (山口県)	KAMINOSEKI (YAMAGUCHI)	JP KOX
加茂 (山形県)	KAMO (YAMAGATA)	JP KMO
勝浦 (和歌山県)	KATSUURA (WAKAYAMA)	JP KAT
川之石 (愛媛県)	KAWANOISHI (EHIME)	JP KWI
川内 (青森県)	KAWAUCHI (AOMORI)	JP KAW
京浜 川崎区 (東京都・神奈川県)	KEIHIN KAWASAKI area (TOKYO・KANAGAWA)	JP KWS
京浜 東京区 (東京都・神奈川県)	KEIHIN TOKYO area (TOKYO・KANAGAWA)	JP TYO
京浜 横浜区 (東京・神奈川県)	KEIHIN YOKOHAMA area (TOKYO・KANAGAWA)	JP YOK
気仙沼 (宮城県)	KESENNUMA (MIYAGI)	JP KSN
喜入 (鹿児島県)	KIIRE (KAGOSHIMA)	JP KII
菊間 (愛媛県)	KIKUMA (EHIME)	JP KIK
金武中城 (沖縄県)	KINNAKAGUSUKU (OKINAWA)	JP KNX
木ノ江 (広島県)	KINOE (HIROSHIMA)	JP KNE
木本 (三重県)	KINOMOTO (MIE)	JP KNT
衣浦 (愛知県)	KINUURA (AICHI)	JP KNU
霧多布 (北海道)	KIRITAPPU (HOKKAIDO)	JP KRT
象潟 (秋田県)	KISAKATA (AKITA)	JP KST
特牛 (山口県)	KOTTOI (YAMAGUCHI)	JP KTO
香西 (香川県)	KOZAI (KAGAWA)	JP KZJ
古座西向 (和歌山県)	KOZANISHIMUKAI (WAKAYAMA)	JP KOB
口之津 (長崎県)	KUCHINOTSU (NAGASAKI)	JP KUC
久慈 (岩手県)	KUJI (IWATE)	JP KJI
久賀 (山口県)	KUKA (YAMAGUCHI)	JP KGB
熊本 (熊本県)	KUMAMOTO (KUMAMOTO)	JP KMP
久美浜 (京都府)	KUMIHAMA (KYOTO)	JP KMH
国東 (大分県)	KUNISAKI (OITA)	JP KNS
呉 (広島県)	KURE (HIROSHIMA)	JP KRE
久礼 (高知県)	KURE (KOCHI)	JP KUE
串木野 (鹿児島県)	KUSHIKINO (KAGOSHIMA)	JP KSO
串本 (和歌山県)	KUSHIMOTO (WAKAYAMA)	JP KUJ
釧路 (北海道)	KUSHIRO (HOKKAIDO)	JP KUH
久手 (島根県)	KUTE (SHIMANE)	JP KUT
松崎 (静岡県)	MATSUZAKI (SHIZUOKA)	JP MTZ
鉢崎 (広島県)	MEBARUZAKI (HIROSHIMA)	JP MBR
三重式見 (長崎県)	MIESHIKIMI (NAGASAKI)	JP MSI
美保関 (島根県)	MIHONOSEKI (SHIMANE)	JP MIH
三池 (福岡県)	MIIKE (FUKUOKA)	JP MII

入力時:コード入力前に「>」を入力してください。
「>」が入力できない場合は「TO」と入力してください。

At the time of entry : Enter 「>」 before proceeding to entry.
In case of can NOT enter 「>」, enter 「TO」 to make up it.

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
丸亀 (香川県)	MARUGAME (KAGAWA)	JP MAR
丸尾 (山口県)	MARUO (YAMAGUCHI)	JP MRU
増毛 (北海道)	MASHIKE (HOKKAIDO)	JP MSK
益田 (島根県)	MASUDA (SHIMANE)	JP MSD
松江 (島根県)	MATSUE (SHIMANE)	JP MTE
松前 (北海道)	MATSUMAE (HOKKAIDO)	JP MTM
松島 (長崎県)	MATSUSHIMA (NAGASAKI)	JP MAT
松浦 (長崎県)	MATSUURA (NAGASAKI)	JP MTS
松山 (愛媛県)	MATSUYAMA (EHIME)	JP MYJ
松坂 (三重県)	MATSUZAKA (MIE)	JP MSA
御手洗 (広島県)	MITARAI (HIROSHIMA)	JP MTI
三机 (愛媛県)	MITSUKE (EHIME)	JP MTK
富古 (岩手県)	MIYAKO (IWATE)	JP MYK
宮之浦 (鹿児島県)	MIYANOURA (KAGOSHIMA)	JP MNO
宮浦 (愛媛県)	MIYAURA (EHIME)	JP MYU
宮崎 (宮崎県)	MIYAZAKI (MIYAZAKI)	JP KMI
宮津 (京都府)	MIYAZU (KYOTO)	JP MIY
水島 (岡山県)	MIZUSHIMA (OKAYAMA)	JP MIZ
湊 (兵庫県)	MINATO (HYOGO)	JP MNT
茂木 (長崎県)	MOGI (NAGASAKI)	JP MOG
紋別 (北海道)	MONBETSU (HOKKAIDO)	JP MBE
森 (北海道)	MORI (HOKKAIDO)	JP MOR
守江 (大分県)	MORIE (OITA)	JP MOO
諸富 (佐賀県)	MORODOMI (SAGA)	JP MOM
師崎 (愛知県)	MOROZAKI (AICHI)	JP MRZ
那覇 (沖縄県)	NAHA (OKINAWA)	JP NAH
奈半利 (高知県)	NAHARI (KOCHI)	JP NHI
中浜 (京都府)	NAKAHAMA (KYOTO)	JP NKJ
中甌 (鹿児島県)	NAKAKOSHIKI (KAGOSHIMA)	JP NKK
那珂湊 (茨城県)	NAKAMINATO (IBARAKI)	JP NMT
中之作 (福島県)	NAKANOSAKU (FUKUSHIMA)	JP NKX
中津 (福岡県・大分県)	NAKATSU (FUKUOKA・OITA)	JP NAT
波切 (三重県)	NAKIRI (MIE)	JP NKR
七尾 (石川県)	NANAO (ISHIKAWA)	JP NNO
直江津 (新潟県)	NAOETSU (NIIGATA)	JP NAO
直島 (香川県)	NAOSHIMA (KAGAWA)	JP NAS
奈良尾 (長崎県)	NARAO (NAGASAKI)	JP NRO
奈留島 (長崎県)	NARUSHIMA (NAGASAKI)	JP NRS

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
三瓶 (愛媛県)	MIKAME (EHIME)	JP MKM
三河 (愛知県)	MIKAWA (AICHI)	JP MKW
水俣 (熊本県)	MINAMATA (KUMAMOTO)	JP MIN
三厩 (青森県)	MINMAYA (AOMORI)	JP MNY
三崎 (愛媛県)	MISAKI (EHIME)	JP MSX
三崎 (神奈川県)	MISAKI (KANAGAWA)	JP MIK
三島川之江 (愛媛県)	MISHIMAKAWANOE (EHIME)	JP MKX
三角 (熊本県)	MISUMI (KUMAMOTO)	JP MIS
三隅 (島根県)	MISUMI (SHIMANE)	JP MMI
三田尻中関 (山口県)	MITAJIRINAKANOSEKI (YAMAGUCHI)	JP MNX
元町 (東京都)	MOTOMACHI (TOKYO)	JP MOT
牟岐 (徳島県)	MUGI (TOKUSHIMA)	JP MUG
室蘭 (北海道)	MURORAN (HOKKAIDO)	JP MUR
室戸岬 (高知県)	MUROTOMISAKI (KOCHI)	JP MRJ
室津 (高知県)	MUROTSU (KOCHI)	JP MUX
室津 (山口県)	MUROTSU (YAMAGUCHI)	JP MRT
室積 (山口県)	MUROZUMI (YAMAGUCHI)	JP MZM
むつ小川原 (青森県)	MUTSUOGAWARA (AOMORI)	JP MUT
撫養 (徳島県)	MUYA (TOKUSHIMA)	JP MYA
長浜 (愛媛県)	NAGAHAMA (EHIME)	JP NGH
長崎 (長崎県)	NAGASAKI (NAGASAKI)	JP NMX
長島 (三重県)	NAGASHIMA (MIE)	JP NSA
長洲 (熊本県)	NAGASU (KUMAMOTO)	JP NGU
長洲 (大分県)	NAGASU (OITA)	JP NSU
名古屋 (愛知県)	NAGOYA (AICHI)	JP NGO
鼠ヶ関 (山形県)	NEZUGASEKI (YAMAGATA)	JP NEZ
新潟 (新潟県)	NIIGATA (NIIGATA)	JP KIJ
新居浜 (愛媛県)	NIIHAMA (EHIME)	JP IHA
新島 (東京都)	NIIJIMA (TOKYO)	JP NIJ
仁万 (島根県)	NIMA (SHIMANE)	JP NIM
仁尾 (香川県)	NIO (KAGAWA)	JP NIO
西之表 (鹿児島県)	NISHINOOMOTE (KAGOSHIMA)	JP IIN
延岡 (宮崎県)	NOBEOKA (MIYAZAKI)	JP NOB
野原 (京都府)	NOHARA (KYOTO)	JP NOH
野辺地 (青森県)	NOHEJI (AOMORI)	JP NHJ
野間池 (鹿児島県)	NOMAIKE (KAGOSHIMA)	JP NMK
能代 (秋田県)	NOSHIRO (AKITA)	JP NSR
能生 (新潟県)	NOU (NIIGATA)	JP NOU

入力時:コード入力前に「>」を入力してください。
「>」が入力できない場合は「TO」と入力してください。

At the time of entry : Enter 「>」 before proceeding to entry.
In case of can NOT enter 「>」, enter 「TO」 to make up it.

