



BISANSETO

VESSEL TRAFFIC SERVICE CENTER

“BISAN MARTIS” USER MANUAL



BISAN SETO VESSEL TRAFFIC SERVICE CENTER

3810-2, Aonoyama, Utazu-cho, Ayauta-Gun, Kagawa Pref. 769-0200

TEL 0877-49-3366

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



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BISAN SETO VESSEL TRAFFIC SERVICE CENTER

"BISAN MARTIS"

USER MANUAL

I INTRODUCTION

BISAN SETO Vessel Traffic Service Center, "BISAN MARTIS", whose mission is to maintain and improve safety and efficiency of vessel traffic in the Bisan Seto area, 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 "BISAN MARTIS" and essential information while navigating in the Bisan Seto area. A vessel navigating in the Bisan Seto area is highly recommended to carry this manual in the bridge and utilize as a reference book.

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

- Act on Aids to Navigation
- Act on Maritime Traffic Safety
- Cabinet Order for Enforcement of the Act on Maritime Traffic Safety
- Ordinance for Enforcement of the Act on Maritime Traffic Safety
- "Designation of the Routes, referred in paragraph 2, article 25 of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 92, in 2010)
- "Codes to indicate necessary information to inform other vessels of the destination information and the way, referred in paragraph 4, article 6 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 95, in 2010)
- "Public Notice on the Procedure of the Report related to the Navigation of a very large vessel, etc." (Japan Coast Guard Public Notice No. 109, in 1973)
- "Public Notice on the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976)
- "Public Notice on the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)

- "Public Notice on the Procedure of instruction referred in article 8-2 of the Ordinance for Enforcement of the Act on Port Regulations and etc." (Japan Coast Guard Public Notice No. 163, in 2010)
- "Public Notice on the Procedure of Provision of Information, etc. conducted by the Bisan Seto Vessel Traffic Service Center and the Aonoyama Vessel Traffic Signal Station which is operated by the Bisan Seto Vessel Traffic Service Center" (Japan Coast Guard Public Notice No. 168, in 2010)

II OPERATIONAL CONCEPT OF "BISAN MARTIS"

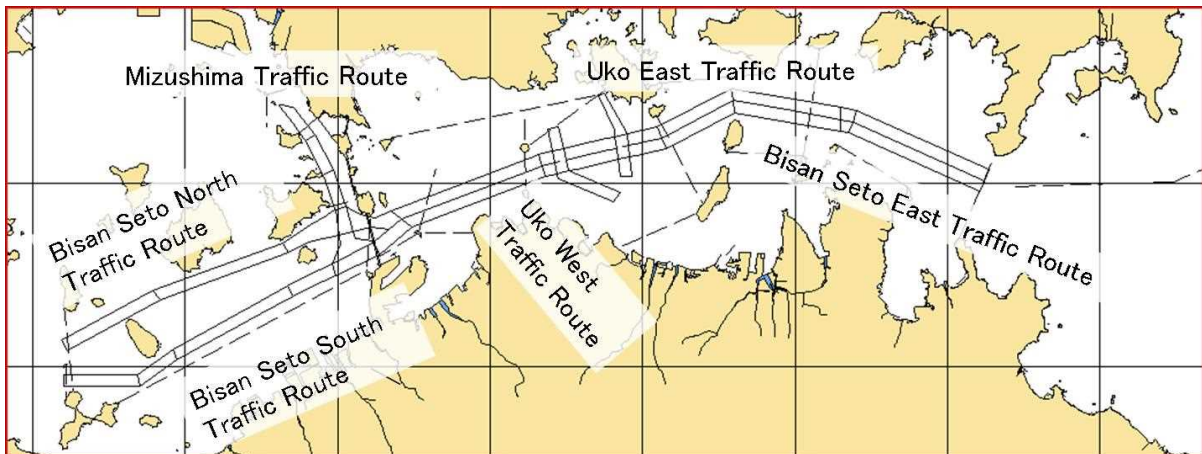
BISAN MARTIS maintains and improves vessel traffic safety of the Bisan Seto area by

- 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 in case when visibility is restricted, instructing the permission or arrange the time of entry into the traffic route and in other cases specified by the Act on Maritime Traffic Safety.

