

**TOKYO WAN
VESSEL TRAFFIC SERVICE
CENTER
“TOKYO MARTIS”
USER MANUAL**



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

TABLE OF CONTENTS

I	INTRODUCTION	1
II	OPERATIONAL CONCEPT OF "TOKYO MARTIS"	2
III	IMPORTANT NAVIGATIONAL RULES	
1	Uraga Suido Traffic Route and Nakanose Traffic Route	3
2	Designated tracks in the Tokyo Bay outside the traffic routes	4
3	Main Navigation Rules applied to the Chiba Port	6
4	Main Navigation Rules applied to the Keihin Port	7
5	Lights, shapes and flags for a very large vessel and a dangerous goods carrying vessel.....	1 0
IV	COMMUNICATION	
1	VHF Channels	1 0
2	Communication Languages	1 1
3	Call Sign of Tokyo MARTIS, etc.	1 1
V	PRE-ENTRY REPORT AND POSITION REPORT	
1	Pre-Entry Report	1 1
2	Instructions to a very large vessel, etc.	1 7
3	Notification of entry into the designated sea area	1 8
4	Restrictions of vessel traffic	1 9
5	Information service area and monitoring of vessel traffic	1 9
VI	SERVICES PROVIDED BY VHF RADIOTELEPHONE	
1	Application of MESSAGE MARKERS	2 0
2	Type of information services within the information service area	2 1

3	A vessel should listen to information provided	2 2
4	ADVICE	2 3
5	INSTRUCTION	2 3
VII OTHER MEANS OF INFORMATION SERVICES		
1	Automatic Identification System (AIS)	2 6
2	Radio Broadcast	2 6
3	Internet Homepage	2 6
VIII IN CASE OF EMERGENCY DISASTER		
1	Sea area where vessels should listen to information provided	2 6
2	Navigation Restrictions, etc.	2 7
3	Priority evacuation anchorage for large-size vessels	2 7
Fig.1	Nakanose West Sea Area	2 9
Fig.2	Sea area near the Kisarazu Port Offing Light Buoy	2 9
Fig.3	Sea area near Tokyo Aqua Line East Waterway	3 0
Fig.4	Sea area near Tokyo Offing Light Buoy	3 0
Fig.5	Traffic route at Tokyo Wan entrance area	3 1
Fig.6	Type and means of signals in Chiba Port	3 2
Fig.7	Type and means of signals in Tokyo East Passage	3 3
Fig.8	Type and means of signals in Tokyo West Passage	3 4
Fig.9	Type and means of signals in Kawasaki	3 5
Fig.10	Type and means of signals in Yokohama	3 6
Ref.1	Signals showing course by AIS and International Flags	
1	Signals showing course by AIS	3 7
2	Signals showing course at Uruga Suido, Nakanose Traffic Route by International Flags and Whistle	4 0
3	Signals showing by AIS and international Flags in Tokyo Bay	4 1
Ref.2	Table of Input Codes to AIS	4 5

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

I INTRODUCTION

Tokyo Wan Vessel Traffic Service Center, "Tokyo MARTIS", whose mission is to maintain and improve safety and efficiency of vessel traffic in the Tokyo Bay, has been established and operated by Japan Coast Guard.

This User manual aims at contributing to safe navigation of vessels by explaining about services provided by "Tokyo MARTIS" and essential information while navigating in the Tokyo Bay.

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

Tokyo MARTIS is operated in accordance with acts, cabinet orders, ministerial ordinance, public notices and administrative guidance listed below.

Exact application of rules should be referred to these regulations.

- Act on Aids to Navigation
- Act on Maritime Traffic Safety
- Cabinet Order for Enforcement of the Act on Maritime Traffic Safety
- Ordinance for Enforcement of the Act on Maritime Traffic Safety
- "Designation of the Routes, referred in paragraph 2, article 25 of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 92, in 2010)
- "Codes to indicate necessary information to inform other vessels of the destination information and the way, referred in paragraph 4, article 6 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 95, in 2010)
- "Public Notice on the Procedure of the Report related to the Navigation of a very large vessel, etc." (Japan Coast Guard Public Notice No. 109, in 1973)
- "Public Notice on the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976)
- "Public Notice on the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)
- Notification about the method of the report about the entry into a zone to the designation sea area (Japan Coast Guard Public Notice No. 4, in 2017)
- Notification about the methods such as offers of the information that the Yokohama vessel traffic signal station operated by Tokyo Wan Vessel Traffic Service Center and the providing information. (Japan Coast Guard Public Notice No. 5, in 2017)

II OPERATIONAL CONCEPT OF "TOKYO MARTIS"

Tokyo MARTIS maintains and improves vessel traffic safety of the Tokyo Bay by

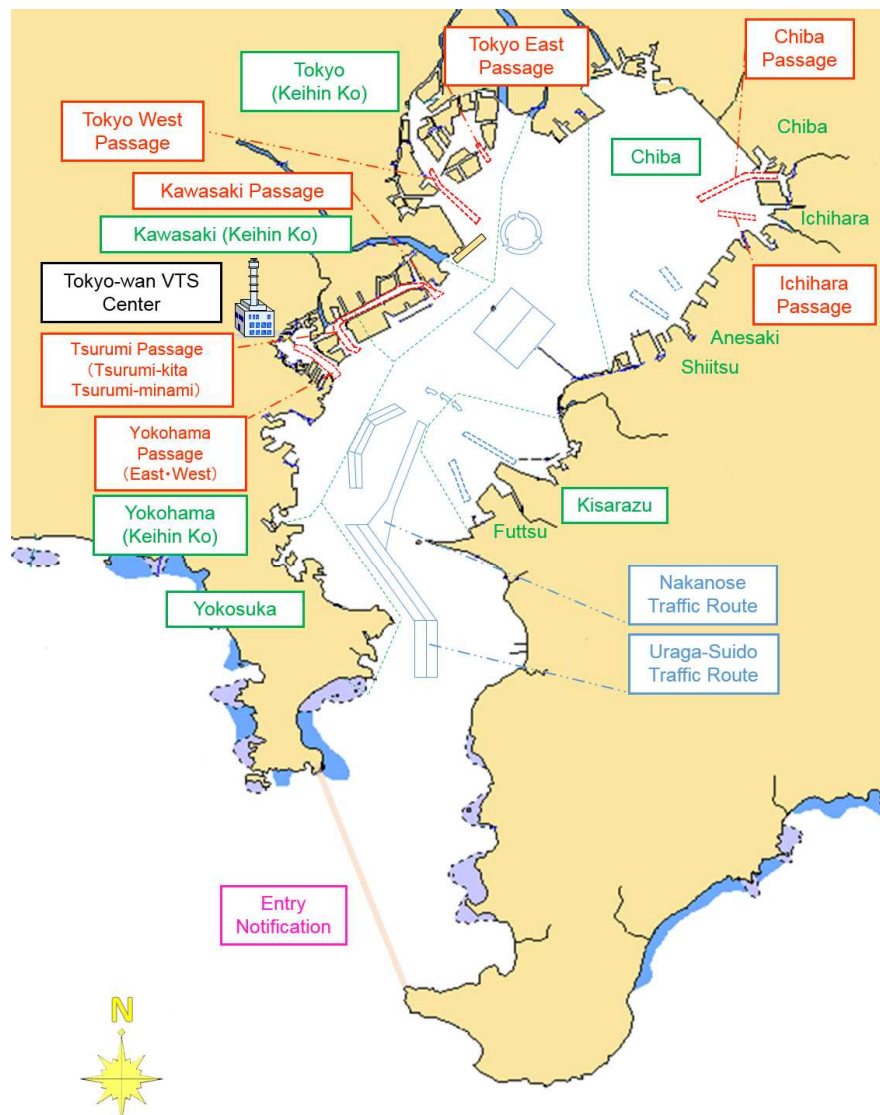
- ① collecting, verifying and monitoring vessel traffic information by sensors such as RADAR, ITV, AIS and VHF radiotelephone,
- ② providing information which is necessary for safety of vessels,
- ③ providing navigational advice to vessels when it is considered necessary to avoid imminent danger or possibility of violation of traffic rules,
- ④ instructing vessels to stand by outside the traffic routes if visibility is restricted, and instructing the permission or arrange the time of entry into the traffic route.

In addition to VHF radiotelephone communication, Tokyo MARTIS provides navigational assistance information by radio broadcast and Internet Homepage.

III IMPORTANT NAVIGATIONAL RULES

Establishment of the traffic routes and navigational rules of the Tokyo Bay are regulated by the Act on Maritime Traffic Safety and relating regulations and public notices as local rules. Other than specifically regulated by these regulations, the Act

for Preventing Collision at Sea, which is Japanese Law for the International Regulation for Preventing Collision at Sea, is applied. The traffic routes in the Tokyo Bay are shown in the figure on the right. Important navigational rules, which are regulated by the Act on Maritime Traffic Safety and applied in the Tokyo Bay, are explained below. It is recommended to refer to the Act and related regulations



for exact application of these rules.

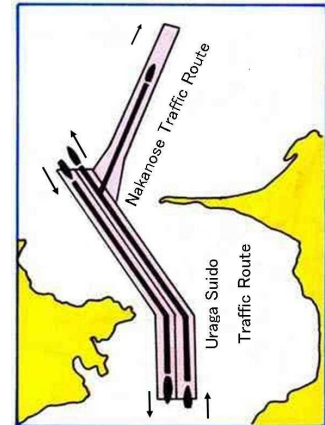
1 Uruga-Suido Traffic Route and Nakanose Traffic Route

① Compulsory Usage of the Traffic Route

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

And also, a vessel of 20 meters and upward of draft is exempted from compulsory usage of the Nakanose

Traffic Route because available depth of the Nakanose Traffic Route is 23 meters.



② Keeping out of the way of the other vessel

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

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

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

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

③ Essential navigation rules of the Traffic Routes in the Tokyo Bay

- i Uruga-Suido Traffic Route : A vessel shall keep right of the center line.
- ii Nakanose Traffic Route : A vessel shall navigate northbound only.

④ The right of way of a very large vessel entering the Nakanose Traffic Route from the Uraga-Suido Traffic Route

When a vessel (except a very large vessel) is navigating or drifting so as to involve risk of collision with a very large vessel which is entering the Nakanose Traffic Route from the Uraga-Suido Traffic Route, the former vessel shall keep out of the way of that very large vessel.

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

⑤ Limitation of navigation speed

A vessel (except a vessel which is crossing a traffic route) shall not navigate at a speed of more than 12 knots through the water in the Uraga-Suido Traffic Route and the Nakanose Traffic Route.

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

⑥ Transmitting destination information by AIS

When a vessel equipped with AIS navigates in the Tokyo Bay, that vessel shall transmit the code of the destination port as the destination information of AIS in order to inform other vessels of the route of that vessel.

The destination codes are shown in attached reference 1 and 2.

⑦ Route signal

When a vessel of 100 tons gross tonnage and upward 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 1)

2 Designated tracks in the Tokyo Bay outside the traffic routes

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

① West of Nakanose area (See attached figure 1)

i A vessel which navigates southbound in the west of Nakanose area shall navigate west side of the line "A"

ii A vessel which navigates northbound in the west of Nakanose area (except

- a vessel crossing the line "B" bound for the west of the line "B") shall navigate
 - a) east of the line "A" until when she alters the course in order to enter the destination port,
 - and
 - b) 400 meters and upward apart westward from the line "C" if the draft of that vessel is 20 meters and upward.

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

- ③ Vicinity of the Tokyo Bay Aqua Line East Channel (See attached figure 3)
 - i A vessel which navigates southbound through the Tokyo Bay Aqua Line East Channel shall navigate
 - a) west of the line "A",
 - and
 - b) near the line "A" when she comes from Chiba direction or to keep away from the line "A" when she comes from Tokyo direction.
 - ii A vessel which navigates northbound through the Tokyo Bay Aqua Line East Channel shall navigate
 - a) east of the line "A",
 - and
 - b) to keep away from the line "A" when she goes to Chiba direction or near the line "A" when she goes to Tokyo direction.

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

- ⑤ Tokyo Wan entrance area (See the attached figure 5)
Ships should navigate the following traffic route in the Tokyo Wan entrance area:
 - i Northbound vessels should navigate in the eastern side of the line connecting the points A and B; and
 - ii Southbound vessels to cross the line E should navigate in the western side of the line connecting the points A and B.

3 Main Navigation Rules applied to the Chiba Port

Establishment of the passages and navigation rules of the Chiba 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 Chiba Port

- i The vessel shall navigate with safety speed does not make danger to other vessels near by the border of the port and inside of the port.
- ii In Chiba port, the small vessels shall avoid the course of the vessel except small vessels.

Furthermore, a vessel of 500 tons gross tonnage or less and except small vessels, shall avoid the course of the vessel 500 tons gross tonnage and upward.

(When the vessel 500 tons gross tonnage and upward navigates Chiba port, the international code number flag “1” shall be raised for an easy recognition.)

② Indication of the Destination Signal

- i Indication by the AIS

The vessel operating AIS shall transmit the code indicating the port of forwarding and the signal indicating the course (When it is necessary, add the codes indicating the passage to go by way of) in the forwarding port as information about the destinations of the AIS to tell other vessels about the course when the vessel navigates Chiba port or border neighborhood.

Refer to ref. 1 and ref. 2 for the codes indicating the port of forwarding.

- ii Indication by the International Signal Flag

The vessel entering into and going out the Chiba port shall raise the signal flag indicating the destination on the mast or other places for its easy identification during navigation.

For details, see ref.1 for more information.

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

③ Compulsory Usage of the Passage

The vessel except small vessels shall use the passage to enter and leave in the Chiba port. (In the Anesaki Passage, except the vessel less than 1,000 tons gross tonnage.)

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

④ Navigation rules in the Passage

- i A vessel entering or going out the 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 the vessel comes across other vessels in the passage, the vessel shall navigate the right side.
- iv A vessel shall not overtake other vessel in passages.

⑤ Traffic Signals of the Chiba Port

When a vessel navigates Chiba Passage or Ichihara Passage, who shall navigate in according with the traffic signals.

In the Chiba Port, a vessel shall keep the traffic signals in order to ensure the safety navigation, which given by a flash of light-type signal or an electric board signal at each signal station of “Chiba Offing Light Buoy” and “Chiba Chuoko.”

The kind of signals and means are shown as figure 6.

⑥ Prohibition against anchoring in the passage, etc.

A vessel 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 works or duties under the permission of Captain of the port.

4 Main Navigation Rules applied to the Keihin Port

Establishment of the passages and navigational rules of the Keihin 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 Keihin 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 Keihin 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 Keihin 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 Keihin port or border neighborhood.

The destination codes are shown in attached reference 1 and 2.

ii Indication of International Signal Flags

A vessel entering into and going out the Keihin 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 1. 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 7 ~ 10.

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 vessels in the passage. However, a vessel may overtake other vessel in the Tokyo West Passage, Kawasaki Section 1 and Yokohama Section 4, considering surrounding situation and only when all conditions described below are met.

- a) when a vessel being overtaken does not need to take any cooperative movement in order for an overtaking vessel to pass safely.
 - b) when an overtaking vessel can keep out of the way of any other vessels safely.
- V A vessels of 500 tons gross tonnage and upward shall not proceed to east area within southeast of 13 Go Chi (2), where over the line between East edge of 13 Go Chi (2) and North edge of Central Breakwater Naiko Wharf. (N 35° 36' 25" and E 139° 47' 55").
- A vessel of 500 tons gross tonnage and upward shall not go through the Keihin Unga (Keihin canal).
- vi A vessel of 1,000 tons gross tonnage and upward shall not navigate westbound through Keihin Unga beyond the line drawn at 152 degrees from the position 1,100 m 239 degrees 30 minutes of the Shiohama Traffic Signal Station to Higashi-Ogishima.
 - vii A vessel of 1,000 tons gross tonnage and upward shall not turn in Keihin Unga during time from 6:30 A.M. to 9 A.M.
 - viii When a vessel intends to enter the Keihin Unga from others or enter the other Unga from the Keihin Unga, the vessel shall sound a prolonged blast once with whistle or siren when she arrived at the point of 150 meters before the junction of Keihin Unga and the others.
 - ix A vessel of 5,000 tons gross tonnage and upward (for an oil tanker of 1,000 tons gross tonnage and upward), who shall sound a prolonged blast twice at the entrance of the passage when the vessel proceeds to Kawasaki Section 1 from the Kawasaki Passage or proceeds to Yokohama Section 4 from the Tsurumi Passage.
- A vessel as above mentioned proceeds to Kawasaki Passage from Kawasaki Section 1 or proceeds to Tsurumi Passage from Yokohama Section 4, the Kawasaki direction vessel shall sound a prolonged blast twice in front of Higashi Ogishima No26 Quay and the Tsurumi direction one shall sound in front of Sakai Unga.