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
名瀬 (鹿児島県)	NAZE (KAGOSHIMA)	JP NAZ
根室 (北海道)	NEMURO (HOKKAIDO)	JP NEM
大洗 (茨城県)	OARAI (IBARAKI)	JP OAR
小浜 (福井県)	OBAMA (FUKUI)	JP OBM
小浜 (長崎県)	OBAMA (NAGASAKI)	JP OBB
大泊 (鹿児島県)	ODOMARI (KAGOSHIMA)	JP ODM
大船渡 (岩手県)	OFUNATO (IWATE)	JP OFT
小木 (石川県)	OGI (ISHIKAWA)	JP OII
小木 (新潟県)	OGI (NIIGATA)	JP OGI
荻浜 (宮城県)	OGINOHAMA (MIYAGI)	JP OGH
大畑 (青森県)	OHATA (AOMORI)	JP OHT
大井川 (静岡県)	OIGAWA (SHIZUOKA)	JP OIG
大分 (大分県)	OITA (OITA)	JP OIP
小値賀 (長崎県)	OJIKA (NAGASAKI)	JP OJI
岡田 (東京都)	OKADA (TOKYO)	JP OAA
岡村 (愛媛県)	OKAMURA (EHIME)	JP OMR
岡山 (岡山県)	OKAYAMA (OKAYAMA)	JP OKP
大島 (福岡県)	OSHIMA (FUKUOKA)	JP OSS
大島 (長崎県)	OSHIMA (NAGASAKI)	JP OSM
大竹 (広島県)	OTAKE (HIROSHIMA)	JP OTK
小樽 (北海道)	OTARU (HOKKAIDO)	JP OTR
大津 (茨城県)	OTSU (IBARAKI)	JP OSJ
大槌 (岩手県)	OTSUCHI (IWATE)	JP OTJ
雄武 (北海道)	OMU (HOKKAIDO)	JP OUM
会瀬 (茨城県)	OUSE (IBARAKI)	JP OUS
尾鷲 (三重県)	OWASE (MIE)	JP OWA
羅臼 (北海道)	RAUSU (HOKKAIDO)	JP RAU
留萌 (北海道)	RUMOI (HOKKAIDO)	JP RMI
両津 (新潟県)	RYOTSU (NIIGATA)	JP RYO
佐伯 (大分県)	SAEKI (OITA)	JP SAE
佐賀 (高知県)	(SAGA) (KOCHI)	JP SGA
佐賀関 (大分県)	SAGANOSEKI (OITA)	JP SAG
佐敷 (熊本県)	SASHIKI (KUMAMOTO)	JP SSI
佐須奈 (長崎県)	SASUNA (NAGASAKI)	JP SSN
川内 (鹿児島県)	SENDAI (KAGOSHIMA)	JP SEN
仙台塩釜 (宮城県)	SENDAISHIOGAMA (MIYAGI)	JP SGM
泉州 (大阪府)	SENSYU (OSAKA)	JP SSU
仙崎 (山口県)	SENZAKI (YAMAGUCHI)	JP SZK

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
沼津 (静岡県)	NUMAZU (SHIZUOKA)	JP NUM
壬生川 (愛媛県)	NYUGAWA (EHIME)	JP NWA
大久保 (東京都)	OKUBO (TOKYO)	JP OKB
大間 (青森県)	OMA (AOMORI)	JP OAX
御前崎 (静岡県)	OMAEZAKI (SHIZUOKA)	JP OMZ
大湊 (青森県)	OMINATO (AOMORI)	JP OMT
大村 (長崎県)	OMURA (NAGASAKI)	JP OMJ
大牟田 (福岡県)	OMUTA (FUKUOKA)	JP OMU
女川 (宮城県)	ONAGAWA (MIYAGI)	JP ONG
小名浜 (福島県)	ONAHAMA (FUKUSHIMA)	JP ONA
大根占 (鹿児島県)	ONEJIME (KAGOSHIMA)	JP ONE
鬼池 (熊本県)	ONIIKE (KUMAMOTO)	JP ONJ
大西 (広島県)	ONISHI (HIROSHIMA)	JP ONS
鬼脇 (北海道)	ONIWAKI (HOKKAIDO)	JP ONW
小野田 (山口県)	ONODA (YAMAGUCHI)	JP OND
尾道糸崎 (広島県)	ONOMICHIITOSAKI (HIROSHIMA)	JP ONX
鴛泊 (北海道)	OSHDOMARI (HOKKAIDO)	JP OSD
相良 (静岡県)	SAGARA (SHIZUOKA)	JP SGR
佐木 (広島県)	SAGI (HIROSHIMA)	JP SGJ
佐井 (青森県)	SAI (AOMORI)	JP SJA
西大寺 (岡山県)	SAIDAIJI (OKAYAMA)	JP SDZ
西郷 (島根県)	SAIGO (SHIMANE)	JP SAI
西条 (愛媛県)	SAIJO (EHIME)	JP SAJ
境 (鳥取県・島根県)	SAKAI (TOTTORI・SHIMANE)	JP SMN
坂出 (香川県)	SAKAIDE (KAGAWA)	JP SKD
酒田 (山形県)	SAKATA (YAMAGATA)	JP SKT
坂手 (香川県)	SAKATE (KAGAWA)	JP SAT
崎戸 (長崎県)	SAKITO (NAGASAKI)	JP STO
様似 (北海道)	SAMANI (HOKKAIDO)	JP SAM
三本松 (香川県)	SANBONMATSU (KAGAWA)	JP SAN
寒川 (愛媛県)	SANGAWA (EHIME)	JP SAW
佐世保 (長崎県)	SASEBO (NAGASAKI)	JP SSB
島間 (鹿児島県)	SHIMAMA (KAGOSHIMA)	JP SIM
清水 (高知県)	SHIMIZU (KOCHI)	JP TSZ
清水 (静岡県)	SHIMIZU (SHIZUOKA)	JP SMZ
下田 (高知県)	SHIMODA (KOCHI)	JP SMO
下田 (静岡県)	SHIMODA (SHIZUOKA)	JP SMD
下津井 (岡山県)	SHIMOTSUI (OKAYAMA)	JP STI

入力時:コード入力前に「>」を入力してください。
「>」が入力できない場合は「TO」と入力してください。

At the time of entry : Enter 「>」 before proceeding to entry.
In case of can NOT enter 「>」, enter 「TO」 to make up it.