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

III IMPORTANT NAVIGATIONAL RULES

Establishment of the traffic routes and navigational rules of the Bisan Seto area 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 Bisan Seto area are shown in the figure below.



Important navigational rules, which are regulated by the Act on Maritime Traffic Safety and applied in the Bisan Seto area, are explained below. It is recommended to refer to the Act and related regulations for exact application of these rules.

① Compulsory Usage of the Traffic Route

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

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 a vessel is drifting in a traffic route, so as to involve risk of collision with a very large vessel ("a very large vessel" means a vessel of 200 meters and upwards in length. The same shall apply hereinafter.) which is navigating along the traffic route, that fishing vessel, etc. or that drifting vessel shall keep out of the way of that very

large vessel.

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

- ③ Essential navigation rules of the traffic routes in the Bisan Seto area
 - i Bisan Seto East Traffic Route
A vessel shall keep right of the center line.
 - ii Uko East Traffic Route
A vessel shall navigate northbound only.
 - iii Uko West Traffic Route
A vessel shall navigate southbound only.
 - iv Bisan Seto North Traffic Route
A vessel shall navigate westbound only.
 - v Bisan Seto South Traffic Route
A vessel shall navigate eastbound only.
 - vi Mizushima Traffic Route
A vessel shall navigate right side of the route as applicable.
- ④ Special navigation rules which are applied to the intersection area of the Uko East Traffic Route or Uko West Traffic Route and Bisan Seto East Traffic Route
 - i The right of way of a very large vessel against vessels navigating in the Uko East or Uko West Traffic Route
When a vessel is navigating along the Uko East Traffic Route or the Uko West Traffic Route so as to involve risk of collision with a very large vessel navigating along the Bisan Seto East Traffic Route, that 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, the first sentence of the 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.
 - ii The right of way of a very large vessel making a transfer between the Bisan Seto East Traffic Route and the Uko East Traffic Route or the Uko West 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 making a transfer from the Bisan Seto East Traffic Route to the Uko East Traffic Route or from the Uko West Traffic Route to the Bisan Seto East Traffic Route, that vessel shall keep out of the way of that very large vessel.

In this case, the provisions of the preceding section ② i and paragraph 2 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 Special navigation rules which are applied to the intersection area of the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route and the Mizushima Traffic Route

i The right of way of a vessel navigating along the Bisan Seto North Traffic Route against a vessel navigating along the Mizushima Traffic Route

When a vessel (except a very large vessel and a fishing vessel, etc.) is navigating along the Mizushima Traffic route so as to involve risk of collision with a vessel navigating along the Bisan Seto East 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, 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 the above described latter vessel.

ii The right of way of a very large vessel navigating along the Bisan Seto North Traffic Route against a fishing vessel, etc. navigating along the Mizushima Traffic route

When a fishing vessel, etc. is navigating along the Mizushima Traffic Route so as to involve risk of collision with a very large vessel navigating along the Bisan Seto North Traffic Route, that 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, 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.

iii The right of way of a very large vessel navigating along the Mizushima Traffic Route against a vessel (except a very large vessel) navigating along the Bisan Seto North Traffic Route

When a vessel (except a very large vessel) is navigating along the Bisan Seto North Traffic Route so as to involve risk of collision with a very large vessel navigating along the Mizushima Traffic Route, that vessel shall keep out of the way of that very large vessel.

In this case, the provisions of the paragraph 2 and 3 of article 9, 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.

- iv The right of way of a very large vessel making a transfer between the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route and the Mizushima Traffic Route

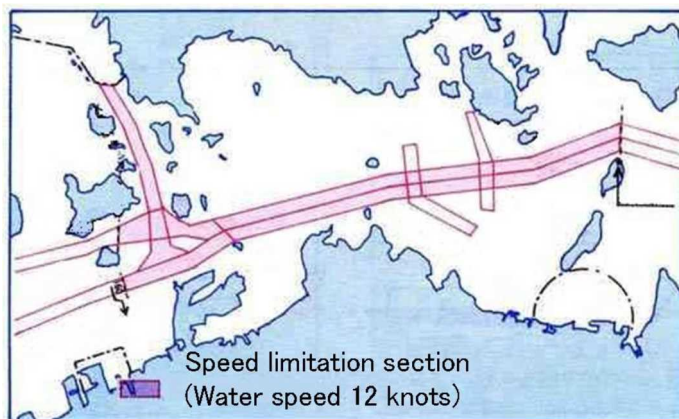
When a vessel (except a very large vessel) navigating or drifting so as to involve risk of collision with a very large vessel making a transfer from the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route to the Mizushima Traffic Route, or from the Mizushima Traffic Route to the Bisan Seto North Traffic Route or the Bisan Seto South Traffic Route, that vessel shall keep out of the way of that very large vessel.