⑤ Traffic Signals of the Keihin Port

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

In Keihin 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 15 Go-Chi South, 15 Go-Chi North, Chuobou, 10 Go-Chi, Haneda, Oi, Aomi, Aomi-No2, Harumi, Tsurumi, Tsurumi-No2, Tanabe, Ikegami, Shiohama, Mizue, Kawasaki, Daishi, Daikoku, Naikou, and Hommoku signal stations.

The pattern of traffic signals and means are shown as attached Figure 7~10.

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.

5 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, where outside of Harbor limits of the ports in the Tokyo Bay.

① A very large vessel

- i 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 upward but not more than 200 flashes per minute with 2 miles of minimum range of visibility

- ii Shapes to be exhibited in the day time

2 cylinders apart 1.5 meters and upward in a vertical line (A cylinder shall be black and have a diameter of 0.6 meters and upward and height of twice the diameter.)

② A dangerous goods carrying vessel

- i 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 upward but not more than 140 flashes per minute with 2 miles of minimum range of visibility

- ii Flags to be exhibited in the day time

The international signal flags "The first substitute" and alphabetical flag "B" from the upper in sequence.

IV COMMUNICATION

1 VHF Channels

VHF channels to communicate with



Tokyo MARTIS are as follows. Tokyo MARTIS monitors channels 16 and 13 all the time. Vessels equipped with VHF radiotelephone are strongly recommended to monitor channels 16 and 13 while navigating within the information service area of Tokyo MARTIS.

Channel 16, 13: calling and response

Channel 12, 13, 14, 66, 69: communication

2 Communication Languages

Japanese and English

3 Call Sign of Tokyo 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 "Tokyo MARTIS". However, when a vessel requires information of a passage and the vicinity area in the port, add "the area name" as described below on the beginning of the VHF communication after the VHF channel coordination (Call Tokyo MARTIS with Ch16 and shift to the other channel for communication).

"Chiba": Chiba Passage, Ichihara Passage

"Tokyo": Tokyo West Passage, Tokyo East Passage

"Kawasaki": Kawasaki Passage, Tsurumi Passage and Keihin Unga

"Yokohama": Yokohama passage

V PRE-ENTRY REPORT AND POSITION REPORT

1 Pre-Entry Report

① Pre-Entry Report of one day advance

i Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when each of following vessels intend to navigate the Uraga-Suido Traffic Route and/or the Nakanose Traffic Route, the master of that vessel shall submit the pre-entry report of one day advance to Tokyo MARTIS by the noon of the day before the day of arrival at the traffic route entrance.

When any changes occur in the report, they shall be reported 3 hours before the time of entering the traffic route. If any other changes occur after that, they shall be reported as soon as possible.

Furthermore, if a vessel meet the exemption conditions described as V 1① iii and add the items concerned name of the port mooring facility and ETA to the port, it is available to omit the pre-entry report mentioned by V 1③ and V 1④ which is regulated by Act on Port regulations.

a) a very large vessel

b) a vessel of 160 meters and upward in length (except a very large vessel)

- c) a vessel of 25,000 tons gross tonnage and upward carrying liquefied gas
 - d) a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upward
 - ii 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) draft (applied to a very large vessel)
 - g) dangerous goods being carried and each quantity of the goods (applied to the vessel carrying dangerous goods only of this user manual)
 - h) length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object, outline of the object (applied to the vessel prescribed in section V ① i d) of this user manual)
 - iii Conditions for omission of the Pre-Entry Report by Act on Port Regulation
 - a) A vessel passes the Uruga-Suido Traffic Route and intends to enter the passage in Chiba Ko (Chiba Passage, Ichihara Passage), passage in Keihin Ko (Tokyo East Passage, Tokyo West Passage, Tsurumi Passage (Tsurumi South Fairway, Tsurumi North fairway), Kawasaki Passage, Yokohama Passage (East Fairway, West Fairway) and who does not enter the other ports and without anchoring.
 - b) A vessel passes the passage in the Chiba Ko or Keihin Ko, described above item a), and intends to proceed Uruga-Suido Traffic Route without entering the other ports and anchoring.
- ② Pre-Entry Report of 3- hour advance
- i Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when a dangerous goods carrying vessel (except vessels prescribed in V . 1. ① of this user manual) intends to navigate the Uruga-Suido Traffic Route and/or the Nakanose Traffic Route, the master of that vessel shall submit the pre-entry report of 3-hour advance to Tokyo MARTIS by the time 3 hours before the expected time of arrival at the traffic route entrance.

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

The term “dangerous goods carrying vessel” means any of following vessel.

- a) a vessel of 300 tons gross tonnage and upward 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 upward carrying inflammable high-pressure gas in bulk
 - c) a vessel of 1,000 tons gross tonnage and upward carrying inflammable liquid in bulk
 - d) a vessel of 300 tons gross tonnage and upward carrying organic peroxide of 200 tons and upward
- ii Items to be reported
- a) vessel's name, gross tonnage and length
 - b) section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
 - c) signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
 - d) means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
 - e) destination port
 - f) dangerous goods being carried and each quantity of the goods

③ Pre-Entry Report of Chiba Port

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

When any changes occur in the report and the expected time changed more than 10 minutes concerned the passage of ETA and ETD, the vessel shall report to the Tokyo MARTIS.

Furthermore, if a vessel meet the exemption conditions described as V 1① iii and add the items concerned name of the port mooring facility and ETA to the port, it is available to omit the pre-entry report to Chiba Port.

- i Vessels with obligation to report
 - a) Chiba Passage
A vessel of 140 meters and upward in length
(An Oil Tanker of 1,000 tons gross tonnage and upward)
 - b) Ichihara Passage
A vessel of 125 meters and upward in length

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

ii Items to be reported

《INDISPENSABLE》

- a) vessel's name
- b) gross tonnage and length
- c) ETA at the entrance of the passage or ETD
- d) means of communication with Japan Coast Guard
- e) wharf facilities for mooring or berthing

《Option》

- f) call sign
- g) MMSI
- h) type of vessel
- i) dangerous goods being carried and each quantity of the goods
- j) maximum draft in the Port
- k) sailing plan (enter, outer and shift)
- l) proceeding passage
- m) schedule of anchor
- n) plan of pilotage
- o) plan of tugboats

iii Conditions for omission of the Pre-Entry Report

- a) A vessel passes the Uruga-Suido Traffic Route and intends to enter the passage in Chiba Ko (Chiba Passage, Ichihara Passage), and who does not enter the other ports and without anchoring.
- b) A vessel passes the passage in the Chiba Ko and intends to proceed Uruga-Suido Traffic Route without entering the other ports and anchoring.

④ Pre-Entry Report of Keihin Port (Tokyo, Kawasaki, Yokohama)

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

When any changes occur in the report and the expected time changed more than 10 minutes concerned the passage of ETA and ETD, the vessel shall report to the Tokyo MARTIS.

Furthermore, if a vessel meets the exemption conditions described as V 1① iii and add the items concerned name of the port mooring facility and ETA to the port, it is available to omit the pre-entry report to Keihin Ko.

- i Vessels with obligation to report
 - a) Tokyo East Passage
A vessel of 150 meters and upward in length
(An Oil Tanker of 1,000 tons gross tonnage and upward)
 - b) Tokyo West Passage
A vessel of 300 meters and upward in length
(An Oil Tanker of 1,000 tons gross tonnage and upward)
 - c) Kawasaki Passage
A vessel of 1,000 tons gross tonnage and upward
 - d) Tsurumi Passage
A vessel of 1,000 tons gross tonnage and upward
 - e) Kawasaki Section 1 and Yokohama Section 4
A vessel of 1,000 tons gross tonnage and upward
 - f) Yokohama Passage
A vessel of 160 meters and upward in length
(An Oil Tanker of 1,000 tons gross tonnage and upward)

- ii Items to be reported
 - 《INDISPENSABLE》
 - a) vessel's name
 - b) gross tonnage and length
 - c) ETA at the entrance of the passage or ETD
 - d) means of communication with Japan Coast Guard
 - e) wharf facilities for mooring or berthing
 - 《REQUEST》
 - f) call sign
 - g) MMSI
 - h) type of vessel
 - i) dangerous goods being carried and each quantity of the goods
 - j) maximum draft
 - k) sailing plan (enter, outer and shift)
 - l) proceeding Passage
 - m) schedule of anchoring
 - n) pilotage
 - o) plan of tugboats

- iii Conditions for omission of the Pre-Entry Report
 - a) A vessel passes the Uruga-Suido Traffic Route and intends to enter the Tokyo East Passage, Tokyo West Passage, Tsurumi Passage (Tsurumi

South Fairway, Tsurumi North fairway), Kawasaki Passage, Yokohama Passage (East Fairway, West Fairway) and does not enter the other ports and without anchoring.

- b) A Vessel passes the passage in Tokyo East Passage, Tokyo West Passage, Tsurumi South Fairway, Tsurumi North fairway, Kawasaki Passage, Yokohama Passage (East Fairway, West Fairway) and does not enter the other ports and without anchoring.

⑤ Addressee and means of report

i Addressee

Tokyo Wan Vessel Traffic Service Center ("Tokyo MARTIS")

ii Means of report

When a master submits the pre-entry report, one of following means may be chosen.

a) submitted in writing

Please fill in the report form and bring it to any of the Japan Coast Guard offices or mail it to Tokyo Wan Vessel Traffic Service Center.

5 - 57 Kitanaka-dori, Naka-ku, Yokohama City, Kanagawa Prefecture, JAPAN, 231-8818

b) telephone

045-225-9140, 9141 (Uraga-Suido and Nakanose Traffic Route.)

045-225-9150 (Port of Chiba)

045-225-9151 (Tokyo area in Port of Keihin)

045-225-9152 (Kawasaki and Yokohama area in Port of Keihin)

c) e-mail

Please contact the MARTIS.

d) radio communication

When a vessel located in the VHF communication area of the MARTIS, call to the Tokyo 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 "Yokohama 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>

iii Pre-Entry report and the application form

The Pre-Entry Report for the traffic route and the other report for entering the

port should be submitted by the common application form. Furthermore, if the each report submitted individually, the common application form is available. The common application form is obtained from the below URL.

URL: <https://www6.kaiho.mlit.go.jp/TOKYOWan/>

2 Instructions to a very large vessel , etc.

① Items instructed to a very large vessel, etc.

Pursuant to the Act on Maritime Traffic Safety, Tokyo MARTIS may instruct a master of a vessel, which has submitted a pre-entry report according to the provisions prescribed in sections V 1 and 2 of this user manual (hereinafter referred to as "a very large vessel, etc."), about following matters when Tokyo MARTIS finds necessary to avoid dangerous situations against vessel traffic which may be caused by passage of that very large vessel and etc. in the traffic route.

- a) change of ETA at the traffic route entrance
- b) navigation speed
- c) keeping of communication with Tokyo MARTIS by continuous listening watch on VHF 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 upward 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 upward (in case of a liquefied gas carrying vessel of 25,000 tons gross tonnage and upward)
- h) disposition of a side lookout boat in case of a long object towing vessel (a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upward; hereinafter referred to as "a long object towing vessel"), etc.
- i) other items considered necessary regarding operation of a very large vessel and etc.

② Means of instruction

Radio communication, telephone, 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 2 ① e), g) and h) of this user manual, please refer to "Public Notice of the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976) and "Public Notice of the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)

3 Notification of entry into the designated sea area

Pursuant to the Act on Maritime Traffic Safety, when a vessel of 50 meters and upward in length (except a vessel which is equipped with AIS and is transmitting accurate information by AIS as ②), shall submit the Notification of entry into the designated sea area to the Tokyo MARTIS as below.

① When to report

- a) When an inbound vessel crosses the line between Tsurugizaki lighthouse and Sunosaki lighthouse.
- b) When a vessel entering the designated sea area or before the entry.

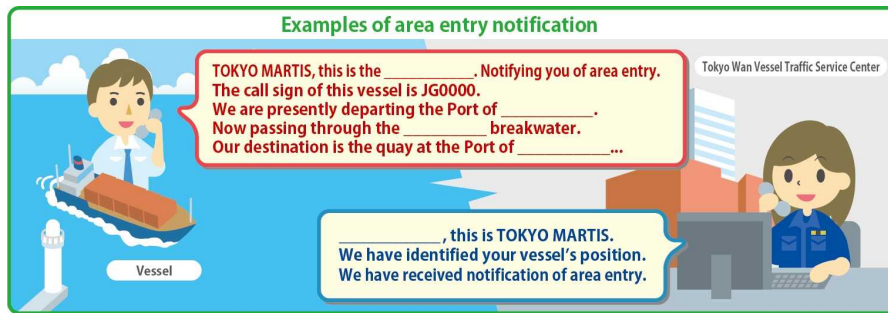
② Items to be reported

- a) vessel's name and the length
- b) call sign
- c) vessel position of the Notification of the entry
- d) destination port (If it is available.)
- e) draft

③ Means of report

- i VHF radiotelephone
 - a) call sign: "Tokyo MARTIS"
 - b) call channel: channel 16 or channel 13
- ii telephone
045-225-9132, 9134, 9135





4 Restrictions of vessel traffic

① Instruction items

Pursuant to the Act on Port Regulations, Tokyo MARTIS may instruct a master of vessel about following matters, when a dangerous situation for such vessel is likely occurred against vessel traffic in passage and to take any necessary action to avoid the danger.

- a) change of ETA at the entrance of the passage
- b) keeping of communication with Tokyo MARTIS by continuous listening watch on VHF channel 16 during the period from the time 3 hours before entry into the passage until the time of going out the passage
- c) disposition of a forward lookout boat or a assisting boat for navigation
- d) other items considered necessary regarding operation of vessel

② Means of Instruction

Delivery of paper, telephone, e-mail, radio communication, or NACCS.

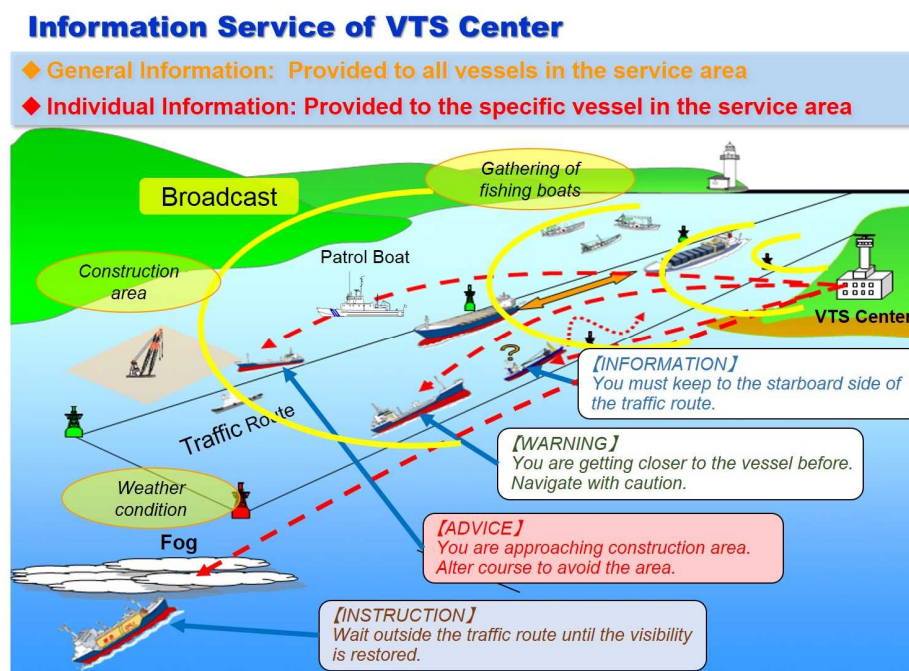
5 Information service area and monitoring of vessel traffic

Tokyo MARTIS monitors vessel traffic in the information service area by RADAR, AIS, position reports, ITV and so forth.

VI SERVICES PROVIDED BY VHF RADIOTELEPHONE

1 Application of MESSAGE MARKERS

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



① "INFORMATION"

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

② "WARNING"

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

③ "ADVICE"

This indicates that Tokyo MARTIS is providing advice, pursuant to the Act on Maritime Traffic Safety, to take any necessary action to keep traffic regulations

on the traffic route, such as altering the vessel's way and so forth, to avoid the dangerous situation that may impede safe navigation of the vessel. The recipient of this message should maneuver considering this advice very carefully. The decision whether to follow the ADVICE still stays with the recipient.

④ "INSTRUCTION"

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

2 Type of information services within the information service area

Tokyo MARTIS provides following information within its information service area.