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
瀬棚 (北海道)	SETANA (HOKKAIDO)	JP STN
瀬戸 (長崎県)	SETO (NAGASAKI)	JP SET
瀬戸田 (広島県)	SETODA (HIROSHIMA)	JP STD
柴山 (兵庫県)	SHIBAYAMA (HYOGO)	JP SBY
志布志 (鹿児島県)	SHIBUSHI (KAGOSHIMA)	JP SBS
七類 (島根県)	SHICHIRUI (SHIMANE)	JP SCR
志度 (香川県)	SHIDO (KAGAWA)	JP SID
重井 (広島県)	SHIGEI (HIROSHIMA)	JP SIG
島原 (長崎県)	SHIMABARA (NAGASAKI)	JP SMB
住ノ江 (佐賀県)	SUMINOE (SAGA)	JP SUM
洲本 (兵庫県)	SUMOTO (HYOGO)	JP SUH
須佐 (山口県)	SUSA (YAMAGUCHI)	JP SUS
須崎 (高知県)	SUSAKI (KOCHI)	JP SUZ
寿都 (北海道)	SUTTSU (HOKKAIDO)	JP STU
田平 (長崎県)	TABIRA (NAGASAKI)	JP TBR
橘 (徳島県)	TACHIBANA (TOKUSHIMA)	JP TBN
忠海 (広島県)	TADANOUMI (HIROSHIMA)	JP TDN
多度津 (香川県)	TADOTSU (KAGAWA)	JP TAD
田子の浦 (静岡県)	TAGANOURA (SHIZUOKA)	JP TGO
田井 (京都府)	TAI (KYOTO)	JP TAZ
平館 (青森県)	TAIRADATE (AOMORI)	JP TDT
大社 (島根県)	TAISYA (SHIMANE)	JP TIA
間人 (京都府)	TAIZA (KYOTO)	JP TZA
田後 (鳥取県)	TAJIRI (TOTTORI)	JP TJR
鳥羽 (三重県)	TOBA (MIE)	JP TOB
戸賀 (秋田県)	TOGA (AKITA)	JP TOJ
土肥 (静岡県)	TOI (SHIZUOKA)	JP TOI
十勝 (北海道)	TOKACHI (HOKKAIDO)	JP TOK
常滑 (愛知県)	TOKONAME (AICHI)	JP TXN
渡久地 (沖縄県)	TOKUCHI (OKINAWA)	JP TCG
徳島小松島 (徳島県)	TOKUSHIMA KOMATSUJIMA (TOKUSHIMA)	JP TKX
徳山下松 (山口県)	TOKUYAMA KUDAMATSU (YAMAGUCHI)	JP TXD
苫小牧 (北海道)	TOMAKOMAI (HOKKAIDO)	JP TMK
苫前 (北海道)	TOMAMAE (HOKKAIDO)	JP TJJ
富江 (長崎県)	TOMIE (NAGASAKI)	JP TME
富岡 (熊本県)	TOMIOKA (KUMAMOTO)	JP TMO
富岡 (徳島県)	TOMIOKA (TOKUSHIMA)	JP TOM
土庄 (香川県)	TONOSYO (KAGAWA)	JP TNO

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
新宮 (和歌山県)	SHINGU (WAKAYAMA)	JP SHN
篠島 (愛知県)	SHINOJIMA (AICHI)	JP SNJ
白浜 (千葉県)	SHIRAHAMA (CHIBA)	JP SRX
尻屋岬 (青森県)	SHIRIYAZAKI (AOMORI)	JP SYZ
宍喰 (徳島県)	SHISHIKUI (TOKUSHIMA)	JP SIS
志津川 (宮城県)	SHIZUGAWA (MIYAGI)	JP SZG
静浦 (静岡県)	SHIZUURA (SHIZUOKA)	JP SZU
相馬 (福島県)	SOMA (FUKUSHIMA)	JP SMA
宿毛湾 (高知県)	SUKUMOWAN (KOCHI)	JP SUK
高田 (大分県)	TAKADA (OITA)	JP TKD
高松 (香川県)	TAKAMATSU (KAGAWA)	JP TAP
竹田津 (大分県)	TAKEDATSU (OITA)	JP TDJ
竹原 (広島県)	TAKEHARA (HIROSHIMA)	JP THR
滝 (石川県)	TAKI (ISHIKAWA)	JP TKI
詫間 (香川県)	TAKUMA (KAGAWA)	JP TKM
玉之浦 (長崎県)	TAMANOURA (NAGASAKI)	JP TMN
田辺 (和歌山県)	TANABE (WAKAYAMA)	JP TAE
垂水 (鹿児島県)	TARUMIZU (KAGOSHIMA)	JP TMZ
館山 (千葉県)	TATEYAMA (CHIBA)	JP TTY
手石 (静岡県)	TEISHI (SHIZUOKA)	JP TIS
寺泊 (新潟県)	TERADOMARI (NIIGATA)	JP TRD
天塩 (北海道)	TESHIO (HOKKAIDO)	JP TSO
手打 (鹿児島県)	TEUCHI (KAGOSHIMA)	JP TEU
天売 (北海道)	TEURI (HOKKAIDO)	JP TER
富島 (兵庫県)	TOSHIMA (HYOGO)	JP TJO
土々呂 (宮崎県)	TOTORO (MIYAZAKI)	JP TOT
鳥取 (鳥取県)	TOTTORI (TOTTORI)	JP TTJ
豊浜 (愛知県)	TOYOHAMA (AICHI)	JP TYJ
豊浜 (香川県)	TOYOHAMA (KAGAWA)	JP TYH
津 (三重県)	TSU (MIE)	JP TSU
津田 (香川県)	TSUDA (KAGAWA)	JP TUD
津居山 (兵庫県)	TSUIYAMA (HYOGO)	JP TYN
津久見 (大分県)	TSUKUMI (OITA)	JP TMI
津名 (兵庫県)	TSUNA (HYOGO)	JP TNA
角島 (山口県)	TSUNOSHIMA (YAMAGUCHI)	JP TNS
敦賀 (福井県)	TSURUGA (FUKUI)	JP TRG
鶴海 (岡山県)	TSURUMI (OKAYAMA)	JP TRU
都志 (兵庫県)	TSUSHI (HYOGO)	JP TSH

入力時:コード入力前に「>」を入力してください。
「>」が入力できない場合は「TO」と入力してください。

At the time of entry : Enter 「>」 before proceeding to entry.
In case of can NOT enter 「>」, enter 「TO」 to make up it.

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
外浦 (宮崎県)	TONOURA (MIYAZAKI)	JP TON
津吉 (長崎県)	TSUYOSHI (NAGASAKI)	JP TYP
宇部 (山口県)	UBE (YAMAGUCHI)	JP UBJ
内海 (香川県)	UCHINOMI (KAGAWA)	JP UCN
内之浦 (鹿児島県)	UCHINOURA (KAGOSHIMA)	JP UUR
内海 (宮崎県)	UCHIUMI (MIYAZAKI)	JP UCH
内浦 (福井県)	UCHIURA (FUKUI)	JP UCU
宇久須 (静岡県)	UGUSU (SHIZUOKA)	JP UGU
宇治山田 (三重県)	UJIYAMADA (MIE)	JP UJY
宇久井 (和歌山県)	UKUI (WAKAYAMA)	JP UKI
宇野 (岡山県)	UNO (OKAYAMA)	JP UNO
宇島 (福岡県)	UNOSHIMA (FUKUOKA)	JP UNS
運天 (沖縄県)	UNTEN (OKINAWA)	JP UNT
魚津 (富山県)	UOZU (TOYAMA)	JP UOZ
浦神 (和歌山県)	URAGAMI (WAKAYAMA)	JP URM
浦郷 (島根県)	URAGO (SHIMANE)	JP UAO
脇野沢 (青森県)	WAKINOSAWA (AOMORI)	JP WKW
稚内 (北海道)	WAKKANAI (HOKKAIDO)	JP WKJ
渡波 (宮城県)	WATANOHA (MIYAGI)	JP WAT
八重根 (東京都)	YAENE (TOKYO)	JP YNE
八木 (兵庫県)	YAGI (HYOGO)	JP YAG
八木 (岩手県)	YAGI (IWATE)	JP YGI
焼尻 (北海道)	YAGISHIRI (HOKKAIDO)	JP YGR
焼津 (静岡県)	YAIZU (SHIZUOKA)	JP YZU
山田 (岩手県)	YAMADA (IWATE)	JP YAD
山川 (鹿児島県)	YAMAGAWA (KAGOSHIMA)	JP YAM
山口 (山口県)	YAMAGUCHI (YAMAGUCHI)	JP YMG
柳井 (山口県)	YANAI (YAMAGUCHI)	JP YAN
安来 (島根県)	YASUGI (SHIMANE)	JP YSG
八代 (熊本県)	YATSUSHIRO (KUMAMOTO)	JP YAT
八幡浜 (愛媛県)	YAWATAHAMA (EHIME)	JP YWH

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
豆蔵 (長崎県)	TSUTSU (NAGASAKI)	JP TST
浦河 (北海道)	URAKAWA (HOKKAIDO)	JP URK
宇佐 (高知県)	USA (KOCHI)	JP USA
牛深 (熊本県)	USHIBUKA (KUMAMOTO)	JP UBK
牛窓 (岡山県)	USHIMADO (OKAYAMA)	JP USH
宇出津 (石川県)	USHITSU (ISHIKAWA)	JP UST
臼尻 (北海道)	USUJIRI (HOKKAIDO)	JP USJ
臼杵 (大分県)	USUKI (OITA)	JP USK
臼浦 (長崎県)	USUNOURA (NAGASAKI)	JP USU
内海 (愛知県)	UTSUMI (AICHI)	JP UTM
宇和島 (愛媛県)	UWAJIMA (EHIME)	JP UWA
和田 (福井県)	WADA (FUKUI)	JP WDA
輪島 (石川県)	WAJIMA (ISHIKAWA)	JP WJM
和歌山下津 (和歌山県)	WAKAYAMASHIMOTSU (WAKAYAMA)	JP WAK
若津 (福岡県)	WAKATSU (FUKUOKA)	JP WKT
脇岬 (長崎県)	WAKIMISAKI (NAGASAKI)	JP WKI
呼子 (佐賀県)	YOBUKO (SAGA)	JP YBK
余市 (北海道)	YOICHI (HOKKAIDO)	JP YIC
四日市 (三重県)	YOKKAICHI (MIE)	JP YKK
横須賀 (神奈川県)	YOKOSUKA (KANAGAWA)	JP YOS
米子 (鳥取県)	YONAGO (TOTTORI)	JP YNG
吉田 (愛知県)	YOSHIDA (AICHI)	JP YDA
吉田 (愛媛県)	YOSHIDA (EHIME)	JP YSD
吉海 (愛媛県)	YOSHIMI (EHIME)	JP YHI
四倉 (福島県)	YOTSUKURA (FUKUSHIMA)	JP YOT
湯浅広 (和歌山県)	YUASAHIRO (WAKAYAMA)	JP YSH
由岐 (徳島県)	YUKI (TOKUSHIMA)	JP YUK
由良 (兵庫県)	YURA (HYOGO)	JP YRA
由良 (和歌山県)	YURA (WAKAYAMA)	JP YUR
由良 (山形県)	YURA (YAMAGATA)	JP YUJ

港内での進路を示すコード一覧表/List of Codes showing the course in port.