In this case, the provisions of prescribed in section ② i 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.

- ⑥ 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 Mizushima Traffic Route and the designated parts of the Bisan Seto East Traffic Route, the Bisan Seto North Traffic Route and the Bisan Seto South Traffic Route. (See below figure)

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.



- ⑦ Transmitting destination information by AIS

When a vessel which is equipped with AIS navigates in the BISAN SETO area, that vessel shall transmit the code of the destination port as the destination information of the AIS in order to inform other vessels of the route of that vessel.

The destination codes are shown in attached reference 1.

- ⑧ Route signal

When a vessel of 100 tons gross tonnage and upwards is entering into

a traffic route or going out a traffic route, that vessel shall inform her route to other neighboring vessels by designated international signal flags in the day time and signals on her whistle in the night time. (See attached Reference 2)

⑨ Lights, shapes and flags for a very large vessel and a dangerous goods carrying vessel

A very large vessel or a dangerous goods carrying vessel shall each exhibit following light, shapes or flags while navigating, drifting or anchoring.

i A very large vessel

a) A light to be exhibited in the night time

A green all-round flashing light which flashes at regular intervals of a frequency of 180 and upwards but not more than 200 flashes per minute with 2 miles of minimum range of visibility

b) Shapes to be exhibited in the day time

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

ii A dangerous goods carrying vessel

a) A light to be exhibited in the night time

A red all-round flashing light which flashes at regular intervals of a frequency of 120 and upwards but not more than 140 flashes per minute with 2 miles of minimum range of visibility

b) Flags to be exhibited in the day time

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

IV COMMUNICATION

1 VHF CHANNELS

VHF channels to communicate with BISAN MARTIS are as follows. BISAN 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 BISAN MARTIS.

Channel 16: calling and response

Channel 13: calling and communication

Channel 14 and 66: communication

2 COMMUNICATION LANGUAGES

Japanese and English

V PRE-ENTRY REPORT AND POSITION REPORT

1 PRE-ENTRY REPORT OF ONE DAY ADVANCE

① Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when each of following vessels intends to navigate the traffic route(s) in the Bisan Seto area, the master of that vessel shall submit the pre-entry report of one day advance to BISAN MARTIS by the noon of the day before the day of arrival at the traffic route entrance.

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

- a) a very large vessel
- b) a vessel of 160 meters and upwards in length (except a very large vessel)
- c) a vessel of 25,000 tons gross tonnage and upwards carrying liquefied gas
- d) a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upwards

② Items to be reported

A vessel with report obligation shall report applicable items among following items.

- a) vessel's name, gross tonnage and length
- b) section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
- c) signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
- d) means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
- e) destination port
- f) draft (applied to a very large vessel)
- g) dangerous goods being carried and each quantity of the goods (applied to the vessel carrying dangerous goods only)
- h) length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object, outline of the object (applied to the vessel prescribed in section V ① d) of this user manual)

③ Addressee and means of report

- i Addressee
BISAN SETO Vessel Traffic Service Center ("BISAN 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 BISAN MARTIS.
3810-2, Aonoyama, Utazu-cho, Ayauta-Gun, Kagawa Pref.,
769-0200
 - b) telephone
0877-49-2220 or 0877-49-2221
 - 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 BISAN MARTIS with VHF channel 16 or channel 13.
When a vessel located in the outside of VHF communication area of the MARTIS, call to "Hiroshima Coast Guard Radio" or "Kobe Coast Guard Radio": Japan Coast Guard shoe-based radio station as follows.
Frequencies: 156.8 MHz (VHF channel 16) , 2189.5 KHz

2 PRE-ENTRY REPORT OF 3-HOUR ADVANCE

① Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when a dangerous goods carrying vessel (except vessels prescribed in V. 1. ① of this user manual) intends to navigate the traffic route(s) in the Bisan Seto area, the master of that vessel shall submit the pre-entry report of 3-hour advance to BISAN 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.