① A vessel with 50 meters and upward in length is navigating in Tokyo Bay applied the Act on Maritime Traffic Safety; and a vessel more than 500 tons gross tonnage is navigating in Chiba port and Keihin port, where applied the Act on Port Regulations; and the vessel navigating in the area described at VI 3 (hereinafter referred to as a "specified vessel"), who are provided following information. (Message Marker: "INFORMATION" or "WARNING")

- a) information of the navigational rules when it is found that a specified vessel is likely to navigate not keeping the navigational rule in the area where the vessel should listen the information provided
 - 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 ('information' or 'warning' category) 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 Tokyo Wan Aqua-line and ships of 500 GRT or over navigating, drifting or anchoring in the area where Port Regulation Act applies near Yokohama off-shore anchorage or Keihin Port that navigate, drift or anchor in the mandatory information area as specified by item 3 ② (hereinafter referred to as 'specified vessels under abnormal weather, etc.')

- 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 ship 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.

③ Any information referred in the preceding section ① a)~f), which Tokyo MARTIS considers necessary for a vessel which is equipped with AIS (except a specified vessel) (hereinafter referred to as an "AIS equipped vessel". (Message Marker "INFORMATION" or "WARNING")

④ Any navigational safety information which Tokyo MARTIS considers necessary for a vessel or requested by a vessel. (Message Marker: "INFORMATION")

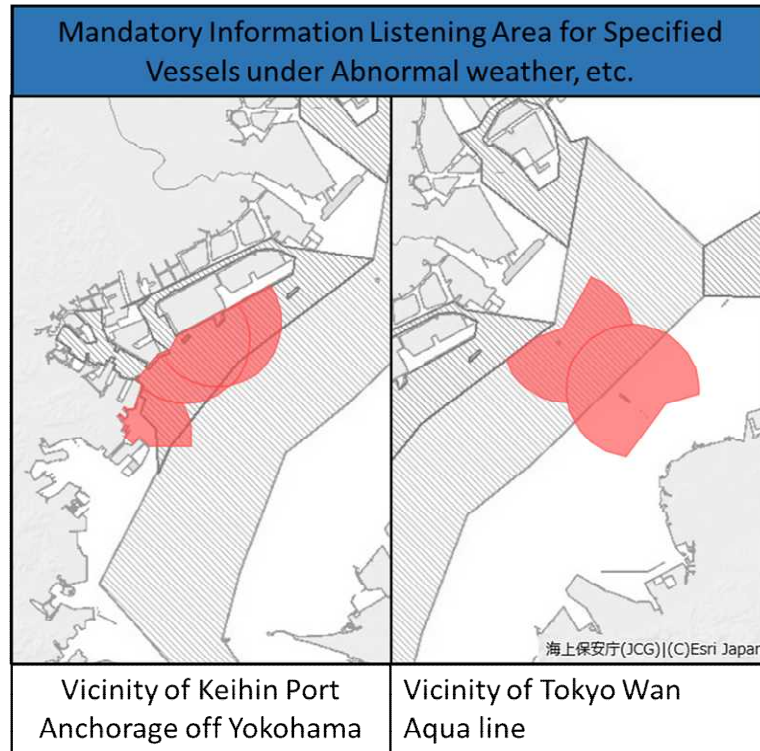
3 A vessel should listen to information provided

① Pursuant to the Act on Maritime Traffic Safety or the Act on Port Regulations, a specified vessel (except a vessel which is not equipped with VHF radiotelephone) while navigating in the sea area where a vessel should listen to information provided by Tokyo MARTIS and except when it is difficult to monitor using 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 or the Act on Port Regulations (excluding those not equipped with VHF radio telephone) shall listen to the information

provided by the VTS Center when they navigate, drift of anchor in the mandatory information listening area as shown below, unless they have an appropriate reason not to do so.



Mandatory Information Listening Area (indicated red)

4 ADVICE

① Provision of advice

a Advisories to the specified vessels

Pursuant to the Act on Maritime Traffic Safety or the Act on Port Regulations, Tokyo MARTIS may provide advice to a specified vessel to take any necessary action such as altering the vessel's way and so forth, when it is found that such vessel is likely to navigate not keeping the navigational rules applied in the traffic routes or when it is found that a dangerous situation for such vessel such as risk of closing in on any other specified vessel or an obstruction, is likely to occur, and when Tokyo MARTIS considers necessary to have such vessel keep the navigational rules or avoid the dangerous situation.

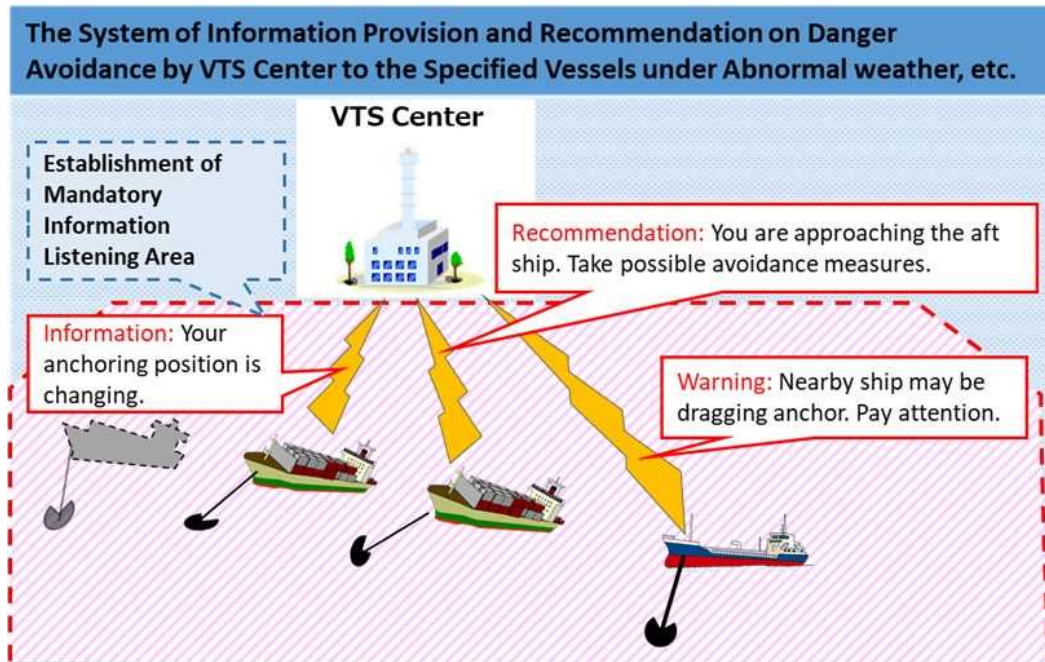
In addition to VHF radiotelephone, advice may be conveyed by telephone, etc.

b Advisory to the specified vessels under abnormal weather, etc.

in accordance with MLIT Ordinance, VTS Center may advise the specified vessels under abnormal weather, etc. to take necessary actions, such as changing the course, etc. ('advisory' category) 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 or the Act

on Port Regulations 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.

Such advisory may be provided by means of maritime mobile telephone as well as by VHF radio telephone.



② Action of the vessel which receives advice

The vessel which receives advice should decide the action to keep the rule or to avoid the dangerous situation after considering the advice very carefully, getting the traffic image around the vessel and judging if any conflicting situation exists.

③ Request for report about vessel's action taken according to the advice

When it is considered necessary, Tokyo MARTIS may request for report from the vessel about the action taken according to the advice given.

5 INSTRUCTION

Instruction to a very large vessel, etc.

Tokyo MARTIS may provide instruction referred in V 2 to a very large vessel, etc. by VHF radiotelephone. (Message Marker "INSTRUCTION")

① Instruction to stand by at outside of the traffic routes

i Instruction in the case of restricted visibility

Pursuant to the Act on Maritime Traffic Safety, Tokyo MARTIS may provide instruction to stand by at outside of the traffic routes in cases and to vessels

listed below in order to prevent dangerous situations for such vessels which are navigating or going to navigate through the Uraga-Suido Traffic route and/or the Nakanose Traffic route.

In addition to VHF radiotelephone, instruction may be conveyed by telephone, etc.

- a) When visibility is more than 1,000 meters but not more than 2,000 meters
 - A very large vessel
 - A dangerous goods carrying vessel of 50,000 tons gross tonnage and upward (liquefied gas carrying vessels of 25,000 tons gross tonnage and upward)
 - an object towing vessel, etc.
- b) when visibility is not more than 1,000 meters
 - A vessel of 160 meters and upward in length
 - A dangerous goods carrying vessel of 10,000 tons gross tonnage and upward
 - A long object towing vessel, etc.

ii Instructions to prevent danger

Pursuant to Act on Port Regulations, Tokyo MARTIS may instruct a vessel to wait outside of Yokohama passage in Keihin Ko, when it is found that such vessel likely to an obstruction to other vessel's safety navigation due to stuck movement or others, and such vessel likely to does not keep safety clearance to other vessel of 50 meters and to upward (except less than 500 tons gross tonnage) in the passage.

In addition to VHF radiotelephone, instruction may be conveyed by telephone, etc.

iii Action of the vessel which receives instruction

The vessel which receives instruction has to stand by at outside of the navigation passage until Tokyo MARTIS lifts the instruction.

② Instruction when may occur danger situation despite traffic signals

Tokyo MARTIS may instruct a master of vessel to change of ETA (ETD) to the passage, disposition of a forward lookout boat, other items considered necessary when it is found that a vessel likely to danger despite traffic signals are working in following passages; Chiba port (Chiba Passage and Ichihara Passage), passage of Keihin Ko (Tokyo East Passage, Tokyo West Passage, Tsurumi Passage (Tsurumi South Fairway, Tsurumi North fairway), Kawasaki Passage, Yokohama Passage (West Fairway, East Fairway)).

VII OTHER MEANS OF INFORMATION SERVICES

1 Automatic Identification System (AIS)

Tokyo MARTIS provides information which is necessary for safe navigation in the Tokyo Bay such as information on accidents, information on vessel traffic restriction, movements of navigating vessels, present state of weather conditions, any disorder of aids to navigation, present situation of fishing boats, etc., to vessels navigating in the AIS service area by making good use of communication function of AIS.

When any dangerous situation which may impede safe navigation of a vessel is found within AIS service area, such as heading for shallow water area and so forth, Tokyo MARTIS will provide information on such a dangerous situation whenever necessary by AIS.

2 Radio Broadcast

Tokyo MARTIS broadcasts the information on the traffic route entry schedule of large vessels, weather, sea, tidal current, etc., according to schedule and frequency explained below. Emergency information such as occurrence of collision and so forth is broadcast whenever necessary.

① Broadcast in Japanese

- i Time : 0 ~ 15 minute and 30 ~ 45 minute in every hour
- ii Frequency : 1,665 kHz

② Broadcast in English

- i Time : 15 ~ 30 minute in every hour
- ii Frequency : 2,019 kHz

3 Internet Homepage

Useful information is posted on the Internet home page of Tokyo MARTIS.

URL: <https://www6.kaiho.mlit.go.jp/tokyowan/>

VIII IN CASE OF EMERGENCY DISASTER

In case of emergency disaster such as the issue of a Major Tsunami Warning in Tokyo Bay when there is a risk of danger to maritime traffic within Tokyo Bay, the commandant of the Japan Coast Guard notifies the fact that an emergency disaster has occurred, pursuant to the Act on Maritime Traffic Safety and the Act on Port Regulations.

When the notification is issued, following obligation is applied to the vessels.

1 A vessel should listen to Information provided and the sea area

Pursuant to the Act on Maritime Traffic Safety, in case of emergency disaster notification is issued, a vessel of 50 meters and upward navigates in the area applied to Act on Maritime Traffic Safety (herein after referred to as “the designated sea area”) or navigates in Chiba Port, Kisarazu Port, Yokosuka Port and Tateyama Port (herein after referred to as “the designated port”), shown in the below map; the vessel should listen to the information provided emergency disaster as following item ①~⑤, etc. (except a vessel does not equip with VHF radiotelephone.)

- ① information of emergency disaster and the occurring situation
- ② information of vessel traffic restriction and the area
- ③ information of occurrence of any impediment to safe navigation of a specified vessel such as sunken vessel, functional disorder of aids to navigation, etc.
- ④ information of a sea area where a specified vessel in the designated sea area or in the designated ports, the vessel has difficulty to navigate safely due to heavy congestion of anchoring vessels, a very shallow water area, or in case that a specified vessel in the designated sea area or designated port is likely to close in extremely on that area or obstacles
- ⑤ any other information which is considered necessary for a vessel traffic safety in the designated sea area or in the designated ports

2 Navigation Restrictions, etc.

Pursuant to the Act on Maritime Traffic Safety and the Act on Port Regulations, Tokyo MARTIS instructs a vessel; restriction of enter into the Tokyo Bay, restriction of the navigation, order to depart from the sea area, and order to move to the other sea area for avoiding vessel traffic danger.

If VHF radiotelephone Channel 16 is busy when calling Tokyo Wan Vessel Traffic Service Center (Tokyo MARTIS), use Channel 13 for calling.

3 Priority evacuation anchorage for large-size vessels*

The sea off of Kisarazu is designated as the priority evacuation anchorage for large-size vessels (ships requiring tugboat assistance or on-board pilot), the co-operation of other ships in avoiding this sea area is requested.

In addition, in order to ensure a traffic route for evacuating vessels, it is highly requested to refrain from anchoring in nearby passages or designated route areas.

Priority evacuation anchorage for large-size vessels in case of emergency disaster area enclosed by the lines connecting each of the following points in

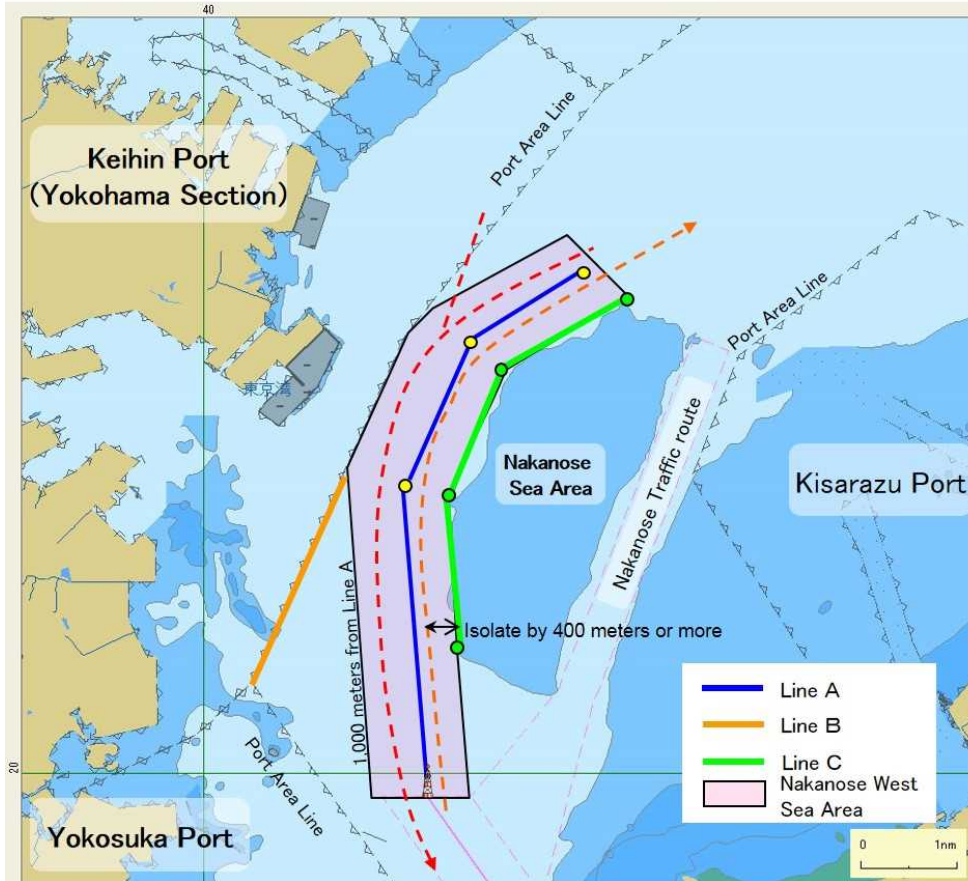
sequence and the line connecting ① and ④.