港の名称 Port	コード CODE	規則第11条に基づく進路信号 Course Signal of International Signal Frags	港内進路コード In-Port Course Code	入力例 Example	
目的港の港内又は境界付近で錨泊しようとする場合 For the case that the ship is going to anchor in the destination port of in the vicinity of the boundary.	—	—	OFF	>JP YOK OFF	
釧路/KUSHIRO	JP KUH	2代(2nd Sub.)・1	1	>JP KUH 1	
		2代(2nd Sub.)・2	2	>JP KUH 2	
		2代(2nd Sub.)・3	3	>JP KUH 3	
		2代(2nd Sub.)・4	4	>JP KUH 4	
		2代(2nd Sub.)・5	5	>JP KUH 5	
		上記以外の目的港内での進路 Purposes other than stated above course in the port	XX	>JP KUH XX	
苫小牧/TOMAKOMAI	JP TMK	2代(2nd Sub.)・C	C	>JP TMK C	
		2代(2nd Sub.)・N	N	>JP TMK N	
		2代(2nd Sub.)・E	E	>JP TMK E	
		2代(2nd Sub.)・S	S	>JP TMK S	
		2代(2nd Sub.)・2・E	2E	>JP TMK 2E	
		2代(2nd Sub.)・2・W 上記以外の目的港内での進路 Purposes other than stated above course in the port	2W XX	>JP TMK 2W >JP TMK XX	
函館/HAKODATE	JP HKP	2代(2nd Sub.)・1	1	>JP HKP 1	
		2代(2nd Sub.)・2・E	2E	>JP HKP 2E	
		2代(2nd Sub.)・2・W	2W	>JP HKP 2W	
		2代(2nd Sub.)・3	3	>JP HKP 3	
		2代(2nd Sub.)・4・E	4E	>JP HKP 4E	
		2代(2nd Sub.)・4・S 上記以外の目的港内での進路 Purposes other than stated above course in the port	4S XX	>JP HKP 4S >JP HKP XX	
秋田船川 AKITAFUNAKAWA	JP AFG	2代(2nd Sub.)・N	N	>JP AFG N	
		2代(2nd Sub.)・E	E	>JP AFG E	
		2代(2nd Sub.)・E・N	EN	>JP AFG EN	
		2代(2nd Sub.)・E・C	EC	>JP AFG EC	
		2代(2nd Sub.)・E・S	ES	>JP AFG ES	
		2代(2nd Sub.)・W 上記以外の目的港内での進路 Purposes other than stated above course in the port	W XX	>JP AFG W >JP AFG XX	
鹿島/KASHIMA	JP KSM	2代(2nd Sub.)・O	O	>JP KSM O	
		2代(2nd Sub.)・C・N	CN	>JP KSM CN	
		2代(2nd Sub.)・C・S	CS	>JP KSM CS	
		2代(2nd Sub.)・S・E	SE	>JP KSM SE	
		2代(2nd Sub.)・S・W	SW	>JP KSM SW	
		2代(2nd Sub.)・N・W 2代(2nd Sub.)・N・E 上記以外の目的港内での進路 Purposes other than stated above course in the port	NW NE XX	>JP KSM NW >JP KSM NE >JP KSM XX	
千葉/CHIBA	4区(船方線・船方港地区) No. 4 Div. (ANEGASA-KI-SOJEGAWA)	—	—	>JP ANE	
		—	—	>JP ANE	
	葛南区 KATUNAN	JP FNB	2代(2nd Sub.)・F・S	FS	>JP FNB FS
			2代(2nd Sub.)・F・N	FN	>JP FNB FN
			2代(2nd Sub.)・I・W	IW	>JP FNB IW
			2代(2nd Sub.)・I・E 上記以外の目的港内での進路 Purposes other than stated above course in the port	IE XX	>JP FNB IE >JP FNB XX
1区、2区、3区 No. 1,2,3 Div.	JP CHB	2代(2nd Sub.)・D	D	>JP CHB D	
		2代(2nd Sub.)・C	C	>JP CHB C	
		2代(2nd Sub.)・S 上記以外の目的港内での進路 Purposes other than stated above course in the port	S XX	>JP CHB S >JP CHB XX	
京浜/KEIHIN 東京区/TOKYO	JP TYO	2代(2nd Sub.)・L	L	>JP TYO L	
		2代(2nd Sub.)・M	M	>JP TYO M	
		2代(2nd Sub.)・V	V	>JP TYO V	
		2代(2nd Sub.)・H	H	>JP TYO H	
		2代(2nd Sub.)・T	T	>JP TYO T	
		2代(2nd Sub.)・A	A	>JP TYO A	
		2代(2nd Sub.)・S	S	>JP TYO S	
		2代(2nd Sub.)・R	R	>JP TYO R	
		2代(2nd Sub.)・O	O	>JP TYO O	
		2代(2nd Sub.)・C	C	>JP TYO C	
		2代(2nd Sub.)・CW	CW	>JP TYO CW	
		上記以外の目的港内での進路 Purposes other than stated above course in the port	XX	>JP TYO XX	

港の名称 Port	コード CODE	規則第11条に基づく進路信号 Course Signal of International Signal Frags	港内進路コード In-Port Course Code	入力例 Example		
京浜/KEIHIN 川崎区 KAWASAKI	JP KWS	1代(1st Sub.)・E	—	—		
		1代(1st Sub.)・W	—	—		
		2代(2nd Sub.)・S・U	SU	>JP KWS SU		
		2代(2nd Sub.)・T・U	TU	>JP KWS TU		
		2代(2nd Sub.)・I・U	IU	>JP KWS IU		
		2代(2nd Sub.)・S・G	SG	>JP KWS SG		
		2代(2nd Sub.)・D・U	DU	>JP KWS DU		
		2代(2nd Sub.)・O・K	OK	>JP KWS OK		
		2代(2nd Sub.)・O・T	OT	>JP KWS OT		
		2代(2nd Sub.)・M・E	ME	>JP KWS ME		
		2代(2nd Sub.)・T・D	TD	>JP KWS TD		
		2代(2nd Sub.)・U・S	US	>JP KWS US		
		2代(2nd Sub.)・H・O	HO	>JP KWS HO		
		2代(2nd Sub.)・O・G 上記以外の目的港内での進路 Purposes other than stated above course in the port	OG XX	>JP KWS OG >JP KWS XX		
		京浜/KEIHIN 横浜区 YOKOHAMA	JP YOK	1代(1st Sub.)・E	—	—
				1代(1st Sub.)・W	—	—
				2代(2nd Sub.)・H・M	HM	>JP YOK HM
				2代(2nd Sub.)・Y	Y	>JP YOK Y
2代(2nd Sub.)・O・S	OS			>JP YOK OS		
2代(2nd Sub.)・D	D			>JP YOK D		
2代(2nd Sub.)・D・S	DS			>JP YOK DS		
2代(2nd Sub.)・D・E	DE			>JP YOK DE		
2代(2nd Sub.)・D・N	DN			>JP YOK DN		
2代(2nd Sub.)・S・H	SH			>JP YOK SH		
2代(2nd Sub.)・K	K			>JP YOK K		
2代(2nd Sub.)・A・Z	AZ			>JP YOK AZ		
2代(2nd Sub.)・O・N	ON			>JP YOK ON		
2代(2nd Sub.)・A・U	AU			>JP YOK AU		
2代(2nd Sub.)・S・U 上記以外の目的港内での進路 Purposes other than stated above course in the port	SU XX			>JP YOK SU >JP YOK XX		
新潟/NIIGATA	JP KIJ			2代(2nd Sub.)・W	W	>JP KIJ W
				2代(2nd Sub.)・W・B	WB	>JP KIJ WB
				2代(2nd Sub.)・W・D	WD	>JP KIJ WD
		2代(2nd Sub.)・W・T	WT	>JP KIJ WT		
		2代(2nd Sub.)・W・R	WR	>JP KIJ WR		
		2代(2nd Sub.)・E	E	>JP KIJ E		
		2代(2nd Sub.)・E・W 上記以外の目的港内での進路 Purposes other than stated above course in the port	EW XX	>JP KIJ EW >JP KIJ XX		
		四日市/YOKKAICHI	JP YKK	1代(1st Sub.)・1	—	—
				1代(1st Sub.)・U	—	—
				1代(1st Sub.)・2	—	—
2代(2nd Sub.)・I・S	IS			>JP YKK IS		
2代(2nd Sub.)・D・M	DM			>JP YKK DM		
2代(2nd Sub.)・C・E	CE			>JP YKK CE		
2代(2nd Sub.)・C・W	CW			>JP YKK CW		
2代(2nd Sub.)・T	T			>JP YKK T		
2代(2nd Sub.)・U	U			>JP YKK U		
2代(2nd Sub.)・K・W	KW			>JP YKK KW		
2代(2nd Sub.)・K・S	KS			>JP YKK KS		
2代(2nd Sub.)・K・E	KE			>JP YKK KE		
2代(2nd Sub.)・S・N	SN	>JP YKK SN				
2代(2nd Sub.)・S・W	SW	>JP YKK SW				
2代(2nd Sub.)・F	F	>JP YKK F				
2代(2nd Sub.)・A	A	>JP YKK A				
2代(2nd Sub.)・E	E	>JP YKK E				
2代(2nd Sub.)・W 上記以外の目的港内での進路 Purposes other than stated above course in the port	W XX	>JP YKK W >JP YKK XX				

