

# Measures to Indicate the Destination by Using AIS

Concerning the “Destination Field” in Automatic Identification System (AIS) messages,  
**The method of entering data is established along with IMO’s guidance.**  
**Entering of data according to the newly established entry method is mandatory.**

## < Applicable Vessels >

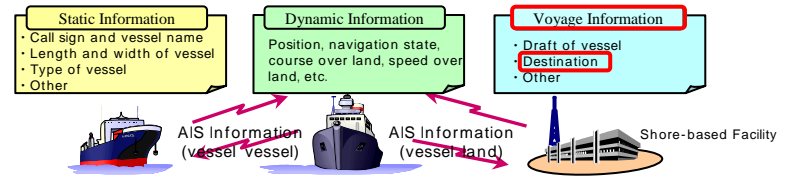
### Vessels carrying AIS

(vessels exempted from the obligation to operate AIS at all times are excluded)



As for the way to input in the destination field in AIS message, the International Maritime Organization (IMO) has recommended using UN/LOCODE, five-letter codes (combination of 2-letter code for country name and 3-letter code of location name) to represent certain locations all over the world. The newly established method is based on this IMO's recommendation.

The AIS automatically transmits and receives the three kinds of information shown below between vessels or vessels and the navigation assist facility onshore. The installation of the system is mandatory for certain vessels including inland cargo vessels of 500 gross tonnage and upwards.



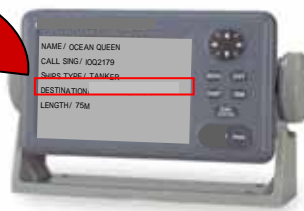
## < Entry Method >

Destination Field in AIS Message



A code representing a destination port (2-letter code for a country, 1-letter for a blank space and 3-letter code for a port)  
 A code representing a course in a destination port (1-or-2-letter code for a berth, etc)  
 A code representing other necessary information (e.g. routes to pass through, etc.)

< Automatic Identification System >



Enter appropriate codes according to the method shown above. Do not forget to enter certain symbols like “>”, “/”, etc.



**Attention :** course indications by signal flags in port and on the traffic routes are still effective.



Information about the destination allows vessels to predict each other's courses, which will reduce the risk of collision and thus enhance the safety. So do not forget to renew the entry for each voyage and make sure that you enter the correct codes. Entry should be made as soon as possible. It is highly recommended to finish it before you start your voyage.

### Entry Rules for the Destination Port

- \* When the destination port is a Japanese port governed by the Act on Port Regulations, enter the code as stipulated anew (all codes are described in booklets (Note 1)).
- \* When the destination port is an overseas port, enter the UN/LOCODE (Example: “US SFO” for San Francisco in the United States).
- \* If the destination port does not have the UN/LOCODE, or if the UN/LOCODE of the destination port is unknown, enter a general English name following “= = =.”
- \* When the port name of the destination port is unknown, enter “?? ???” instead of the UN/LOCODE.



**Incorrect entries may increase the risk of dangerous situations.**

## < Entry Examples >

[Example 1] A vessel is heading for the berthing facility in the Tamashima area (excluding Otoshima).

> J P M I Z T S

The destination port is Mizushima Port (JP MIZ).  
In the destination port, the vessel is heading for the berthing facility in the Tamashima area (excluding Otoshima) (TS).

For the code , enter the symbol of the signal flags (excluding the substitute signals) required by the Act on Port Regulations to show the course in the destination port.



### < Example of Mizushima Port >

A	Sailing heading for the berthing facility between West Public -2.6m Landing Place and Nippon Petroleum Refining Pier.
B	Sailing heading for the berthing facility between East Public Landing Place and Japan Energy Pier or Yobimatsu Waterway.
C	Sailing heading for the berthing facility between Asahi Kasei C7 Pier and Taiheiyo Cement Pier.
D	Sailing heading for the berthing facility between JFE Kurashiki A Quay and JFE Kurashiki Coal Loading Pier.
TH	Sailing heading for the berthing facility along Takahashi Kawa Waterway or in the Otoshima.
TS	Sailing heading for the berthing facility in the Tamashima area (excluding Otoshima).
FM	Sailing heading for the southern sea area of JFE (anchorage A to E).
FT	Sailing heading for the southern sea area of Tamashima Harbor Island (anchorage F to P).
XX	Purposes other than stated above Course in the port

[Example 2] The vessel s destination port is Mizushima Port. The vessel will be anchoring near the boundary of the port before entering port.

> J P M I Z O F F

The destination port is Nagoya Port (JP NGO).  
The vessel will be anchoring near the boundary of the port before entering the port (OFF).

[Example 3] The vessel s final port is Keihin Port (Yokohama Section). In the port, the vessel will sail for the pier of East Japan Works of JFE Steel Corporation in Section 3. Before entering Keihin Port, the vessel will anchor in Nakanose Sea Area in Tokyo Wan.

> J P Y O K K / N N X

The destination port is Yokohama Port (JP YOK).  
In the destination port, the vessel will be heading for the pier of East Japan Works of JFE Steel Corporation in Section 3 (K).  
On the way, it is going to anchor in Nakanose Sea Area in Tokyo Wan (NNX).

### < Example of codes in the Booklet >

List of Port Codes (Examples of West-Okayama)

Port	Port Prefecture	Code
Kotoura (Okayama)	KOTOURA OKAYAMA	JP JKT
Ajino (Okayama)	AJINO OKAYAMA	JP AJN
Shimotsui (Okayama)	SHIMOTSUI OKAYAMA	JP STI

Port	Port Prefecture	Code
Mizushima (Okayama)	MIZUSHIMA OKAYAMA	JP MIZ
Kasaoka (Okayama)	KASAOKA OKAYAMA	JP KSA
Fukuyama (Hiroshima)	FUKUYAMA HIROSHIMA	JP FKY

### Codes Showing the Passing Route (Example)

Via Course	Code
The vessel will pass by or leaving port, heading for the east point of Mutsurejima at the West Exit of Kanmon Port (excluding Hibiki New Port District and Shin Moji District).	WM
The vessel will anchor in the Nakanose sea area in Tokyo Wan on its way to the final port.	NNX

(Note) JCG has prepared booklets describing all codes for the applicable ports in Japan.  
See JCG's website <http://www.kaiho.mlit.go.jp/syoukai/soshiki/toudai/navigation-safety/index.htm>

## References :

Mizushima Coast Guard Office TEL : 086-444-2967

URL : <http://www.kaiho.mlit.go.jp/06kanku/mizushima/>