- ① N 35°27'25" E 139°51'14"
- ② N 35°25'39" E 139°52'00"
- ③ N 35°23'54" E 139°48'42"
- ④ N 35°25'03" E 139°47'40"



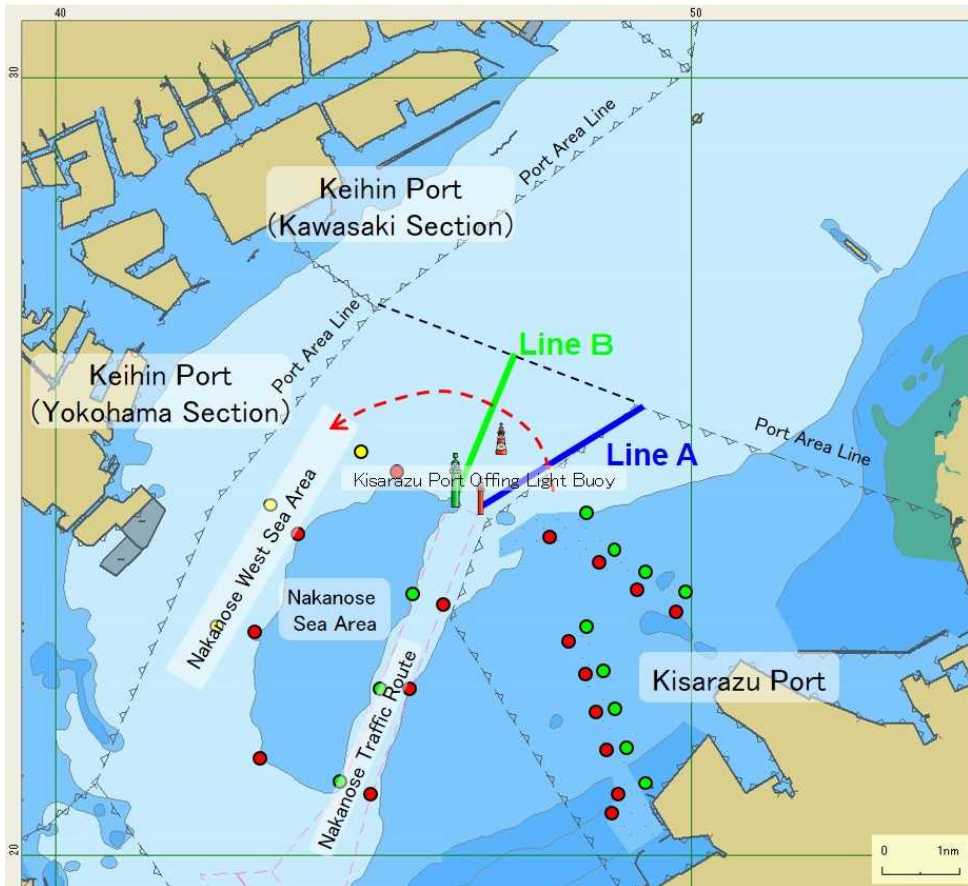
Nakanose West Sea Area

Fig. 1



Sea area near the Kisarazu Port Offing Light Buoy

Fig. 2



Sea area near Tokyo Wan Aqua Line East Waterway

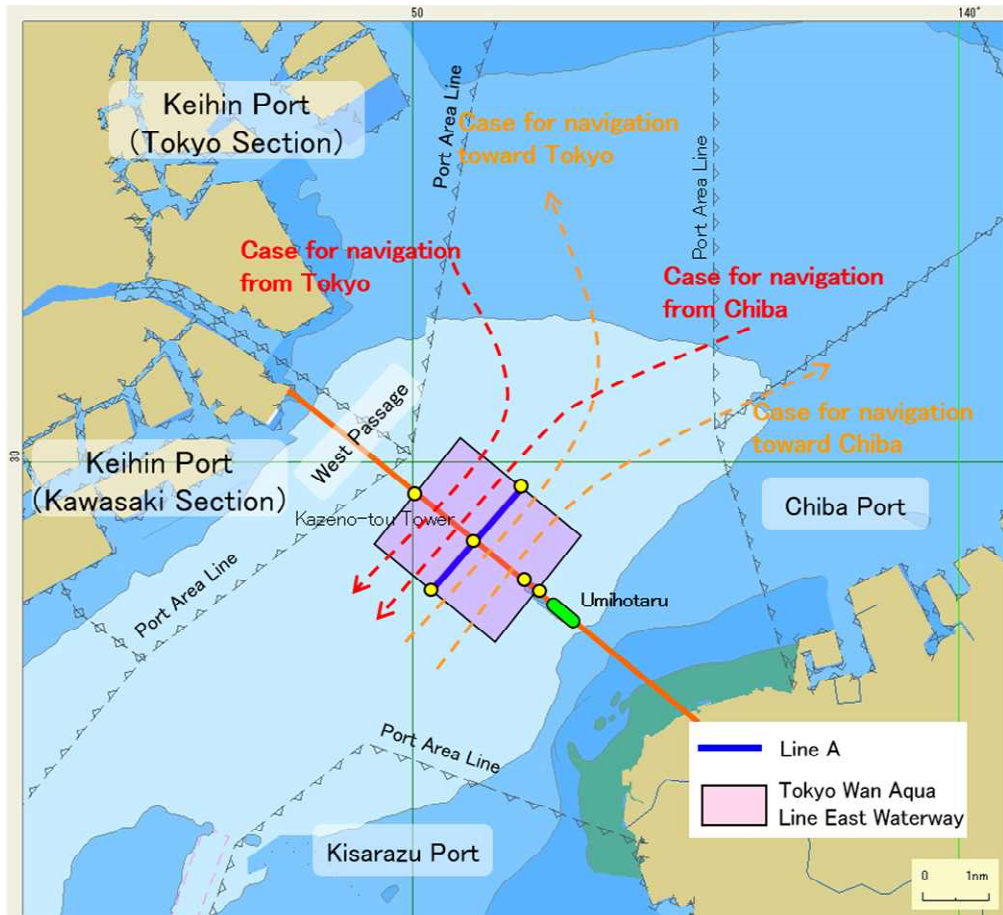


Fig. 3

Sea area near Tokyo Offing Light Buoy

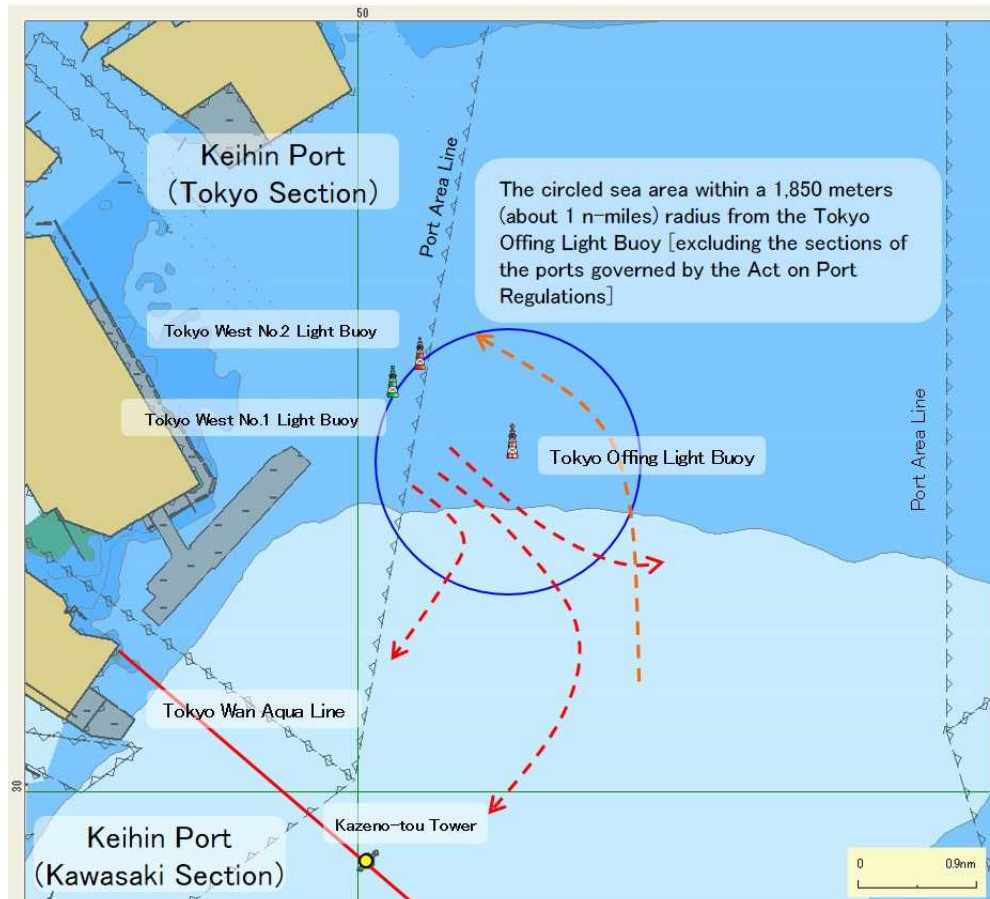


Fig. 4

Traffic Route at Tokyo Wan entrance area

Southbound vessels

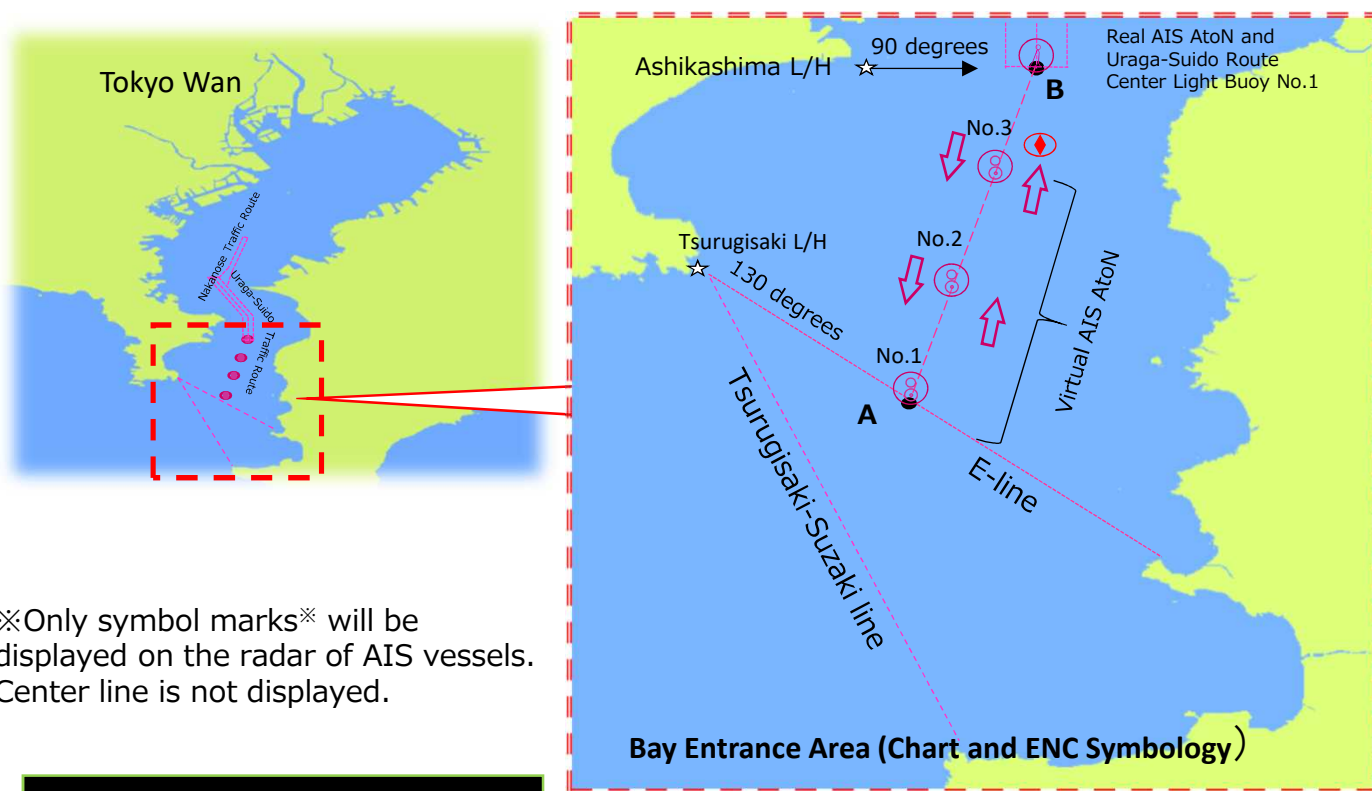
Vessels navigating the Uruga-Suido Traffic Route and intending to cross E-line

- Navigate the **western side** of the Center line

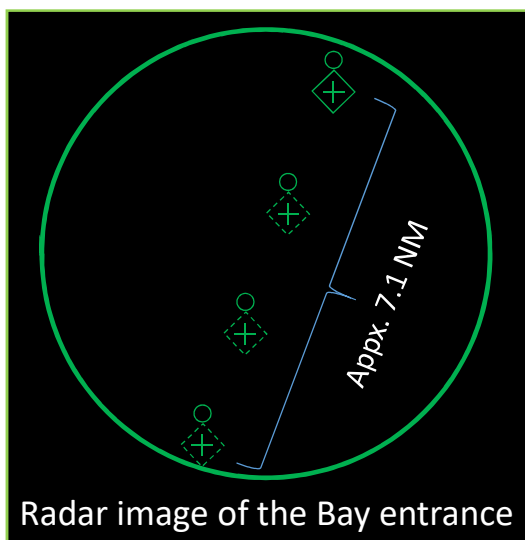
Northbound vessels

Vessels crossing the E-line (※1) and intending to continue to navigate the Uruga-Suido Traffic Route

- Navigate the **eastern side** of the center line (※2)



※Only symbol marks※ will be displayed on the radar of AIS vessels. Center line is not displayed.



Radar image of the Bay entrance

(※1) E-line

- 130 degrees line from Tsurugisaki L/H to the coast

(※2) Center line : the line connecting the points A and B as follows:

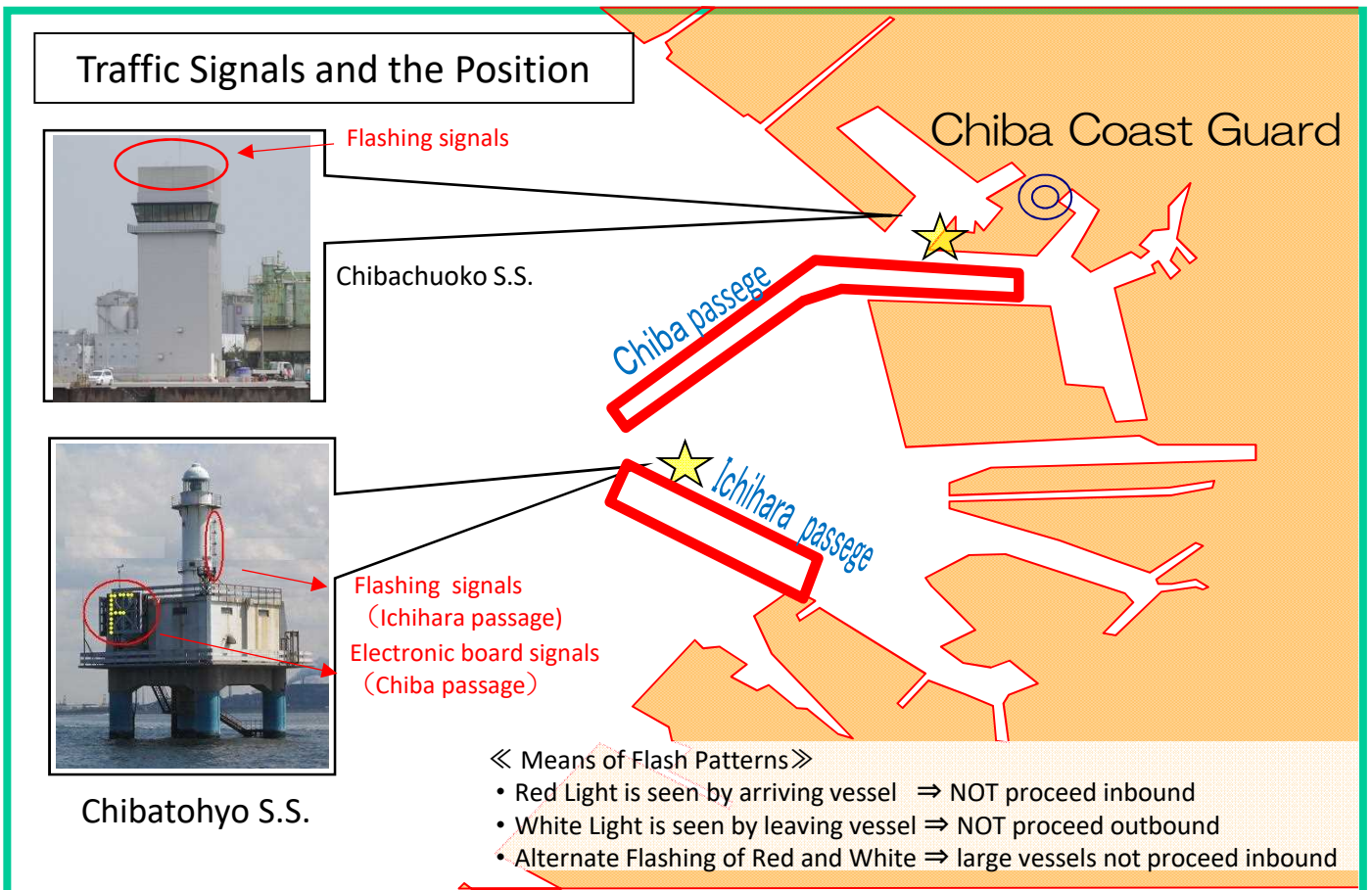
- Point A:
130 degrees 7,590m point from Tsurugisaki L/H
- Point B:
90 degrees 3,770m point from Ashikashima L/H

※Symbology may differ depending on the type of radar equipment

Type and Means of Signals in Chiba Port

Pursuant to the Port Regulations Act, Chiba and Ichihara Passages in Chiba Port are regulated by traffic signals. When a vessel enters or goes out the passages, contact Tokyo MARTIS and keep the traffic signals.