港の名称 Port	コード CODE	規則第11条に基づく道路信号 Course Signal of International Signal Fraags	港内道路コード In-port Course Code	入力例 Example
名古屋／NAGOYA	JP NGO	1代(1st Sub.)・E	—	—
		1代(1st Sub.)・W	—	—
		2代(2nd Sub.)・E・1	E1	>JP NGO E1
		2代(2nd Sub.)・E・2	E2	>JP NGO E2
		2代(2nd Sub.)・E・3	E3	>JP NGO E3
		2代(2nd Sub.)・E・4	E4	>JP NGO E4
		2代(2nd Sub.)・E・5	E5	>JP NGO E5
		2代(2nd Sub.)・B・1	B1	>JP NGO B1
		2代(2nd Sub.)・B・2	B2	>JP NGO B2
		2代(2nd Sub.)・B・3	B3	>JP NGO B3
		2代(2nd Sub.)・B・4	B4	>JP NGO B4
		2代(2nd Sub.)・N・1	N1	>JP NGO N1
		2代(2nd Sub.)・N・2	N2	>JP NGO N2
		2代(2nd Sub.)・N・3	N3	>JP NGO N3
		2代(2nd Sub.)・N・4	N4	>JP NGO N4
		2代(2nd Sub.)・K・1	K1	>JP NGO K1
		2代(2nd Sub.)・K・2	K2	>JP NGO K2
		2代(2nd Sub.)・K・3	K3	>JP NGO K3
		2代(2nd Sub.)・W・1	W1	>JP NGO W1
		2代(2nd Sub.)・W・2	W2	>JP NGO W2
		2代(2nd Sub.)・W・3	W3	>JP NGO W3
		2代(2nd Sub.)・W・4	W4	>JP NGO W4
		2代(2nd Sub.)・W・5	W5	>JP NGO W5
2代(2nd Sub.)・P・1	P1	>JP NGO P1		
2代(2nd Sub.)・S・1	S1	>JP NGO S1		
上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP NGO XX		
堺泉北区／ SAKAISENBOKU	JP SBK	2代(2nd Sub.)・1	1	>JP SBK 1
		2代(2nd Sub.)・2	2	>JP SBK 2
		2代(2nd Sub.)・3	3	>JP SBK 3
上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP SBK XX		
大阪区／OSAKA	JP OSA	2代(2nd Sub.)・H	H	>JP OSA H
		2代(2nd Sub.)・2・T	2T	>JP OSA 2T
		2代(2nd Sub.)・2・A	2A	>JP OSA 2A
		2代(2nd Sub.)・3・W	3W	>JP OSA 3W
		2代(2nd Sub.)・3・E	3E	>JP OSA 3E
		2代(2nd Sub.)・3・C	3C	>JP OSA 3C
		2代(2nd Sub.)・3・K	3K	>JP OSA 3K
		2代(2nd Sub.)・4・N	4N	>JP OSA 4N
		2代(2nd Sub.)・4・S	4S	>JP OSA 4S
		2代(2nd Sub.)・5	5	>JP OSA 5
		上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP OSA XX
尼崎西宮芦屋区 AMAGASAKI/NISHI	JP AMX	—	—	>JP AMX
阪神／ HAN-SHIN	JP UKB	2代(2nd Sub.)・K	K	>JP UKB K
		2代(2nd Sub.)・T	T	>JP UKB T
		2代(2nd Sub.)・N	N	>JP UKB N
		2代(2nd Sub.)・S・W	SW	>JP UKB SW
		2代(2nd Sub.)・P・W	PW	>JP UKB PW
		2代(2nd Sub.)・P・2	P2	>JP UKB P2
		2代(2nd Sub.)・P・E	PE	>JP UKB PE
		2代(2nd Sub.)・P・N	PN	>JP UKB PN
		2代(2nd Sub.)・S・E	SE	>JP UKB SE
		2代(2nd Sub.)・M・W	MW	>JP UKB MW
		2代(2nd Sub.)・M	M	>JP UKB M
		2代(2nd Sub.)・A	A	>JP UKB A
		2代(2nd Sub.)・E・1	E1	>JP UKB E1
		2代(2nd Sub.)・E・2	E2	>JP UKB E2
		2代(2nd Sub.)・R・N	RN	>JP UKB RN
2代(2nd Sub.)・R・W	RW	>JP UKB RW		
2代(2nd Sub.)・R・S	RS	>JP UKB RS		
2代(2nd Sub.)・R・E	RE	>JP UKB RE		
2代(2nd Sub.)・R	R	>JP UKB R		
2代(2nd Sub.)・E・3	E3	>JP UKB E3		
2代(2nd Sub.)・F	F	>JP UKB F		
2代(2nd Sub.)・E・4	E4	>JP UKB E4		
上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP UKB XX		
那覇／NAHA	JP NAH	1代(1st Sub.)・Y	—	—
		1代(1st Sub.)・T	—	—