- i The term "dangerous goods carrying vessel" means any of following vessels.
 - a) a vessel of 300 tons gross tonnage and upwards carrying certain amount of powder (Please refer to item 1, paragraph 1 of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety for the exact amount.)

- b) a vessel of 1,000 tons gross tonnage and upwards carrying inflammable high-pressure gas in bulk
 - c) a vessel of 1,000 tons gross tonnage and upwards carrying inflammable liquid in bulk
 - d) a vessel of 300 tons gross tonnage and upwards carrying organic peroxide of 200 tons and upwards
 - ii A vessel intends to navigate the Mizushima Traffic Route whose length overall is more than 70 meters but less than 160 meters.
- ② Items to be reported
- a) vessel's name, gross tonnage and length
 - b) section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
 - c) signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
 - d) means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
 - e) destination port
 - f) dangerous goods being carried and each quantity of the goods
- ③ Addressee and means of report
- i Addressee
BISAN SETO Vessel Traffic Service Center ("BISAN 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 BISAN SETO VESSEL TRAFFIC SERVICE CENTER.
3810-2, Aonoyama, Utazu-cho, Ayauta-Gun, Kagawa Pref.,
769-0200
 - b) telephone
0877-49-2220 or 0877-49-2221
 - 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 BISAN MARTIS with VHF channel 16 or channel 13.
When a vessel located in the outside of VHF communication area of the MARTIS, call to "Hiroshima Coast Guard Radio" or "Kobe

Coast Guard Radio": Japan Coast Guard shore-based radio station as follows.

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

3 INSTRUCTIONS TO A VERY LARGE VESSEL, ETC.

① Items instructed to a very large vessel, etc.

Pursuant to the Act on Maritime Traffic Safety, BISAN MARTIS may instruct a master of a vessel, which has submitted a pre-entry report according to the provisions prescribed in sections V 1 and 2 of this user manual (hereinafter referred to as "a very large vessel and etc."), about following matters when BISAN 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 BISAN MARTIS by continuous listening watch on VHF channel 16 during the period from the time 3 hours before entry into the traffic route until the time of going out the traffic route
- d) keeping of under keel clearance (in case of a very large vessel)
- e) disposition of a forward lookout boat in case of a very large vessel of 250 meters and upwards in length or a very large vessel carrying dangerous goods
- f) disposition of a navigation assistance boat in case of a very large vessel or a dangerous goods carrying vessel
- g) disposition of a boat equipped with fire fighting facilities in case of a dangerous goods carrying vessel of 50,000 tons gross tonnage and upwards (in case of a liquefied gas carrying vessel of 25,000 tons gross tonnage and upwards)
- h) disposition of a side lookout boat in case of a long object towing vessel (a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upwards; hereinafter referred to as "a long object towing vessel".), etc.
- i) other items considered necessary regarding operation of a very large vessel and etc.

② Means of instruction

Radio communication, telephone, e-mail or delivery of paper

③ Standards on a forward lookout boat, etc.

Concerning the standards of a forward lookout boat and etc. which are mentioned in V 3 ① e), g) and h) of this user manual, please refer to "Public Notice of the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976) and "Public Notice of the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)

4 POSITION REPORT

According to the Administrative guidance of the Commander of the 6th Regional Headquarters of Japan Coast Guard,

a) a vessel of 50 meters and upwards in length (except a vessel of less than 300 tons gross tonnage or a vessel which is equipped with AIS and is transmitting accurate information by AIS)

or

b) a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 100 meters and upwards (except a vessel which is equipped with AIS and is transmitting accurate information by AIS)

is requested to send position report to BISAN MARTIS in accordance to the following procedures.