Fig. 6



MEANING OF SIGNALS

Electronic board pattern	Flash pattern	Meaning
Inbound signal	<p>A white flash for every 2sec.</p>	<ul style="list-style-type: none"> ⊙ Inbound vessels is possible for the entry. ⊙ Vessels of 50m or more (except less than 500G/T) are prohibited to enter. However, a vessel instructed by captain of the Chiba port is possible to the entry. ⊙ Vessels less than 50m or 500 G/T is possible to enter.
Outbound signal	<p>A red flash for every 2sec.</p>	<ul style="list-style-type: none"> ⊙ Outbound vessels is possible for the entry. ⊙ Vessels 50 m or more (except less than 500G/T) are prohibited to enter. However, a vessel instructed by captain of the Chiba port is possible to the entry. ⊙ Vessels less than 50m or 500 G/T is possible to enter.
Free signal	<p>A red white flash for every 3sec.</p>	<ul style="list-style-type: none"> ⊙ Vessels of 140m or more in Chiba passage, 125m or more in Ichihara passage, tanker of 1,000 G/T or more in both passages, are prohibited to enter and depart. ⊙ All other vessels are possible for the entry.
Prohibition signal	<p>Three red and white flashes for every 6sec.</p>	<ul style="list-style-type: none"> ⊙ Prohibit to navigate unless instructed by the Captain of the Port.

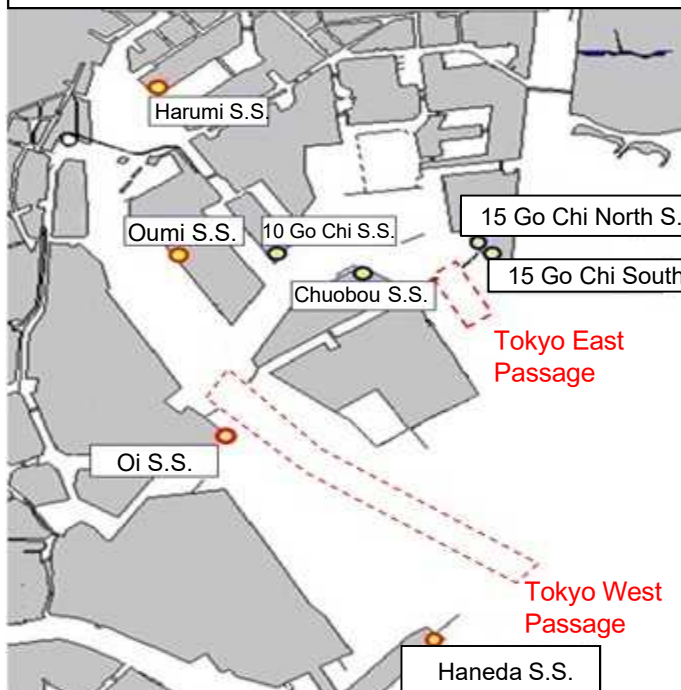


When you call Tokyo Wan VTS Center by VHF, add the word "Tokyo MARTIS Chiba" once, before you start the VHF communication to the Tokyo MARTIS.

Type and Means of signals in Tokyo East Passage

Fig. 7

Traffic Signals and the Position



Pursuant to the Port Regulations Act, Tokyo East Passage and Tokyo West Passage in Keihin Port are regulated by traffic signals. When a vessel enter into or going out the passage, contact to Tokyo NARTIS and keep the traffic signals.



When you call Tokyo Wan VTS Center by VHF, add the word "Tokyo MARTIS Tokyo" once, before you start the VHF communication to the Tokyo MARTIS.

TOKYO EAST PASSAGE MEANING OF SIGNALS

NAME of SIGNAL STATIONS

15 Go Chi North, 15 Go Chi South, Chuobou, 10 Go Chi


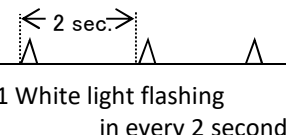
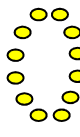
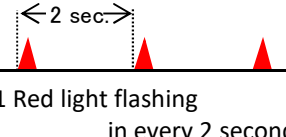
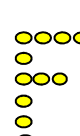
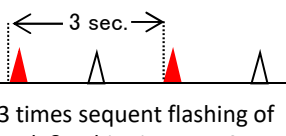
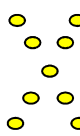
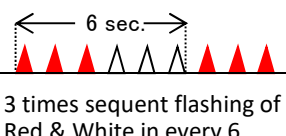
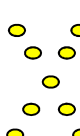
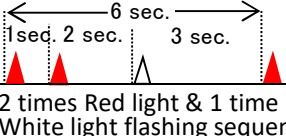
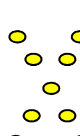
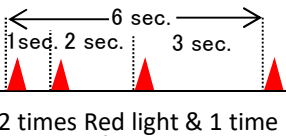
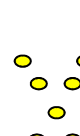
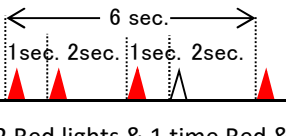
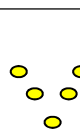
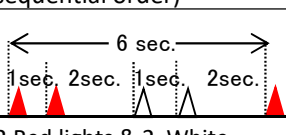
Electronic board pattern	Inbound signal	I Flashing	<ul style="list-style-type: none"> ⊙ Inbound vessels is possible for the entry. ⊙ Vessels 50m or more (except less than 500G/T) are prohibited to depart. However, a vessel instructed by the captain of Keihin port is possible to depart. ⊙ Vessels less than 50m or 500 G/T is possible to depart. 	
	Outbound signal	O Flashing	<ul style="list-style-type: none"> ⊙ Outbound vessels is possible for the entry. ⊙ Vessels 50m or more (except less than 500G/T) are prohibited to enter. However, a vessel instructed by the captain of Keihin port is possible for the entry. ⊙ Vessels less than 50m or 500 G/T is possible for the entry. 	
	Free signal	F Flashing	<ul style="list-style-type: none"> ⊙ Vessels of 150m and upward (for oil tanker: 1,000G/T) are prohibited both entering and leaving the port. ⊙ Vessels less than 150m (for oil tanker: 1,000G/T) are possible to entering and leaving the port. 	
	Prohibition signal	X Continuously lit	<ul style="list-style-type: none"> ⊙ Prohibited to navigate unless instructed by the Captain of the Port. 	
	Forthcoming signals	XI Alternately Flashing	Signal turns into Flashing of "I" soon	<ul style="list-style-type: none"> ⊙ Navigation vessel in the passage can enter or leave.
		XO Alternately Flashing	Signal turns into Flashing of "O" soon	<ul style="list-style-type: none"> ⊙ Enter or outer vessels, of 50m and upward, should avoid the way of the vessel navigating in the passage and wait outside the passage (except less than 500 G/T)
		XF Alternately Flashing	Signal turns into Flashing of "F" soon	<ul style="list-style-type: none"> ⊙ A vessel less than 50m or 500 G/T are possible to enter or going out the passage.
X Alternately Flashing			<ul style="list-style-type: none"> ⊙ Vessels navigating in the passage is able to enter or leave the passage. ⊙ 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. 	

Type and Means of signals in Tokyo West Passage

Fig. 8

TOKYO WEST PASSAGE MEANING OF SIGNALS

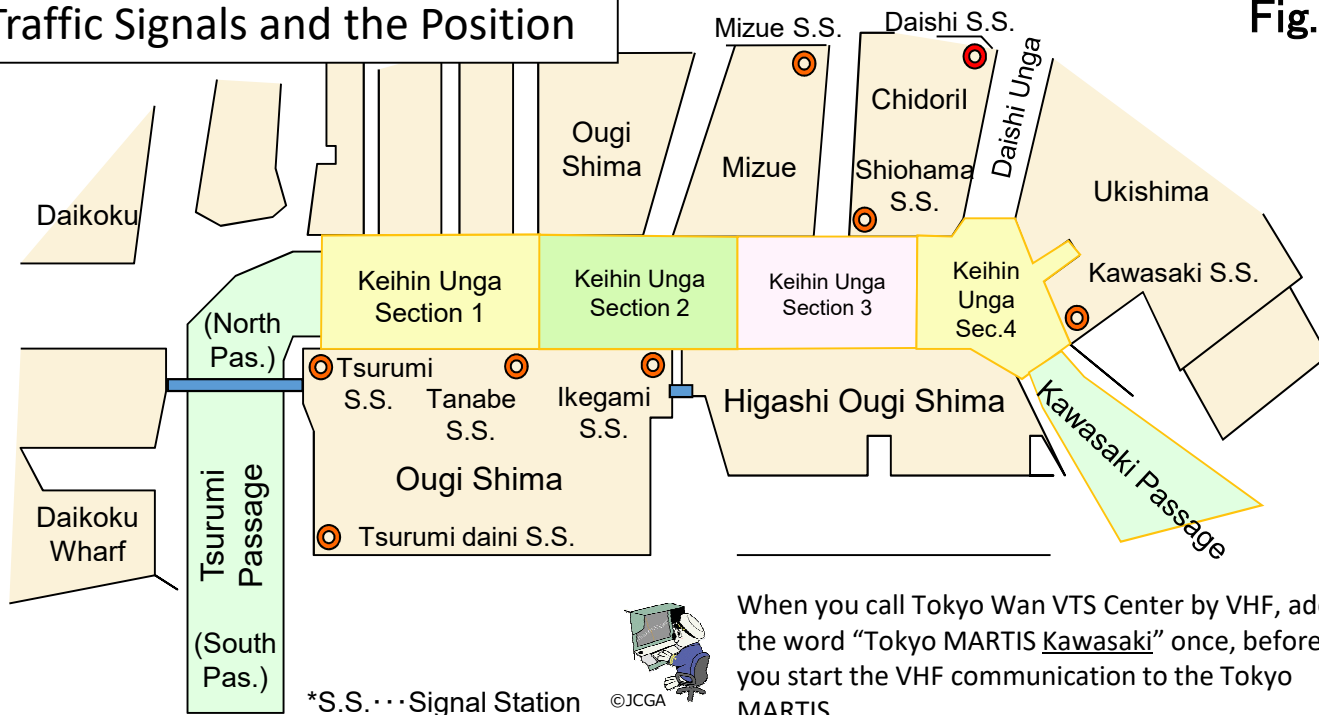
(Abbreviation of COP is Captain of the Port)

Signal Station	Oi , Oumi , Harumi , Signal Station		Haneda Signal Station	
	Signal Type: letter	Meaning	Signal Type: flash light	Meaning
Inbound Signal	 Flashing	<ul style="list-style-type: none"> Inbound vessel : entry Vessels of 100 m or more: prohibited to entry, except instructed vessel by COP Vessel less than 100 m: possible to entry 		<ul style="list-style-type: none"> Inbound vessel : entry Vessels of 100 m or more: prohibited to entry, except instructed vessel by COP Vessel less than 100 m: possible to entry
Outbound Signal	 Flashing	<ul style="list-style-type: none"> Outbound vessel : entry Vessels 100 m or more: prohibited to entry except instructed vessel by COP Vessels less than 100 m: entry. 		<ul style="list-style-type: none"> Outbound vessel : entry Vessels 100 m or more: prohibited to entry except instructed vessel by COP Vessels less than 100 m: entry.
Free Signal	 Flashing	<ul style="list-style-type: none"> Vessels of 300 m or more: prohibited to entry (Oil tanker: 5,000 G/T or more) Vessels less than 300 m: entry (Oil tanker: less than 5,000 G/T) 		<ul style="list-style-type: none"> Vessels of 300 m or more: prohibited to entry (Oil tanker: 5,000 G/T or more) Vessels less than 300 m: entry (Oil tanker: less than 5,000 G/T)
Prohibition Signal	 Continuously lit	<ul style="list-style-type: none"> Prohibited to navigate unless instructed by the Captain of the Port. 		<ul style="list-style-type: none"> Prohibited to navigate unless instructed by the Captain of the Port.
Forthcoming Signals	 Alternately Flashing	<ul style="list-style-type: none"> Sailing vessels in the passage: entry Vessels of 100m or more in outside the passage: avoid sailing vessel in the passage and wait outside, except instructed vessel by COP Vessels less than 100 m: entry The signal to be blink "I" soon. 		<ul style="list-style-type: none"> Sailing vessels in the passage: entry Vessels of 100m or more in outside the passage: avoid sailing vessel in the passage and wait outside, except instructed vessel by COP Vessels less than 100 m: entry Signals turns 1 white flash in every 2 sec soon.
	 Alternately Flashing	<ul style="list-style-type: none"> Vessels in the passage: entry Vessels of 100m or more in outside the passage: avoid sailing vessel in the passage and wait outside, except instructed vessel by COP Vessels less than 100 m: entry The signal to be blink "o" soon. 		<ul style="list-style-type: none"> Vessels in the passage: entry Vessels of 100m or more in outside the passage: avoid sailing vessel in the passage and wait outside, except instructed vessel by COP Vessels less than 100 m: entry The signal turns 1 red flash in every 2 sec soon.
	 Alternately Flashing	<ul style="list-style-type: none"> Vessels in the passage: entry Vessels of 100m or more in outside the passage: avoid sailing vessel in the passage and wait outside, except instructed vessel by COP Vessels less than 100 m: entry The signal to be blink "F" soon. 		<ul style="list-style-type: none"> Vessels in the passage: entry Vessels of 100m or more in outside the passage: avoid sailing vessel in the passage and wait outside, except instructed vessel by COP Vessels less than 100 m: entry Signal turns 1 red and 1 white flash in every 3 sec soon.
	 Flashing	<ul style="list-style-type: none"> Vessels in the passage: entry All vessels outside the passage: avoid vessels in the passage and wait outside the passage. The signal to be continuous lit "X" soon. 		<ul style="list-style-type: none"> Vessels in the passage: entry All vessels outside the passage: avoid vessels in the passage and wait outside the passage. Signal turns 3 red and 3 white flash in every 6 sec soon.

Type and Means of signals in Kawasaki

Traffic Signals and the Position

Fig. 9



When you call Tokyo Wan VTS Center by VHF, add the word "Tokyo MARTIS Kawasaki" once, before you start the VHF communication to the Tokyo MARTIS.

*S.S. ... Signal Station

©JCGA

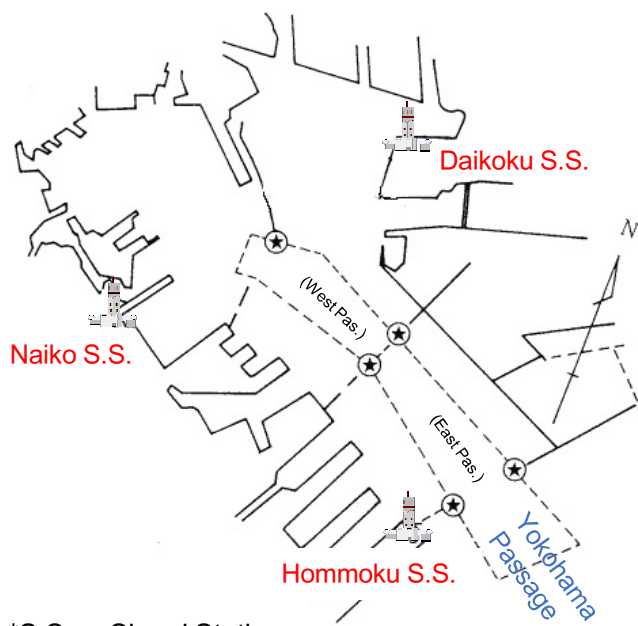
- * OBJECT VESSELS --- Vessels more than 1,000 G/T (X signal is applicable for all vessels.)
- * ONE WAY --- Vessels more than 1,000 G/T should enter into Keihin Unga from Tsurumi Passage and leaving from Kawasaki Passage as the one way in principle.
- * Prohibition of overtaking --- Vessels are prohibited from overtaking in the Passage. (Kawasaki and Tsurumi Passage.)
 - It is prohibited that the vessel overtakes within the areas of Kawasaki Ku Section 1 and Yokohama Ku Section 4 (in the Keihin Unga) with exception of following cases:
 - When it is not necessary to take the movement to pass other vessels safely.
 - When the course of other vessels is avoided safely.
- * Prohibition of Passing--- Vessels more than 500 G/T are not permitted passing through in Keihin Unga.
- * Prohibition of Westbound --- Vessels more than 1,000 G/T are prohibited to navigate to the Westbound crossing over the boundary of Keihin Unga Section 2 and Section 3.
- * Prohibition of Turning --- Vessels more than 1,000 G/T are prohibited to turning in Keihin Unga during the period of time 06:00 – 09:00.
- * All vessels should wait outside the Passage or fairway as following conditions:
 - When a vessel more than 15,000 G/T navigates on Tsurumi North Passage or Kawasaki Passage.
 - At the time of entering to Tsurumi North Passage --- X signal ... Keihin Unga Section 1
 - At the time of leaving from Tsurumi North Passage --- X signal ... Tsurumi North Fairway
 - At the time of entering to Kawasaki Passage --- X signal ... Keihin Unga Section 4
 - At the time of leaving from Kawasaki Passage --- X signal ... Kawasaki Passage.