港の名称 Port	コード CODE	規則第11条に基づく道路信号 Course Signal of International Signal Fraags	港内道路コード In-port Course Code	入力例 Example
水島／MIZUSHIMA	JP MIZ	1代(1st Sub.)・M or 1代(1st Sub.)・P	—	—
		1代(1st Sub.)・T	—	—
		2代(2nd Sub.)・A	A	>JP MIZ A
		2代(2nd Sub.)・B	B	>JP MIZ B
		2代(2nd Sub.)・C	C	>JP MIZ C
		2代(2nd Sub.)・D	D	>JP MIZ D
		2代(2nd Sub.)・T・H	TH	>JP MIZ TH
		2代(2nd Sub.)・T・S	TS	>JP MIZ TS
		2代(2nd Sub.)・F・M	FM	>JP MIZ FM
		2代(2nd Sub.)・F・T	FT	>JP MIZ FT
		上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP MIZ XX
暫新港区／HIBIKISHINKO	JP HBK	—	—	>JP HBK
	新門司区／SHINMOJI	JP SMJ	—	>JP SMJ
関門／ KAN-MON	JP KNM	1代(1st Sub.)・E	—	—
		1代(1st Sub.)・W・A	—	—
		1代(1st Sub.)・W・S	—	—
		1代(1st Sub.)・W・M	—	—
		2代(2nd Sub.)・T	T	>JP KNM T
		2代(2nd Sub.)・U・W	UW	>JP KNM UW
		2代(2nd Sub.)・U	U	>JP KNM U
		2代(2nd Sub.)・U・S	US	>JP KNM US
		2代(2nd Sub.)・U・E	UE	>JP KNM UE
		2代(2nd Sub.)・M	M	>JP KNM M
		2代(2nd Sub.)・S	S	>JP KNM S
		2代(2nd Sub.)・N	N	>JP KNM N
		2代(2nd Sub.)・N・F	NF	>JP KNM NF
		2代(2nd Sub.)・K・A	KA	>JP KNM KA
		2代(2nd Sub.)・K・S	KS	>JP KNM KS
		2代(2nd Sub.)・K・H	KH	>JP KNM KH
		2代(2nd Sub.)・R	R	>JP KNM R
		2代(2nd Sub.)・R・S	RS	>JP KNM RS
		2代(2nd Sub.)・Y・O	YO	>JP KNM YO
		2代(2nd Sub.)・Y・R	YR	>JP KNM YR
		2代(2nd Sub.)・Y・K	YK	>JP KNM YK
		2代(2nd Sub.)・Y・D	YD	>JP KNM YD
		2代(2nd Sub.)・Y・B	YB	>JP KNM YB
		2代(2nd Sub.)・Y	Y	>JP KNM Y
		2代(2nd Sub.)・Y・E	YE	>JP KNM YE
		2代(2nd Sub.)・Y・W	YW	>JP KNM YW
		2代(2nd Sub.)・Y・N	YN	>JP KNM YN
		2代(2nd Sub.)・Y・X	YX	>JP KNM YX
		2代(2nd Sub.)・Y・H	YH	>JP KNM YH
		2代(2nd Sub.)・Z	Z	>JP KNM Z
		2代(2nd Sub.)・A	A	>JP KNM A
		2代(2nd Sub.)・J・C	JC	>JP KNM JC
		2代(2nd Sub.)・J・B	JB	>JP KNM JB
2代(2nd Sub.)・C	C	>JP KNM C		
上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP KNM XX		
博多／HAKATA	JP HKT	2代(2nd Sub.)・C	C	>JP HKT C
		2代(2nd Sub.)・P	P	>JP HKT P
		2代(2nd Sub.)・S	S	>JP HKT S
		2代(2nd Sub.)・E・1	E1	>JP HKT E1
		2代(2nd Sub.)・E・2	E2	>JP HKT E2
上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP HKT XX		
長崎／NAGASAKI	JP NMX	2代(2nd Sub.)・F	F	>JP NMX F
		2代(2nd Sub.)・1・E	1E	>JP NMX 1E
		2代(2nd Sub.)・1・W	1W	>JP NMX 1W
		2代(2nd Sub.)・1・B	1B	>JP NMX 1B
		2代(2nd Sub.)・2・E	2E	>JP NMX 2E
		2代(2nd Sub.)・2・W	2W	>JP NMX 2W
		2代(2nd Sub.)・3・N	3N	>JP NMX 3N
		2代(2nd Sub.)・3・E	3E	>JP NMX 3E
		2代(2nd Sub.)・4・E	4E	>JP NMX 4E
		2代(2nd Sub.)・4・W	4W	>JP NMX 4W
		上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP NMX XX
那覇／NAHA	JP NAH	2代(2nd Sub.)・N	N	>JP NAH N
		2代(2nd Sub.)・T	T	>JP NAH T
		2代(2nd Sub.)・S	S	>JP NAH S
		2代(2nd Sub.)・U	U	>JP NAH U
上記以外の目的港内での道路 Purposes other than stated above course in the port	XX	>JP NAH XX		

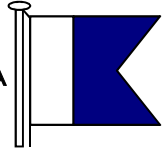
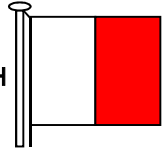
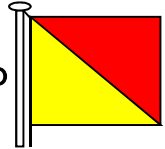
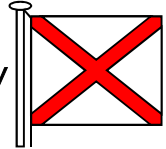
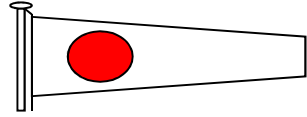

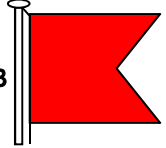
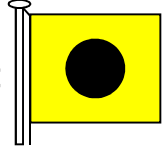
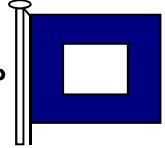
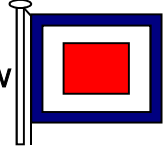
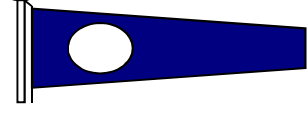
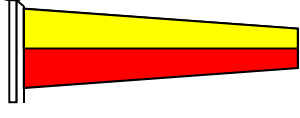
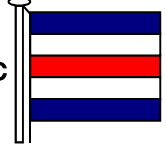
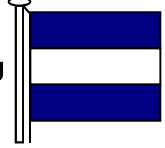
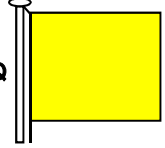
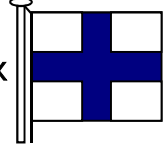
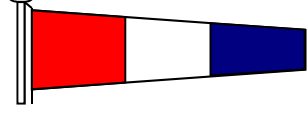
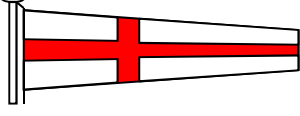
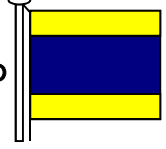
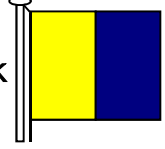
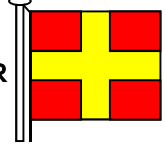
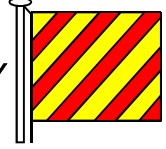
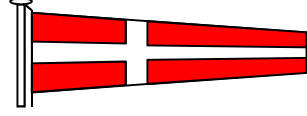
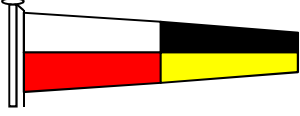
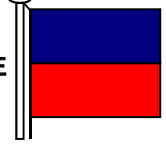
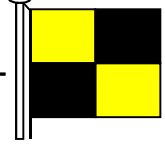
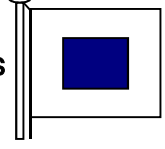
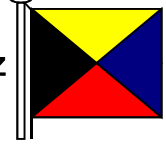
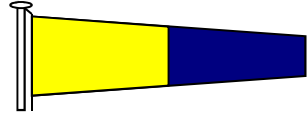
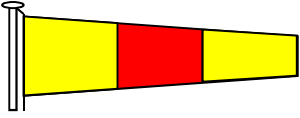
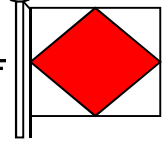
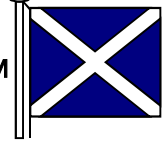
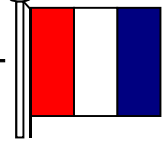
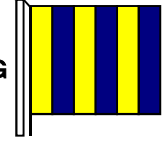
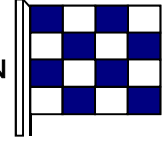
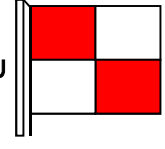
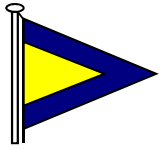
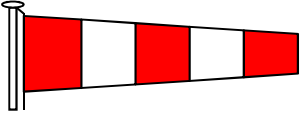
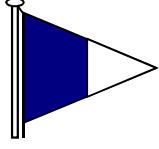
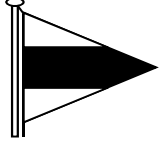
経由進路を示すコード一覧表/List of Codes showing other courses

経由進路	経由進路コード	入力例
港則法		
関門港を東口に向かって航行し、関門港(響新港区、新門司区を除く。)を通過又は出港しようとする船舶	E	>JP MIZ TS/E 水島港の玉島地区の係留施設に向かって航行する船舶であって、途中、関門港を東口に向かって航行して同港を通過しようとする船舶
関門港を西口の六連島東方に向かって航行し、関門港(響新港区、新門司区を除く。)を通過又は出港しようとする船舶	WM	>RU VVO/WM ウラジオストック港(ロシア)に向かって航行する船舶であって、途中、関門港を西口の六連島東方に向かって航行して同港を通過しようとする船舶
関門港を西口の馬島西方を通過して白州(白島)南方に向かって航行し、関門港(響新港区、新門司区を除く。)を通過又は出港しようとする船舶	WS	TO JP HKT 2/WS 博多港第2区の係留施設に向かって航行する船舶であって、途中、関門港西口の馬島西方を通過して白州(白島)南方に向かって航行して同港を通過しようとする船舶
関門港を西口の馬島西方を通過して藍島東方に向かって航行し、関門港(響新港区、新門司区を除く。)を通過又は出港しようとする船舶	WA	TO KR BUS/WA 韓国プサン港に向かって航行する船舶であって、途中、関門港西口の馬島西方を通過して藍島東方に向かって航行して同港を通過しようとする船舶
海上交通安全法		
東京湾の中ノ瀬海域で錨泊しようとする船舶	NNX	>JP YOK K/NNX 京浜港横浜第3区のJFEスチール東日本製鉄所岸壁に向かって航行する船舶であって、途中、東京湾の中ノ瀬西方海域で錨泊しようとする船舶