① When to report

Immediately after the vessel crossed any reporting line (see attached figure 1)

② Items to be reported

a) vessel's name and call sign

b) time when the vessel crossed the reporting line, and the code of the line or the present position

c) traffic routes and sea area in which the vessel is going to navigate, destination

③ Means of report

i VHF radiotelephone

a) call sign: "BISAN MARTIS"

b) calling channel: channel 16 or channel 13

ii telephone

0877-49-2220

0877-49-2221

5 INFORMATION SERVICE AREA AND MONITORING OF VESSEL TRAFFIC

The information service area of BISAN MARTIS is shown in the attached figure 1. BISAN 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 BISAN MARTIS provides information via VHF radio telephone, 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 BISAN 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 BISAN 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 BISAN 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 BISAN MARTIS is instructing vessels to take certain action, pursuant to the Act of Maritime Traffic Safety. The recipient has to follow this message unless he/she has contradictory safety reasons.

2 TYPE OF INFORMATION SERVICES WITHIN THE INFORMATION SERVICE AREA

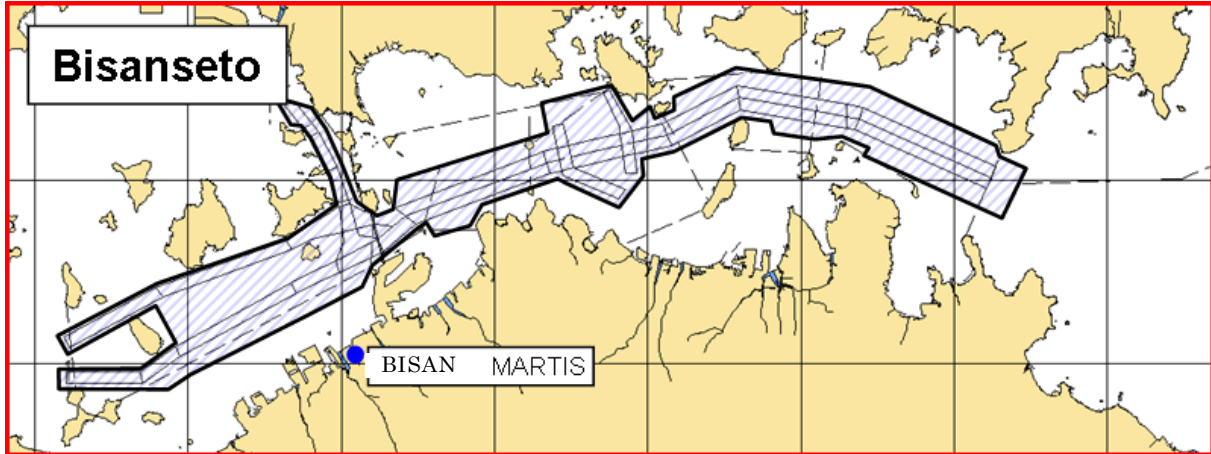
BISAN MARTIS provides following information within its RADAR service area.

- ① Any following information which BISAN MARTIS considers necessary for a vessel of 50 meters and upwards in length (hereinafter referred to as a "specified vessel"), who is navigating in the VHF stand by area (see the figure next page) (Message Marker "INFORMATION" or "WARNING")
 - a) information of the navigational rules applied in the VHF stand by area in the BISAN SETO area, when it is found that a specified vessel is likely to navigate not keeping the navigational rule applied
 - b) information of occurrence of any impediment to safe navigation of a specified vessel such as a sunken vessel, functional disorder of aids to navigation, etc.
 - c) information of a sea area where a vessel has difficulty to navigate safely such as an area where any construction or work is underway, a very shallow water area, etc., and in case that a specified vessel is likely to close in extremely on that area
 - d) information of a vessel, which has difficulty to keep out the way for other vessels and is likely to cause a serious peril to safe navigation of a specified vessel
 - e) information of a specified vessel which is found to close in extremely on any other specified vessel
 - f) any other information which is considered necessary for a specified vessel
- ② Any information referred in the preceding section ① a)~f), which BISAN MARTIS considers necessary for a vessel which is equipped with AIS (except a specified vessel) (hereinafter referred to as an "AIS equipped vessel" (Message Marker "INFORMATION" or "WARNING"))
- ③ Any other information which BISAN MARTIS considers necessary for safe navigation of a specified vessel or an AIS equipped vessel or information which is requested by a specified vessel or an AIS equipped vessel (Message Marker "INFORMATION")
- ④ Any navigational safety information which BISAN MARTIS considers necessary for or requested by a vessel neither a specified vessel nor an AIS equipped vessel (Message Marker "INFORMATION")

3 INFORMATION MONITORING REQUIREMENT WITHIN THE VHF STAND BY AREA

Pursuant to the Act on Maritime Traffic Safety, a specified vessel (except a vessel which is not equipped with VHF radiotelephone), while navigating

in the VHF stand by area and except when it is difficult to monitor, shall monitor the information provided by BISAN MARTIS by VHF radiotelephone.