- "I" Flashing --- Inbound signal as able to enter the passage (Kawasaki, Tsurumi Passage)
- "O" Flashing --- Outbound signal as able to going out the passage (Kawasaki, Tsurumi Passage)
- "T" Flashing --- Westbound signal as able to proceed West and going out from branch canal*.
- "T" Continuously lit --- Westbound signal as able to proceed West and enter into branch canal*.
- "K" Flashing --- Eastbound signal as able to proceed East and going out from branch canal*.
- "K" Continuously lit --- Eastbound signal as able to East and enter into branch canal*.
- "X" Flashing --- Attention signal: Vessels navigating within Passage and Keihin Unga Areas are permitted for entering and leaving the port. Vessels outside the above mentioned are prohibited to enter the passages. However, when a vessel can see the signal I, T, K, is able to proceed. (Tsurumi North Passage, Kawasaki Passage, Keihin Unga Section1 and Section 4.)
- "X" Continuously lit --- Prohibition signal : all vessels are prohibited without permission of Captain of the Port. However, when a vessel can see the signal I, T, K, is able to proceed. (Tsurumi North fairway, Kawasaki Passage, Keihin Unga Section 1 and 4.)

*Branch Canal ... Keihin Unga Section1 ~ 4

Type and Means of signals in Yokohama

Fig. 10



*S.S. ... Signal Station

Pursuant to the Port Regulations Act, Keihin Ko Yokohama Ku (West and East Passage) are regulated by traffic signals. When a vessel enter into or going out the passages, contact to Tokyo MARTIS and keep the traffic signals.

A vessel crossing the Yokohama passage is not applied the traffic signals without prohibition "X".

Then such vessel is able to cross the passage does not depend on the traffic signals, however strongly requested to cross the passage under the traffic signal as "F" (Free signal).



When you call Tokyo Wan VTS Center by VHF, add the word "Tokyo MARTIS Yokohama" once, before you start the VHF communication to the Tokyo MARTIS.

YOKOHAMA PASSAGE MEANING OF SIGNALS

Electronic board pattern	Inbound signal	I Flashing	<ul style="list-style-type: none"> ⊙ Inbound vessels is possible for the entry. ⊙ Vessels 50m or more (except less than 500G/T) are prohibited to depart 	
	Outbound signal	O Flashing	<ul style="list-style-type: none"> ⊙ Outbound vessels is possible for the entry. ⊙ Vessels 50m or more (except less than 500G/T) are prohibited to enter. 	
	Free signal	F Flashing	<ul style="list-style-type: none"> ⊙ Vessels 160m or more (for oil tanker: more than 1,000G/T) are prohibited both entering and leaving the port. ⊙ Vessels other than the above conditions are possible to entering and leaving the port. 	
	Prohibition signal	X Continuously lit	<ul style="list-style-type: none"> ⊙ Prohibited to navigate unless instructed by the Captain of the Port. 	
	Forthcoming signals	XI Alternately Flashing	Signal turns into Flashing of "I" soon	<ul style="list-style-type: none"> ⊙ Vessels in the passage can enter and leave the port.
		XO Alternately Flashing	Signal turns into Flashing of "O" soon	<ul style="list-style-type: none"> ⊙ Vessels more than 50m and outside of the passage (except less than 500 G/T) should avoid the course of the sailing vessel in the passage and wait outside the passage.
		XF Alternately Flashing	Signal turns into Flashing of "F" soon	
X Alternately Flashing			<ul style="list-style-type: none"> ⊙ Navigation vessel in the passage can enter and leave the port. ⊙ All vessels in outside the passage should avoid the course of the sailing vessel in the passage and wait outside the passage. ⊙ The signal turns into light of "X" soon. 	

1 Signals showing course by AIS

From July first 2010, Act on Port Regulations and Act on Maritime Traffic Safety was amended and then procedures of input AIS data concerned the destination as compulsory duty on board. A master of vessel equipped with AIS is requested to understand this procedure and operate it adequately.

Input data

[Input codes of destination to AIS]

For those ships navigate in the port concerned or in the vicinity or boundary of the destination port applied Act on Port Regulations (except a vessel not equipped AIS), a master of vessel should input the code indicating destination port to the AIS.

[Additional codes indicating the course in the port or vicinity, if required.]

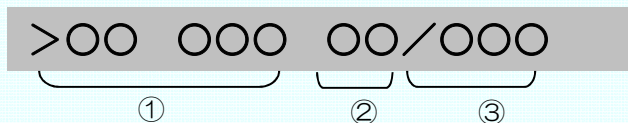
When a vessel anchor in the port or vicinity of the boundary, add the codes of anchoring.
 (The code of anchoring is "OFF" which is the same to all ports.)

[Additional codes indicating the passing route, if necessary.]

It is necessary for passing the route, add the code adequately.

[Entry Examples] (IMO recommendation)

Column for Information on Destination of AIS



- ① code of the destination port
- ② code of in port of the course
- ③ code of other courses

- * When the final port is applied Act on Port Regulations, input the codes defined by the Act, (If the port is not applied the Act, input the U.N. LO Code.)
- * If the final port name is unknown, enter " ?? ???" instead of the UN LO Code.
- * If the final port does not have the UN LO Code, or if the UN LO Code of the final port is unknown, enter the English name which is generally accepted of the final port as follow the mark of "===". If such English name is unknown, enter the name used in that area.

[Example] The destination is Yokohama Ku, Keihin Port. The vessel proceed to berth in Mizuho, Shinko Futo in Yokohama Ku.



- ① The destination is Yokohama Ku, Keihin Port.
- ② Heading for the berthing facility in Mizuho / Shinko, the destination port.

[Example] The destination is Kisarazu Port (JP KZU). The vessel will anchor boundary of the port before the entering.



- ① The destination is Kisarazu Port.
- ② The vessel will anchor boundary of the port before the entering.

[Example] The destination is Section 4 Chiba Port (JP ANE) .

>JP ANE

①

① The destination is Section 4, Chiba Port,

※Port of Chiba has three CODES.

Section 4 : (JP ANE), Katsunan : (JP FNB) , the others : (JP CHB)

[Example] The destination is Hakata Port (JP HKT) Section 2 and proceed to berth of Section 2 in Hakata Port. The vessel proceeds eastbound Mutsurejima passing west entrance of Kanmon Port (Strait).

>JP HKT E2 / WM

①

②

③

① The destination is Hakata Port.

② In the destination port, proceed to the berth of Section 2.

③ The vessel proceeds eastbound of Kanmon port on the way.

[Example] The destination is Keihin Port (Yokohama Ku). The vessel will anchor on her way at Nakanose sea area in Tokyo Bay. (In the port, the vessel will proceed to the pier of East Japan Works of JFE Steel corporation in Section 3.)

>JP YOK K / NNX

①

②

① The destination is Yokohama Port.

② The vessel proceed to the berth of JFE steel in the port.

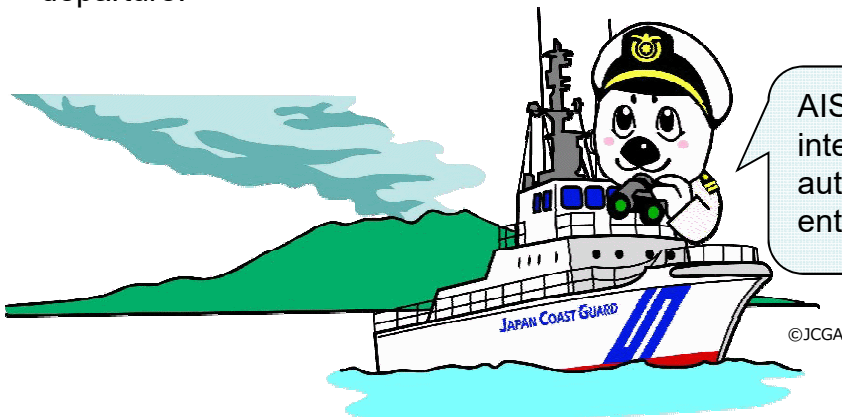
③ The vessel anchors at the Nakanose sea area in Tokyo Bay on her way.

NOTICE

Destination information by AIS is quite useful to inform around vessels of her course in sea area, even not applied Act on Port regulations and Act on Maritime Traffic Safety.

A master of vessel highly requested to input the destination data of AIS in early enough, which will not impede the look out, etc. while entering traffic route applied Act on Maritime Traffic Safety and entering port applied Act on Port Regulations.

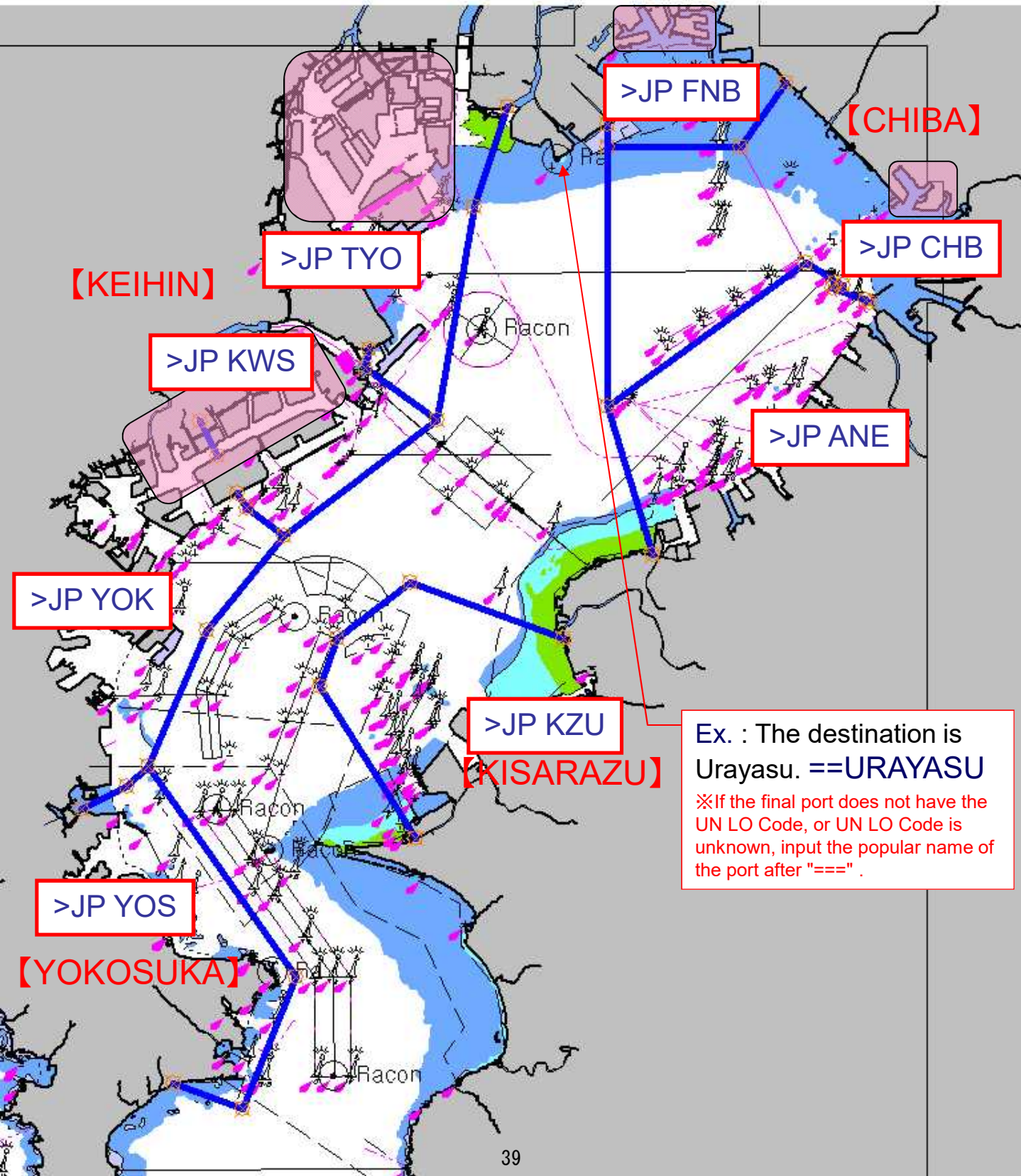
It is convenient to input the data of destination port and planned courses before the departure.



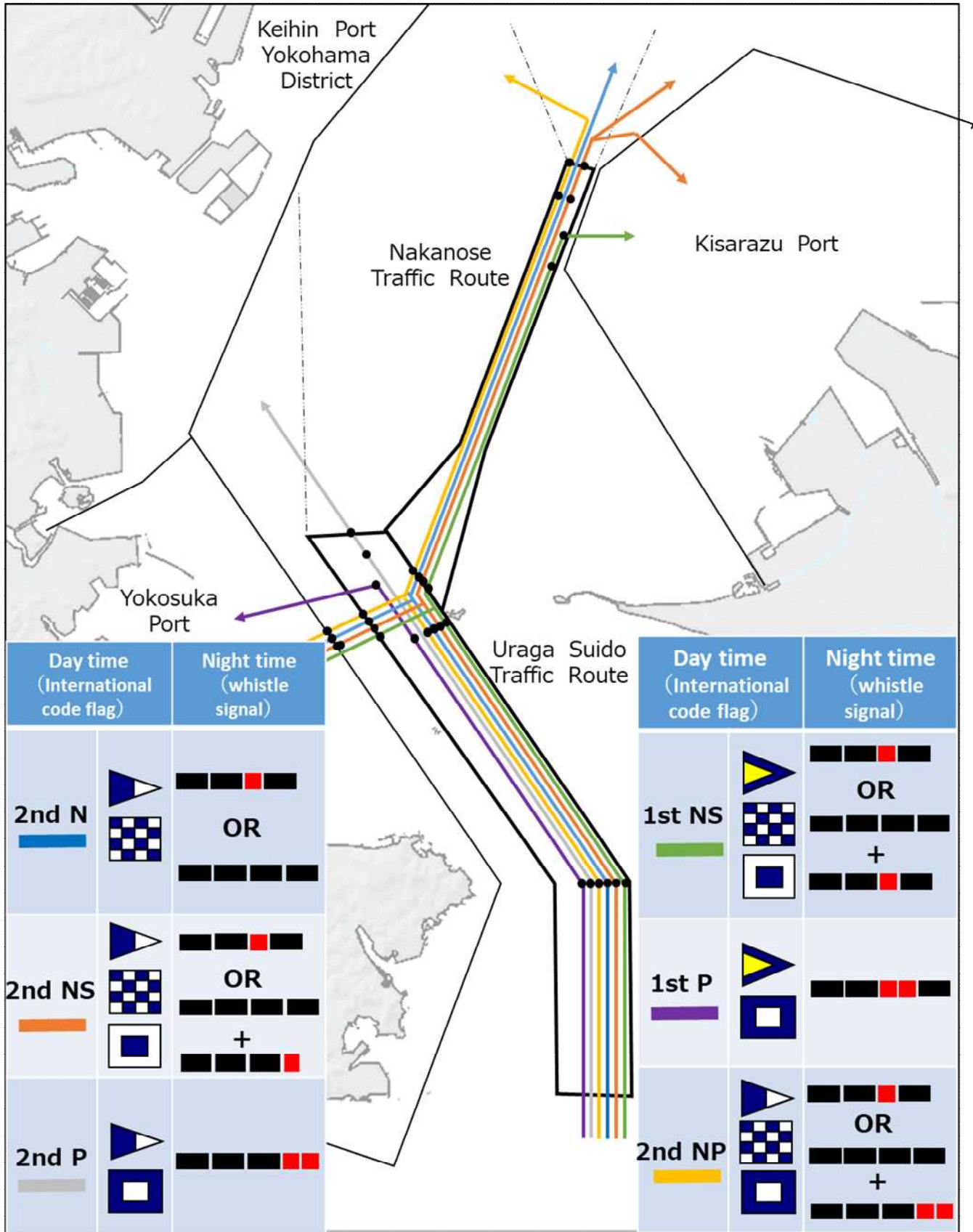
AIS destination codes indicate the intention of your vessel as like automobile blinkers. Adequate data entry of AIS is strongly requested.