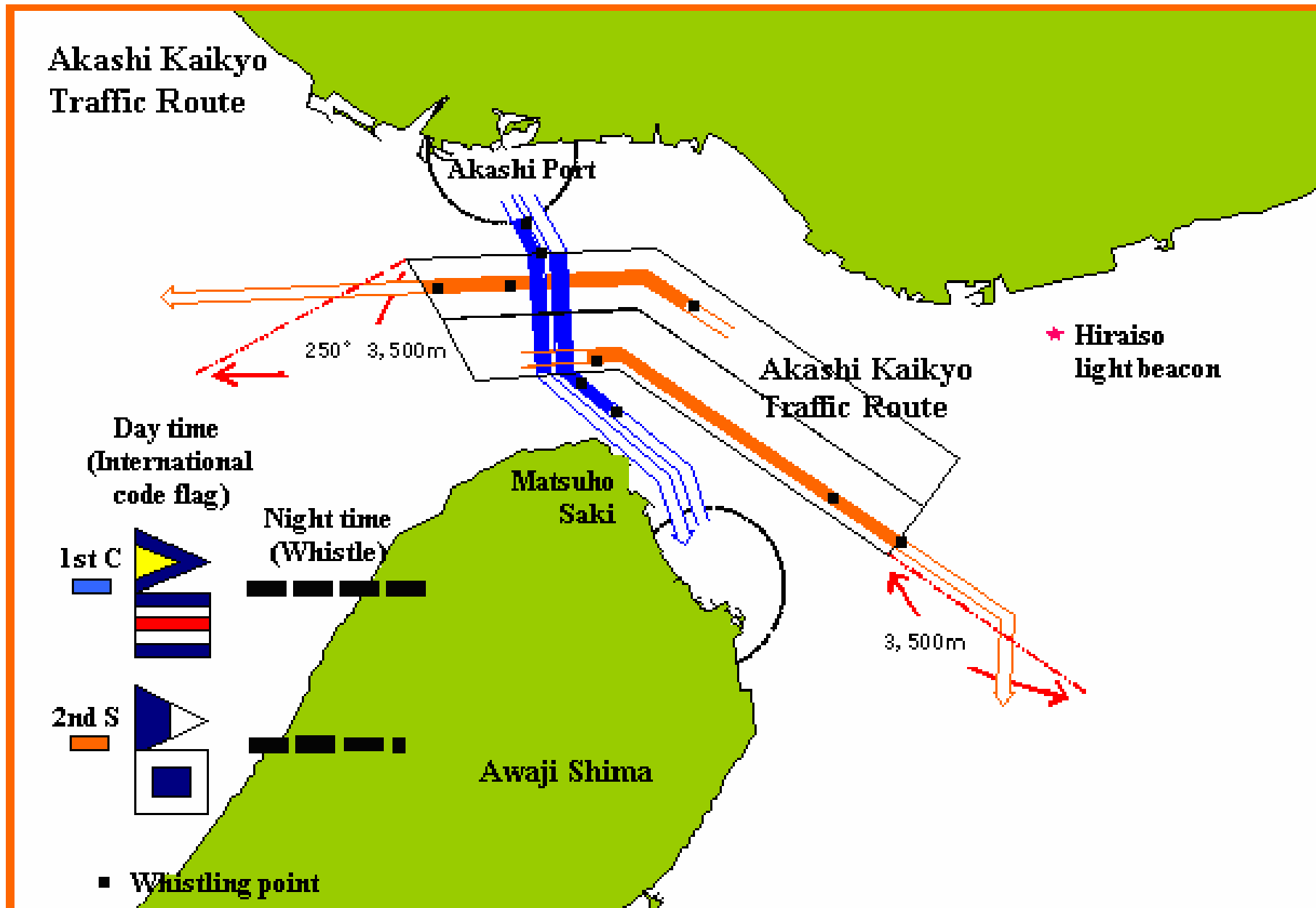
Via-Route	CODE	Example of Input
in Port of KANMON		
Those ships that are sailing in KANMON Port heading for the East Exit and are passing by or leaving KANMON Port. (Excluding HIBIKI-SHINKO area and SHINMOJI area)	E	>JP MIZ TS/E Those ships that are sailing heading for the berthing facility in the TAMASHIMA area of MIZUSHIMA Port and are passing by KANMON Port after sailing into KANMON Port heading for the East Exit on the way.
Those ships that are sailing in KANMON Port heading for east of MUTSURE-SHIMA Is. at the West Exit and are passing by or leaving KANMON Port. (Excluding HIBIKI-SHINKO area and SHINMOJI area)	WM	>RU VVO/WM Those ships that are sailing for Vladivostok Port (Russia) and are passing by KANMON Port after sailing into KANMON Port heading for the east of MUTSURE-SHIMA Is.at the West Exit.
Those ships that are sailing in KANMON Port heading for south of SHIRA-SU shoal (SHIRO-SHIMA Is.) and passing by to the west of UMA-SHIMA Is. at the West Exit , and are passing by or leaving KANMON Port. (Excluding HIBIKI-SHINKO area and SHINMOJI area)	WS	TO JP HKT 2/WS Those ships that are sailing heading for berthing facility in No.2 division of HAKATA Port and are passing by KANMON Port after sailing passing by West Exit of KANMON Port and are passing by the port after sailing to south of SHIRA-SU shoal (SHIRO-SHIMA Is.)on the way.
Those ships that are sailing in KANMON Port heading for the east of AI-SHIMA after passing by to the west of UMA-SHIMA at the West Exit and are passing by or leaving KANMON Port. (Excluding HIBIKI-SHINKO area and SHINMOJI area)	WA	TO KR BUS/WA Those ships that are sailing heading for BUSAN Port (Korea) and are passing by KANMON Port after sailing into KANMON Port by west of UMA-SHIMA Is. at West Exit of KANMON Port and are passing by the Port after sailing heading for east of AI-SHIMA Is. on the way.
in Tokyo Bay		
Those ships that are going to anchor in the NAKANOSE sea area in Tokyo Bay.	NNX	>JP YOK K/NNX Those ships that are sailing heading for piea of East Japan Works of JFE Steel Corporation in YOKOHAMA area No.3 division of KEIHIN Port and are anchoring in the sea area to west of NAKANOSE in Tokyo Bay.

International Flags

Ref. 2

Alphabetical flags				Numeral pendants	
A 	H 	O 	V 	1 	6 
B 	I 	P 	W 	2 	7 
C 	J 	Q 	X 	3 	8 
D 	K 	R 	Y 	4 	9 
E 	L 	S 	Z 	5 	0 
F 	M 	T 		Substitutes	
G 	N 	U 		第 1 代表旗 (1st Sub.) 	Code and answering pendant 
				第 2 代表旗 (2nd Sub.) 	
				第 3 代表旗 (3rd Sub.) 	

Signals showing course at Akashi Kaikyo Traffic Route Ref. 3 by International Flags and Whistle



Signals showing by AIS and international Flags in Osaka Bay

Ref. 4

(1) Kobe (Hanshin ko)

Port	CODE	Course Signal of International Signal Frags	In-port Course Code	Example	
HANSHIN	KOBE	JP UKB	2nd Sub.·K	K	>JP UKB K
			2nd Sub.·T	T	>JP UKB T
			2nd Sub.·N	N	>JP UKB N
			2nd Sub.·S·W	SW	>JP UKB SW
			2nd Sub.·P·W	PW	>JP UKB PW
			2nd Sub.·P·2	P2	>JP UKB P2
			2nd Sub.·P·E	PE	>JP UKB PE
			2nd Sub.·P·N	PN	>JP UKB PN
			2nd Sub.·S·E	SE	>JP UKB K
			2nd Sub.·M·W	MW	>JP UKB MW
			2nd Sub.·M	M	>JP UKB M
			2nd Sub.·A	A	>JP UKB A
			2nd Sub.·E·1	E1	>JP UKB E1
			2nd Sub.·E·2	E2	>JP UKB E2
			2nd Sub.·R·N	RN	>JP UKB RN
			2nd Sub.·R·W	RW	>JP UKB RW
			2nd Sub.·R·S	RS	>JP UKB RS
			2nd Sub.·R·E	RE	>JP UKB RE
			2nd Sub.·R	R	>JP UKB R
			2nd Sub.·E·3	E3	>JP UKB E3
2nd Sub.·F	F	>JP UKB F			
2nd Sub.·E·4	E4	>JP UKB E4			
Purposes other than stated above course in the port	XX	>JP UKB XX			