4 ADVICE (Message Marker "ADVICE")

① Provision of advice

Pursuant to the Act on Maritime Traffic Safety, BISAN 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 BISAN MARTIS considers necessary to have such vessel keep the navigational rules or avoid the dangerous situation.

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

② Action of the vessel which receives advice

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

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

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

5 INSTRUCTION (Message Marker "INSTRUCTION")

① Instruction to a very large vessel, etc.

BISAN MARTIS may provide instruction referred in V 3 to a very

large vessel and etc. by VHF radiotelephone.

② Instruction to stand by at outside of the traffic routes

i Instruction in the case of restricted visibility

Pursuant to the Act on Maritime Traffic Safety, BISAN 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 traffic route(s) in the Bisan Seto area.

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

a) When visibility is more than 1,000 meters but not more than 2,000 meters

- A very large vessel
- A dangerous goods carrying vessel of 50,000 tons gross tonnage and upwards (liquefied gas carrying vessels of 25,000 tons gross tonnage and upwards)
- A long object towing vessel, etc.

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

- A vessel of 160 meters and upwards in length
- A dangerous goods carrying vessel
- A long object towing vessel, etc.

ii Instruction to avoid meeting with a very large vessel in the Mizushima Traffic route

Pursuant to the Act on Maritime Traffic Safety, the BISAN MARTIS may provide instruction to a vessel of 70 meters and upwards in length (except a very large vessel) to stand by outside of the traffic route for necessary duration in case that such a vessel is expected to meet a very large vessel reciprocally in the Mizushima Traffic route.

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

This instruction is indicated by lighting signal boards at the Mizushima Traffic Route Nishi-no-saki traffic signal station and the Mizushima Traffic Route Mitsuko-shima traffic signal station.

iii Action of the vessel which receives instruction

The vessel which receives instruction has to stand by at outside of the traffic route until when BISAN MARTIS lifts the instruction.

VII OTHER MEANS OF INFORMATION SERVICES

1 AUTOMATIC IDENTIFICATION SYSTEM

BISAN MARTIS provides information which is necessary for safe

navigation in the BISAN SETO area 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, BISAN MARTIS will provide information on such a dangerous situation whenever necessary by AIS.

2 RADIO BROADCAST

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

① Broadcast in Japanese

i Time

00 ~ 15 minute and 30 ~ 45 minute in every hour

ii Frequency

1651 kHz

② Broadcast in English

i Time

15 ~ 30 minute and 45 ~ 00 minute in every hour

ii Frequency

2019 kHz

3 TELEPHONE

Weather information: 0877-49-1041

4 INTERNET HOMEPAGE

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

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

VIII TRAFFIC ROUTE TRAFFIC SIGNAL STATIONS

1 NAMES AND POSITIONS OF THE TRAFFIC SIGNAL STATIONS

The names and positions of the traffic signal stations prescribed in VI 5

② ii are as follows.

① Mizushima Traffic Route Nishi-no-saki Traffic Signal Station

34 degrees 26 minutes 09 seconds North

- 133 degrees 47 minutes 12 seconds East
- ② Mizushima Traffic Route Mitsuko-shima Traffic Signal Station
- 34 degrees 22 minutes 19 seconds North
- 133 degrees 49 minutes 23 seconds East
- and
- 34 degrees 22 minutes 18 seconds North
- 133 degrees 49 minutes 21 seconds East

2 MEANING OF SIGNALS

"N" : There is a very large vessel navigating or going to navigate in the Mizushima Traffic Route northbound.

A vessel of 70 meters and upwards in length (except a very large vessel) which intends to navigate in the Mizushima Traffic Route southbound shall stand by outside of the traffic route.

"S" : There is a very large vessel navigating or going to navigate in the Mizushima Traffic Route southbound.

A vessel of 70 meters and upwards in length (except a very large vessel) which intends to navigate in the Mizushima Traffic Route northbound shall stand by outside of the traffic route.