This map shows example of AIS destination codes in Tokyo Bay, Chiba, Keihin, Kisarazu and Yokosuka, which ports are applied Act on Port Regulations. Regarding these port, there are 8 ports codes due to Keihin Ko (Tokyo Ku and Kawasaki Ku and Yokohama Ku) and Chiba Port (Katsunan Ku, Section 4 and the others).

At the time of entry, input the Port Code after the symbol of “>”, which inform around vessel of your destination port even outside of Tokyo Bay.



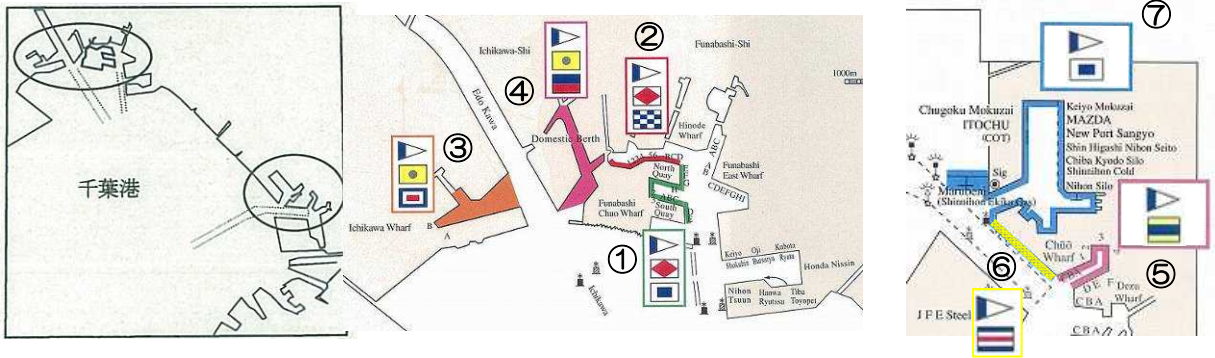
2 Signals showing course at Uraga Suido , Nakanose Traffic Route by International Flags and Whistle



prolonged blast short blast whistle signal point

3 Signals showing by AIS and international Flags in Tokyo Bay

(1) Chiba Port



Port		CODE	Course Signal of International Signal Frags	In-port Course Code	Ex.
CHIBA	No. 4 Sec. (ANEGASAKI·SODEGAURA)	JP ANE	—		> JP ANE
	KATSUNAN	JP FNB	① 2nd Sub·F·S	FS	> JP FNB FS
			② 2nd Sub·F·N	FN	> JP FNB FN
			③ 2nd Sub·I·E	IE	> JP FNB IE
			④ 2nd Sub·I·W	IW	> JP FNB IW
			Purposes other than stated Above course in the port	XX	> JP FNB XX
	No. 1,2,3 Sec.	JP CHB	⑤ 2nd Sub·D	D	> JP CHB D
			⑥ 2nd Sub·C	C	> JP CHB C
			⑦ 2nd Sub·S	S	> JP CHB S



©JCGA

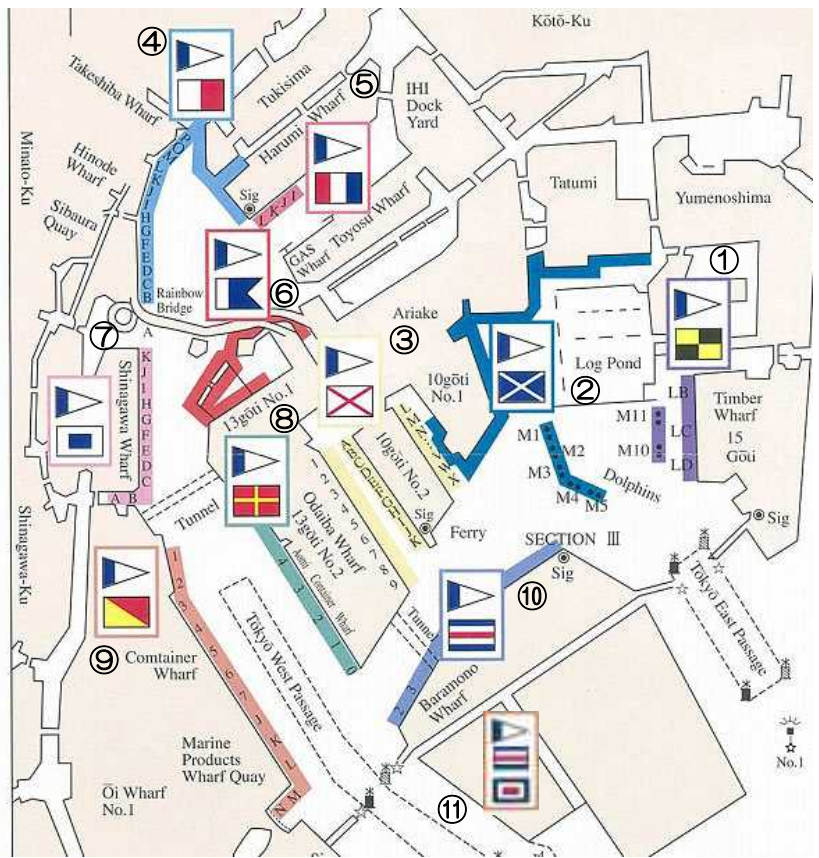
Please insert a space between words.

AIS CODE is the same as International Signal Flags.



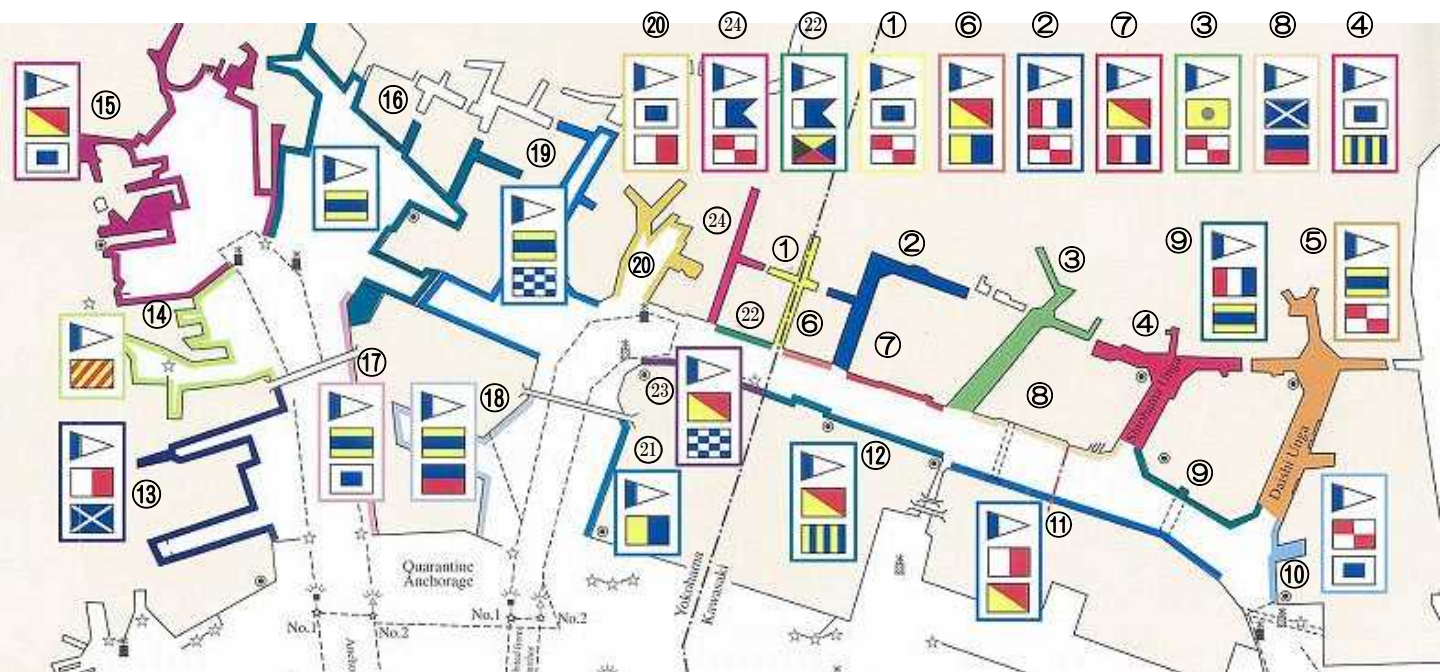
©JCGA

(2) Tokyo
(Keihin ko)






Port		CODE	Course Signal of International Signal Frags	In-port Course Code	Ex.
KEIHIN	TOKYO	JP TYO	① 2nd Sub•L	L	>JP TYO L
			② 2nd Sub•M	M	>JP TYO M
			③ 2nd Sub•V	V	>JP TYO V
			④ 2nd Sub•H	H	>JP TYO H
			⑤ 2nd Sub•T	T	>JP TYO T
			⑥ 2nd Sub•A	A	>JP TYO A
			⑦ 2nd Sub•S	S	>JP TYO S
			⑧ 2nd Sub•R	R	>JP TYO R
			⑨ 2nd Sub•O	O	>JP TYO O
			⑩ 2nd Sub•C	C	>JP TYO C
			⑪ 2nd Sub•CW	CW	>JP TYO CW
			Purposes other than stated Above course in the port		


(3) Kawasaki , Yokohama (Keihin ko)



Port		CODE	Course Signal of International Signal Frags	In-port Course Code	Ex.
KEIHIN	KAWASAKI	JP KWS	① 2nd Sub•S•U	SU	>JP KWS SU
			② 2nd Sub•T•U	TU	>JP KWS TU
			③ 2nd Sub•I•U	IU	>JP KWS IU
			④ 2nd Sub•S•G	SG	>JP KWS SG
			⑤ 2nd Sub•D•U	DU	>JP KWS DU
			⑥ 2nd Sub•O•K	OK	>JP KWS OK
			⑦ 2nd Sub•O•T	OT	>JP KWS OT
			⑧ 2nd Sub•M•E	ME	>JP KWS ME
			⑨ 2nd Sub•T•D	TD	>JP KWS TD
			⑩ 2nd Sub•U•S	US	>JP KWS US
			⑪ 2nd Sub•H•O	HO	>JP KWS HO
			⑫ 2nd Sub•O•G	OG	>JP KWS OG
			Purposes other than stated Above course in the port		

Port		CODE	Course Signal of International Signal Frags	In-port Course Code	Ex.		
KEIHIN	YOKOHAMA	JP YOK	⑬ 2nd Sub•H•M	HM	>JP YOK HM		
			⑭ 2nd Sub•Y	Y	>JP YOK Y		
			⑮ 2nd Sub•O•S	OS	>JP YOK OS		
			⑯ 2nd Sub•D	D	>JP YOK D		
			⑰ 2nd Sub•D•S	DS	>JP YOK DS		
			⑱ 2nd Sub•D•E	DE	>JP YOK DE		
			⑲ 2nd Sub•D•N	DN	>JP YOK DN		
			⑳ 2nd Sub•S•H	SH	>JP YOK SH		
			㉑ 2nd Sub•K	K	>JP YOK K		
			㉒ 2nd Sub•A•Z	AZ	>JP YOK AZ		
			㉓ 2nd Sub•O•N	ON	>JP YOK ON		
			㉔ 2nd Sub•A•U	AU	>JP YOK AU		
			① 2nd Sub•S•U	SU	>JP YOK SU		
			Purposes other than stated Above course in the port			XX	>JP YOK XX
			* NEGISHI			XX	>JP YOK XX NGI 
* MINAMI-HOMMOKU			XX	>JP YOK XX SHN 			
* HOMMOKU			XX	>JP YOK XX HNN 			

If final port is Negishi or Minami-Hommoku or Hommoku, please enter the In-Port course CODE.



©JCGA

4 Via-Route CODE in Tokyo Bay

Via-Route	CODE	Example of Input
The ship anchors in the Nakanose sea area in Tokyo Bay on its way.	NNX	>JP YOK K/NNX Those ships whose final port Yokohama. Those ships that are going to anchor in the Nakanose sea area in Tokyo Bay.

Please insert “/” before Via-Route CODE. Ex: K/NNK



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 Sec. (CHIBA)	JP ANE
千葉(上記を除く) (千葉県)	CHIBA (CHIBA)	JP CHB
千葉 葛南区 (千葉県)	CHIBA KATSUNAN area (CHIBA)	JP FNB
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

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
永見 (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
巖島 (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
巖原 (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

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

港名 (都道府県名)	PORT (DISTRICT)	コード／CODE	港名 (都道府県名)	PORT (DISTRICT)	コード／CODE
真鶴 (神奈川県)	MANAZURU (KANAGAWA)	JP MNA	三池 (福岡県)	MIIKE (FUKUOKA)	JP MII
丸亀 (香川県)	MARUGAME (KAGAWA)	JP MAR	三瓶 (愛媛県)	MIKAME (EHIME)	JP MKM
丸尾 (山口県)	MARUO (YAMAGUCHI)	JP MRU	三河 (愛知県)	MIKAWA (AICHI)	JP MKW
増毛 (北海道)	MASHIKE (HOKKAIDO)	JP MSK	水俣 (熊本県)	MINAMATA (KUMAMOTO)	JP MIN
益田 (島根県)	MASUDA (SHIMANE)	JP MSD	三厩 (青森県)	MINMAYA (AOMORI)	JP MNY
松江 (島根県)	MATSUE (SHIMANE)	JP MTE	三崎 (愛媛県)	MISAKI (EHIME)	JP MSX
松前 (北海道)	MATSUMAE (HOKKAIDO)	JP MTM	三崎 (神奈川県)	MISAKI (KANAGAWA)	JP MIK
松島 (長崎県)	MATSUSHIMA (NAGASAKI)	JP MAT	三島川之江 (愛媛県)	MISHIMAKAWANOE (EHIME)	JP MKX
松浦 (長崎県)	MATSUURA (NAGASAKI)	JP MTS	三角 (熊本県)	MISUMI (KUMAMOTO)	JP MIS
松山 (愛媛県)	MATSUYAMA (EHIME)	JP MYJ	三隅 (島根県)	MISUMI (SHIMANE)	JP MMI
松坂 (三重県)	MATSUZAKA (MIE)	JP MSA	三田尻中関 (山口県)	MITAJIRINAKANOSEKI (YAMAGUCHI)	JP MNX
御手洗 (広島県)	MITARAI (HIROSHIMA)	JP MTI	元町 (東京都)	MOTOMACHI (TOKYO)	JP MOT
三机 (愛媛県)	MITSUKE (EHIME)	JP MTK	牟岐 (徳島県)	MUGI (TOKUSHIMA)	JP MUG
宮古 (岩手県)	MIYAKO (IWATE)	JP MYK	室蘭 (北海道)	MURORAN (HOKKAIDO)	JP MUR
宮之浦 (鹿児島県)	MIYANOURA (KAGOSHIMA)	JP MNO	室戸岬 (高知県)	MUROTOMISAKI (KOCHI)	JP MRJ
宮浦 (愛媛県)	MIYAURA (EHIME)	JP MYU	室津 (高知県)	MUROTSU (KOCHI)	JP MUX
宮崎 (宮崎県)	MIYAZAKI (MIYAZAKI)	JP KMI	室津 (山口県)	MUROTSU (YAMAGUCHI)	JP MRT
宮津 (京都府)	MIYAZU (KYOTO)	JP MIY	室積 (山口県)	MUROZUMI (YAMAGUCHI)	JP MZM
水島 (岡山県)	MIZUSHIMA (OKAYAMA)	JP MIZ	むつ小川原 (青森県)	MUTSUOGAWARA (AOMORI)	JP MUT
湊 (兵庫県)	MINATO (HYOGO)	JP MNT	撫養 (徳島県)	MUYA (TOKUSHIMA)	JP MYA
茂木 (長崎県)	MOGI (NAGASAKI)	JP MOG	長浜 (愛媛県)	NAGAHAMA (EHIME)	JP NGH
紋別 (北海道)	MONBETSU (HOKKAIDO)	JP MBE	長崎 (長崎県)	NAGASAKI (NAGASAKI)	JP NMX
森 (北海道)	MORI (HOKKAIDO)	JP MOR	長島 (三重県)	NAGASHIMA (MIE)	JP NSA
守江 (大分県)	MORIE (OITA)	JP MOO	長洲 (熊本県)	NAGASU (KUMAMOTO)	JP NGU
諸富 (佐賀県)	MORODOMI (SAGA)	JP MOM	長洲 (大分県)	NAGASU (OITA)	JP NSU
師崎 (愛知県)	MOROZAKI (AICHI)	JP MRZ	名古屋 (愛知県)	NAGOYA (AICHI)	JP NGO
那覇 (沖縄県)	NAHA (OKINAWA)	JP NAH	鼠ヶ関 (山形県)	NEZUGASEKI (YAMAGATA)	JP NEZ
奈半利 (高知県)	NAHARI (KOCHI)	JP NHI	新潟 (新潟県)	NIIGATA (NIIGATA)	JP KIJ
中浜 (京都府)	NAKAHAMA (KYOTO)	JP NKJ	新居浜 (愛媛県)	NIIHAMA (EHIME)	JP IHA
中甌 (鹿児島県)	NAKAKOSHIKI (KAGOSHIMA)	JP NKK	新島 (東京都)	NIIJIMA (TOKYO)	JP NIJ
那珂湊 (茨城県)	NAKAMINATO (IBARAKI)	JP NMT	仁万 (島根県)	NIMA (SHIMANE)	JP NIM
中之作 (福島県)	NAKANOSAKU (FUKUSHIMA)	JP NKX	仁尾 (香川県)	NIO (KAGAWA)	JP NIO
中津 (福岡県・大分県)	NAKATSU (FUKUOKA・OITA)	JP NAT	西之表 (鹿児島県)	NISHINOOMOTE (KAGOSHIMA)	JP IIN
波切 (三重県)	NAKIRI (MIE)	JP NKR	延岡 (宮崎県)	NOBEOKA (MIYAZAKI)	JP NOB
七尾 (石川県)	NANAO (ISHIKAWA)	JP NNO	野原 (京都府)	NOHARA (KYOTO)	JP NOH
直江津 (新潟県)	NAOETSU (NIIGATA)	JP NAO	野辺地 (青森県)	NOHEJI (AOMORI)	JP NHJ
直島 (香川県)	NAOSHIMA (KAGAWA)	JP NAS	野間池 (鹿児島県)	NOMAIKE (KAGOSHIMA)	JP NMK
奈良尾 (長崎県)	NARAO (NAGASAKI)	JP NRO	能代 (秋田県)	NOSHIRO (AKITA)	JP NSR