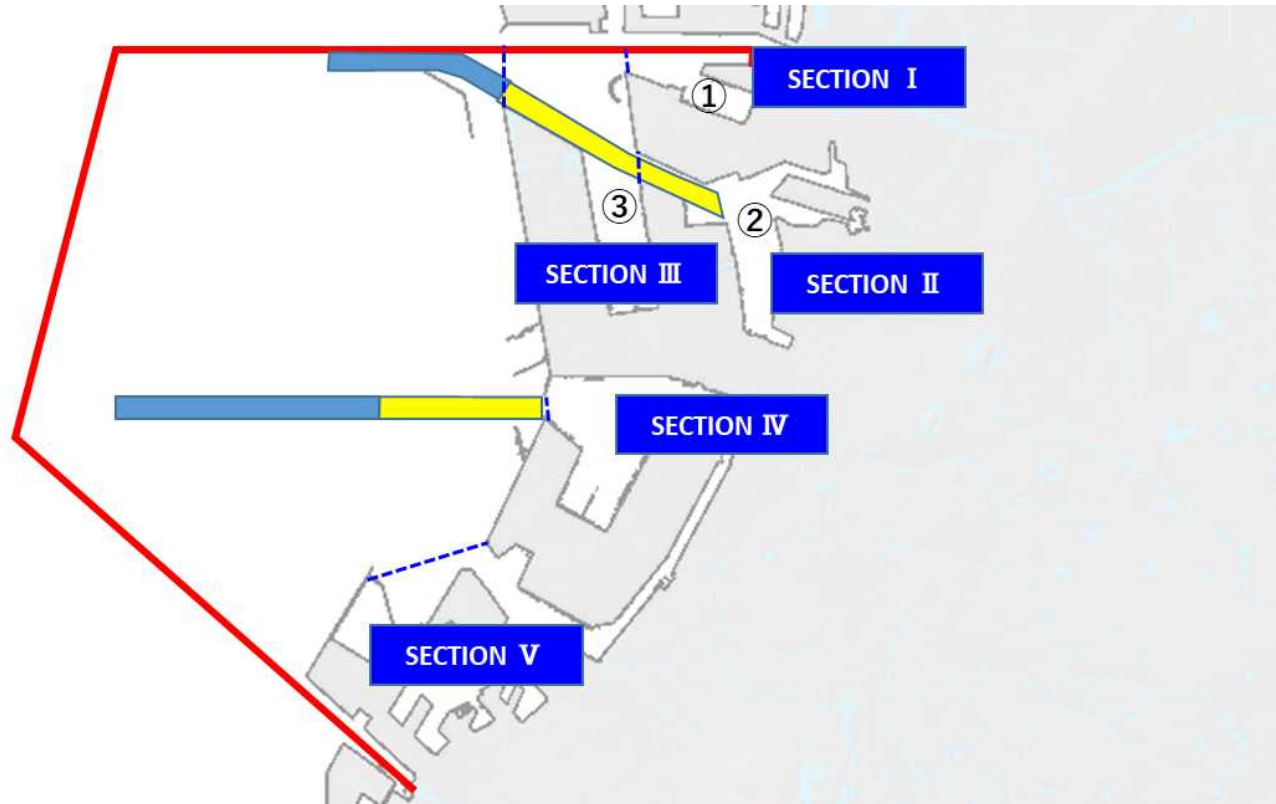
Signals showing by AIS and international Flags in Osaka Bay

(2) Osaka (Hanshin ko)

Port	CODE	Course Signal of International Signal Frags	In-port Course Code	Example	
HANSHIN	OSAKA	JP OSA	2nd Sub.・H	H	>JP OSA H
			2nd Sub.・2・T	2T	>JP OSA 2T
			2nd Sub.・2・A	2A	>JP OSA 2A
			2nd Sub.・3・W	3W	>JP OSA 3W
			2nd Sub.・3・E	3E	>JP OSA 3E
			2nd Sub.・3・C	3C	>JP OSA 3C
			2nd Sub.・3・K	3K	>JP OSA 3K
			2nd Sub.・4・N	4N	>JP OSA 4N
			2nd Sub.・4・S	4S	>JP OSA 4S
			2nd Sub.・5	5	>JP OSA 5
		Purposes other than stated above course in the port	XX	>JP OSA XX	

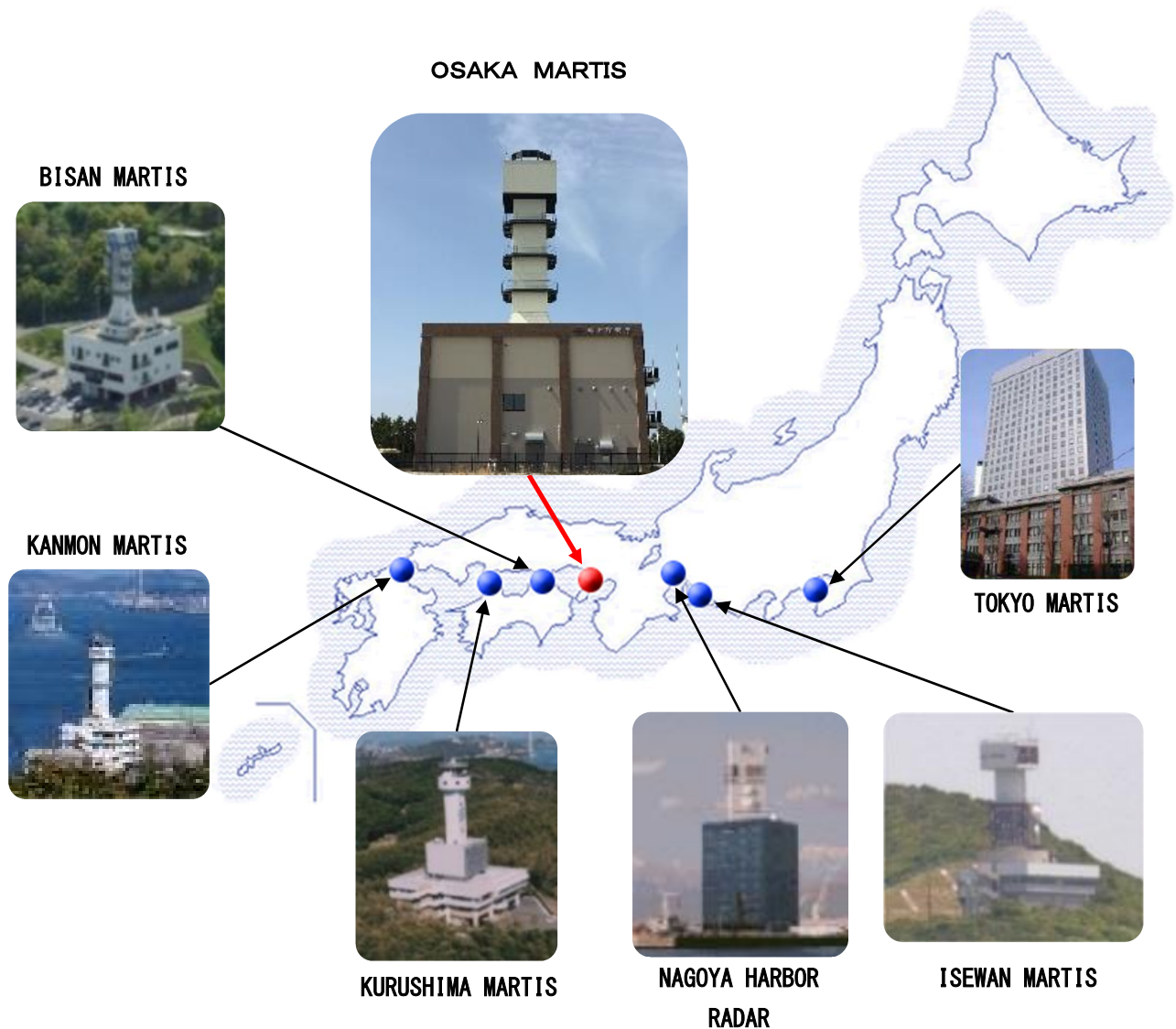
Signals showing by AIS and international Flags in Osaka Bay

(3) Sakai-Senboku (Hanshin ko)



Port		CODE	Course Signal of International Signal Frags	In-port Course Code	Example
HANSHIN	SAKAISENBOKU	JP SBK	2nd Sub. • 1	1	>JP SBK 1
			2nd Sub. • 2	2	>JP SBK 2
			2nd Sub. • 3	3	>JP SBK 3
			Purposes other than stated above course in the port	XX	>JP SBK XX

VTS IN JAPAN



For inquiries, contact

- **Osaka Wan Vessel Traffic Service Center, Japan Coast Guard**
Address : 22-2-7 Minatojima Minami-cho, Chuo-ku, Kobe-City, Hyogo Prefecture
650-0047 JAPAN
Phone : +81(0)078-381-9118
Internet Homepage : <https://www6.kaiho.mlit.go.jp/osakawan/>
- **The 5th Regional Coast Guard Headquarters , Japan Coast Guard**
Address : 1-1 Hatoba-cho, Chuo-ku, Kobe City, Hyogo Prefecture 650-8551 JAPAN
Phone : +81(0)78-391-6551
Internet Homepage : <https://www.kaiho.mlit.go.jp/05kanku/>