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
奈留島 (長崎県)	NARUSHIMA (NAGASAKI)	JP NRS
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

港名 (都道府県名)	PORT (DISTRICT)	コード/ CODE
能生 (新潟県)	NOU (NIIGATA)	JP NOU
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
鶯泊 (北海道)	OSHIDOMARI (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

港名 (都道府県名)	PORT (DISTRICT)	コード／CODE	港名 (都道府県名)	PORT (DISTRICT)	コード／CODE
泉州 (大阪府)	SENSYU (OSAKA)	JP SSU	下田 (静岡県)	SHIMODA (SHIZUOKA)	JP SMD
仙崎 (山口県)	SENZAKI (YAMAGUCHI)	JP SZK	下津井 (岡山県)	SHIMOTSUI (OKAYAMA)	JP STI
瀬棚 (北海道)	SETANA (HOKKAIDO)	JP STN	新宮 (和歌山県)	SHINGU (WAKAYAMA)	JP SHN
瀬戸 (長崎県)	SETO (NAGASAKI)	JP SET	篠島 (愛知県)	SHINOJIMA (AICHI)	JP SNJ
瀬戸田 (広島県)	SETODA (HIROSHIMA)	JP STD	白浜 (千葉県)	SHIRAHAMA (CHIBA)	JP SRX
柴山 (兵庫県)	SHIBAYAMA (HYOGO)	JP SBY	尻屋岬 (青森県)	SHIRIYAZAKI (AOMORI)	JP SYZ
志布志 (鹿児島県)	SHIBUSHI (KAGOSHIMA)	JP SBS	宍喰 (徳島県)	SHISHIKUI (TOKUSHIMA)	JP SIS
七類 (島根県)	SHICHIRUI (SHIMANE)	JP SCR	志津川 (宮城県)	SHIZUGAWA (MIYAGI)	JP SZG
志度 (香川県)	SHIDO (KAGAWA)	JP SID	静浦 (静岡県)	SHIZUURA (SHIZUOKA)	JP SZU
重井 (広島県)	SHIGEI (HIROSHIMA)	JP SIG	相馬 (福島県)	SOMA (FUKUSHIMA)	JP SMA
島原 (長崎県)	SHIMABARA (NAGASAKI)	JP SMB	宿毛湾 (高知県)	SUKUMOWAN (KOCHI)	JP SUK
住ノ江 (佐賀県)	SUMINOE (SAGA)	JP SUM	高田 (大分県)	TAKADA (OITA)	JP TKD
洲本 (兵庫県)	SUMOTO (HYOGO)	JP SUH	高松 (香川県)	TAKAMATSU (KAGAWA)	JP TAP
須佐 (山口県)	SUSA (YAMAGUCHI)	JP SUS	竹田津 (大分県)	TAKEDATSU (OITA)	JP TDJ
須崎 (高知県)	SUSAKI (KOCHI)	JP SUZ	竹原 (広島県)	TAKEHARA (HIROSHIMA)	JP THR
寿都 (北海道)	SUTTSU (HOKKAIDO)	JP STU	滝 (石川県)	TAKI (ISHIKAWA)	JP TKI
田平 (長崎県)	TABIRA (NAGASAKI)	JP TBR	詫間 (香川県)	TAKUMA (KAGAWA)	JP TKM
橘 (徳島県)	TACHIBANA (TOKUSHIMA)	JP TBN	玉之浦 (長崎県)	TAMANOURA (NAGASAKI)	JP TMN
忠海 (広島県)	TADANOUMI (HIROSHIMA)	JP TDN	田辺 (和歌山県)	TANABE (WAKAYAMA)	JP TAE
多度津 (香川県)	TADOTSU (KAGAWA)	JP TAD	垂水 (鹿児島県)	TARUMIZU (KAGOSHIMA)	JP TMZ
田子の浦 (静岡県)	TAGONOURA (SHIZUOKA)	JP TGO	館山 (千葉県)	TATEYAMA (CHIBA)	JP TTY
田井 (京都府)	TAI (KYOTO)	JP TAZ	手石 (静岡県)	TEISHI (SHIZUOKA)	JP TIS
平館 (青森県)	TAIRADATE (AOMORI)	JP TDT	寺泊 (新潟県)	TERADOMARI (NIIGATA)	JP TRD
大社 (島根県)	TAISYA (SHIMANE)	JP TIA	天塩 (北海道)	TESHIO (HOKKAIDO)	JP TSO
間人 (京都府)	TAIZA (KYOTO)	JP TZA	手打 (鹿児島県)	TEUCHI (KAGOSHIMA)	JP TEU
田後 (鳥取県)	TAJIRI (TOTTORI)	JP TJR	天売 (北海道)	TEURI (HOKKAIDO)	JP TER
鳥羽 (三重県)	TOBA (MIE)	JP TOB	富島 (兵庫県)	TOSHIMA (HYOGO)	JP TJO
戸賀 (秋田県)	TOGA (AKITA)	JP TOJ	土々呂 (宮崎県)	TOTORO (MIYAZAKI)	JP TOT
土肥 (静岡県)	TOI (SHIZUOKA)	JP TOI	鳥取 (鳥取県)	TOTTORI (TOTTORI)	JP TTJ
十勝 (北海道)	TOKACHI (HOKKAIDO)	JP TOK	豊浜 (愛知県)	TOYOHAMA (AICHI)	JP TYJ
常滑 (愛知県)	TOKONAME (AICHI)	JP TXN	豊浜 (香川県)	TOYOHAMA (KAGAWA)	JP TYH
渡久地 (沖縄県)	TOKUCHI (OKINAWA)	JP TCC	津 (三重県)	TSU (MIE)	JP TSU
徳島小松島 (徳島県)	TOKUSHIMA KOMATSUJIMA (TOKUSHIMA)	JP TKX	津田 (香川県)	TSUDA (KAGAWA)	JP TUD
徳山下松 (山口県)	TOKUYAMA KUDAMATSU (YAMAGUCHI)	JP TXD	津居山 (兵庫県)	TSUIYAMA (HYOGO)	JP TYN
苫小牧 (北海道)	TOMAKOMAI (HOKKAIDO)	JP TMK	津久見 (大分県)	TSUKUMI (OITA)	JP TMI
苫前 (北海道)	TOMAMAE (HOKKAIDO)	JP TJJ	津名 (兵庫県)	TSUNA (HYOGO)	JP TNA
富江 (長崎県)	TOMIE (NAGASAKI)	JP TME	角島 (山口県)	TSUNOSHIMA (YAMAGUCHI)	JP TNS
富岡 (熊本県)	TOMIOKA (KUMAMOTO)	JP TMO	敦賀 (福井県)	TSURUGA (FUKUI)	JP TRG

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
富岡 (徳島県)	TOMIOKA (TOKUSHIMA)	JP TOM
土庄 (香川県)	TONOSYO (KAGAWA)	JP TNO
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
鶴海 (岡山県)	TSURUMI (OKAYAMA)	JP TRU
都志 (兵庫県)	TSUSHI (HYOGO)	JP TSH
豆酸 (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 Fraqs	港内進路コード In-port Course Code	入力例 Example	
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	
		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	2W	>JP TMK 2W	
		Purposes other than stated above course in the port	XX	>JP TMK XX	
函館/HAKODATE	JP HKP	2代(2nd Sub.)・1	1	>JP HKP 1	
		2代(2nd Sub.)・2	2	>JP HKP 2	
		2代(2nd Sub.)・3	3	>JP HKP 3	
		2代(2nd Sub.)・4	4	>JP HKP 4	
				Purposes other than stated above course in the port	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	W	>JP AFG W	
		Purposes other than stated above course in the port	XX	>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	NW	>JP KSM NW	
		2代(2nd Sub.)・N・E	NE	>JP KSM NE	
		Purposes other than stated above course in the port	XX	>JP KSM XX	
千葉/ CHIBA	4区 (第7号・緑ヶ湾地区) No. 4 Sec. (ANEKASAI- KI-SODEGAURA)	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			IE	>JP FNB IE	
		Purposes other than stated above course in the port	XX	>JP FNB XX	
1区、2区、3区 /No. 1,2,3 Sec.	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	S	>JP CHB S	
				Purposes other than stated above course in the port	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
					Purposes other than stated above course in the 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 Fraqs	港内進路コード In-port Course Code	入力例 Example
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	OG	>JP KWS OG
		Purposes other than stated above course in the port	XX	>JP KWS XX
京浜/ KEIHIN	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	SU	>JP YOK SU		
		Purposes other than stated above course in the port	XX	>JP YOK XX
新潟/NIGATA	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	EW	>JP KIJ EW
		Purposes other than stated above course in the port	XX	>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.)・M・Y	MY	>JP YKK MY
		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	W	>JP YKK W		
		Purposes other than stated above course in the port	XX	>JP YKK 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		
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		
		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		
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		
		Purposes other than stated above course in the port	XX	>JP OSA XX		
		尼崎西宮芦屋区 AMAGASAKI/NISHI- NOMIYA/ASHIYA	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				
Purposes other than stated above course in the port	XX	>JP UKB XX				
神戸区／KOBE	JP UKB	2代(2nd Sub.)・A	A	>JP UKB A		
		2代(2nd Sub.)・E・1	E1	>JP UKB E1		
那覇／NAHA	JP NAH	1代(1st Sub.)・Y	—	—		
		1代(1st Sub.)・U	—	—		

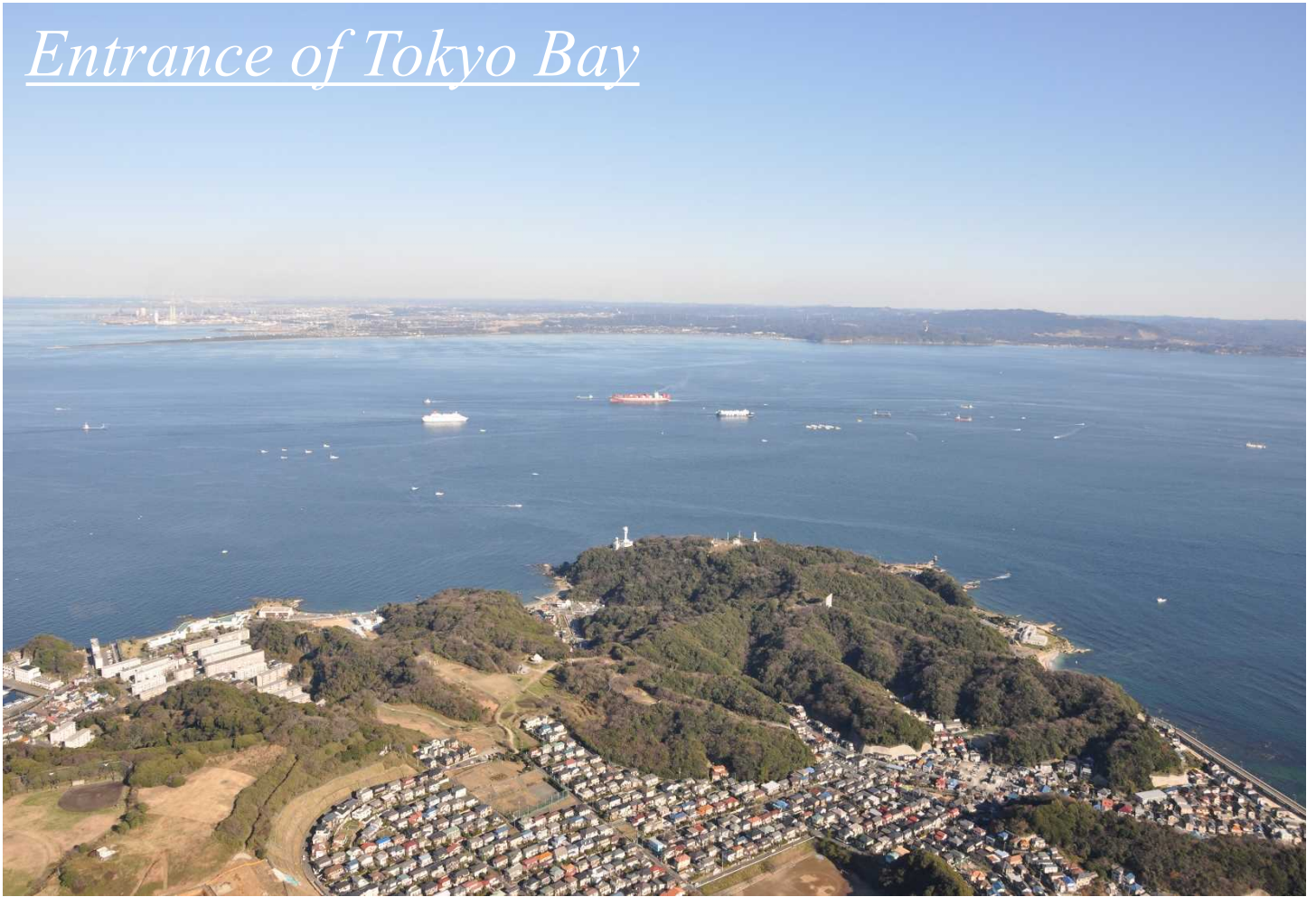
港の名称 Port	コード CODE	規則第11条に基づく進路信号 Course Signal of International Signal Frags	港内進路コード In-port Course Code	入力例 Example		
水島／MIZUSHIMA	JP MIZ	1代(1st Sub.)・M or 1代(1st Sub.)・P	—	—		
		1代(1st Sub.)・T	—	—		
		2代(2nd Sub.)・A	A	>JP MIZ A		
		2代(2nd Sub.)・B	B	>JP MIZ B		
		2代(2nd Sub.)・C	C	>JP MIZ C		
		2代(2nd 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		
		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		
		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
				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		
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		
Purposes other than stated above course in the port	XX	>JP NAH XX				

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

經由進路	經由進路コード	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 pier 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.

Entrance of Tokyo Bay



For inquiries, contact

Tokyo Wan Vessel Traffic Service Center, Japan Coast Guard

Address : 5 - 57 Kitanaka-dori, Naka-ku, Yokohama City,
Kanagawa Prefecture, 231-8818, JAPAN

Phone Number : 045 - 255 - 9118

Internet Homepage : <https://www6.kaiho.mlit.go.jp/tokyowan/>

3rd Regional Coast Guard Headquarters , Japan Coast Guard

Address : 5 - 57 Kitanaka-dori, Naka-ku, Yokohama City,
Kanagawa Prefecture, 231-8818, JAPAN

Phone Number : 045 - 211 - 1118

Internet Homepage : <https://www.kaiho.mlit.go.jp/03kanku/>